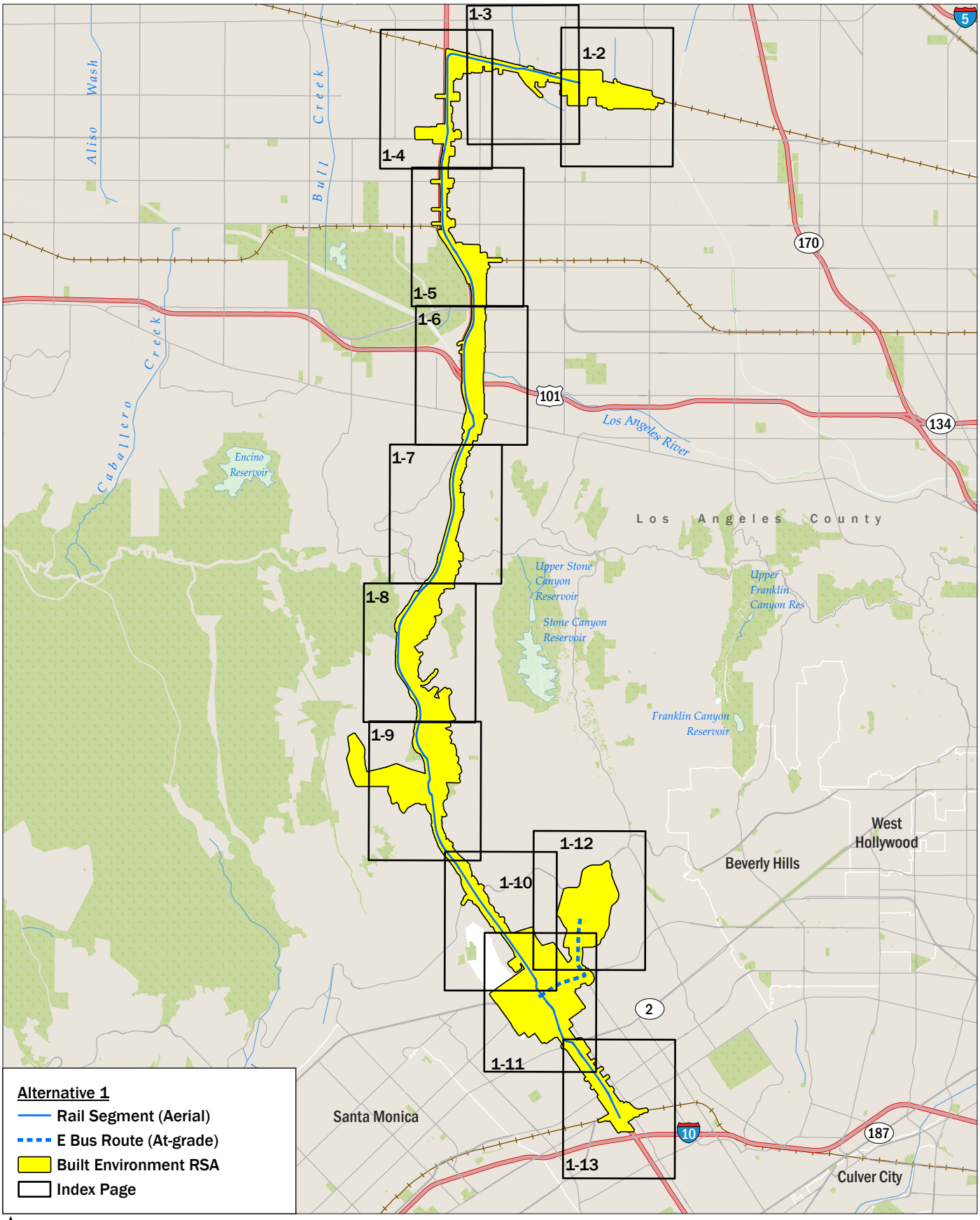
Appendix G. Cultural Resources and Tribal Cultural Resources Technical Report Appendices A-F

Appendix A. Resource Study Area Map Books

Built Environment



Metro

Sepulveda Transit Corridor Project

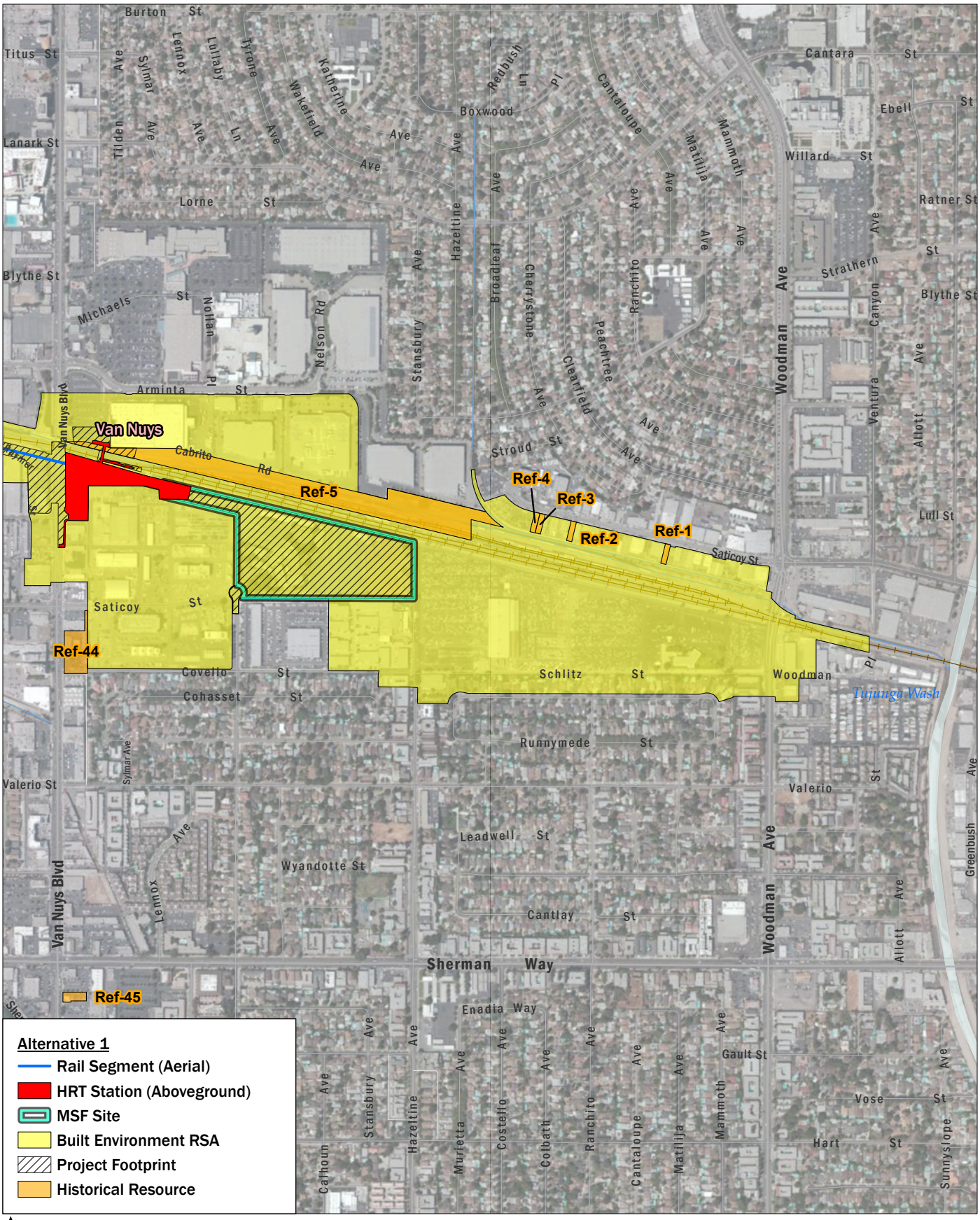
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 1

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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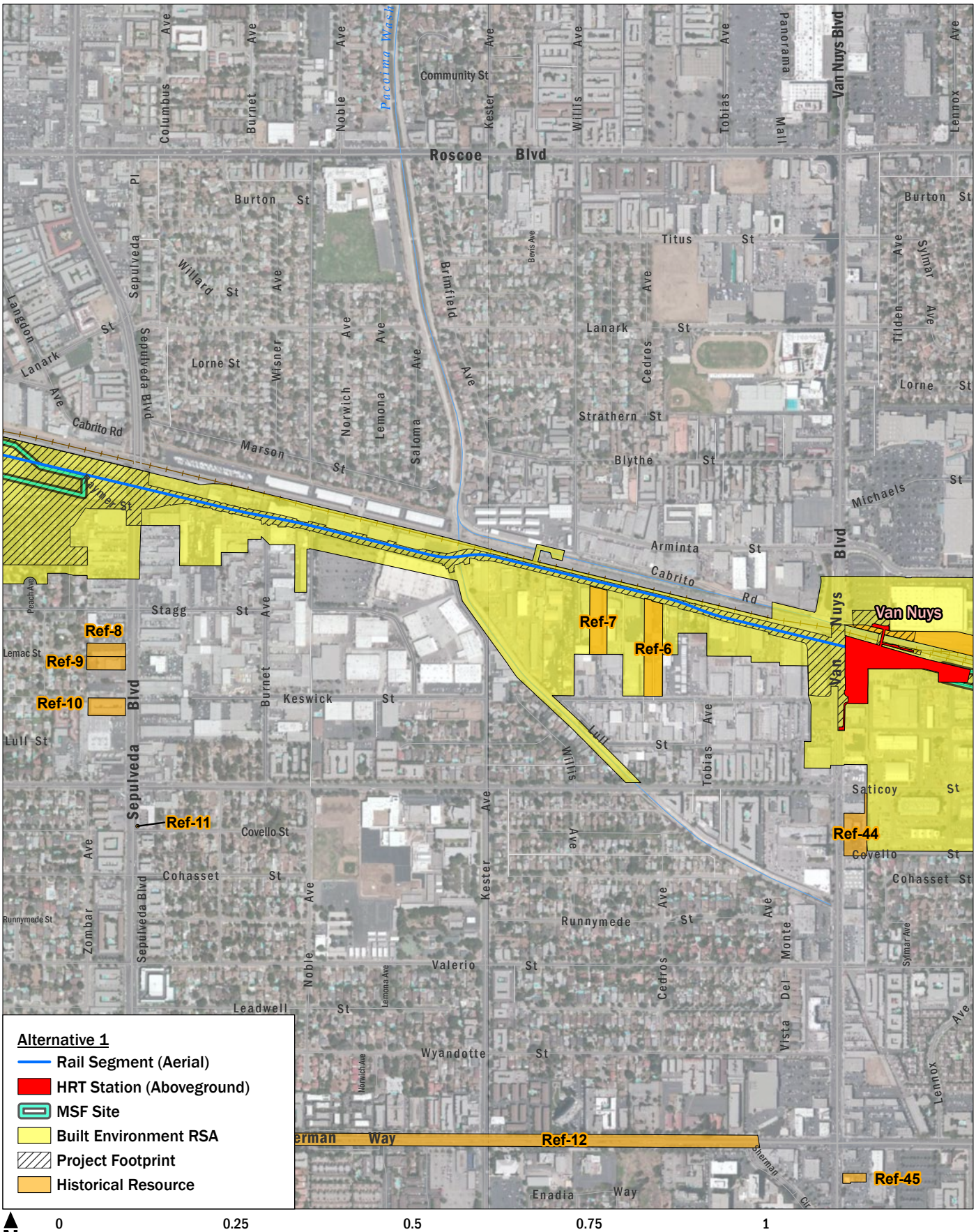
APPENDIX A

Alternative 1 - 2

Built Environment Eligible Resources

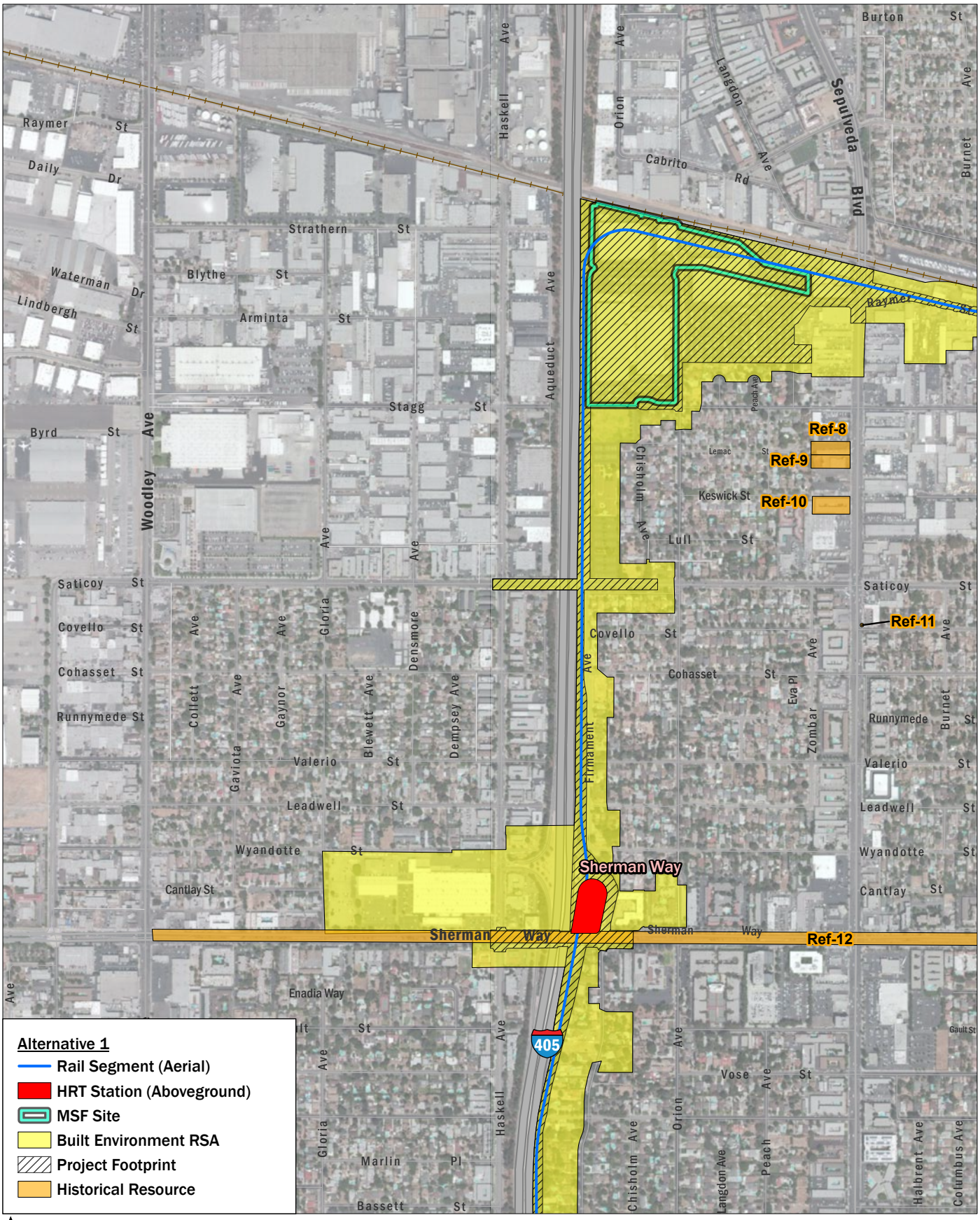


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 3
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

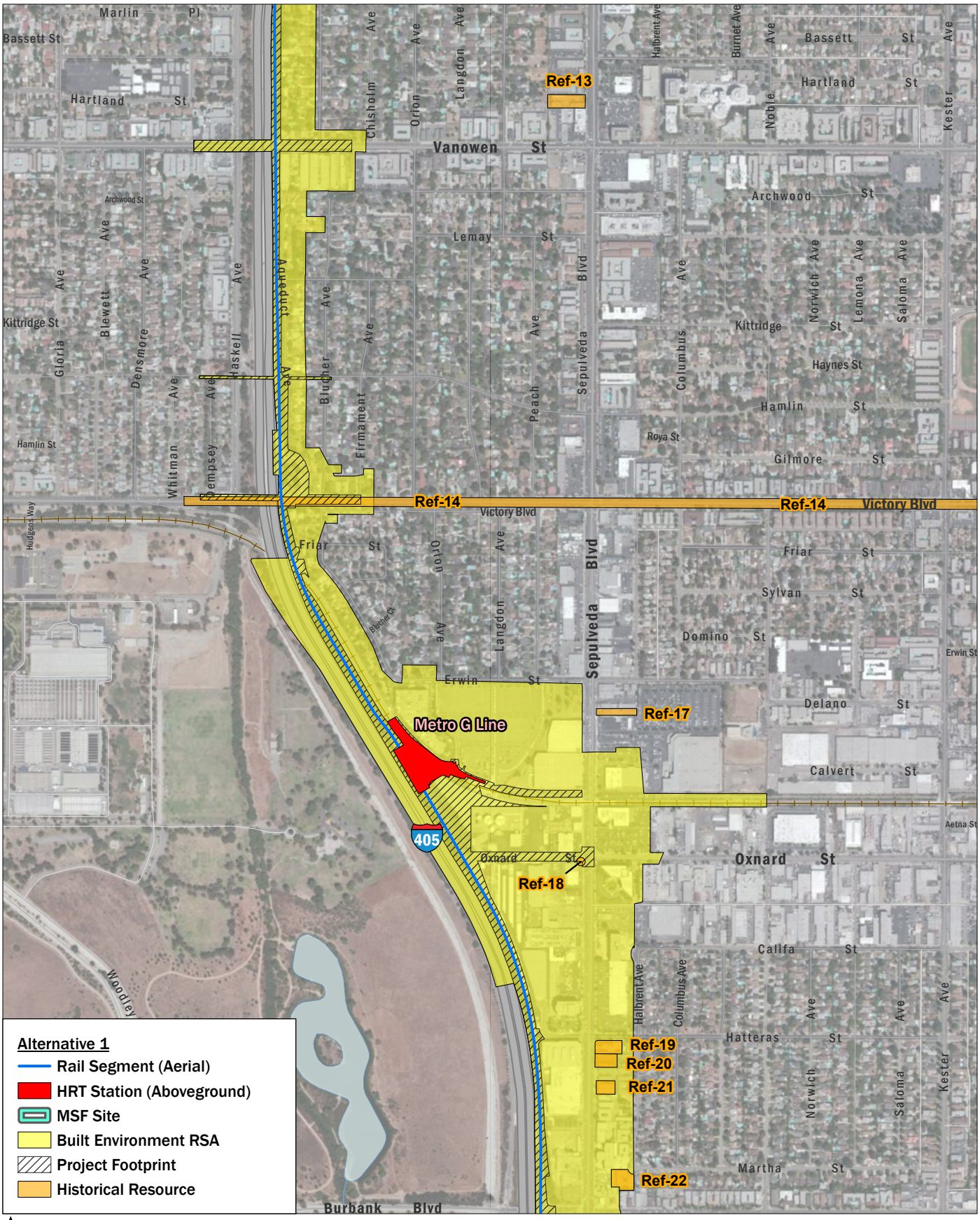
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 4

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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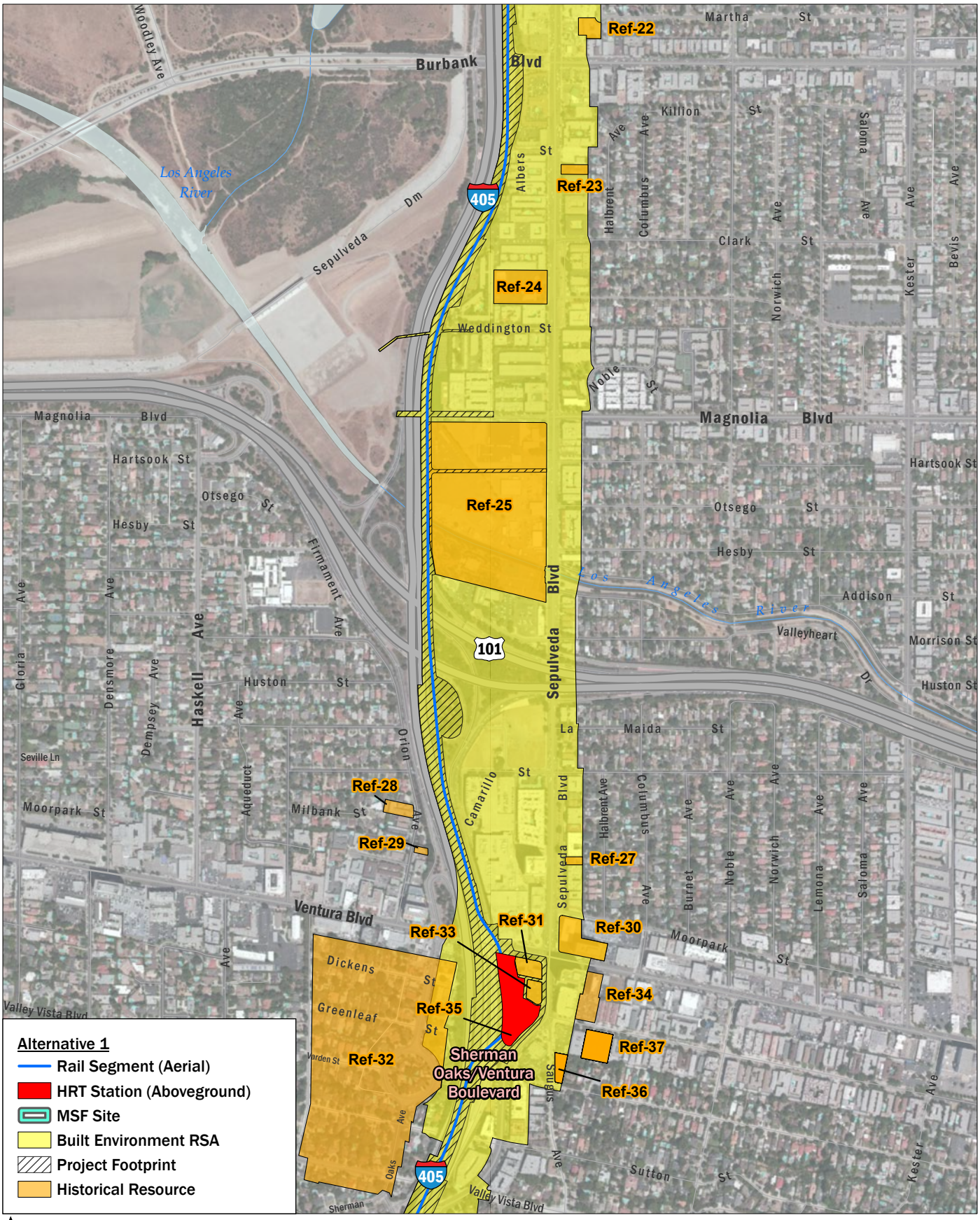
APPENDIX A

Alternative 1 - 5

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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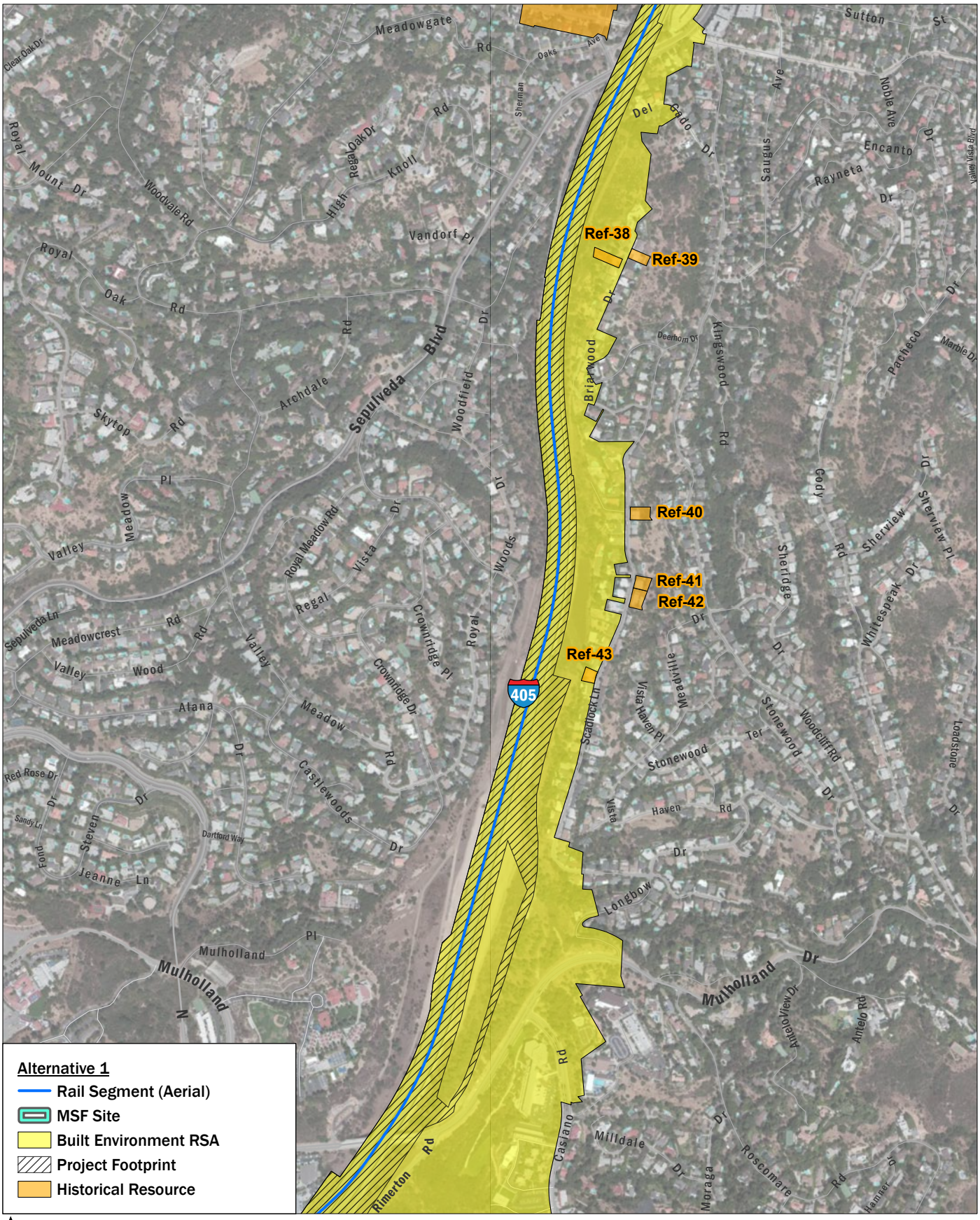
APPENDIX A

Alternative 1 - 6

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

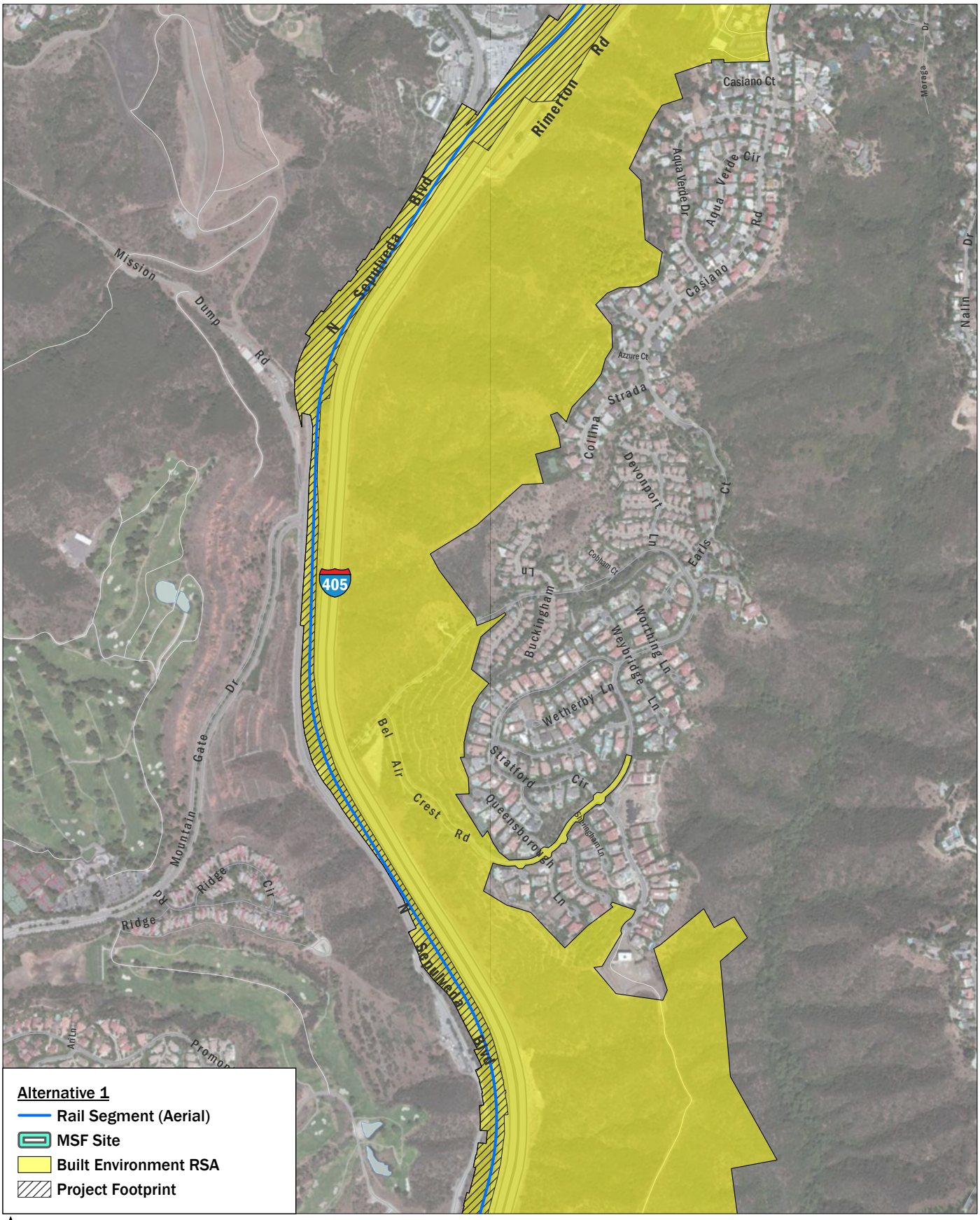
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 7

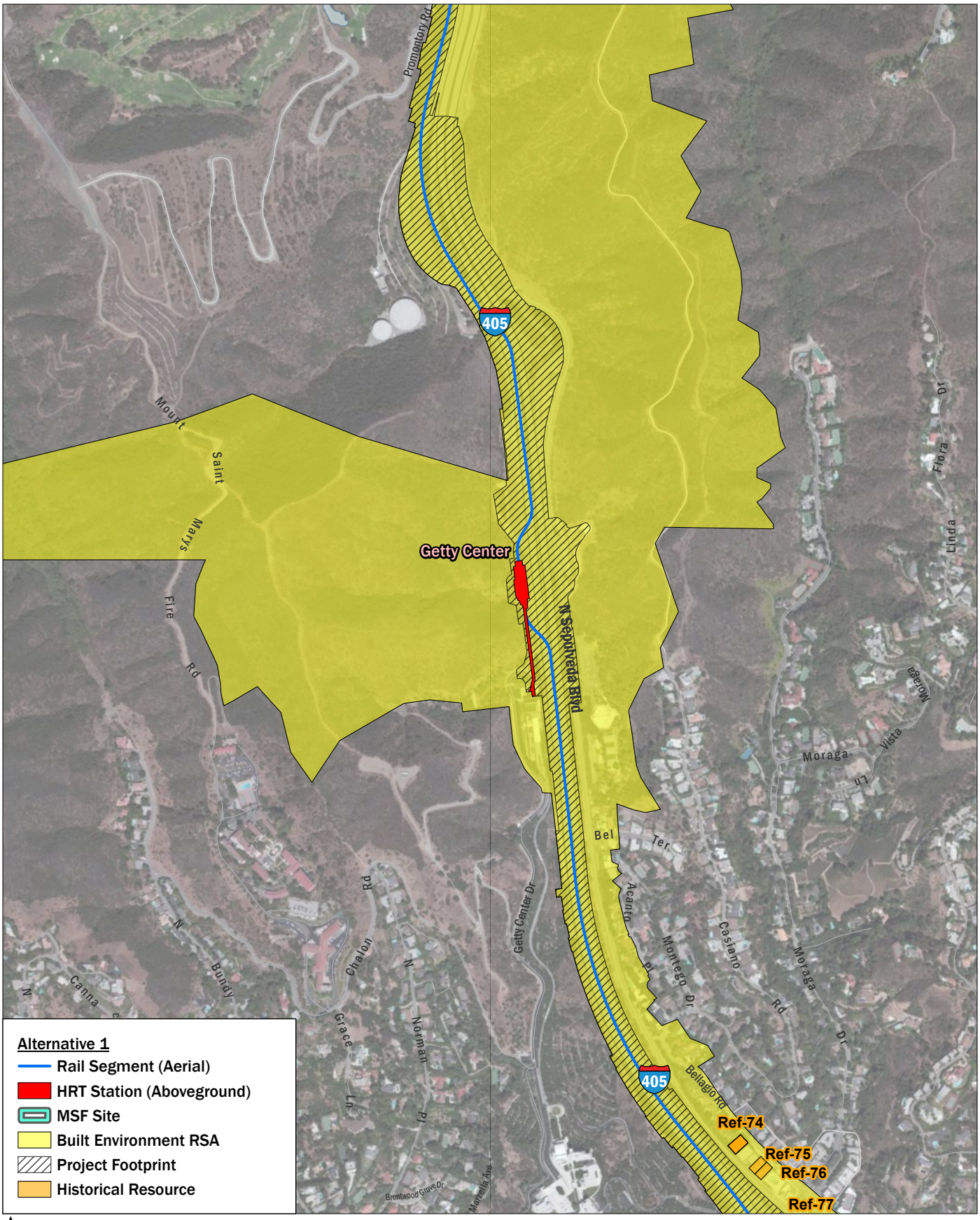
Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A
Alternative 1 - 8
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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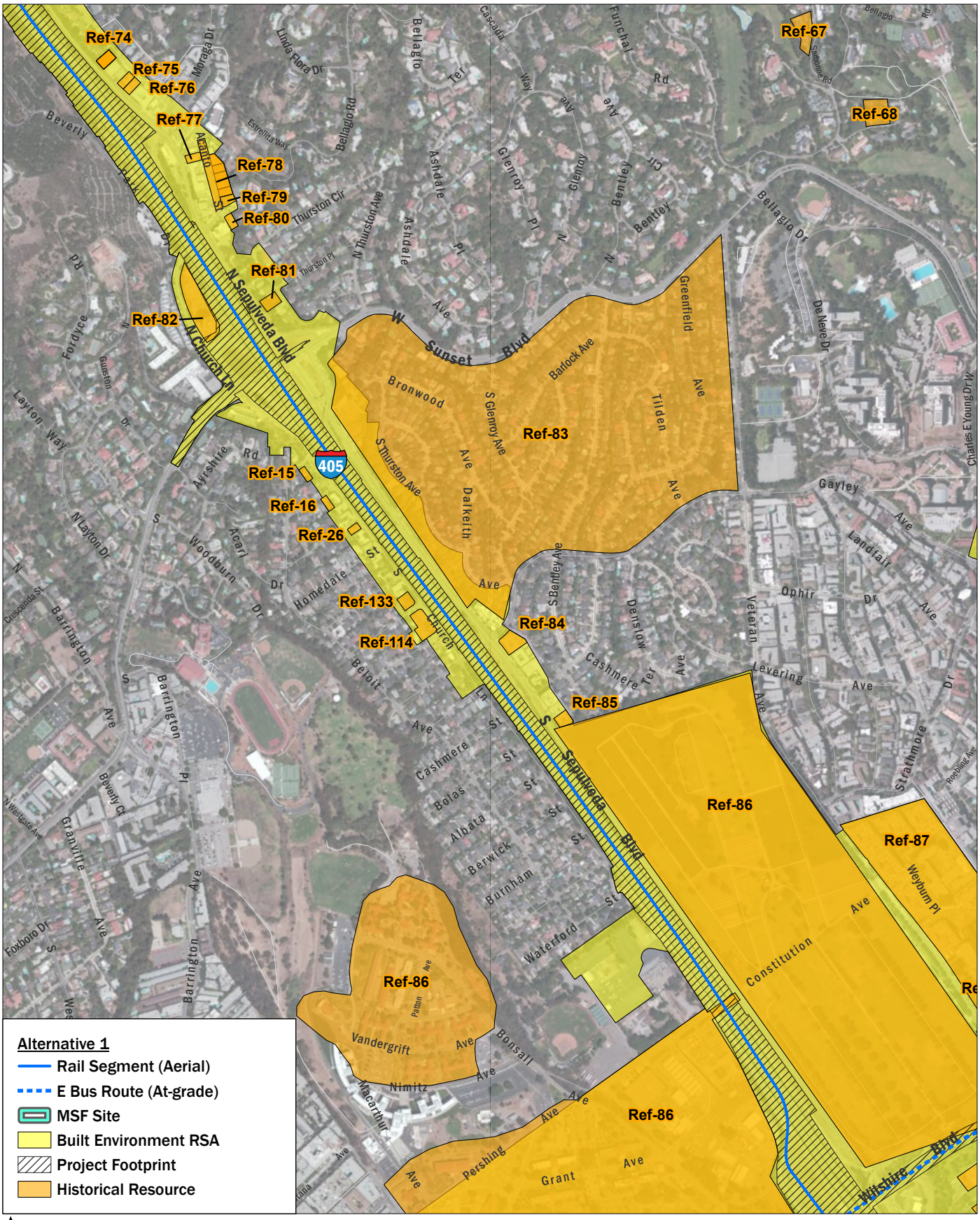
APPENDIX A

Alternative 1 - 9

Built Environment Eligible Resources

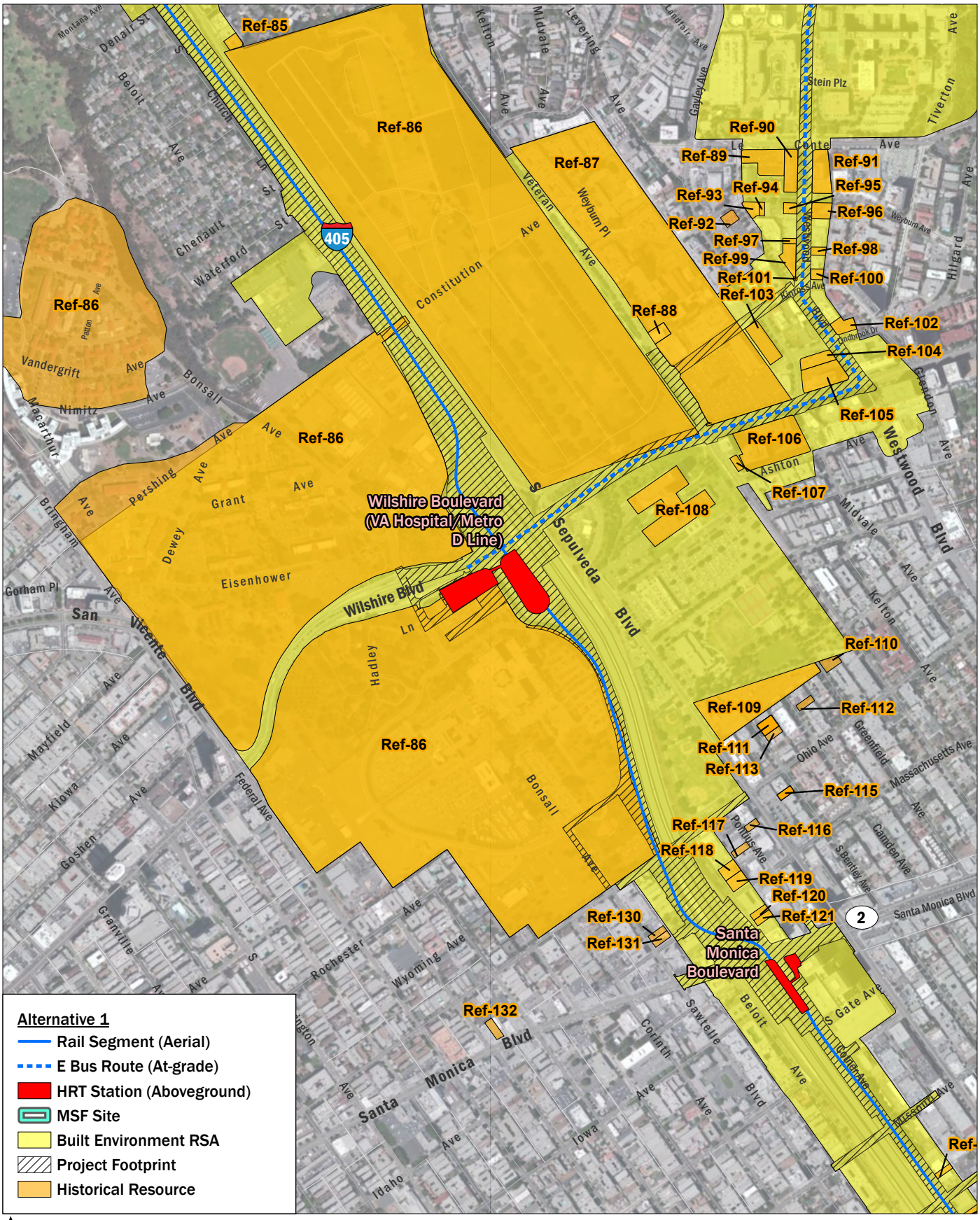


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 10
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

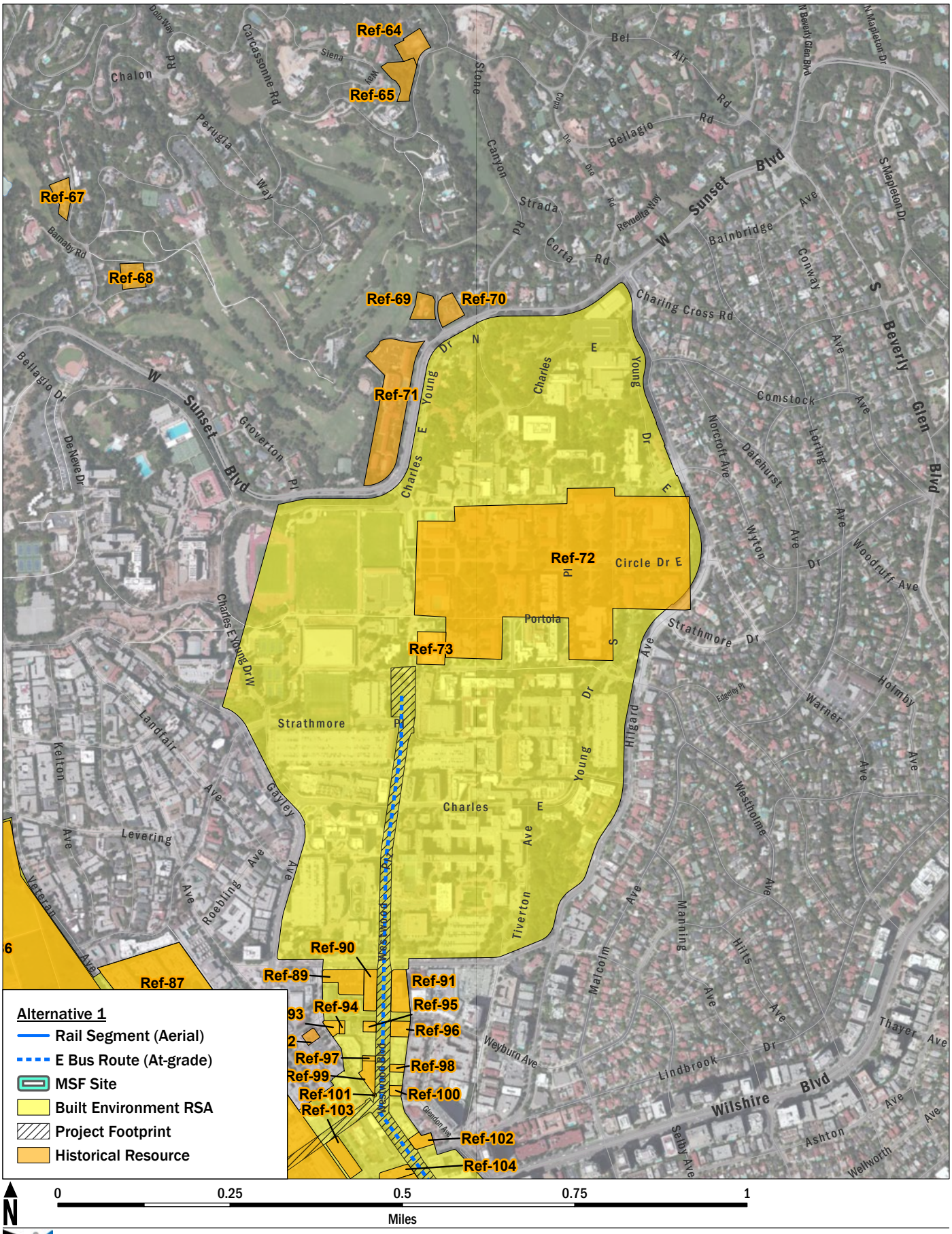
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 11

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

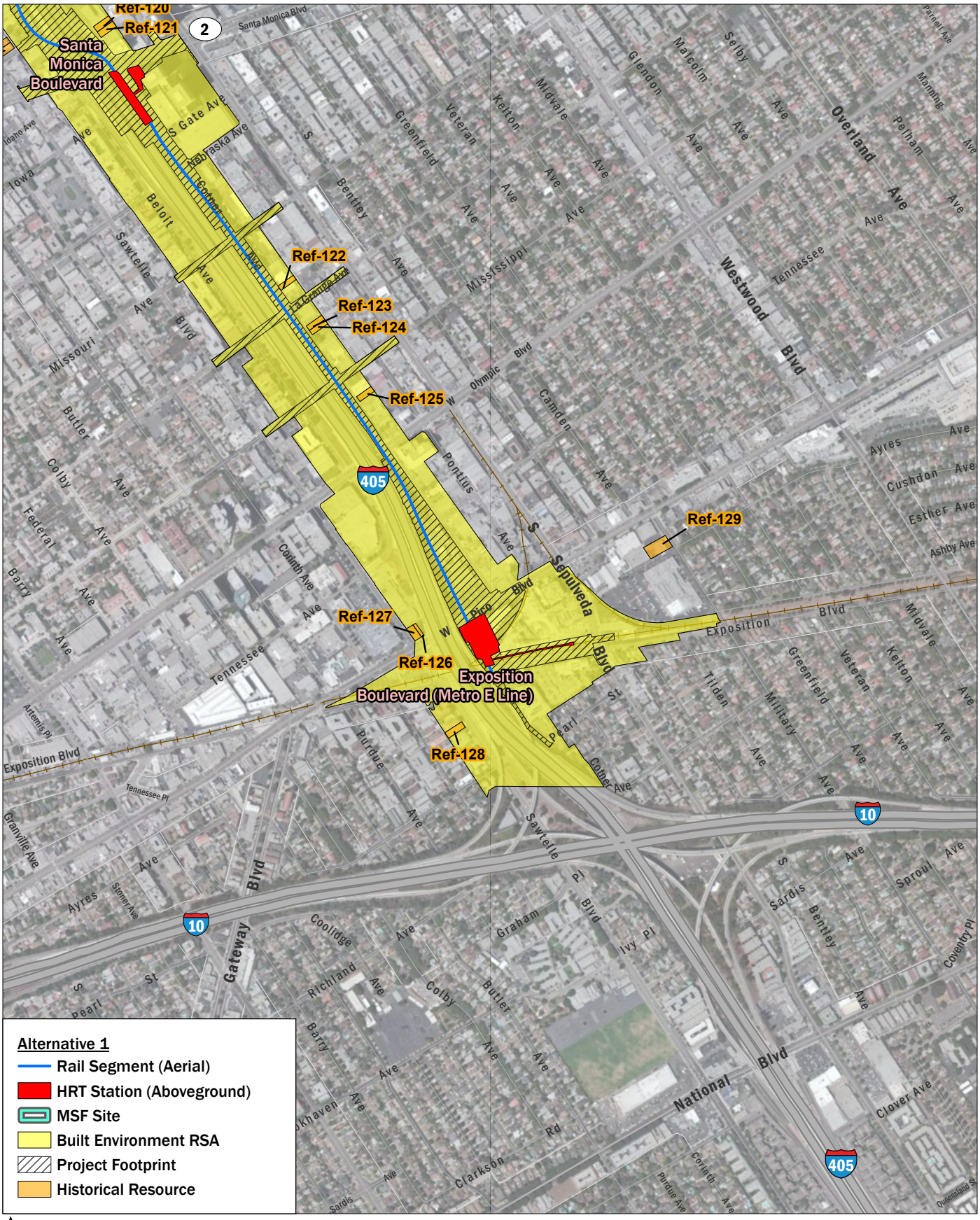
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 12

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

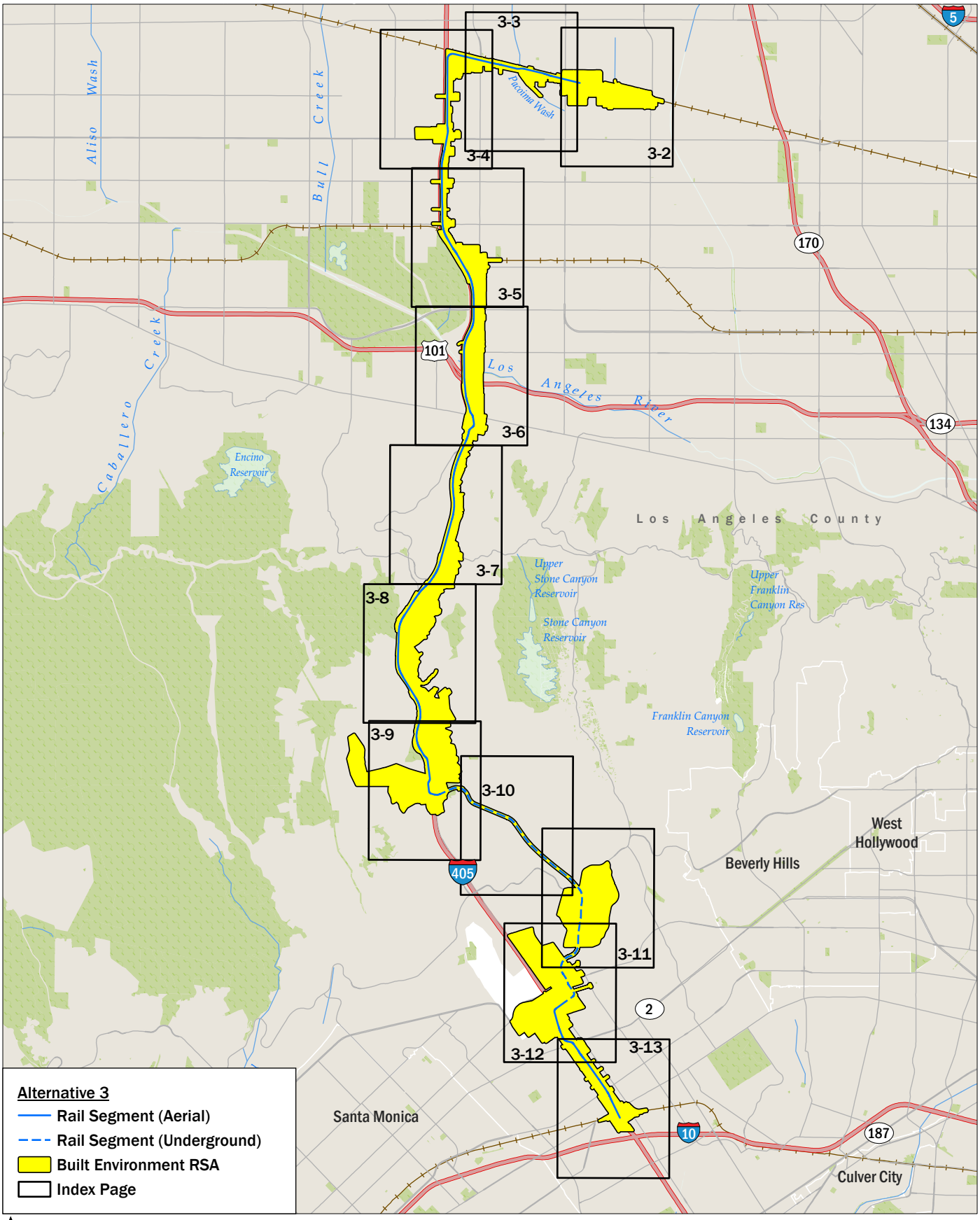
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 1 - 13

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

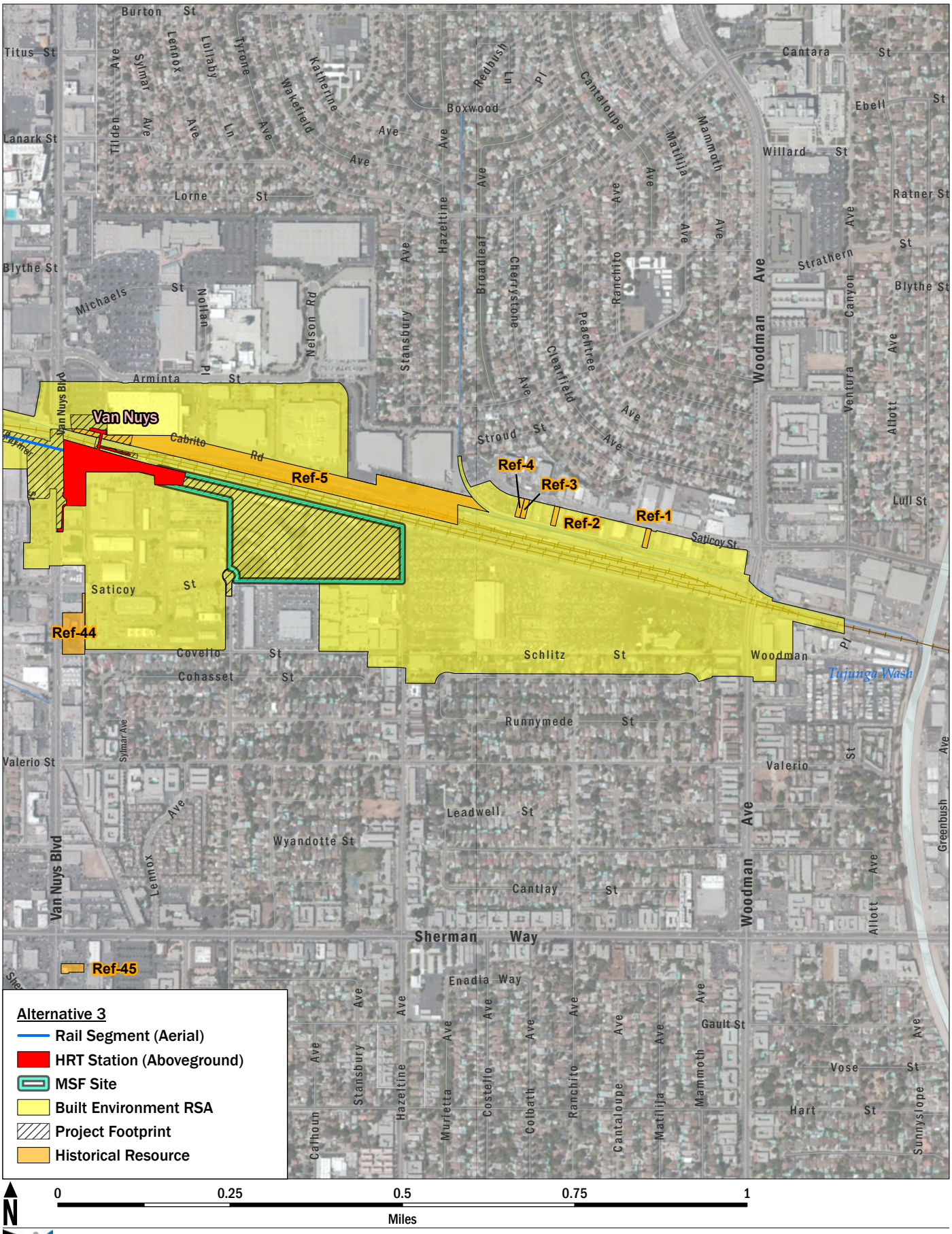
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 1

Built Environment Eligible Resources

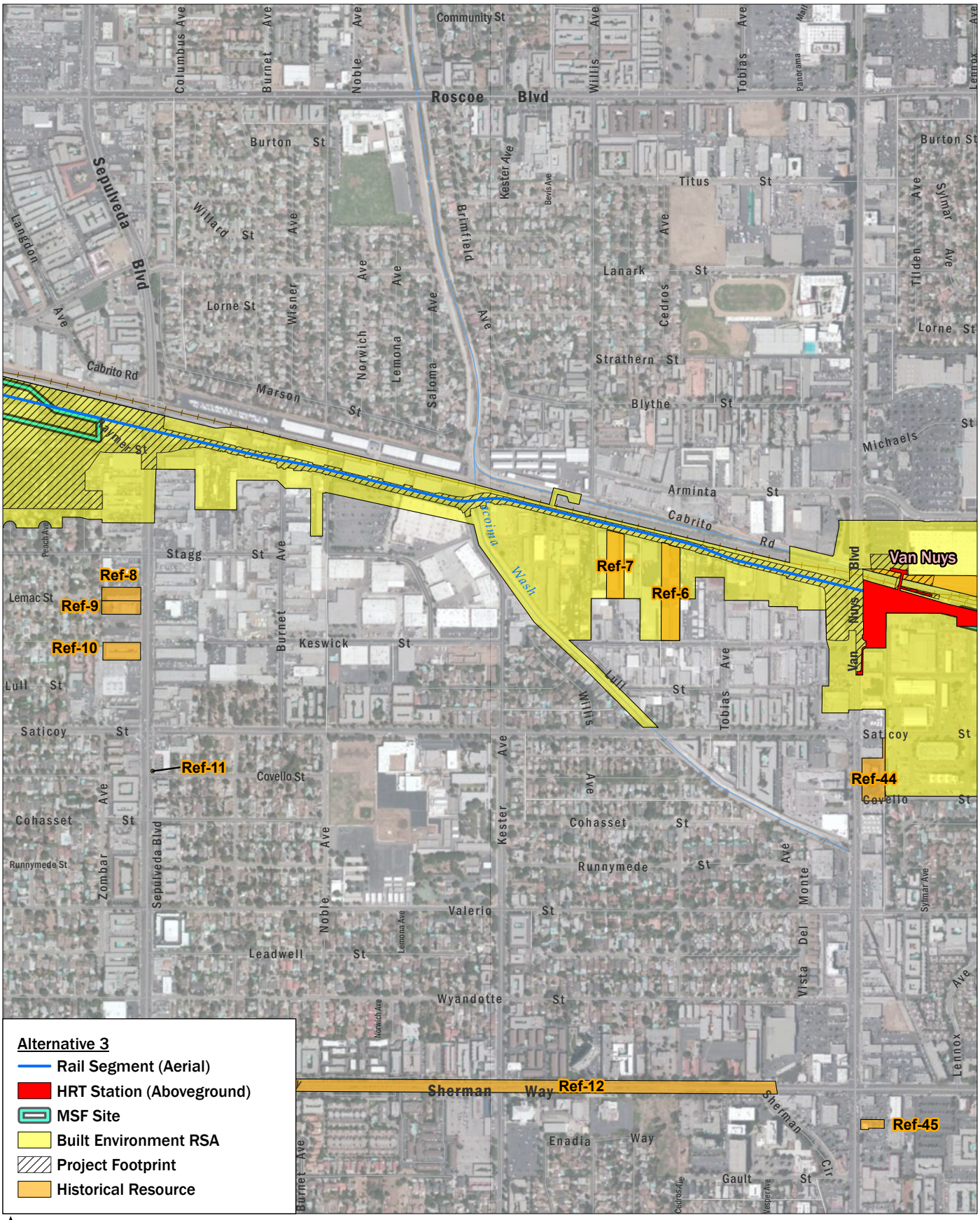


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 2
Built Environment Eligible Resources

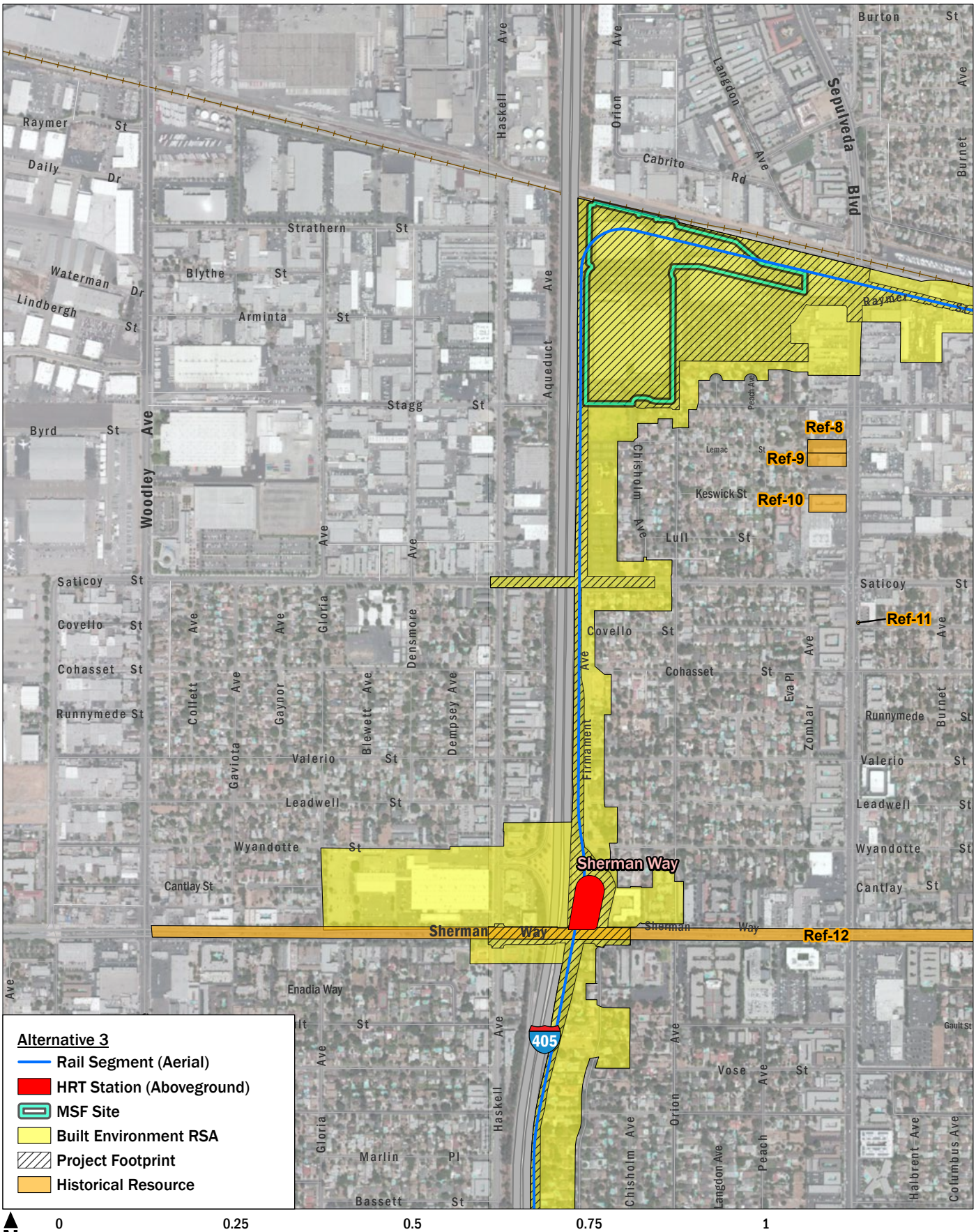


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 3
Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A
Alternative 3 - 4
Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

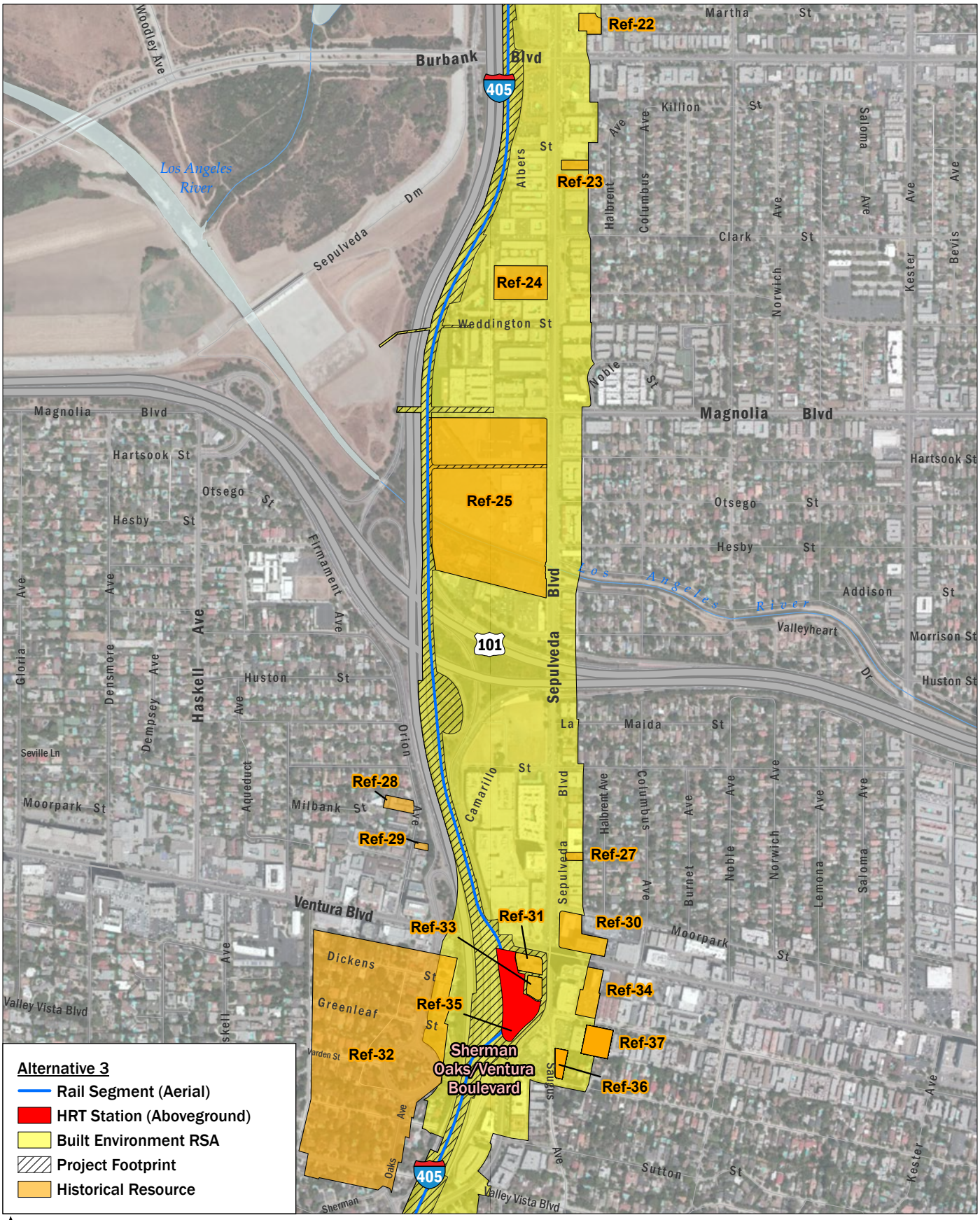
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 5

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

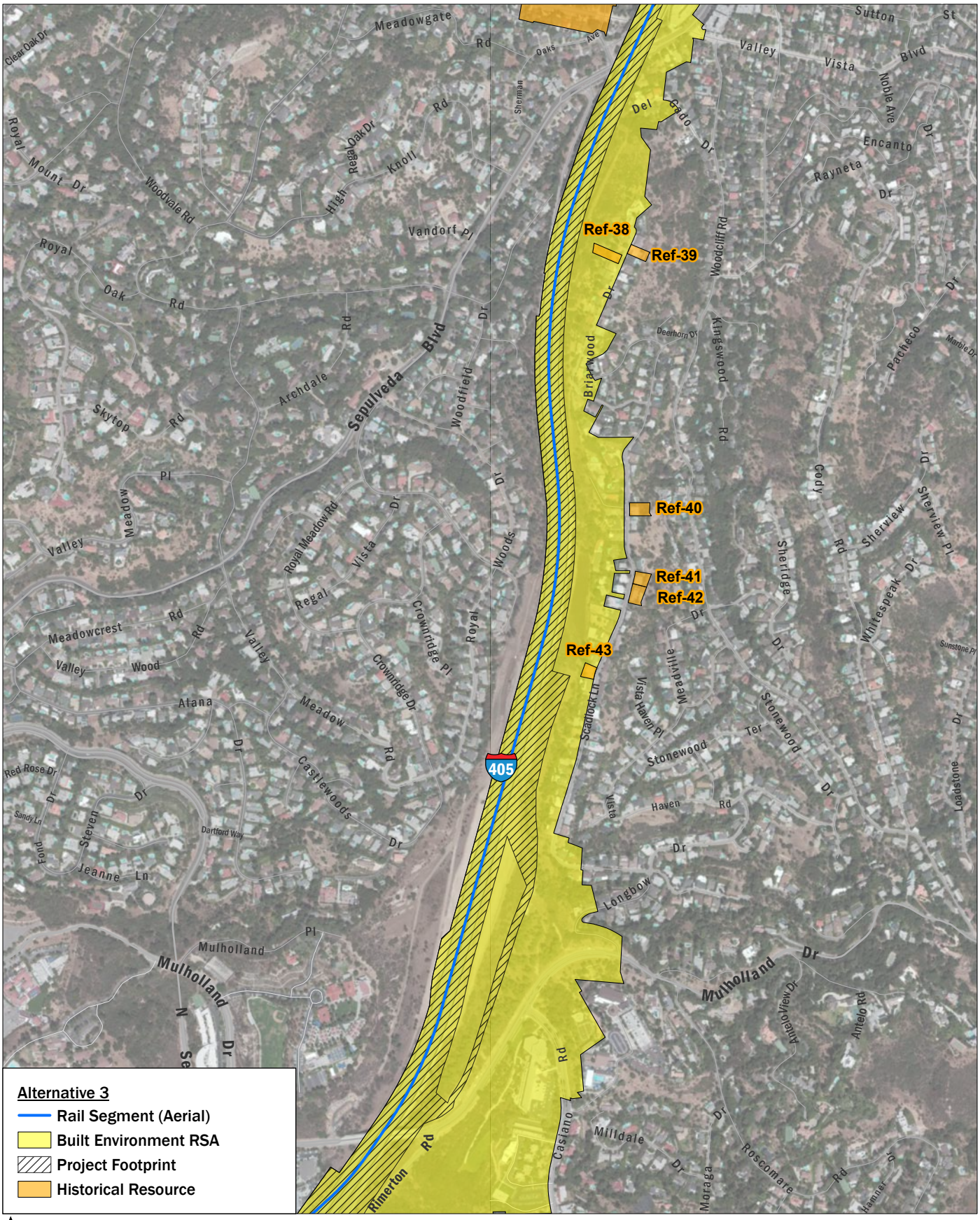
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 6

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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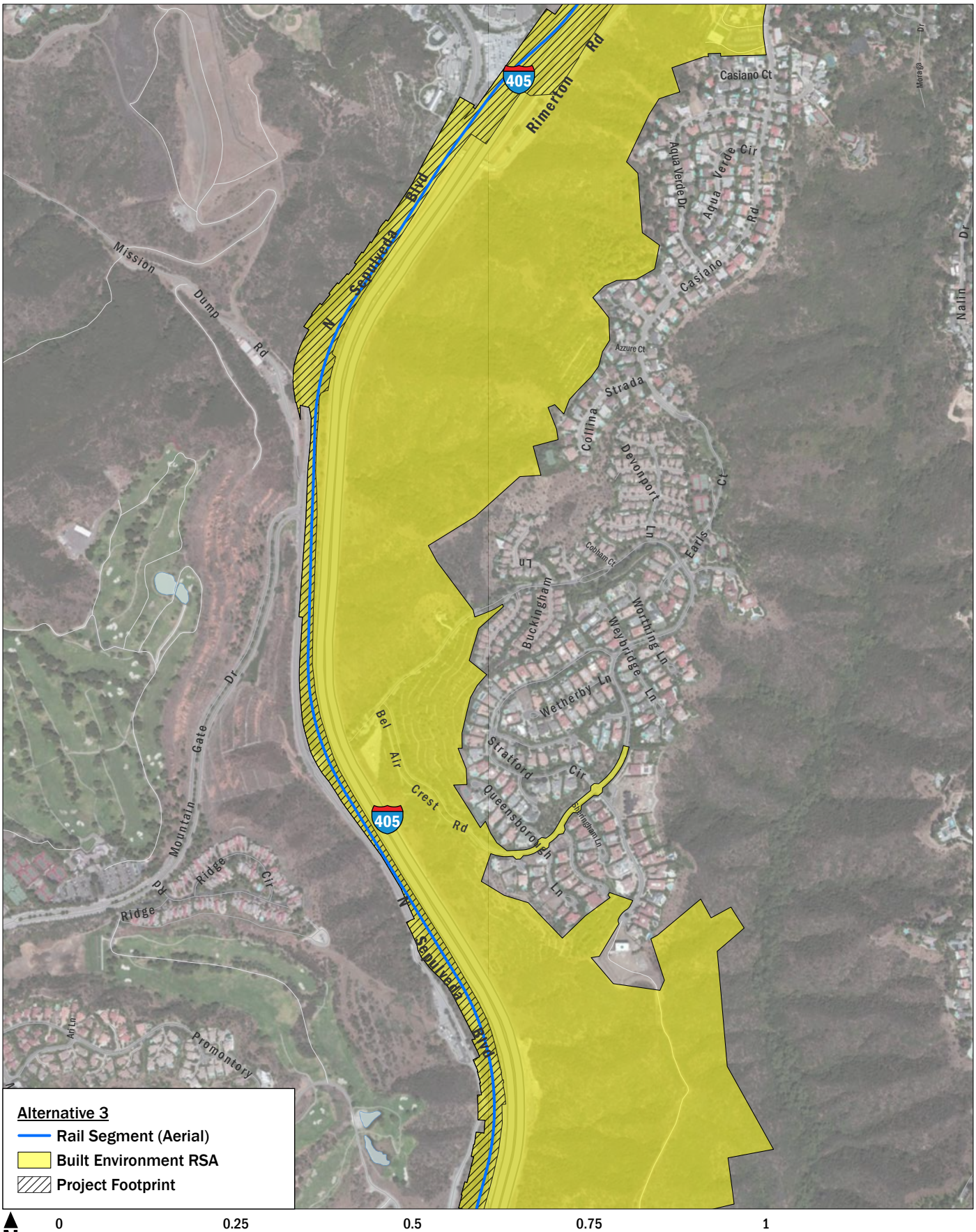
APPENDIX A

Alternative 3 - 7

Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
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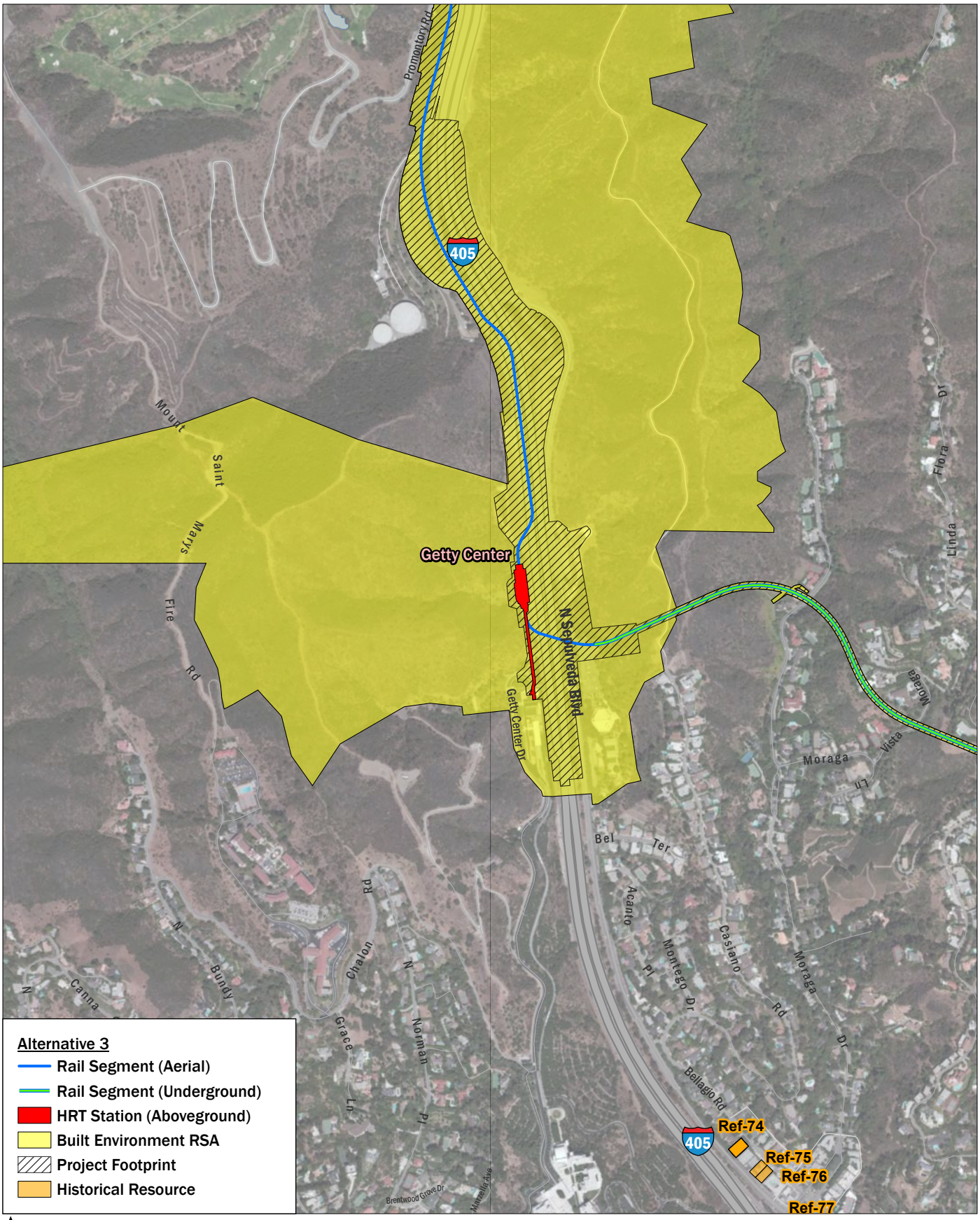
APPENDIX A
Alternative 3 - 8
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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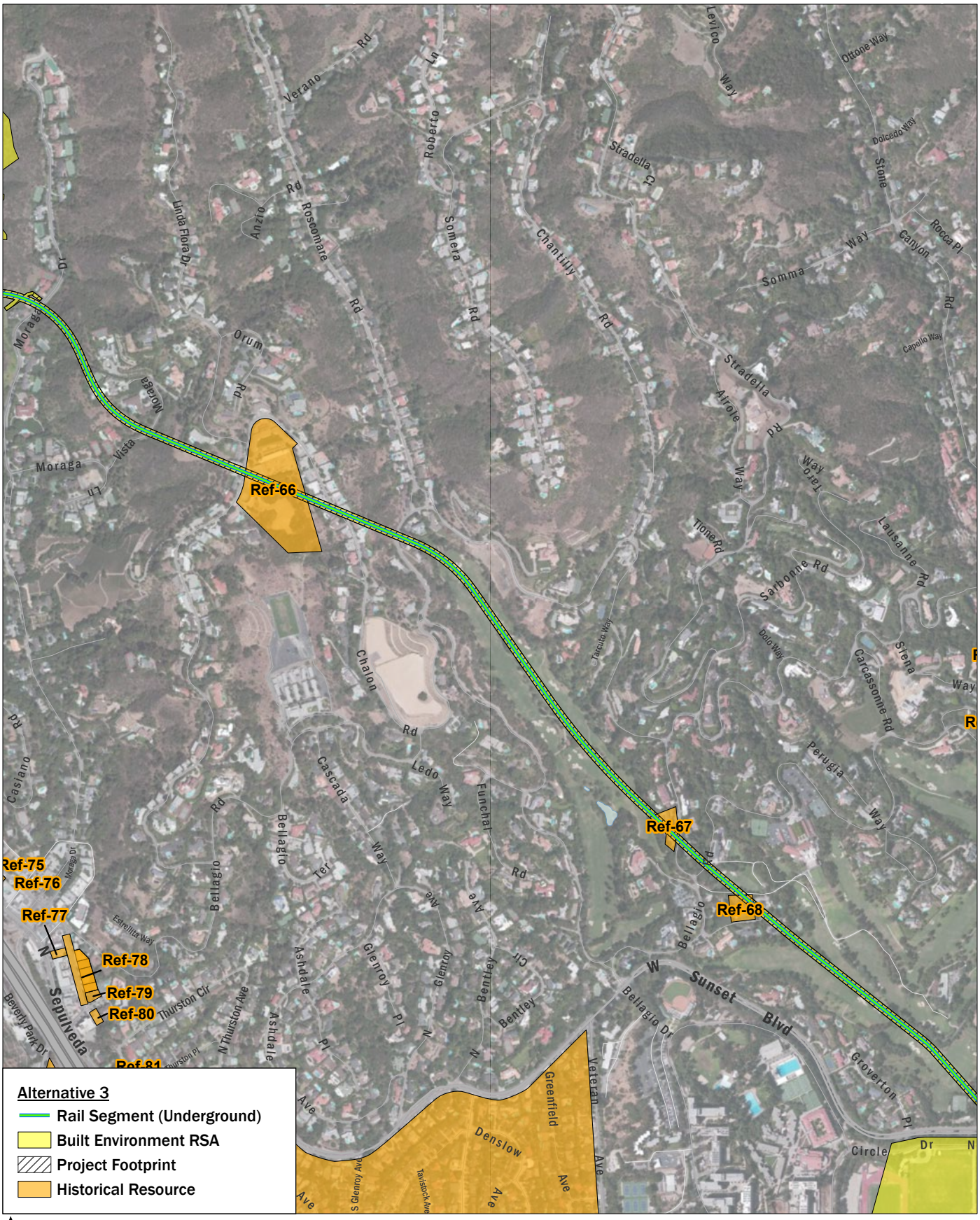
APPENDIX A

Alternative 3 - 9

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

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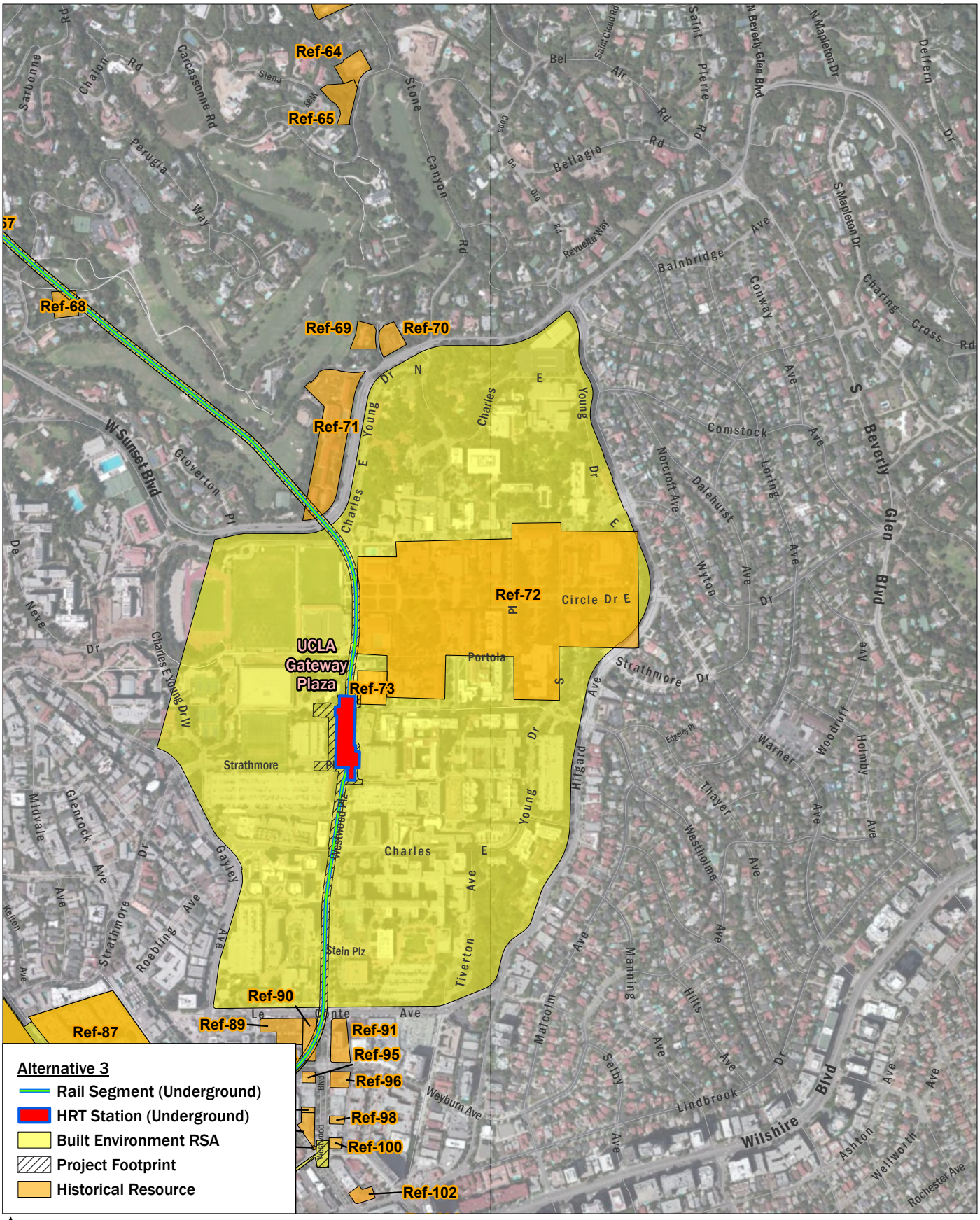
APPENDIX A

Alternative 3 - 10

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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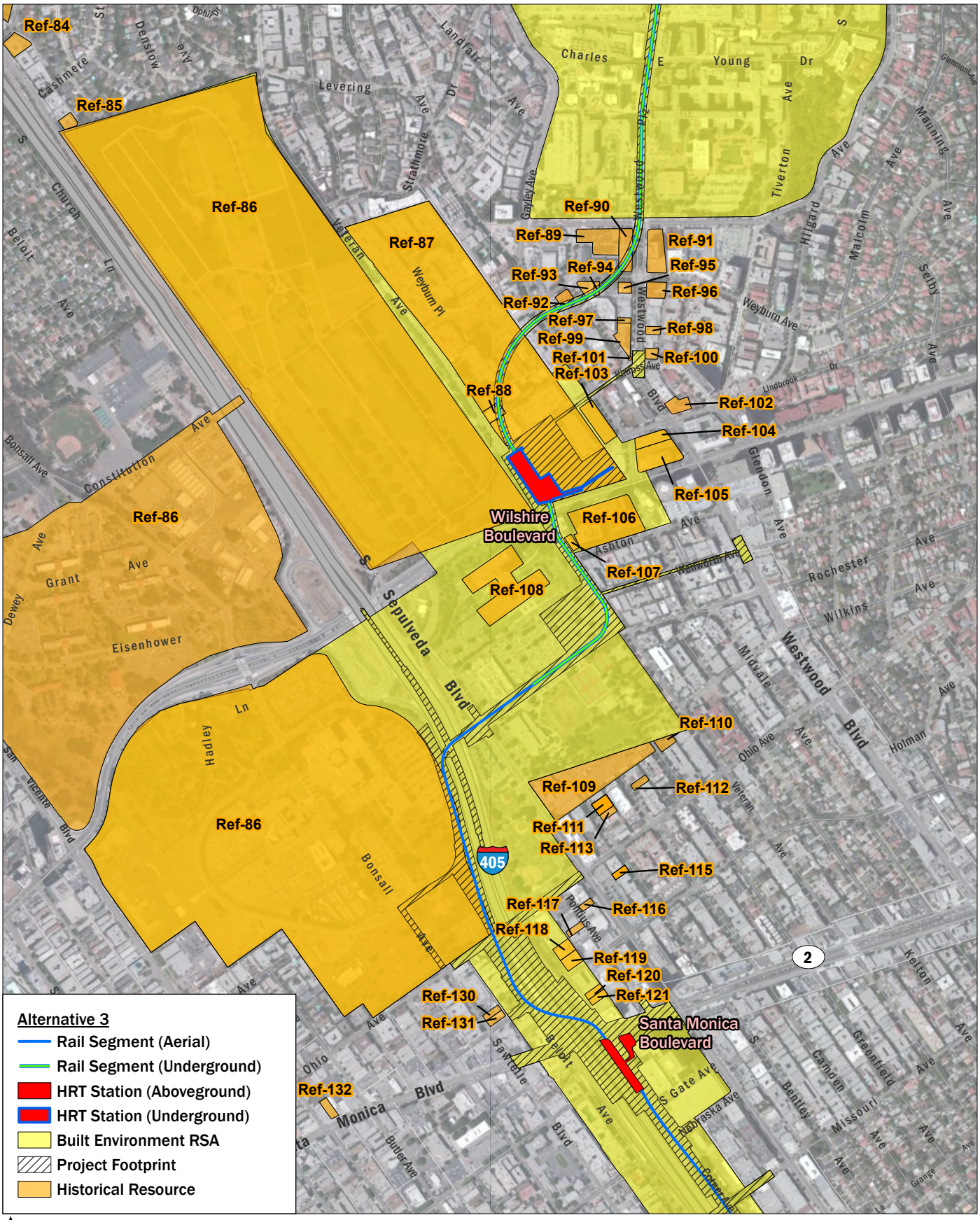
APPENDIX A

Alternative 3 - 11

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 12

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

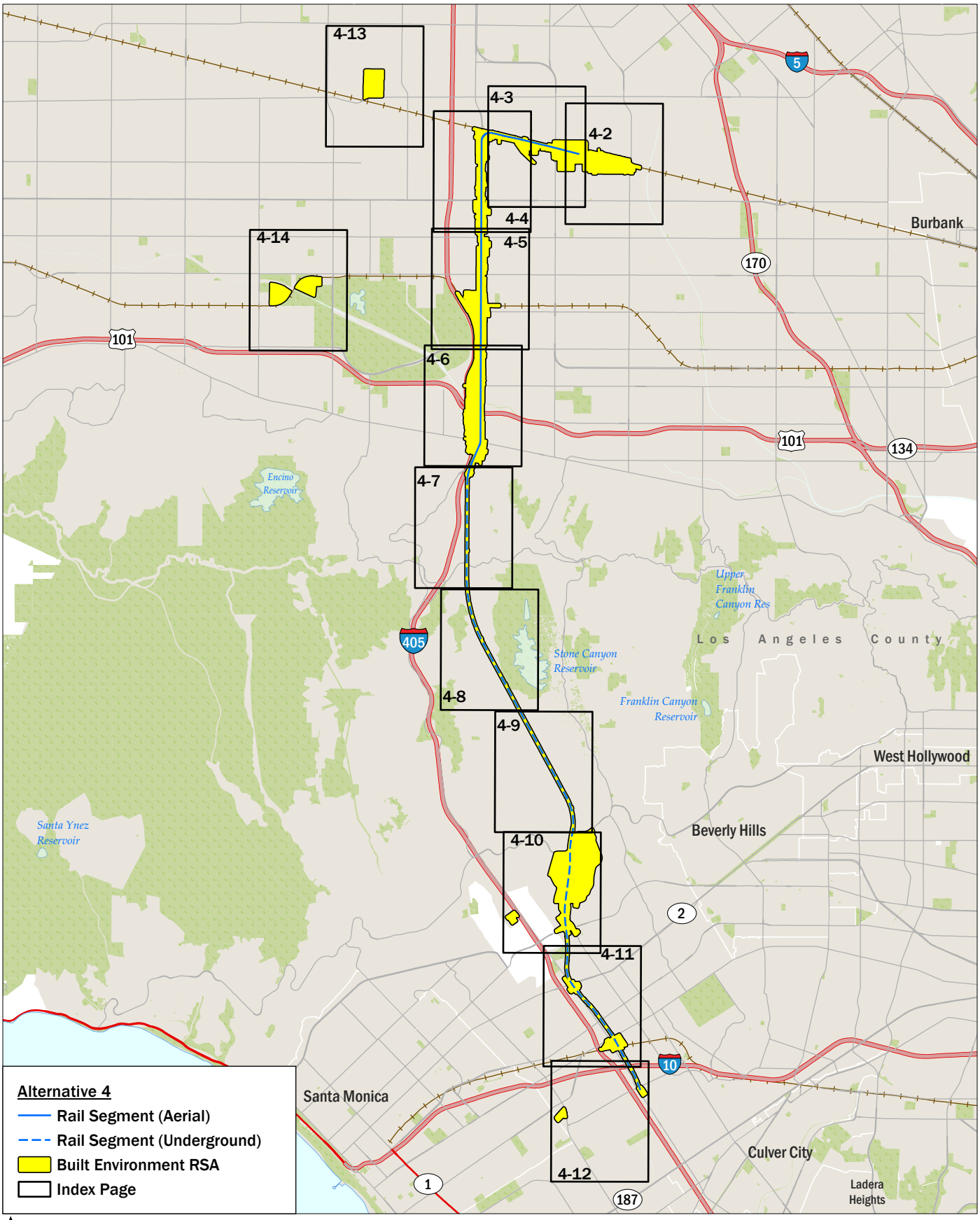
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 3 - 13

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

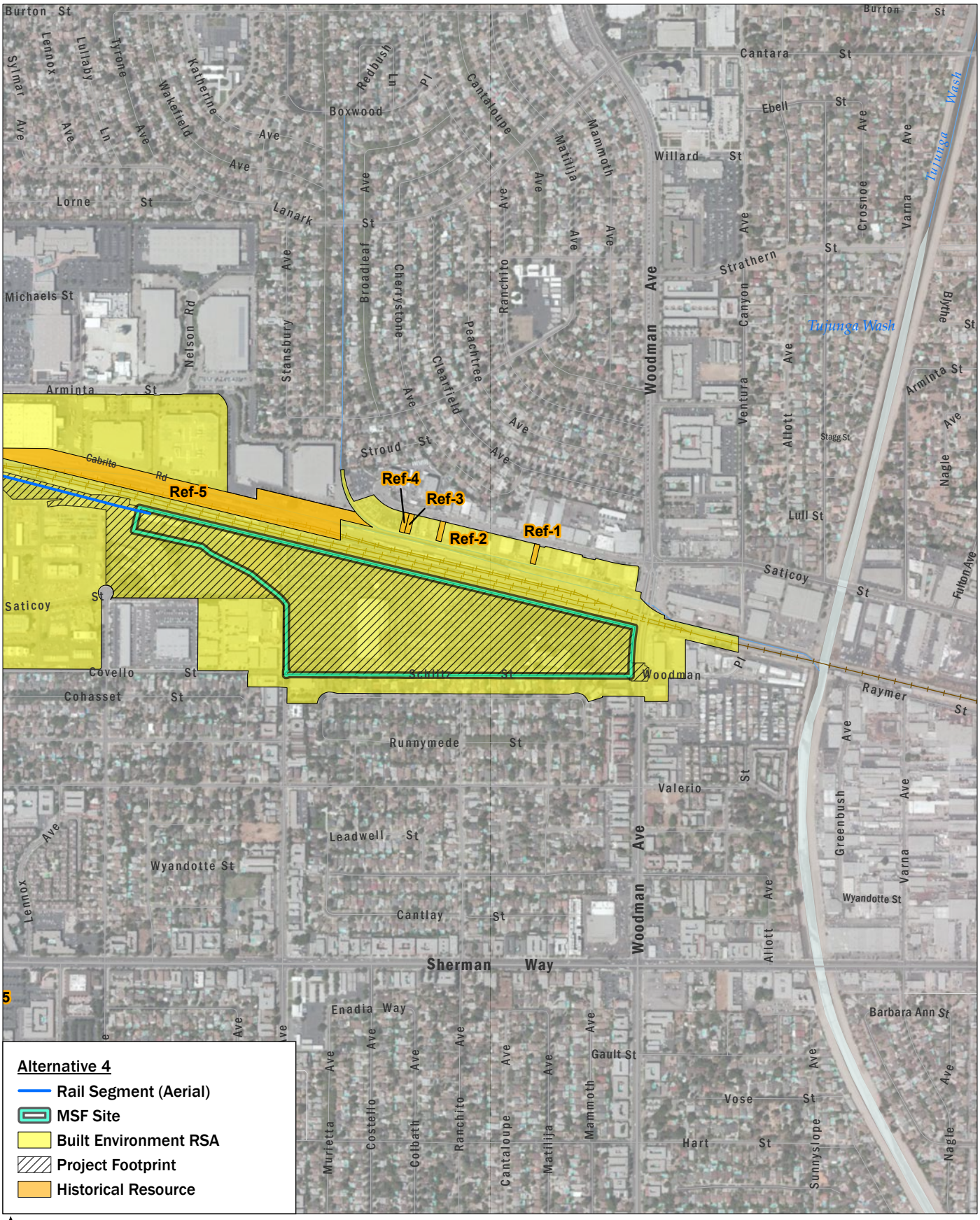
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 4 - 1

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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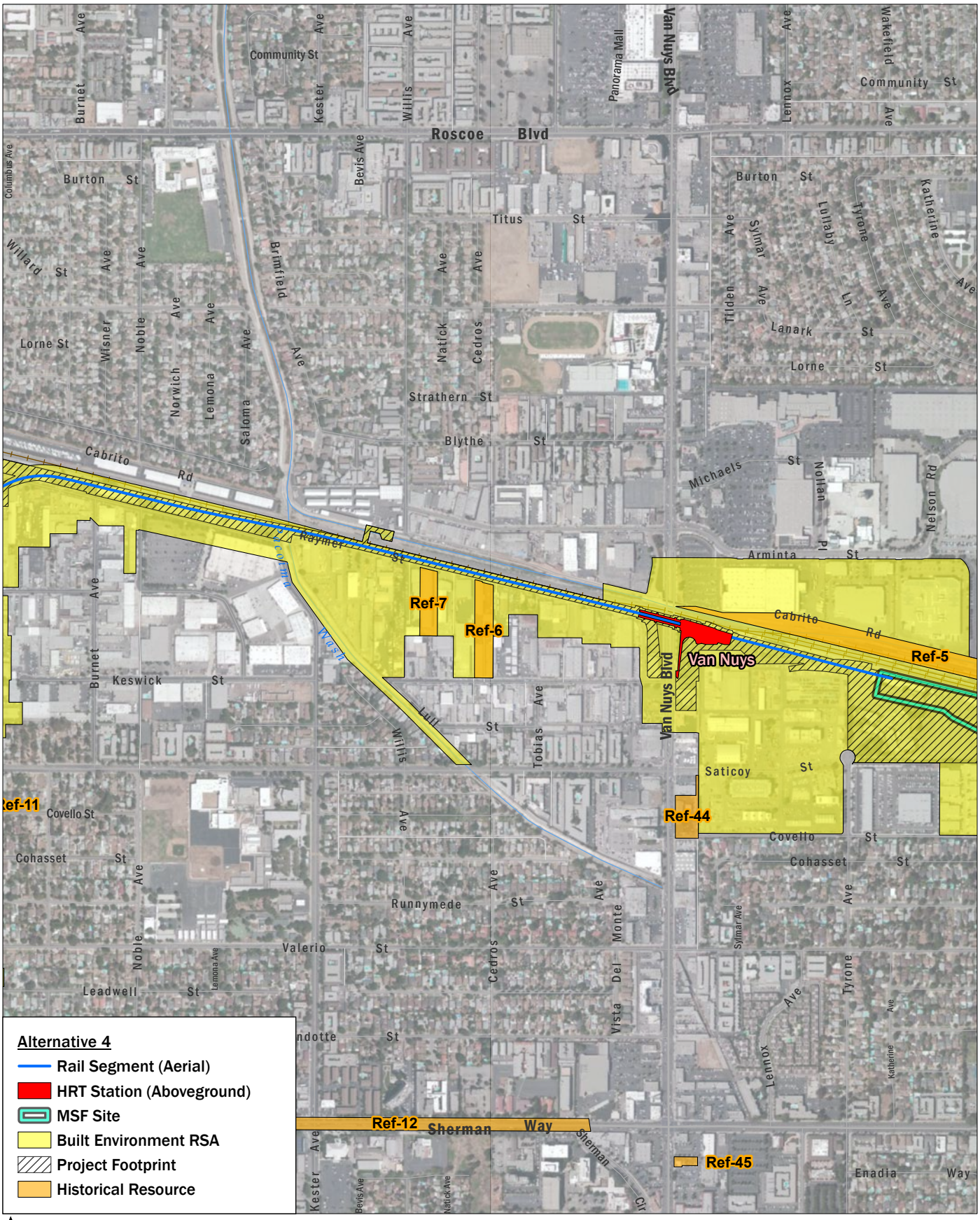
APPENDIX A

Alternative 4 - 2

Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
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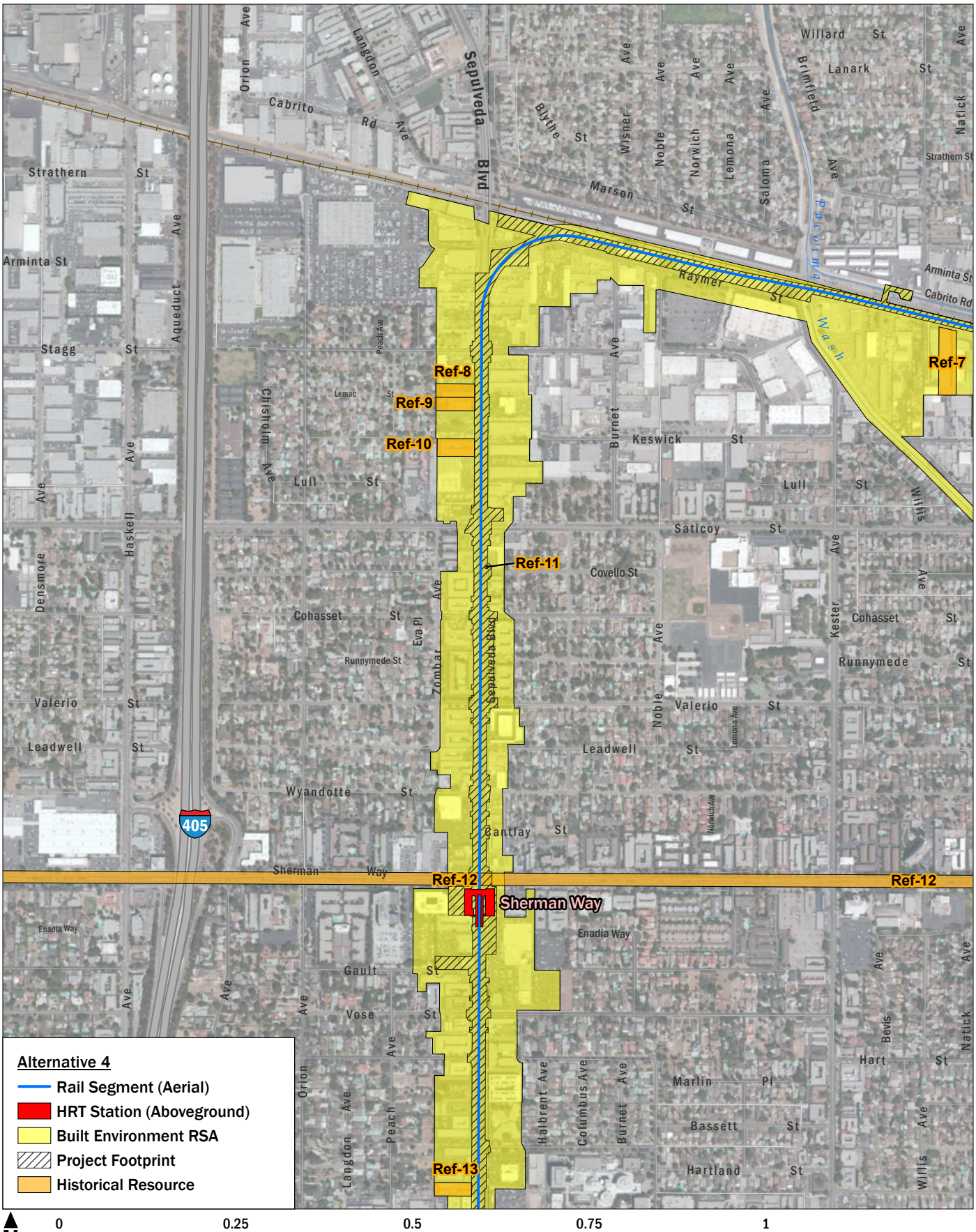
APPENDIX A

Alternative 4 - 3
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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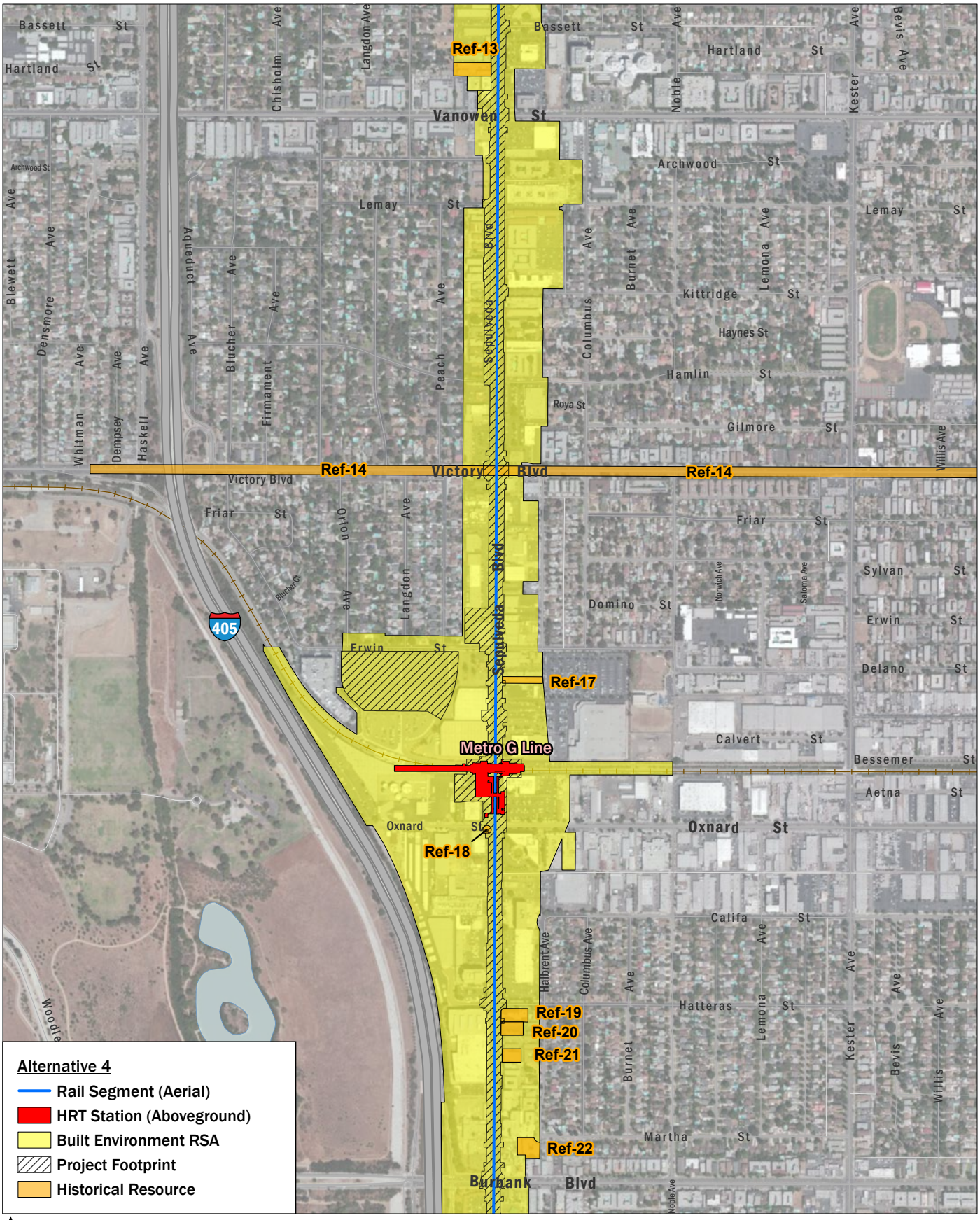
APPENDIX A

Alternative 4 - 4

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

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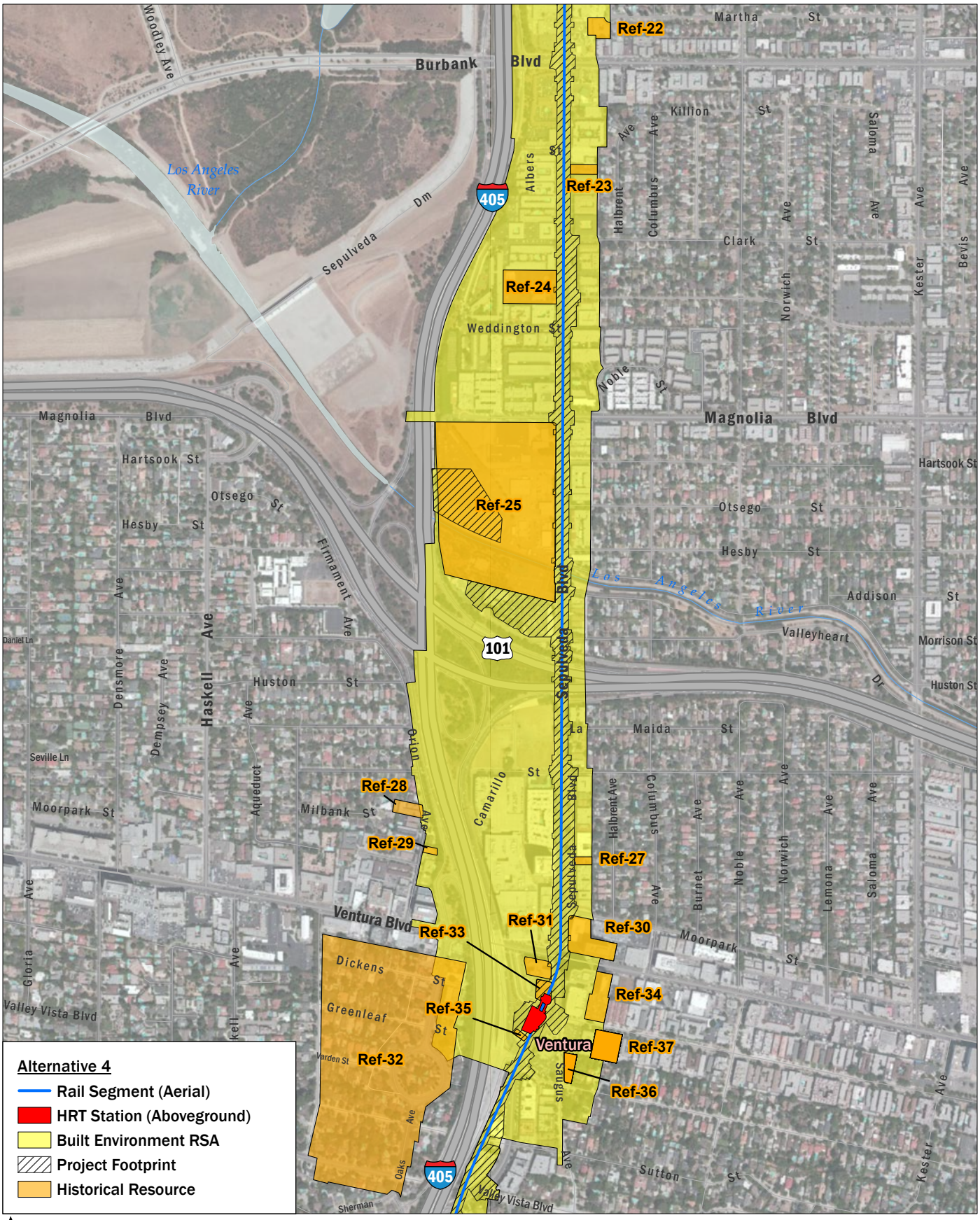
APPENDIX A

Alternative 4 - 5

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 4 - 6

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 4 - 7

Built Environment Eligible Resources

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
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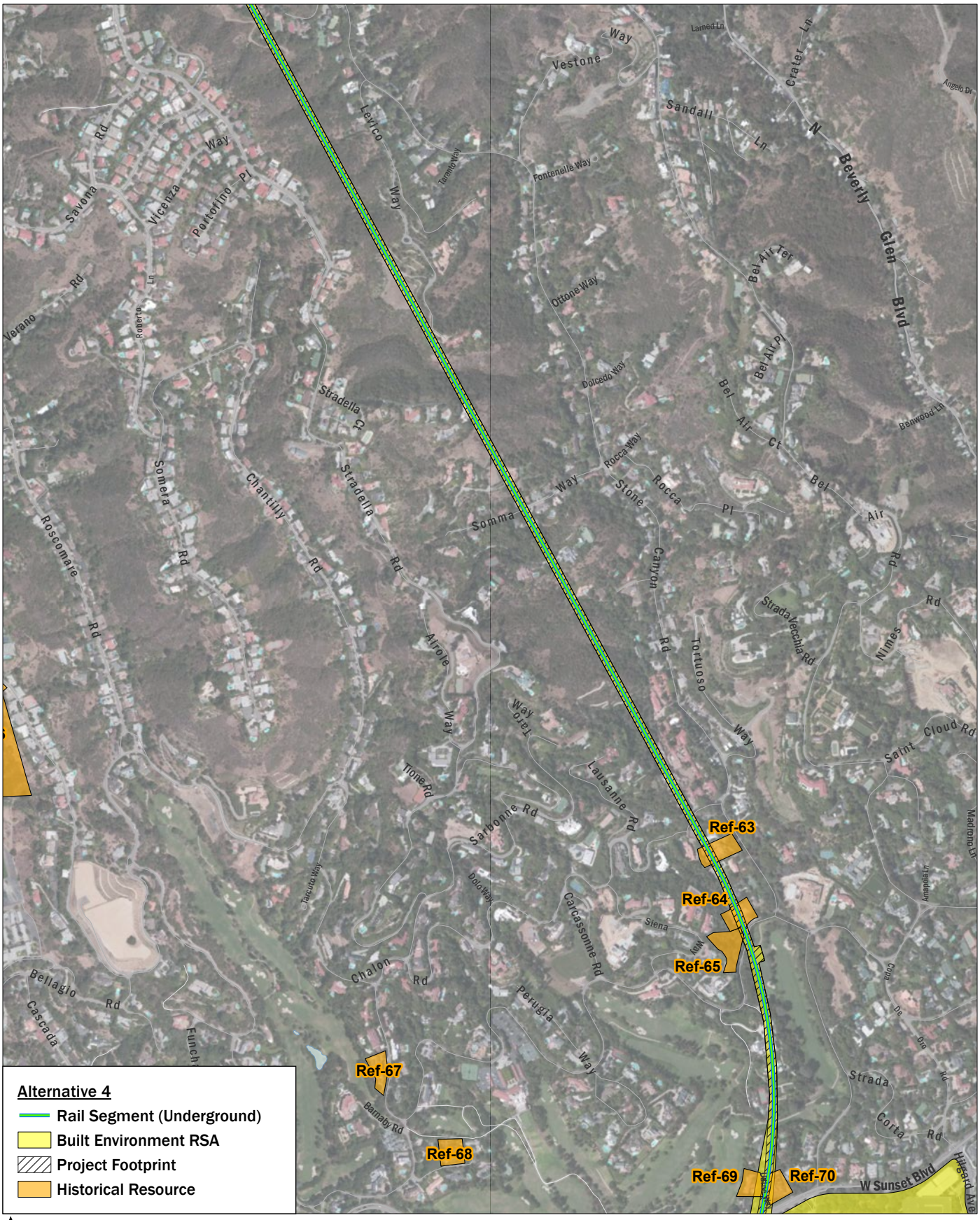
APPENDIX A
Alternative 4 - 8
Built Environment Eligible Resources



Note:
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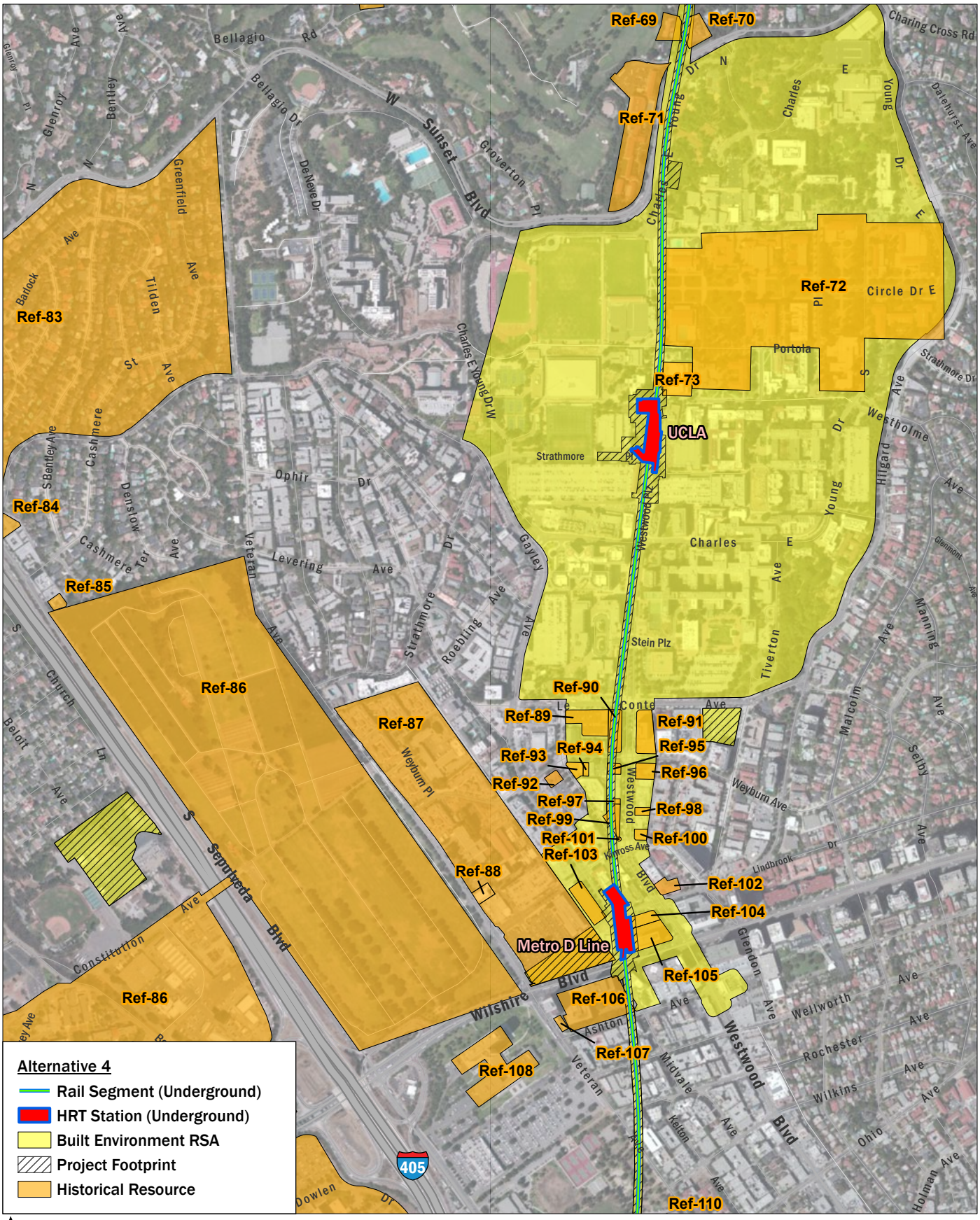
Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

APPENDIX A

Alternative 4 - 9
Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 4 - 10
Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 4 - 11

Built Environment Eligible Resources

Note:
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Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

APPENDIX A

Alternative 4 - 12
Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

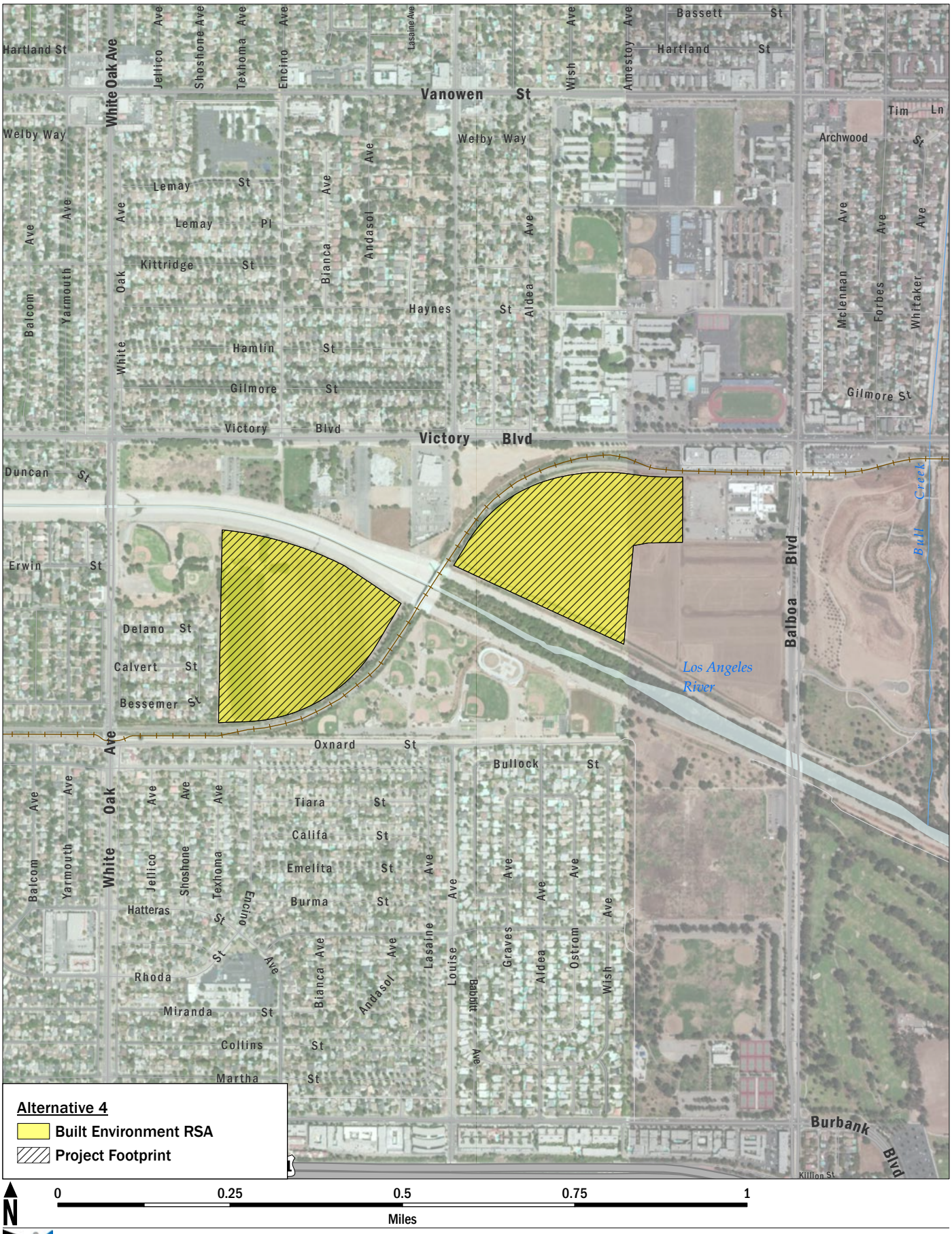
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 4 - 13

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

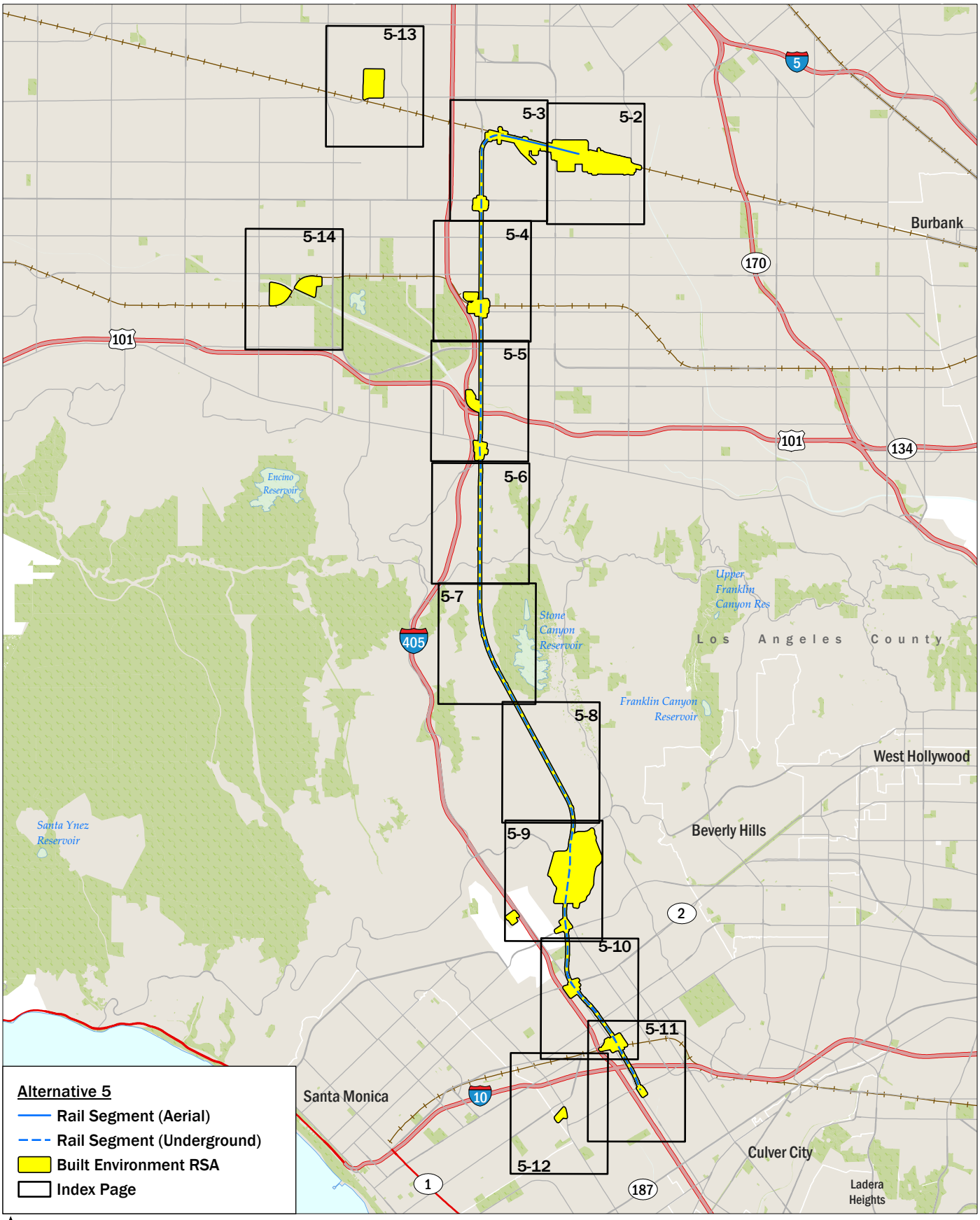
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 4 - 14

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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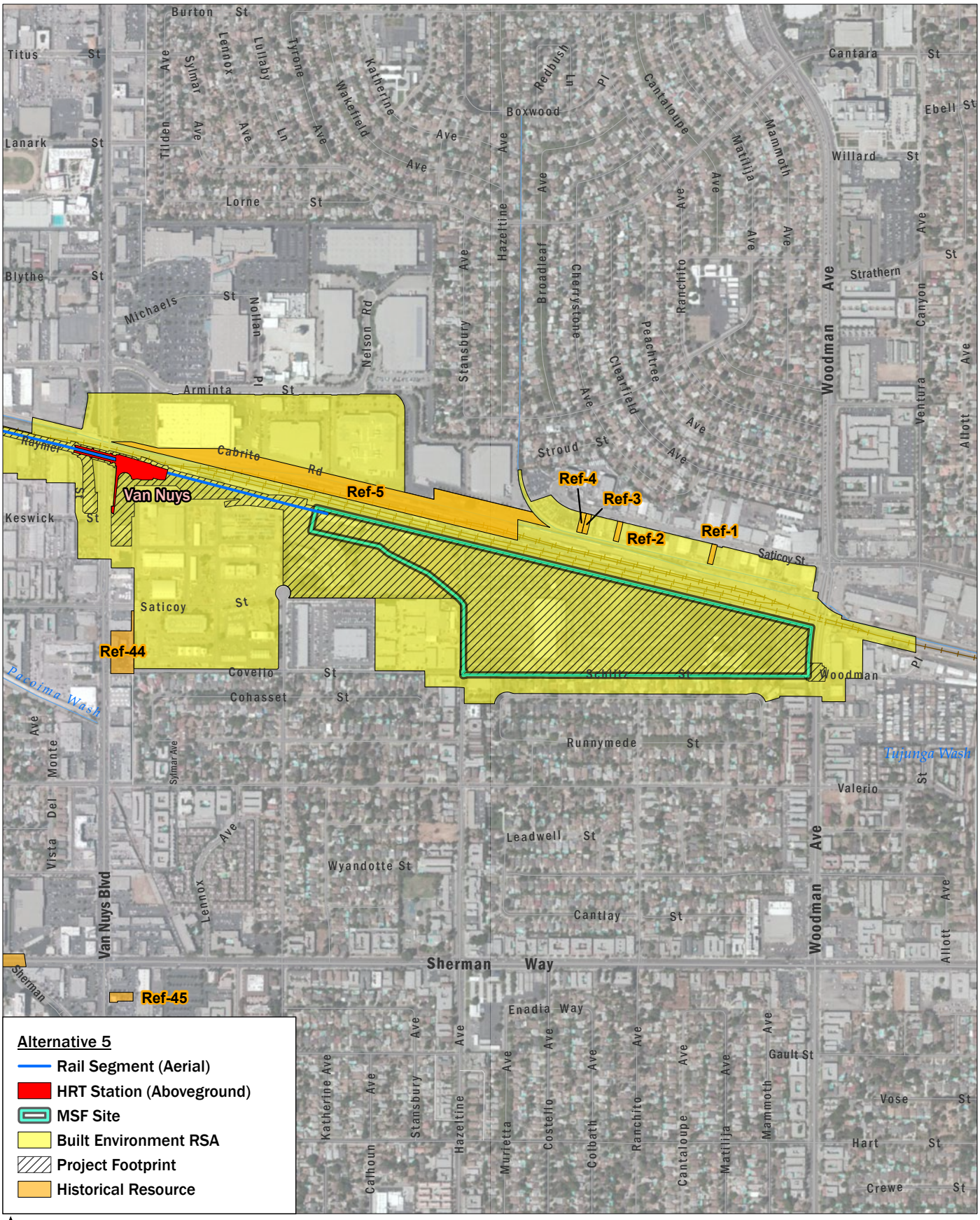
APPENDIX A

Alternative 5 - 1

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 5 - 2

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

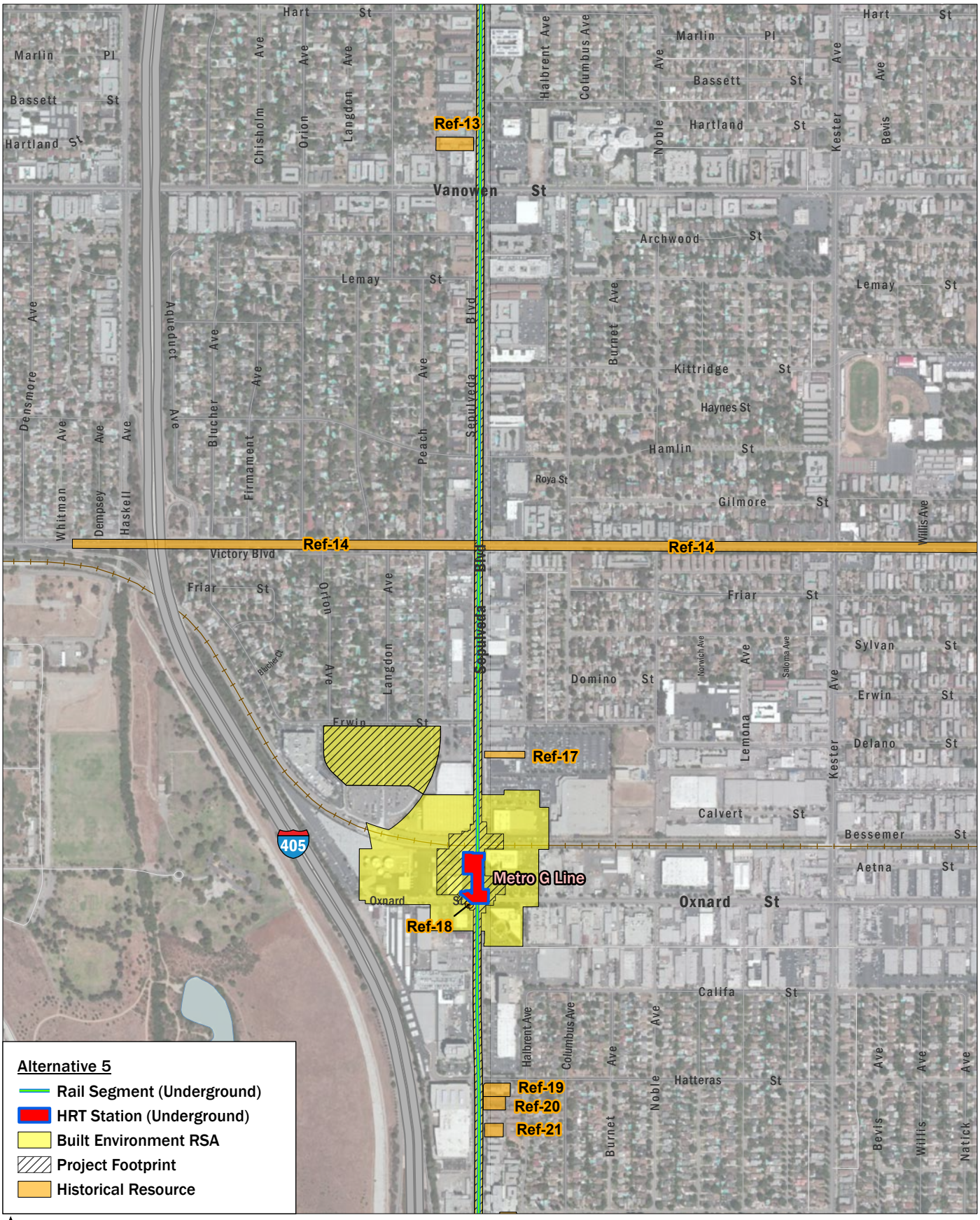
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 3

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 5 - 4

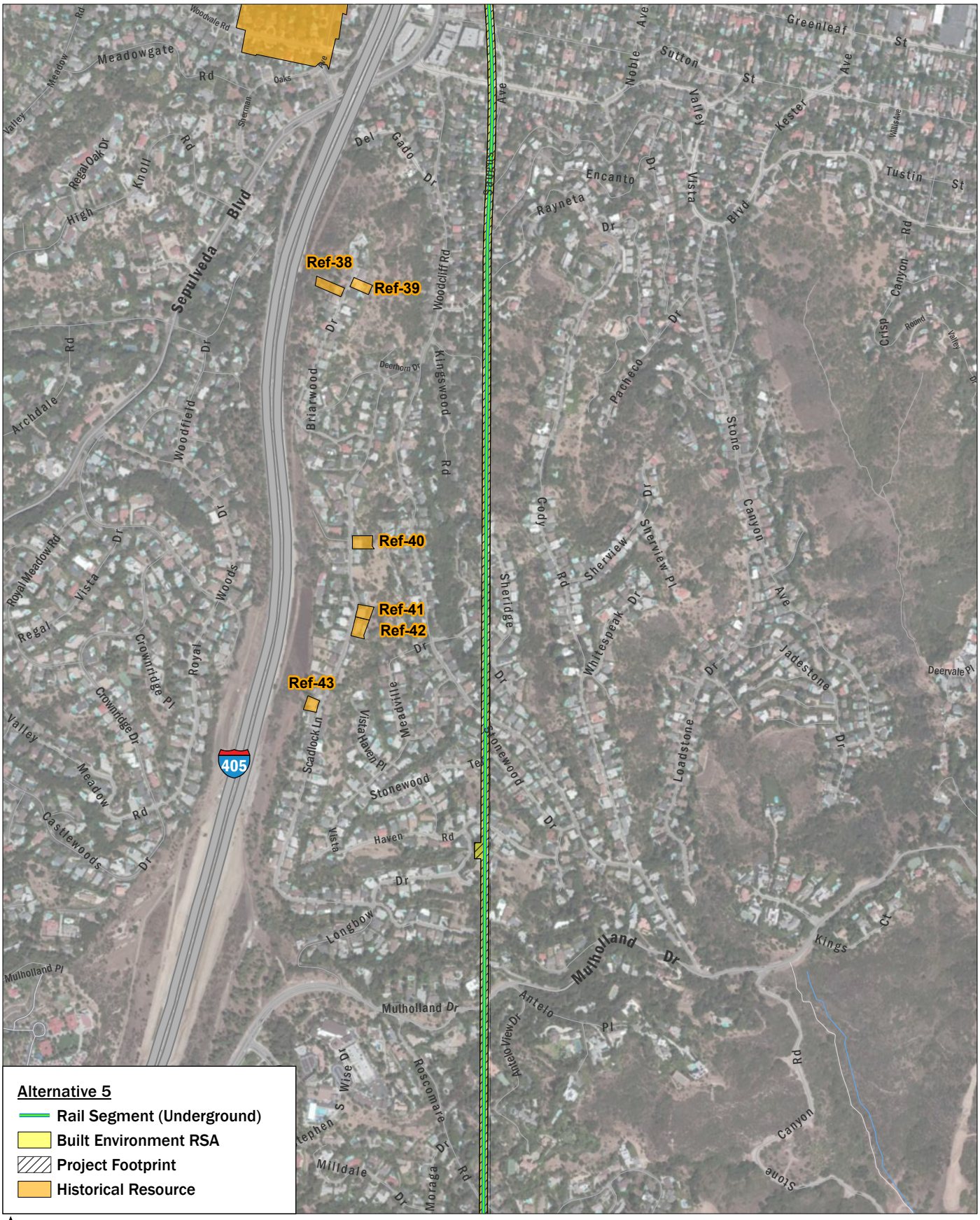
Built Environment Eligible Resources

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 5
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 5 - 6

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
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APPENDIX A

Alternative 5 - 7

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

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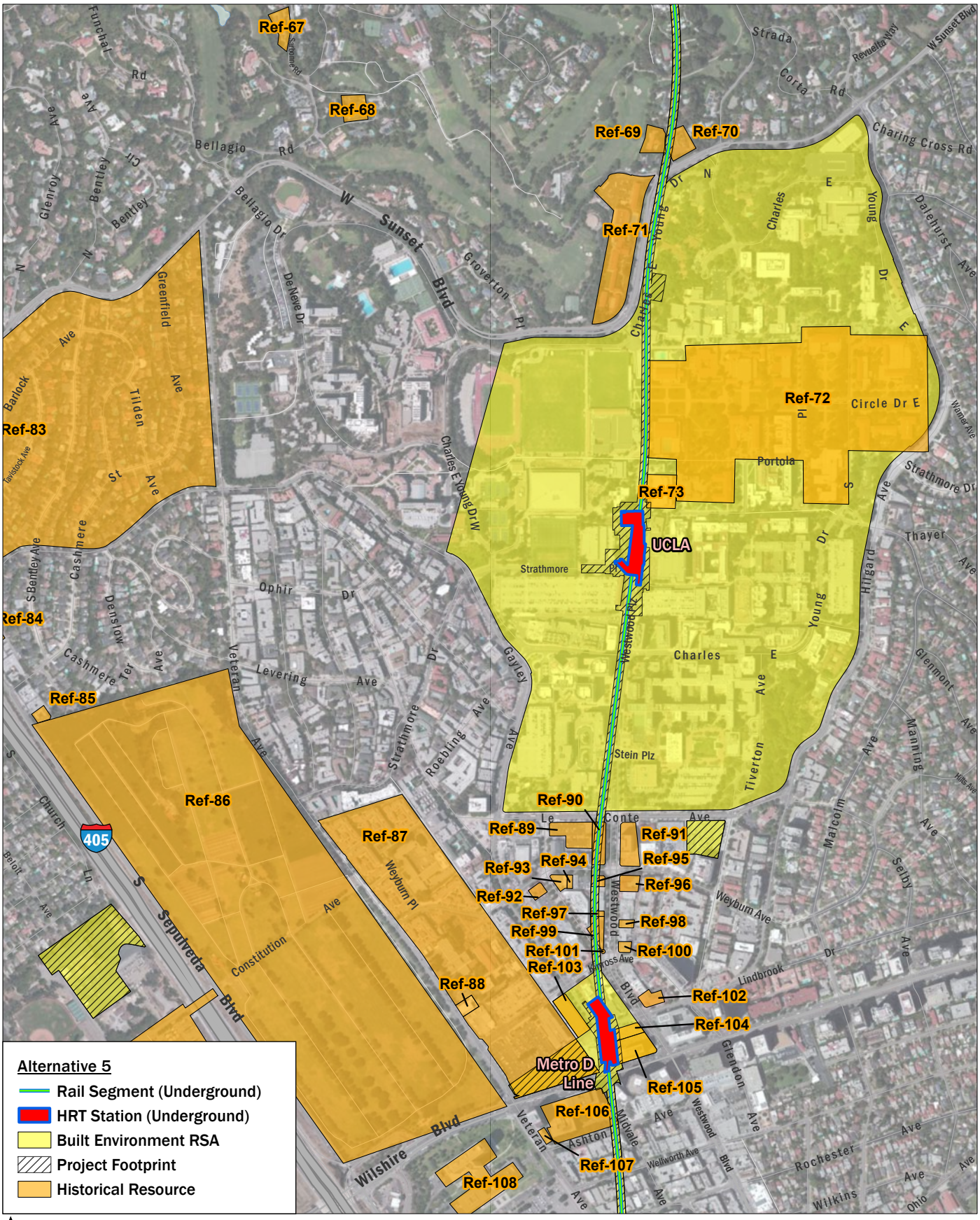
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 8

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 9

Built Environment Eligible Resources

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 10
Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

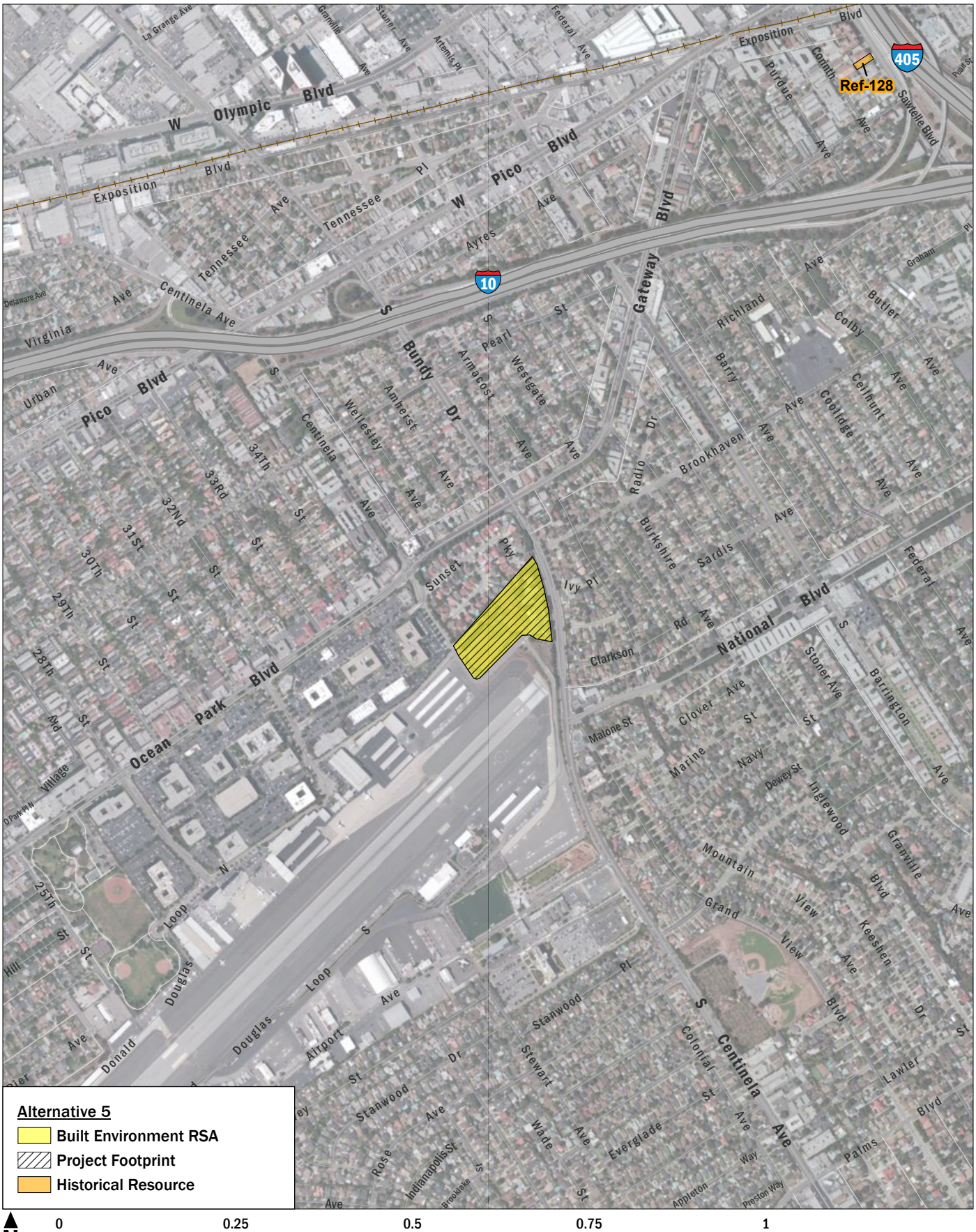
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 11

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 12

Built Environment Eligible Resources

Metro

Sepulveda Transit Corridor Project

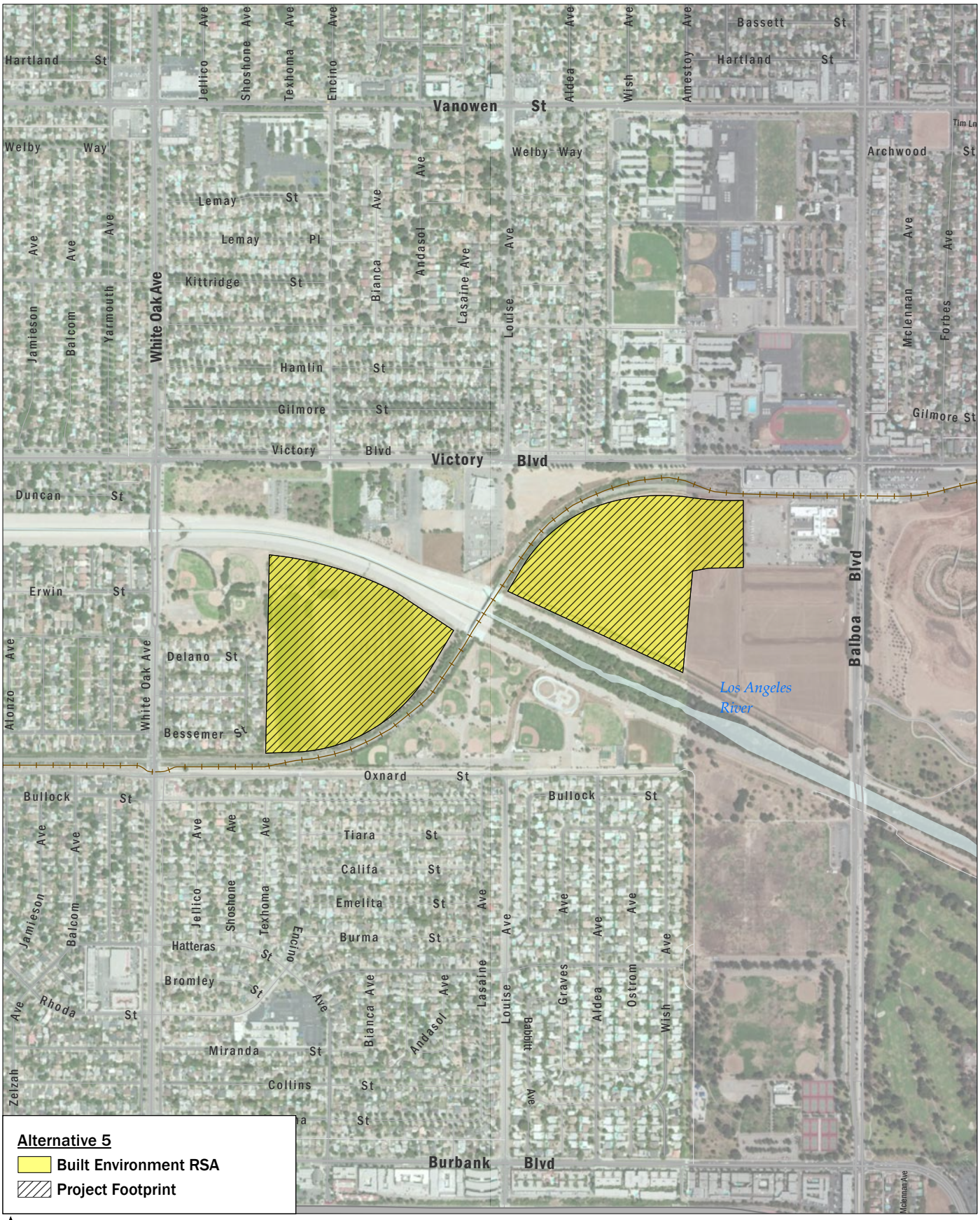
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 13

Built Environment Eligible Resources

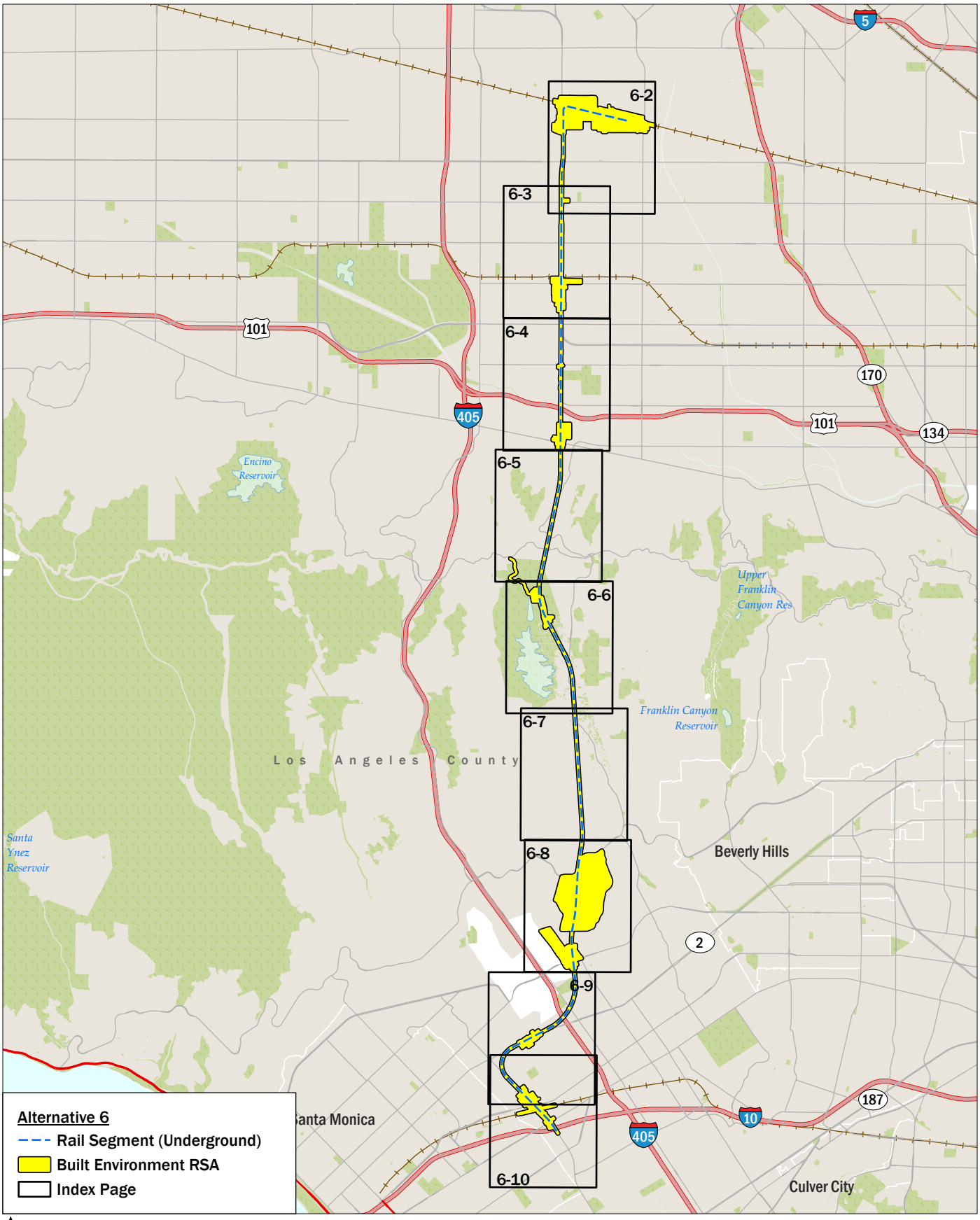


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 5 - 14
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

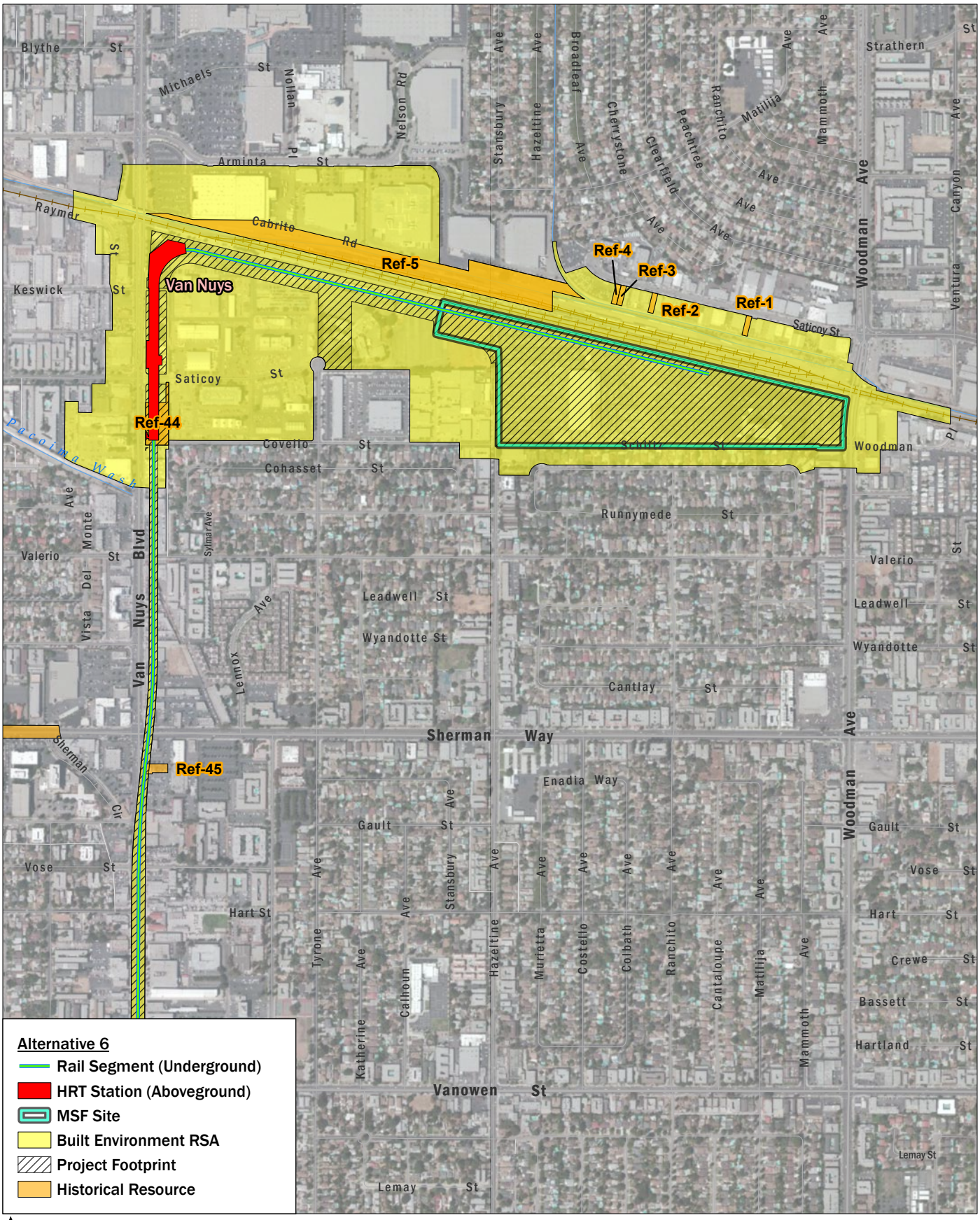
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 1

Built Environment Eligible Resources

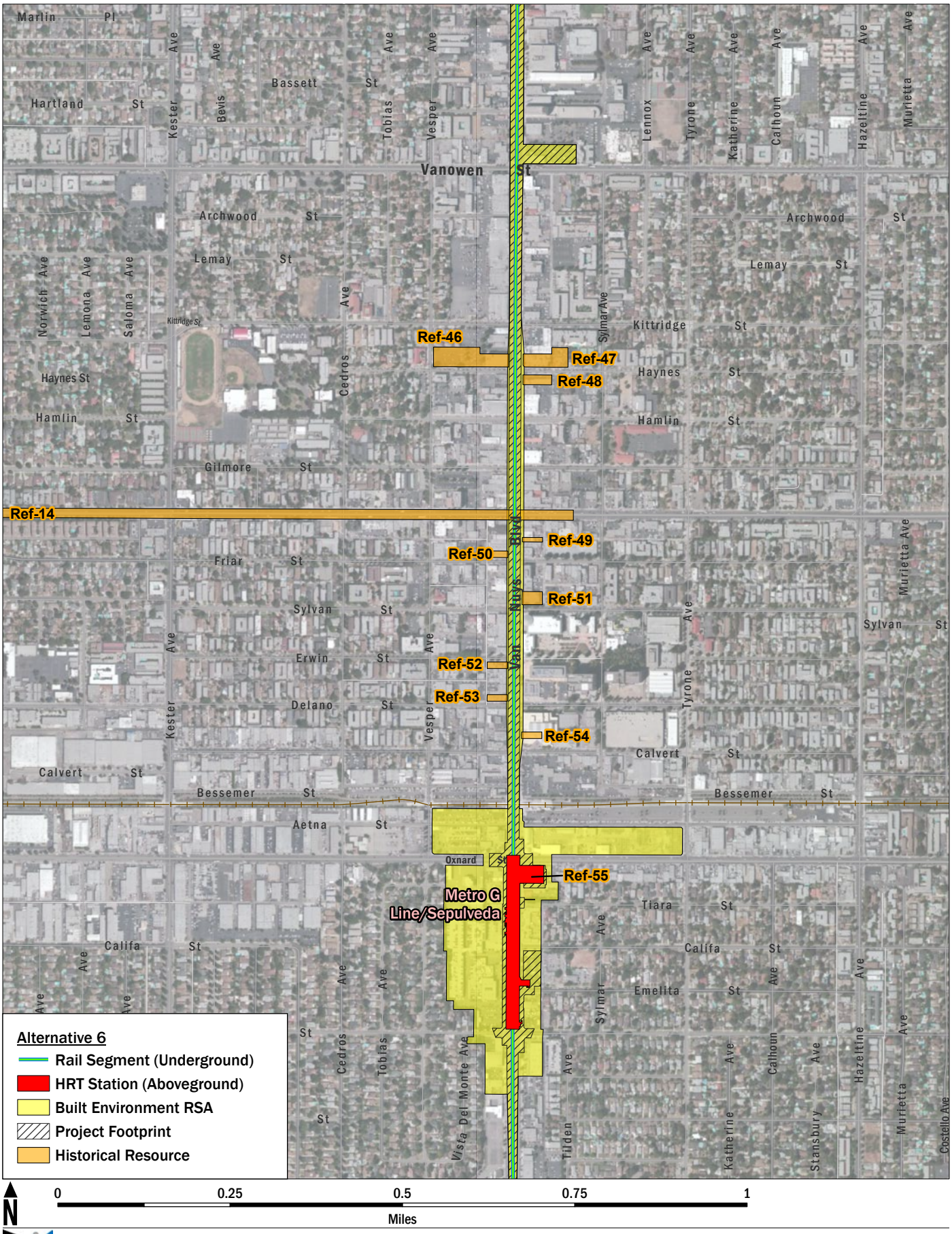


Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 2
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

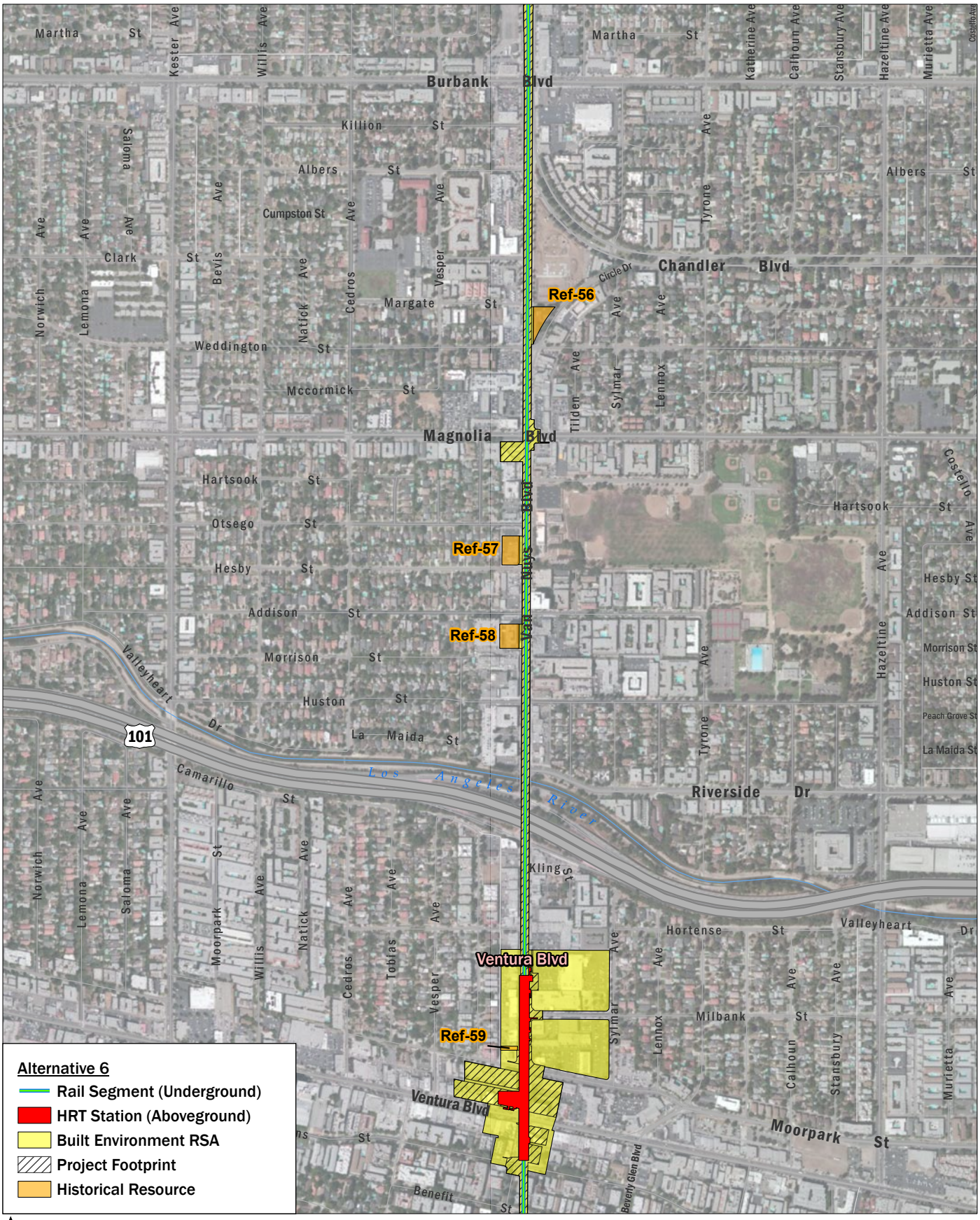
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 3

Built Environment Eligible Resources



Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

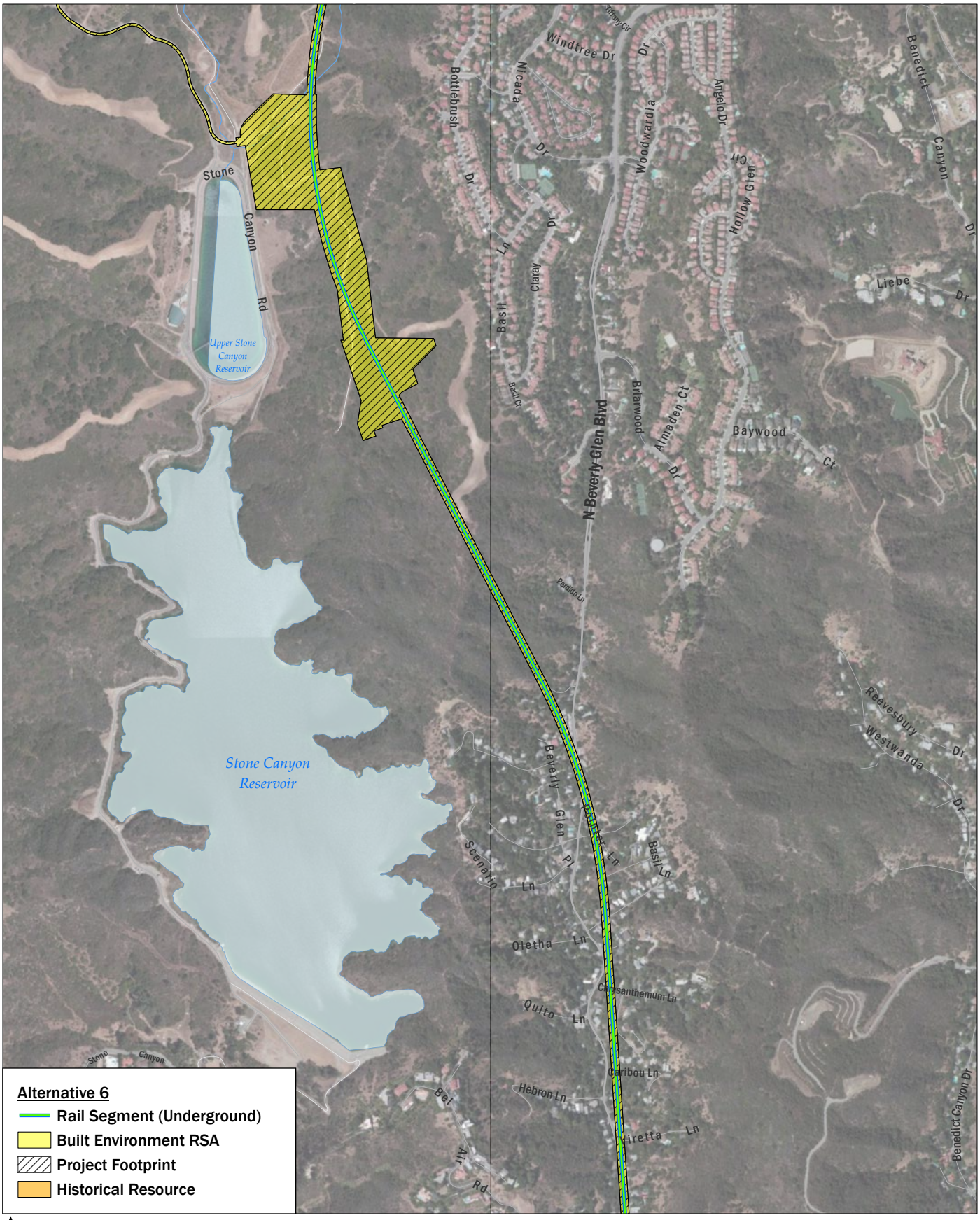
APPENDIX A

Alternative 6 - 4
Built Environment Eligible Resources

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A
Alternative 6 - 5
Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

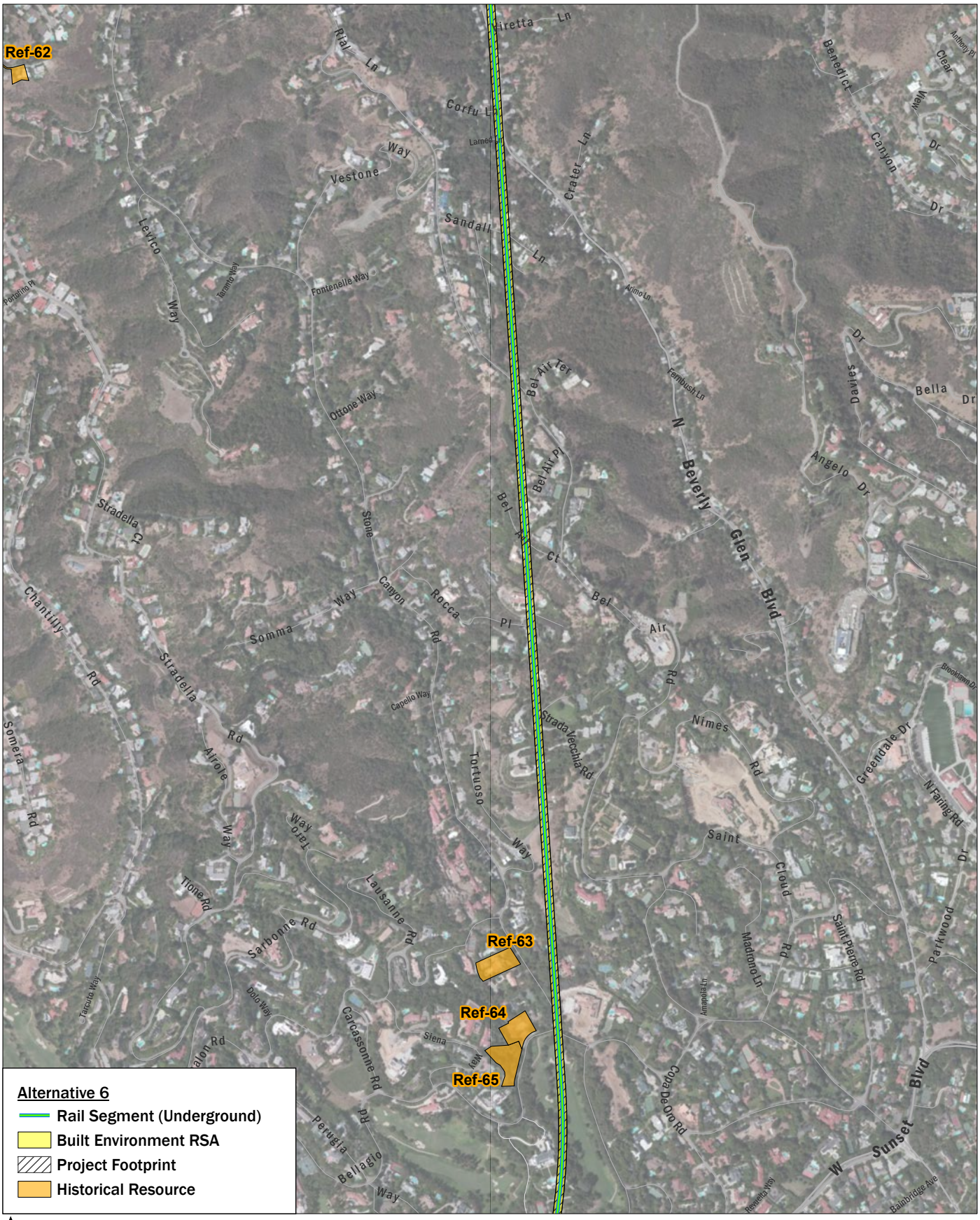
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 6

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

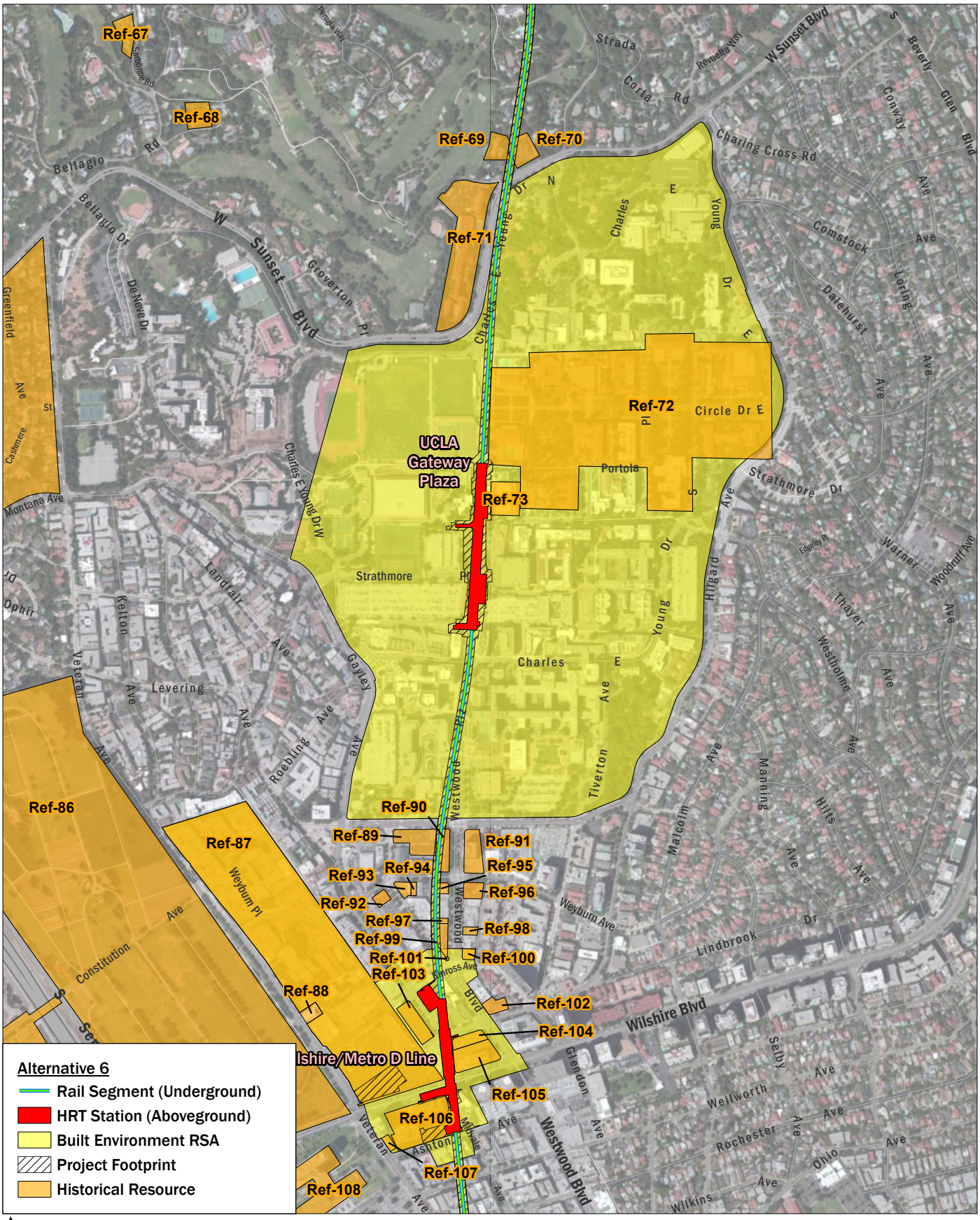
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 7

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

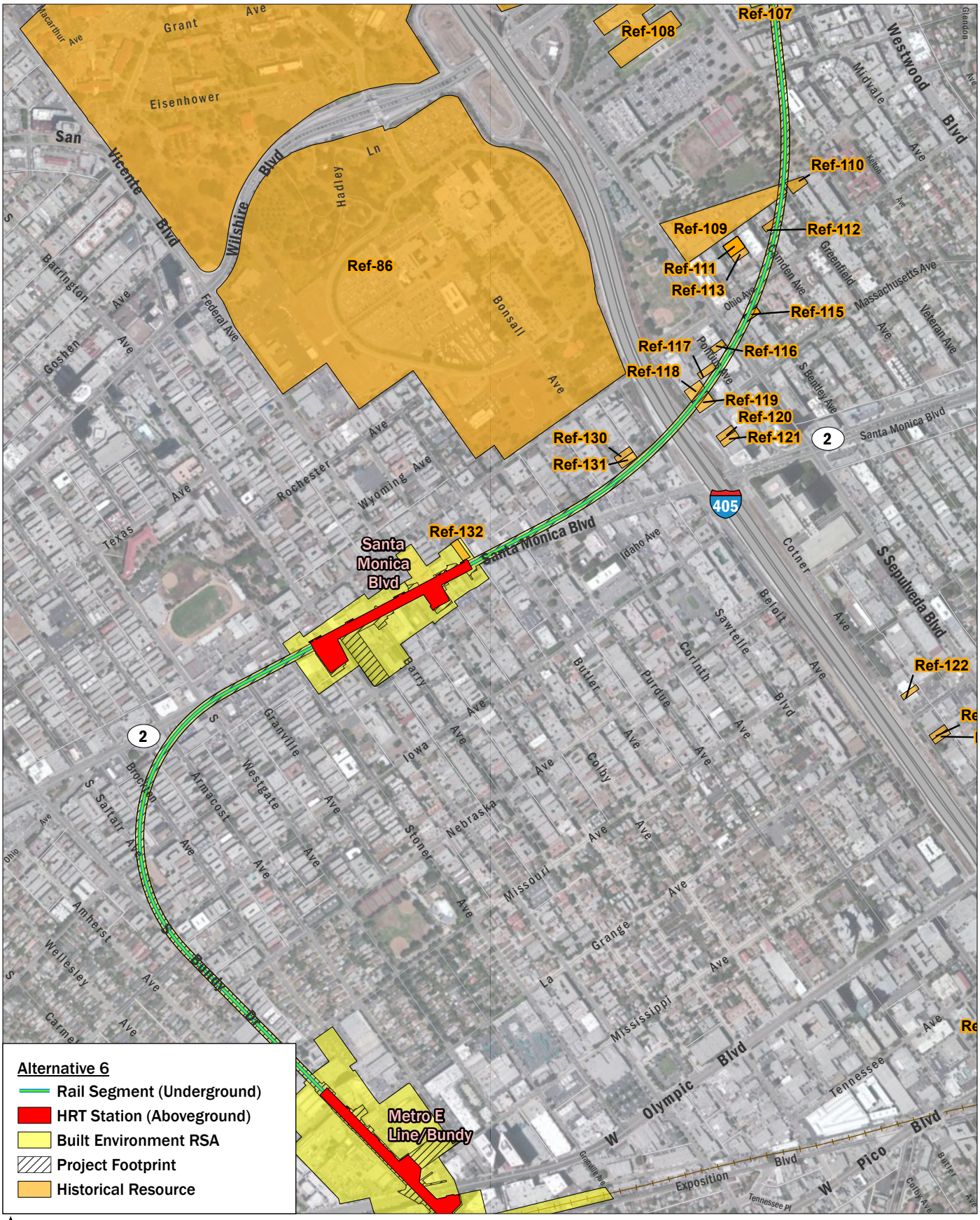
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 8

Built Environment Eligible Resources



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 9

Built Environment Eligible Resources

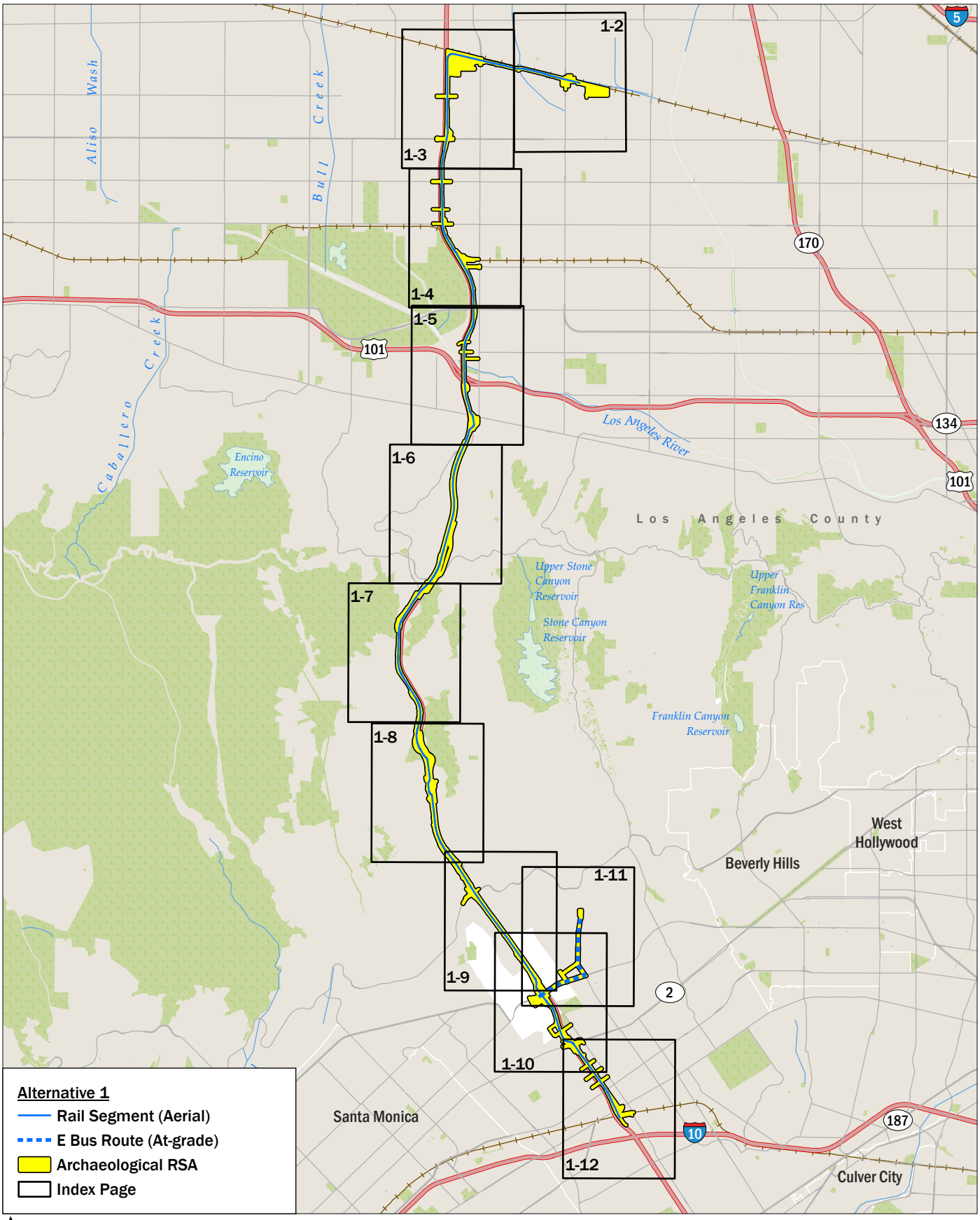
Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

Note:
Map depicts identified resources both within and outside of the RSA boundary.

APPENDIX A

Alternative 6 - 10
Built Environment Eligible Resources

Archaeological



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 1
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 2
Archaeological RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 3
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 4
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 5
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

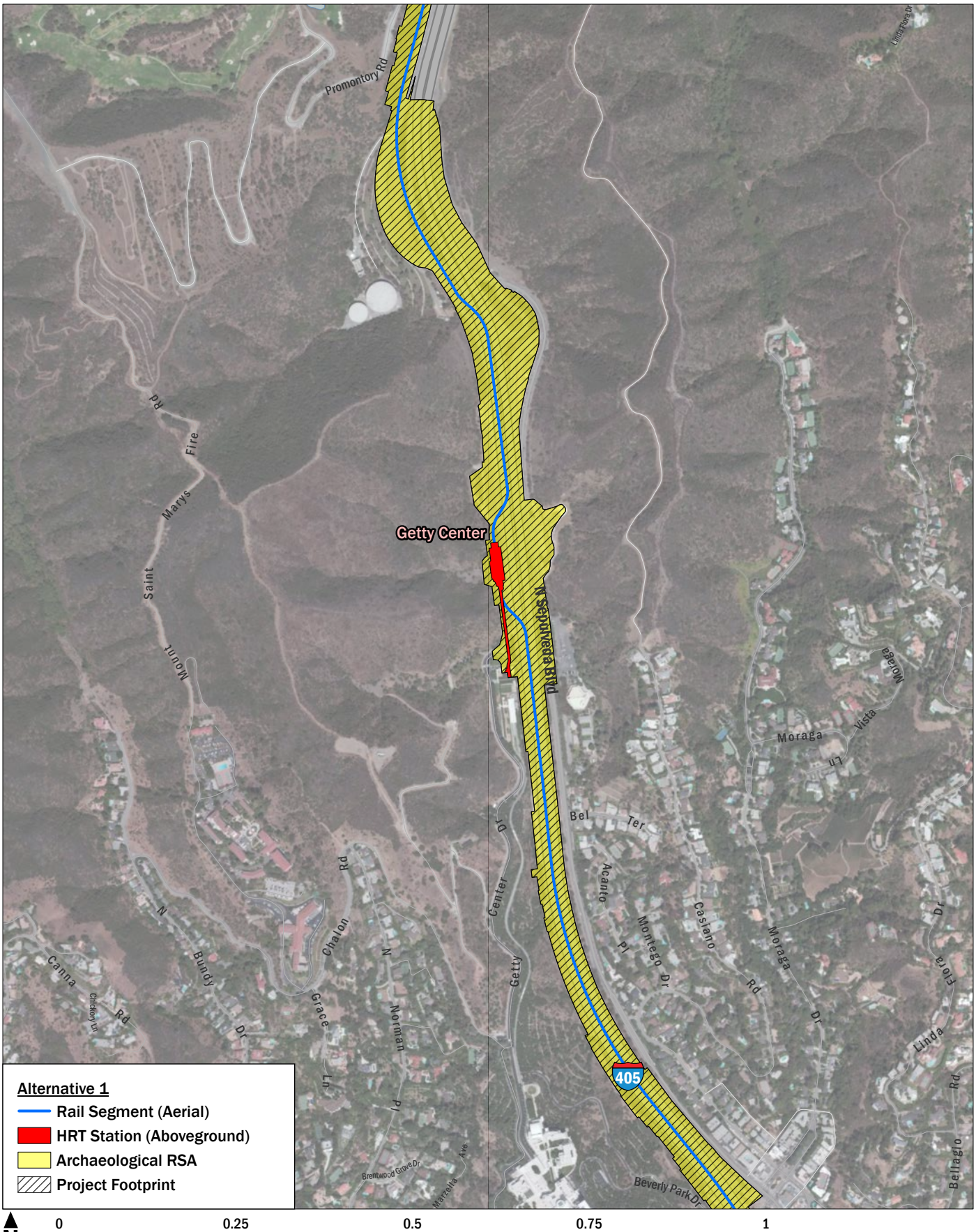
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 6
Archaeological RSA

Alternative 1
Rail Segment (Aerial)
Archaeological RSA
Project Footprint
405
Rinaldi St
Rinaldi St
Rinaldi St



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 8
Archaeological RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 9
Archaeological RSA

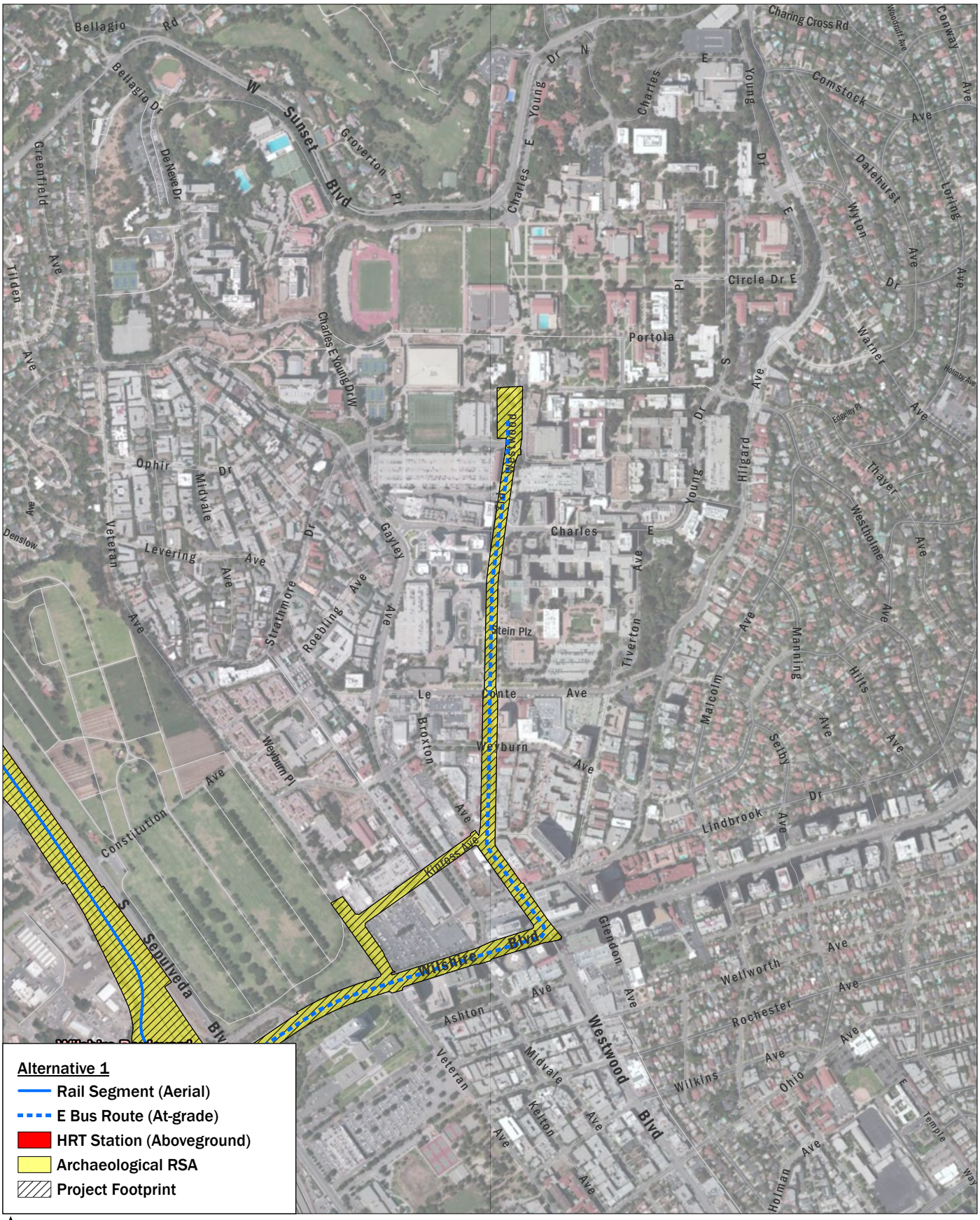
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 10
Archaeological RSA



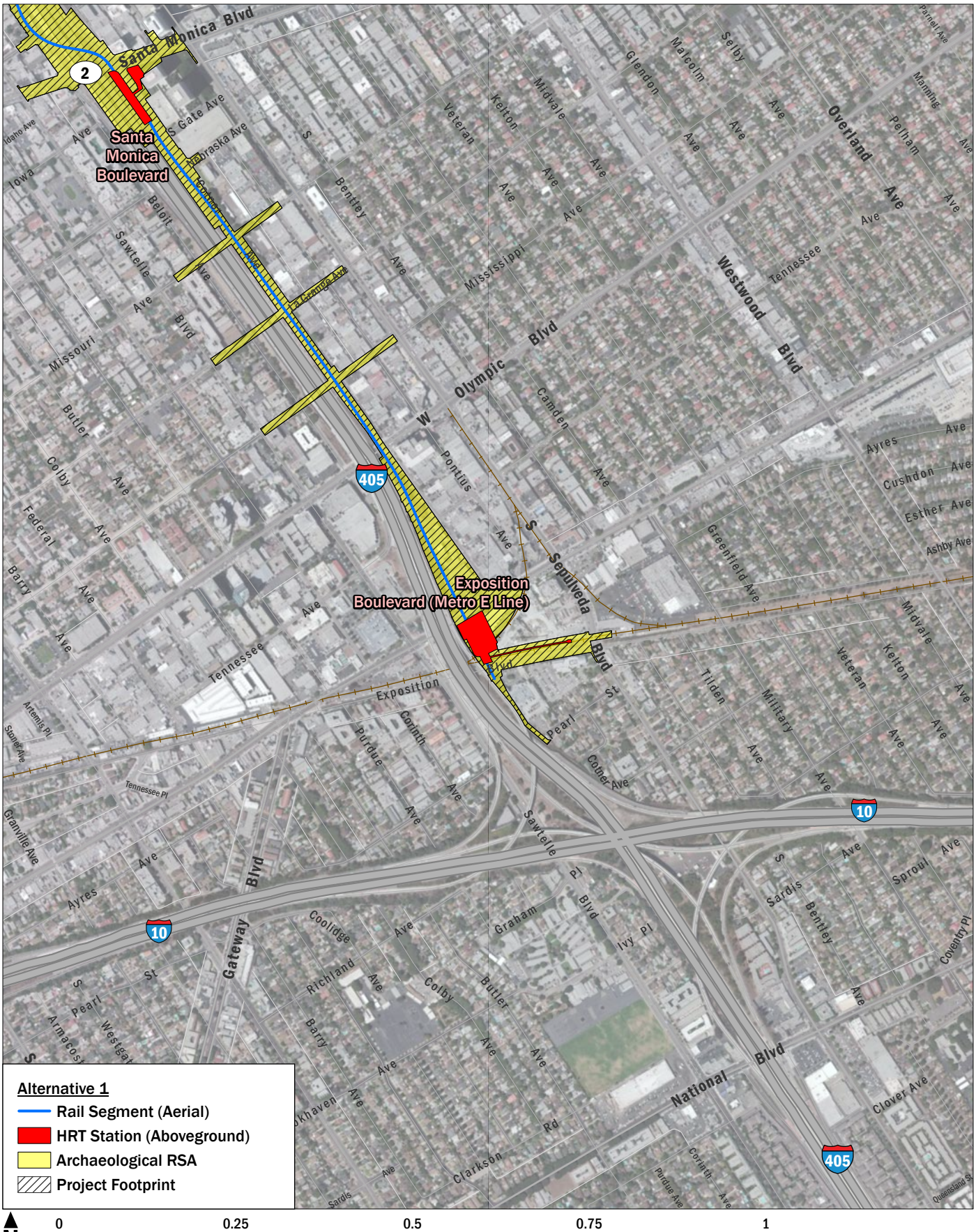
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 11
Archaeological RSA



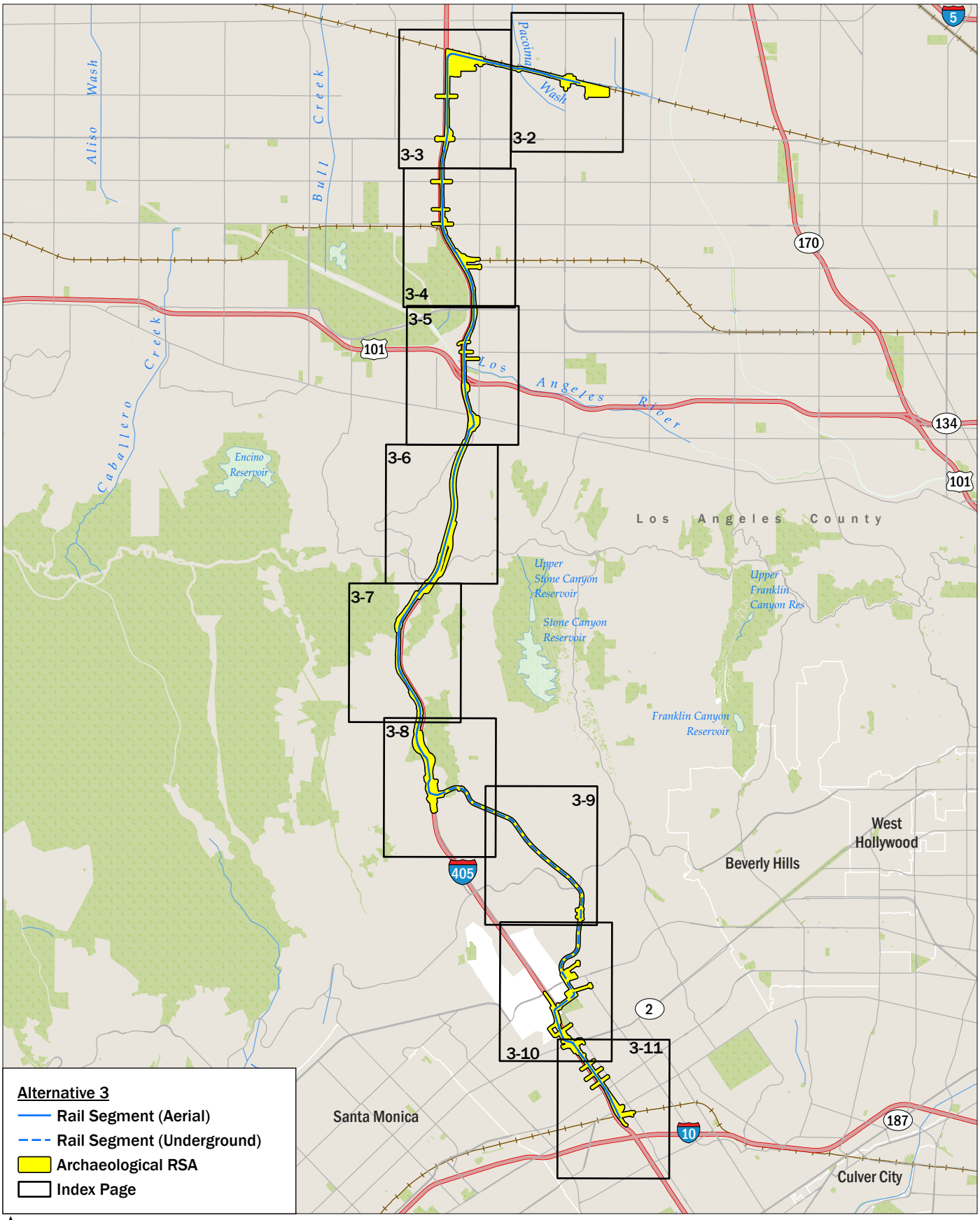
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 12
Archaeological RSA



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 1

Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

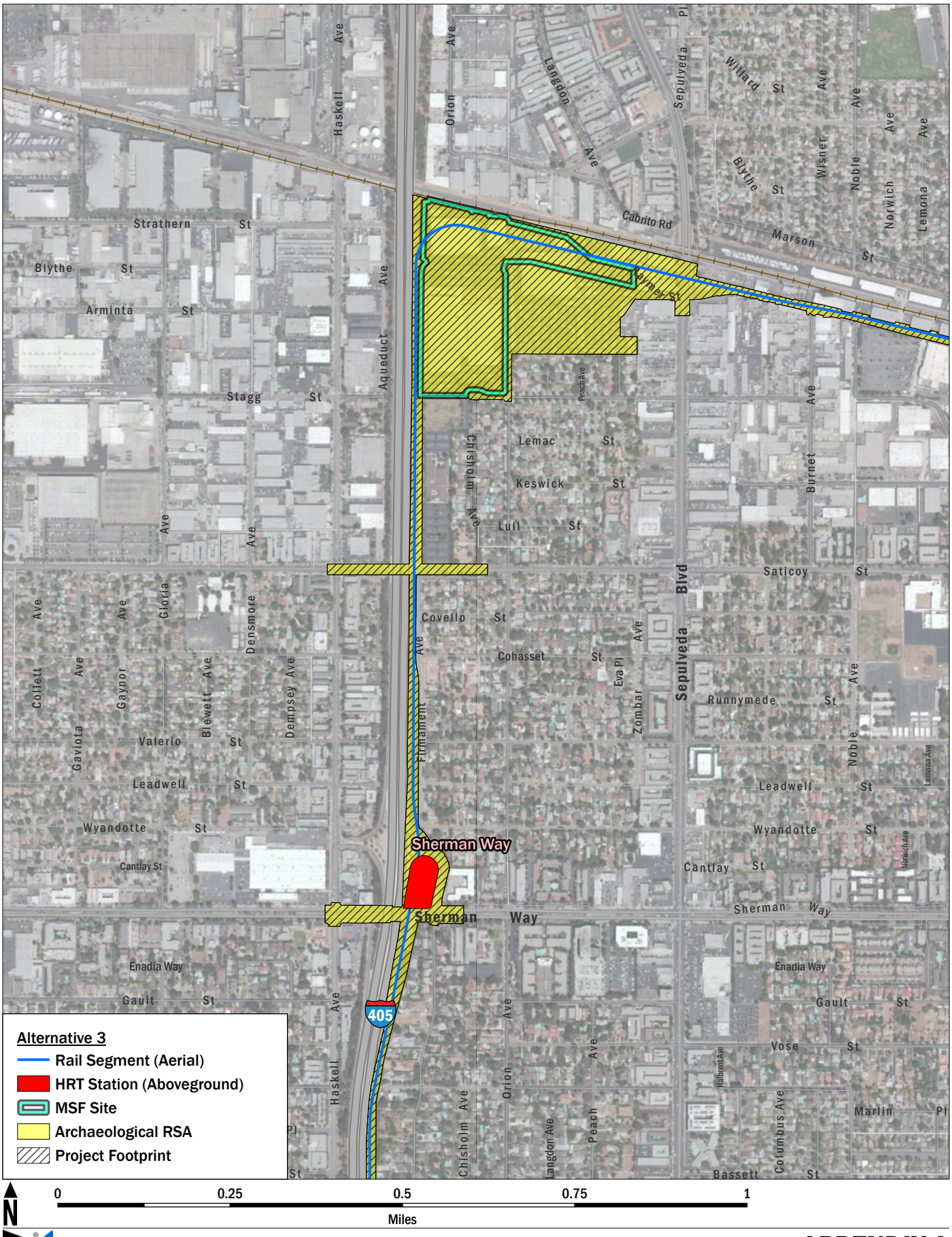
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 2
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

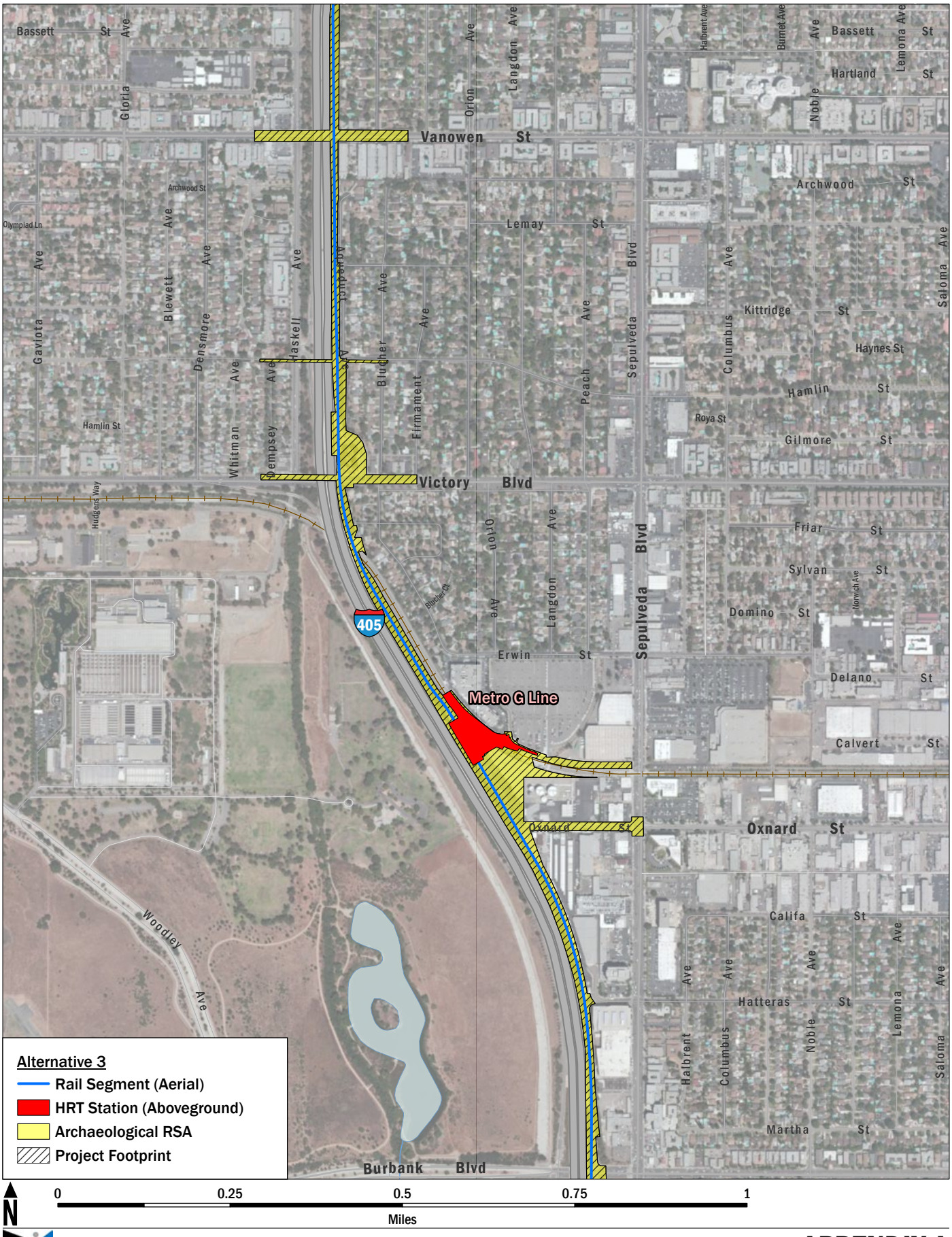
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 3
Archaeological RSA



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 4

Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 5
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

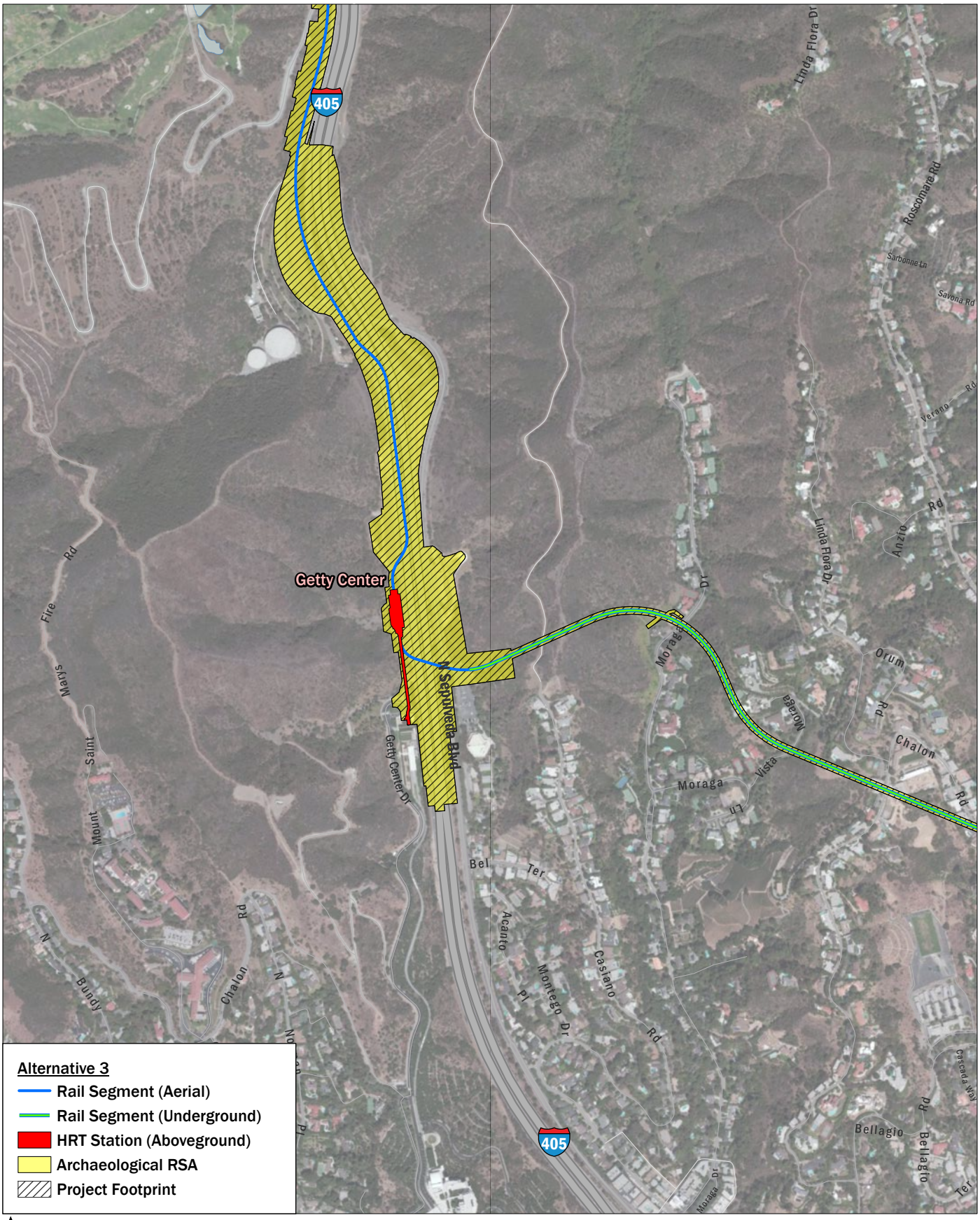
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 6
Archaeological RSA

Alternative 3
Rail Segment (Aerial)
Archaeological RSA
Project Footprint
405
Rinaldi St
Rinaldi St
Rinaldi St



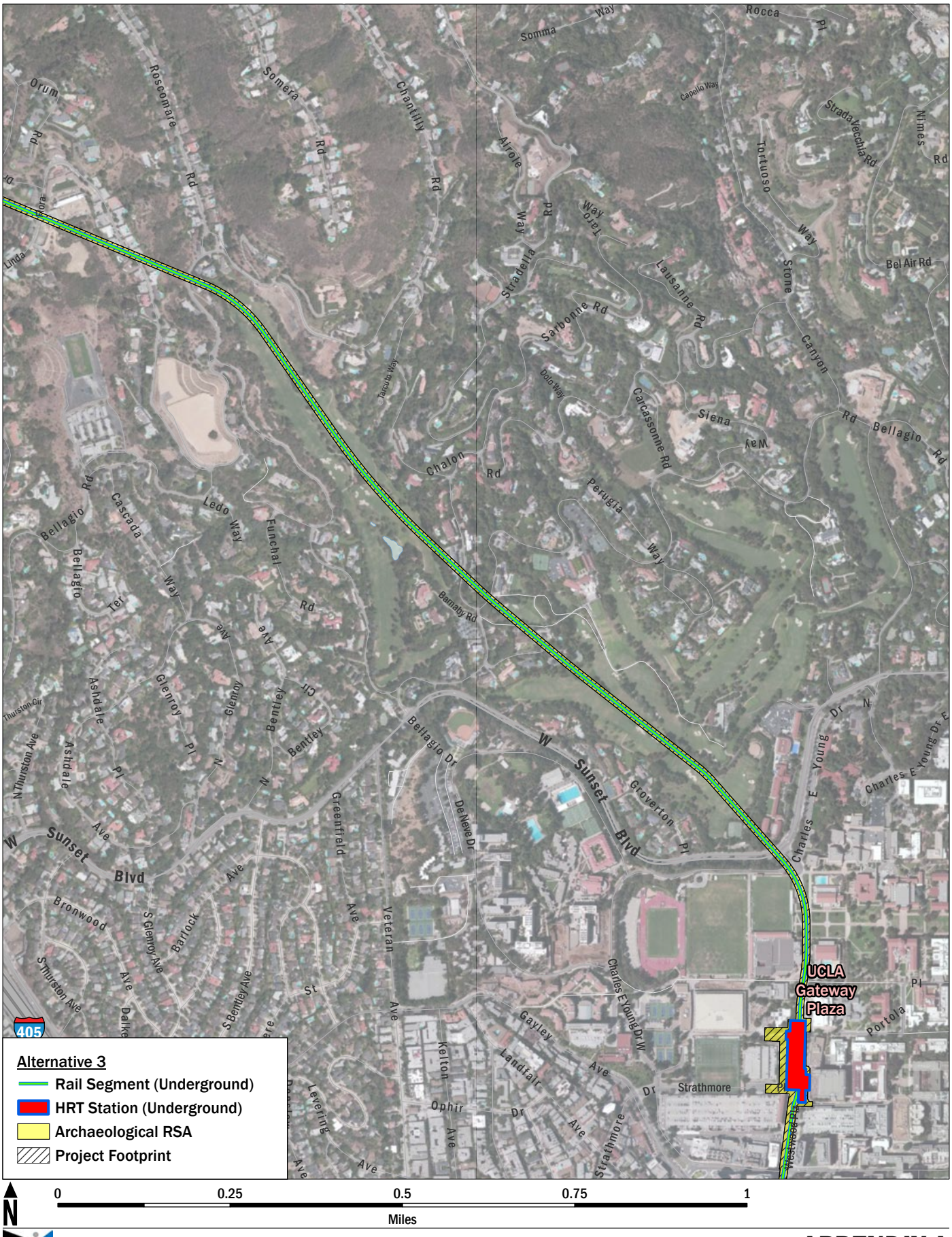
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

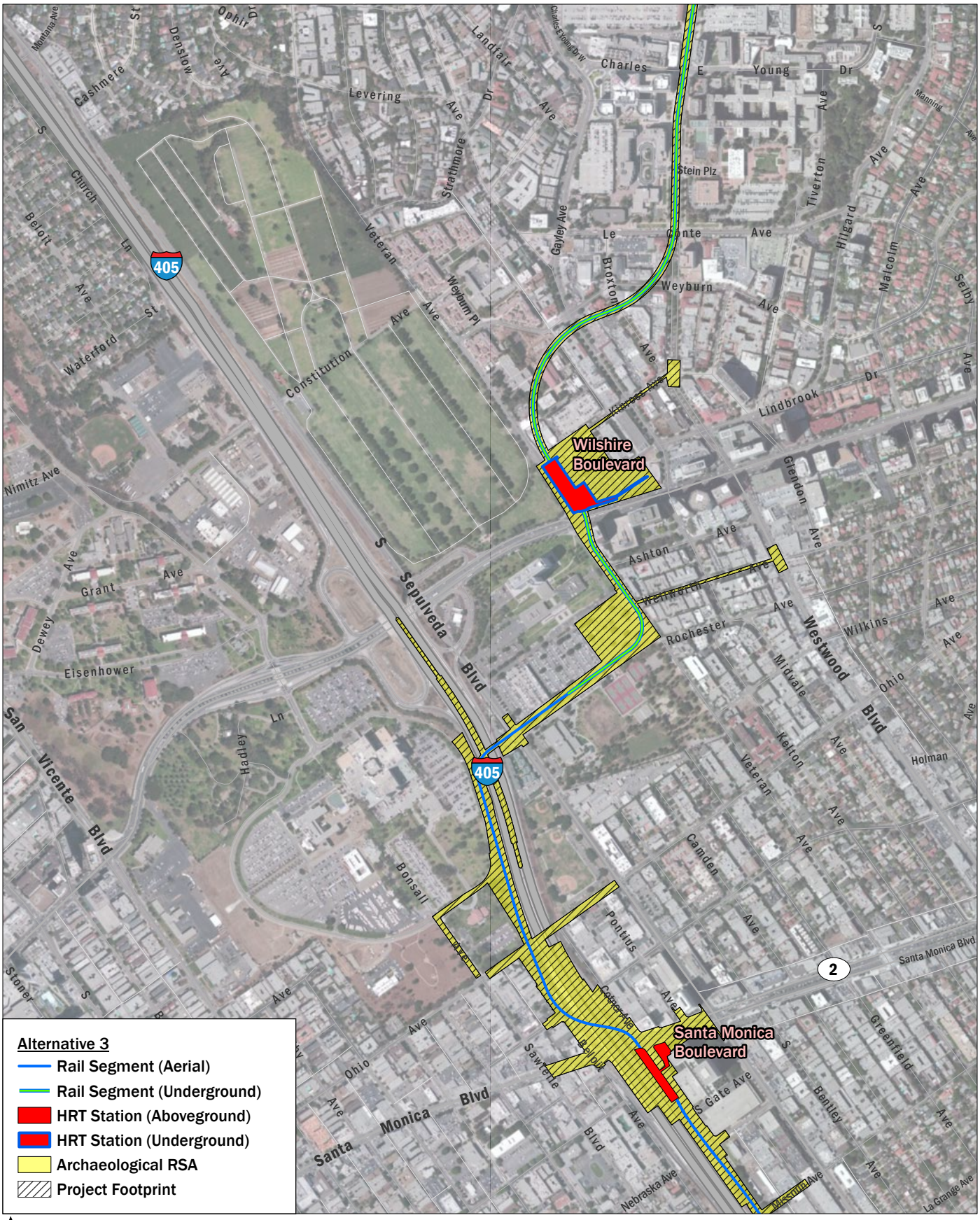
Alternative 3 - 8
Archaeological RSA



APPENDIX A

Alternative 3 - 9
Archaeological RSA

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902


Alternative 3
Rail Segment (Aerial)
Rail Segment (Underground)
HRT Station (Aboveground)
HRT Station (Underground)
Archaeological RSA
Project Footprint
Wilshire Boulevard
Santa Monica Boulevard
405
2
S Sepulveda Blvd
Westwood Blvd
Santa Monica Blvd
Constitution Ave
Veteran Ave
Weyburn Ave
Le Conte Ave
Lindbrook Dr
Ashton Ave
Rochester Ave
Wilkins Ave
Ohio Ave
Holman Ave
Camden Ave
Pontius Ave
Sawtelle Blvd
Nebraska Ave
Barrington Ave
Bonsall Ave
Hadley Ln
Eisenhower Ln
Dewey Ave
Grant Ave
Nimitz Ave
Waterford St
Beloit Ln
Church St
Cashmere St
Denslow Ave
Ophir Dr
Levering Ave
Landfair Ave
Strathmore Dr
Charles E Young Dr W
Charles E Young Dr
Stein Plz
Gayley Ave
Broxton Ave
Tiverton Ave
Hilgard Ave
Malcolm Ave
Selby Ave
Manning Ave
Glendon Ave
Midvale Ave
Kelton Ave
Veteran Ave
Greenfield Ave
Bentley Ave
S Gate Ave
La Grange Ave
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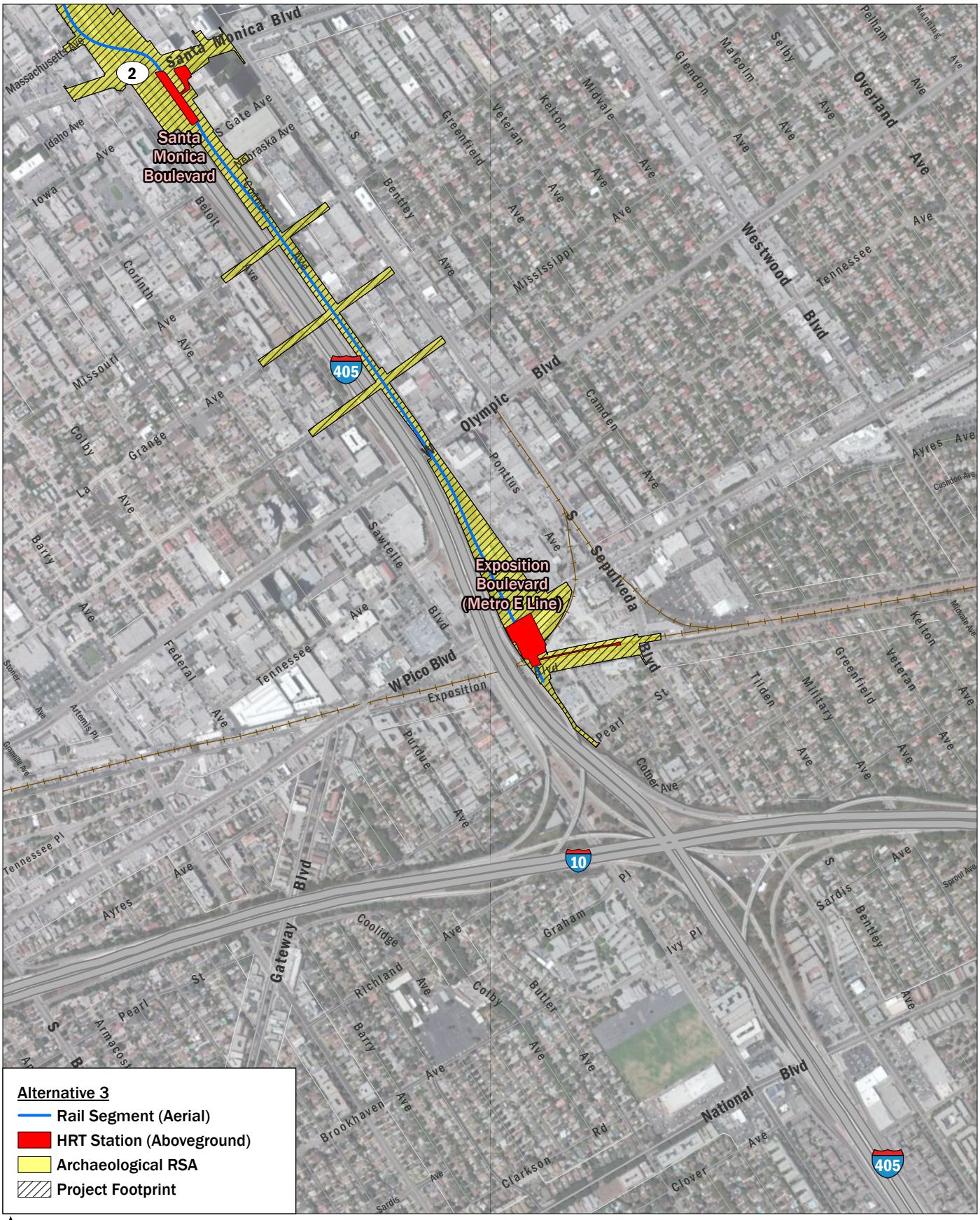
Pontius Ave
Cooper Ave
Sawtelle Blvd
Barrington Ave
Nebraska



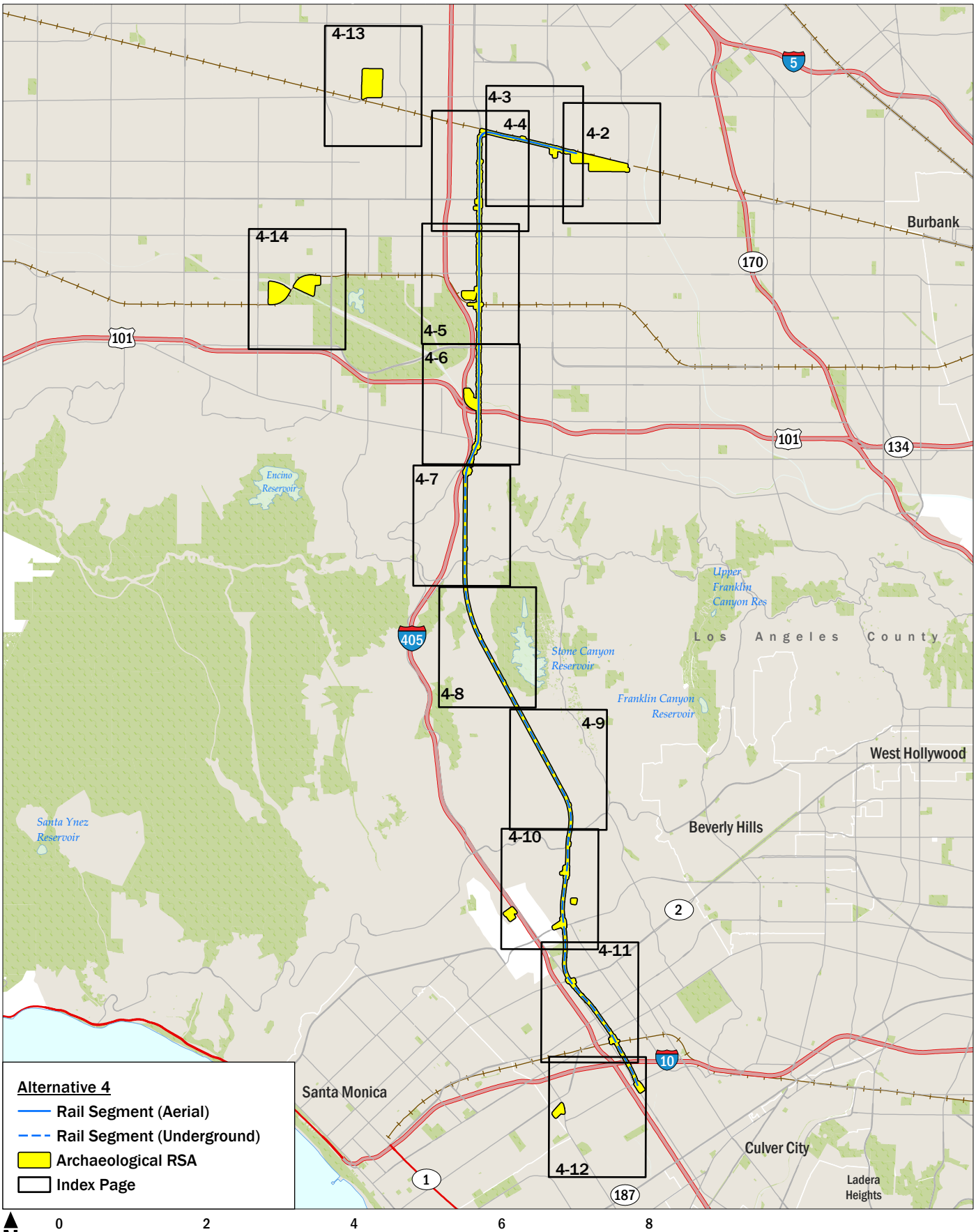
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 11
Archaeological RSA



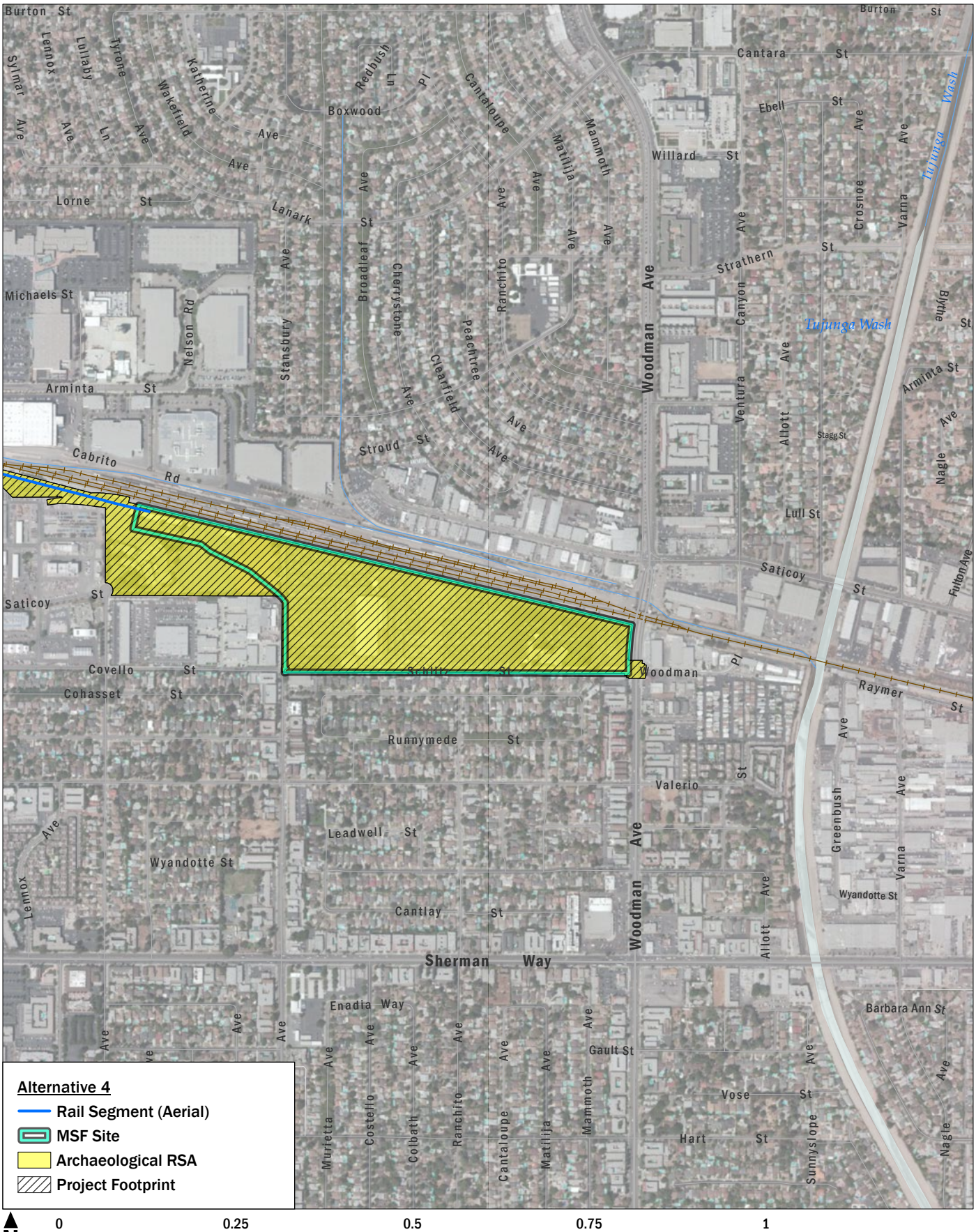
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 1
Archaeological RSA



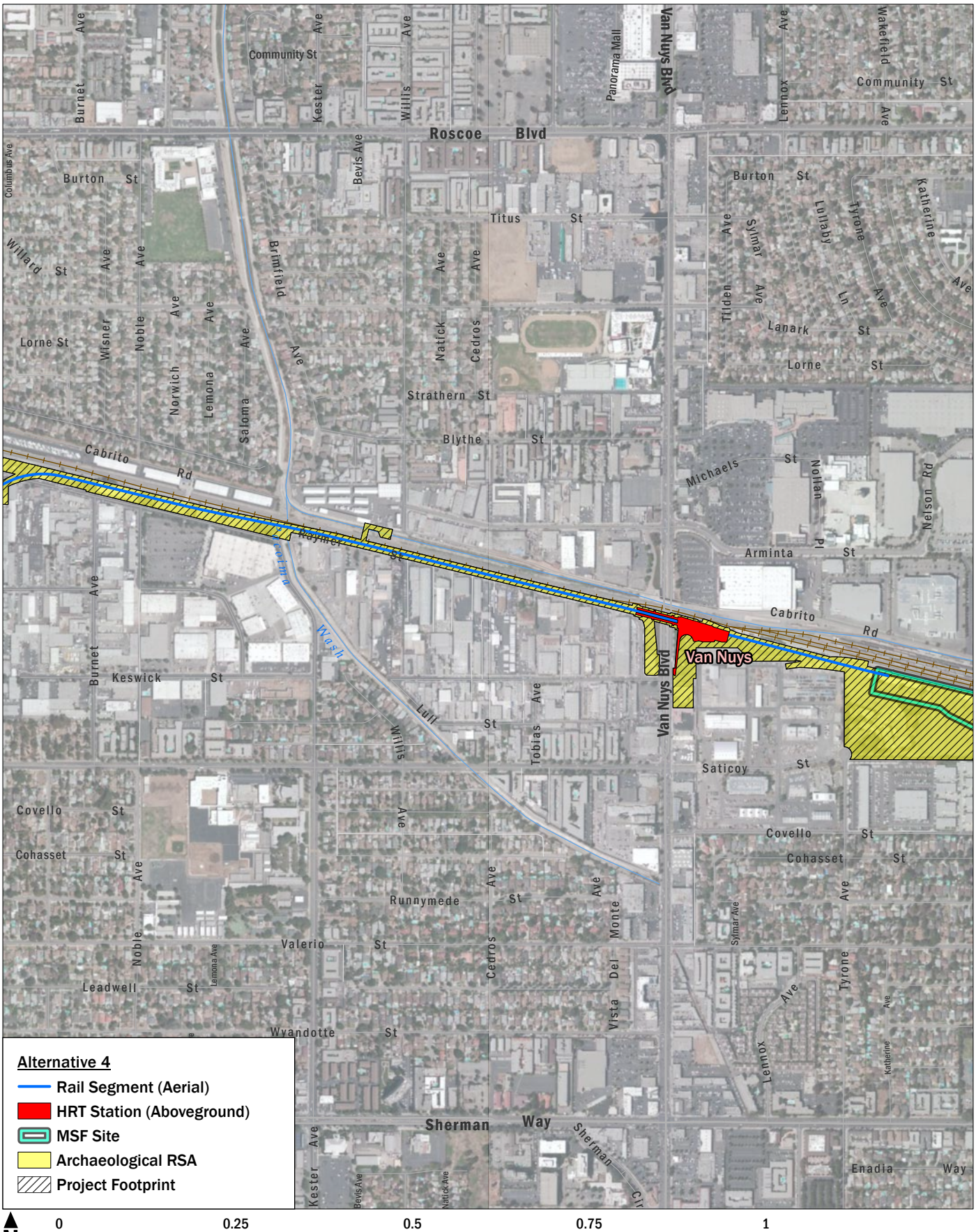
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 2
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

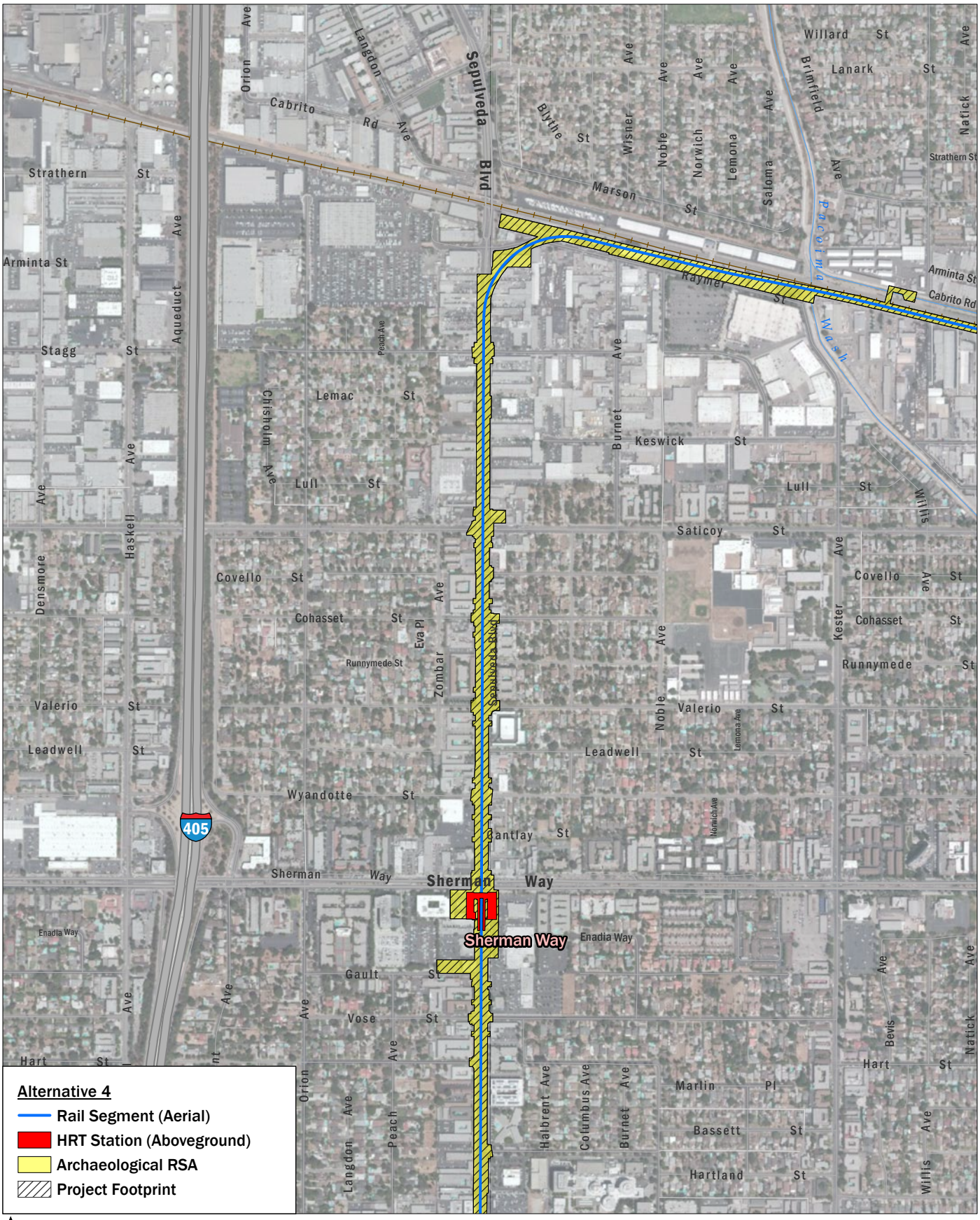
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 3
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 4
Archaeological RSA

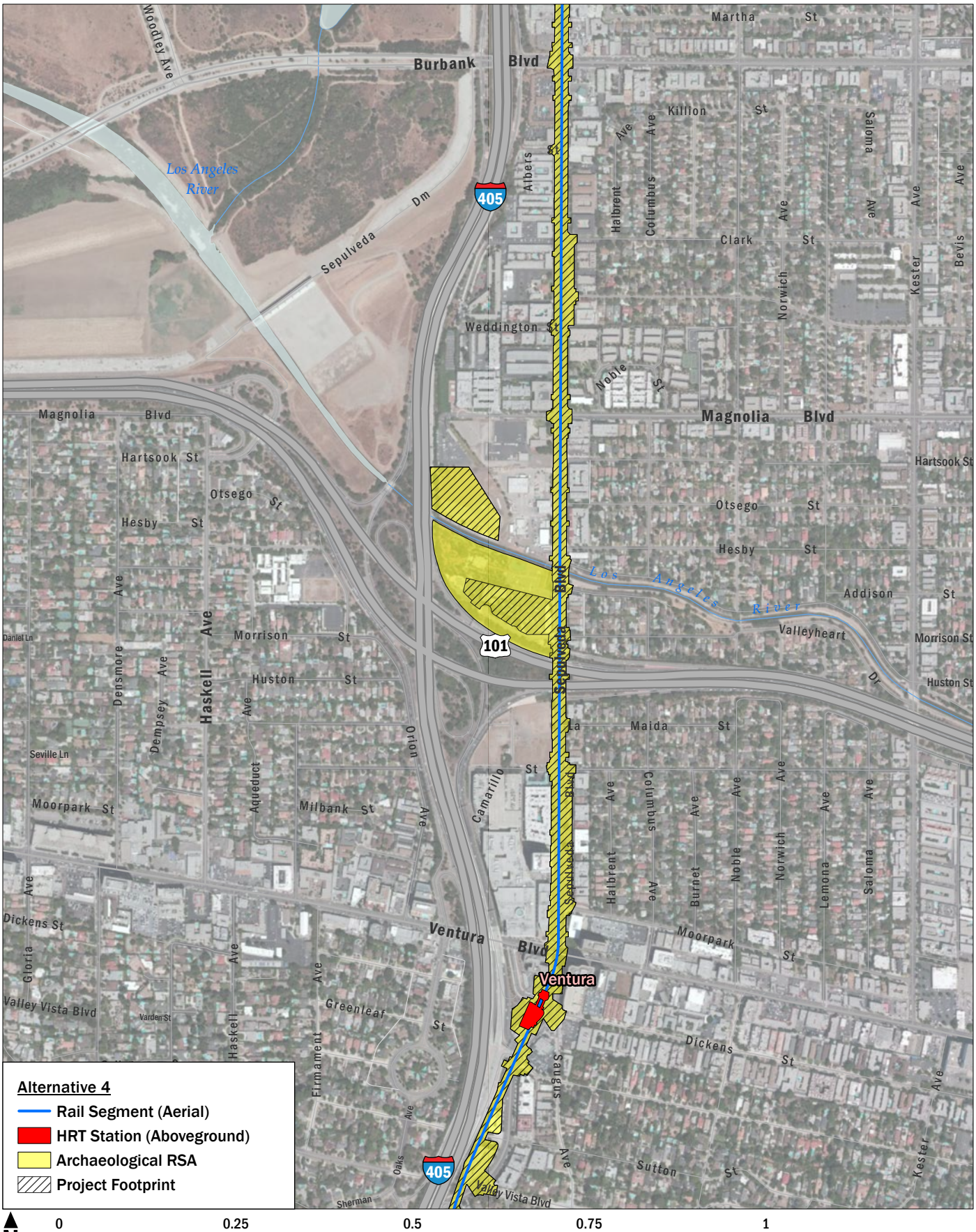
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 5
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 6
Archaeological RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 7
Archaeological RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 8
Archaeological RSA

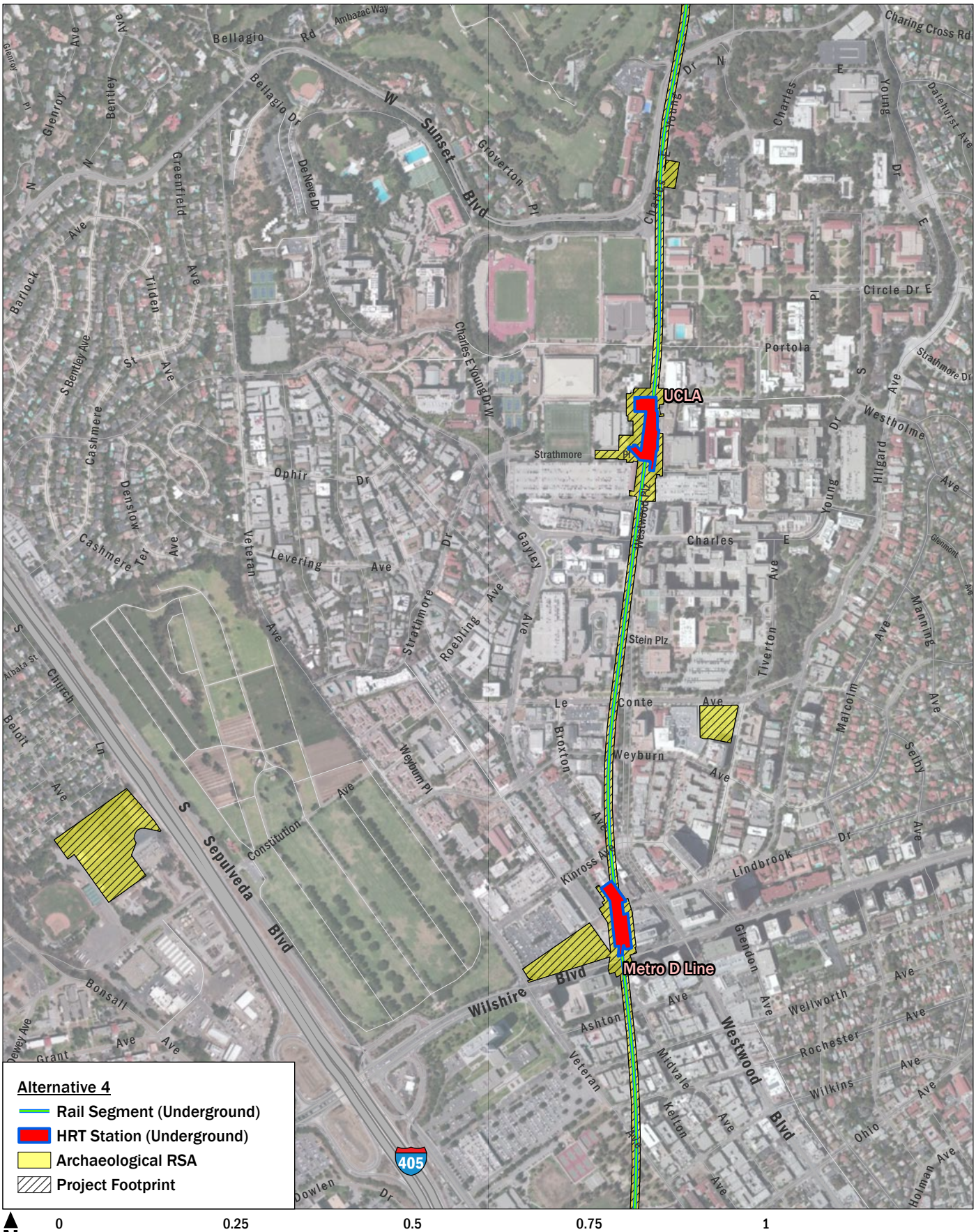
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 9
Archaeological RSA



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 10
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 11
Archaeological RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 12
Archaeological RSA

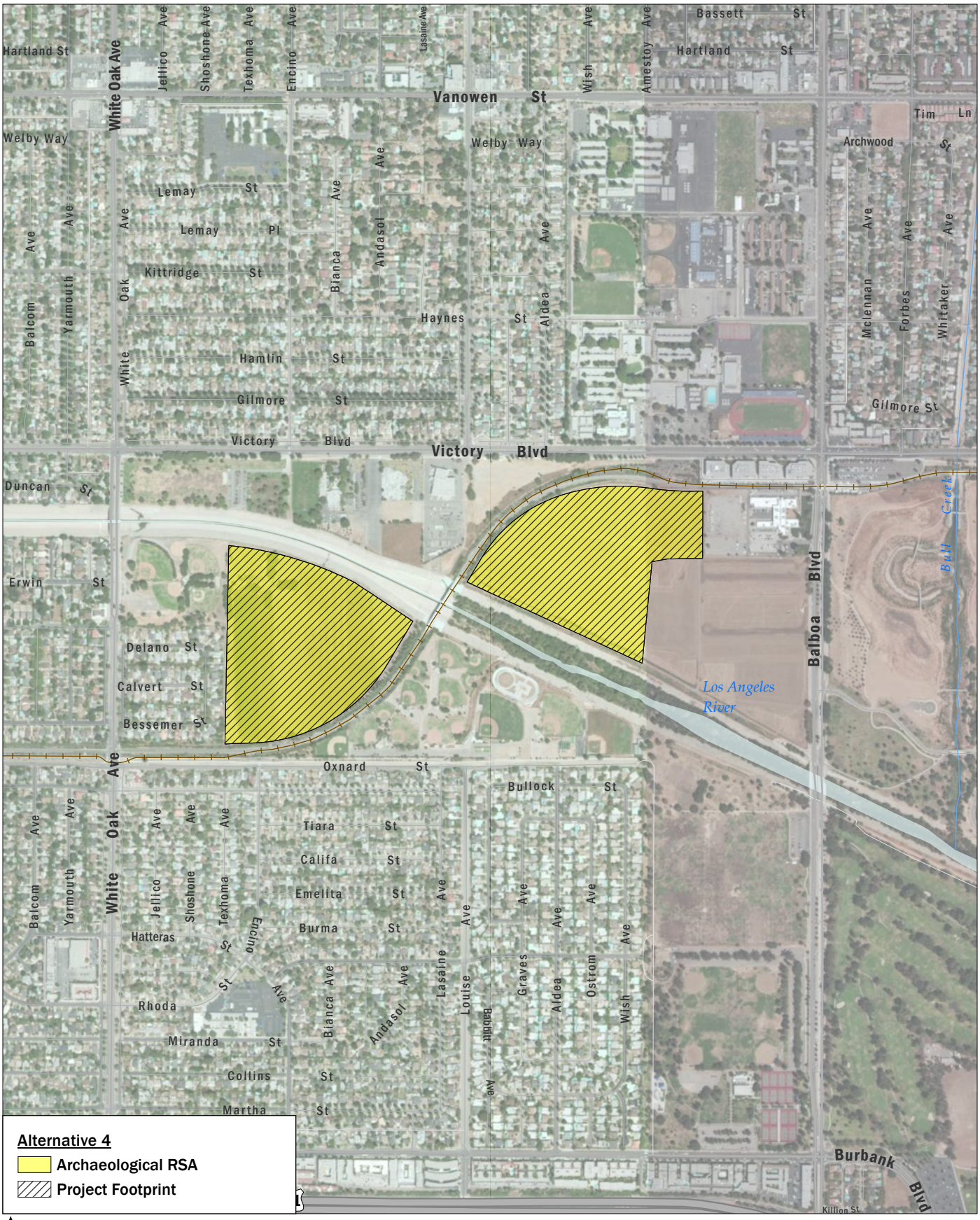
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 13
Archaeological RSA



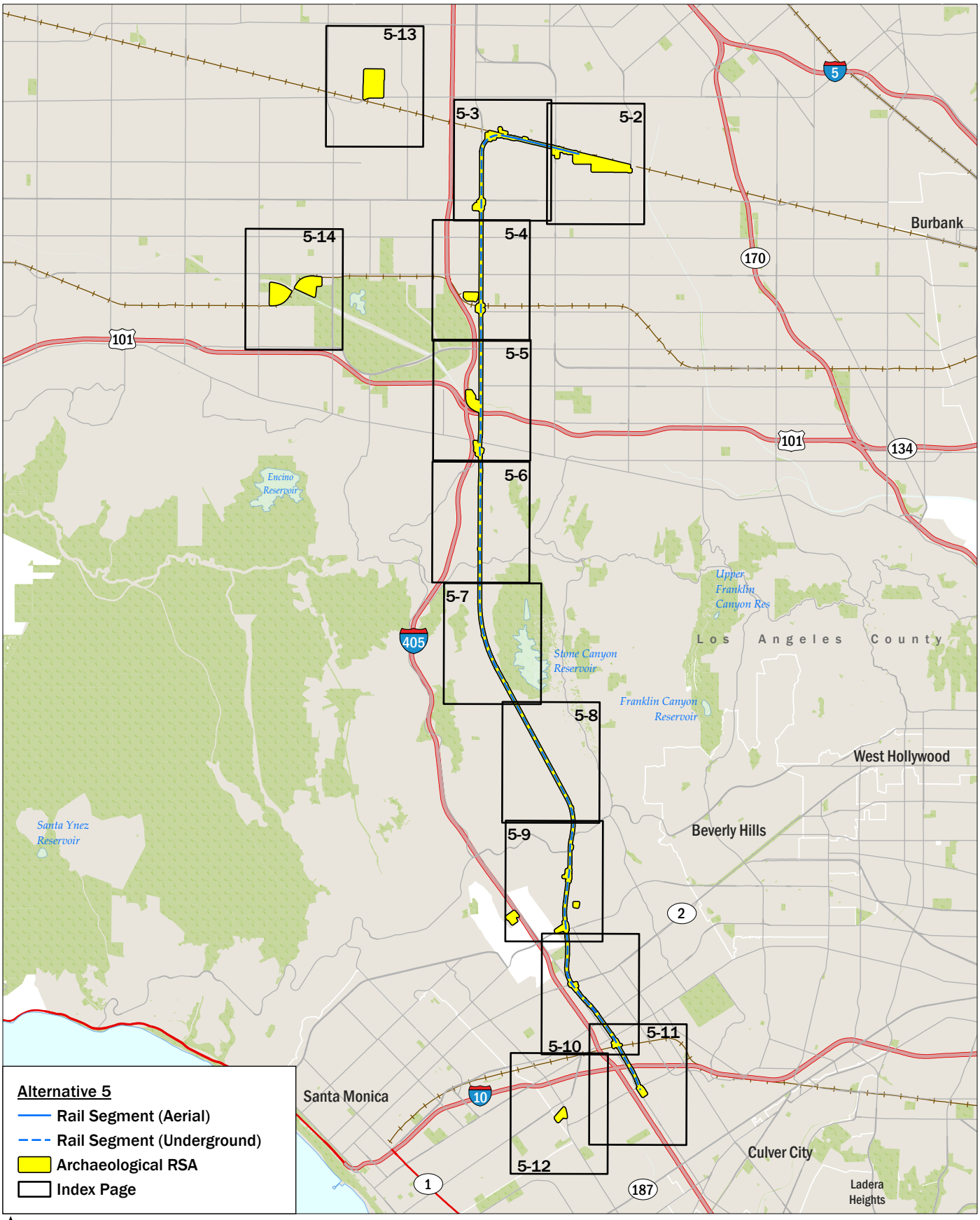
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 14
Archaeological RSA



Metro

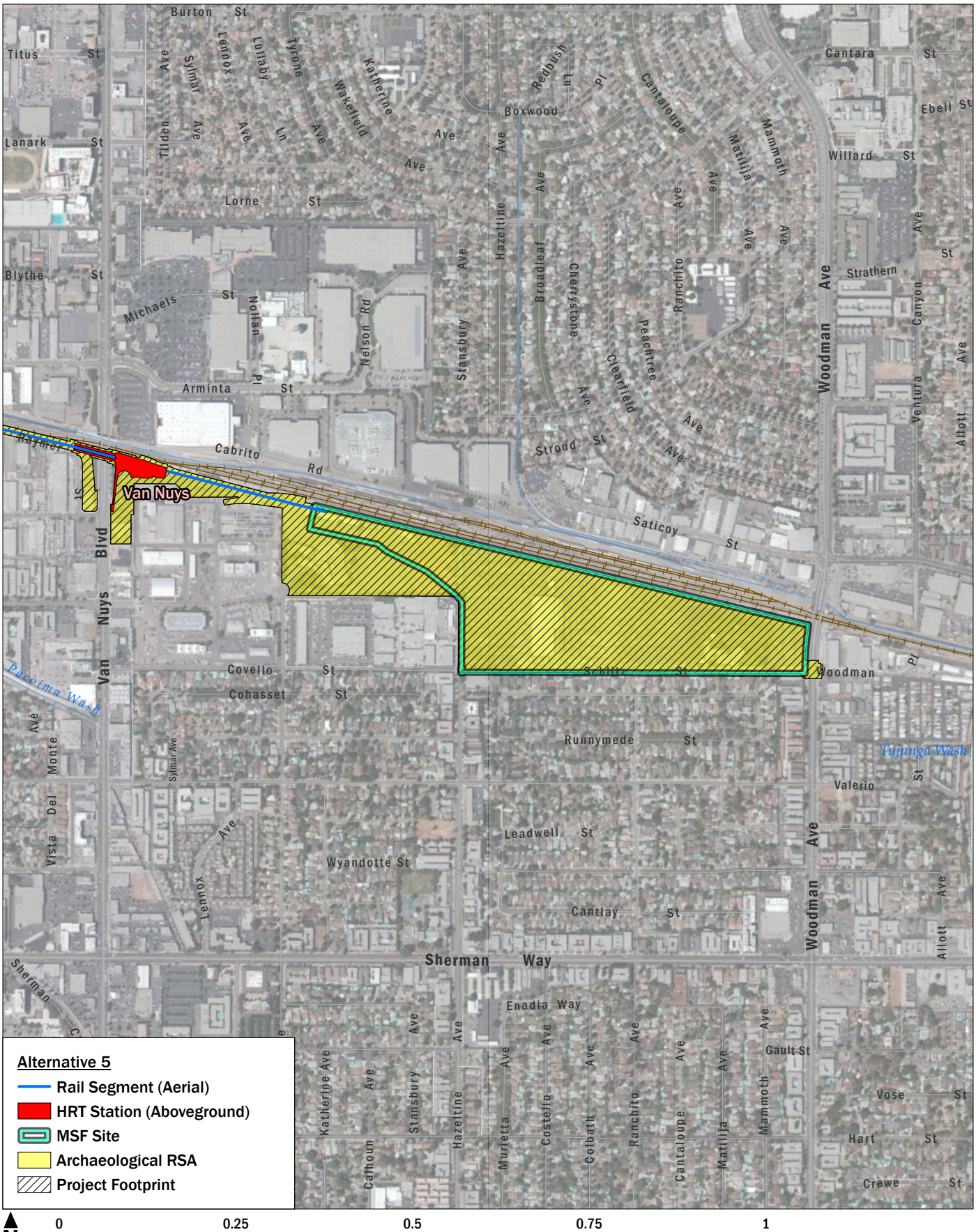
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 1

Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 2
Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

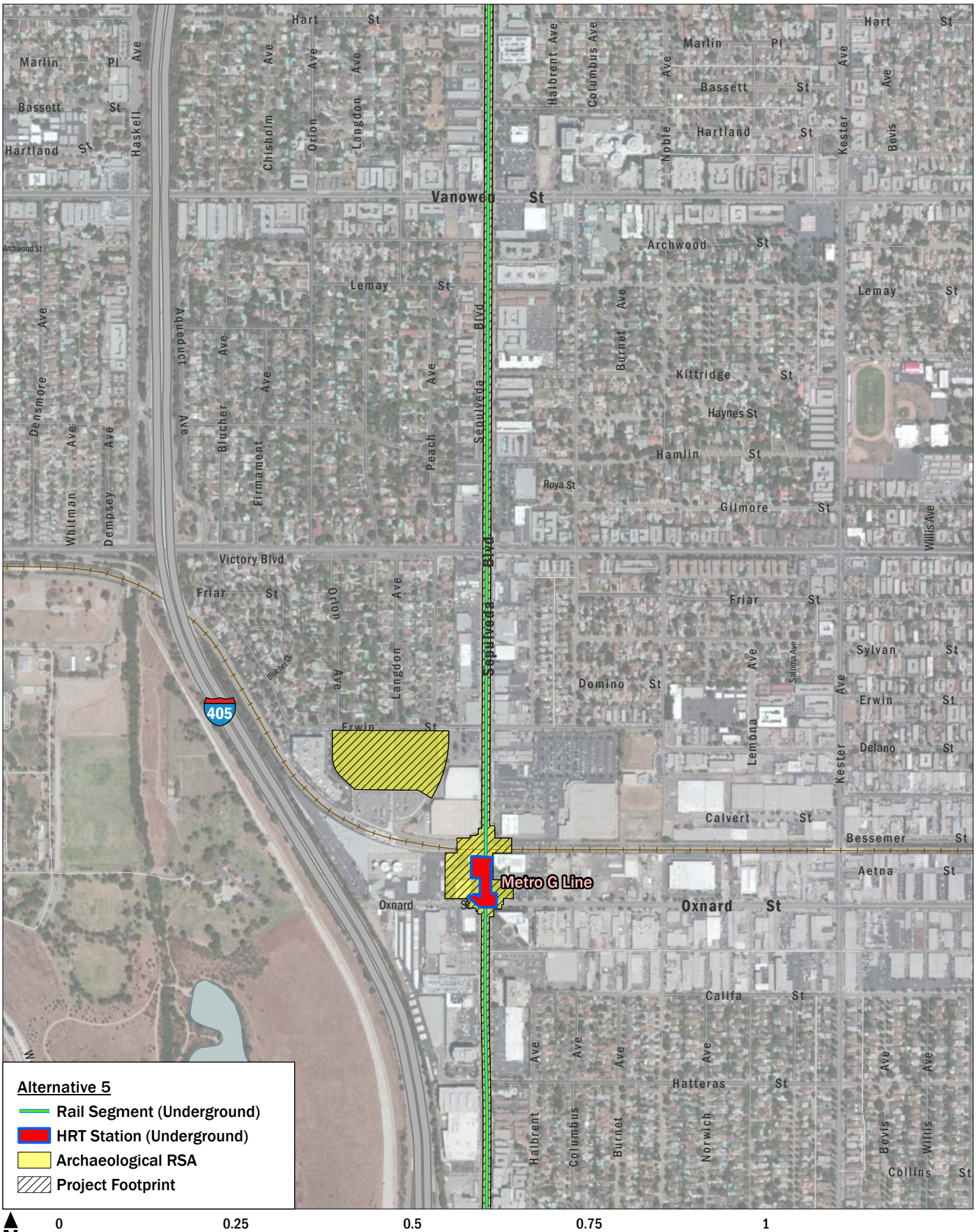
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 3

Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

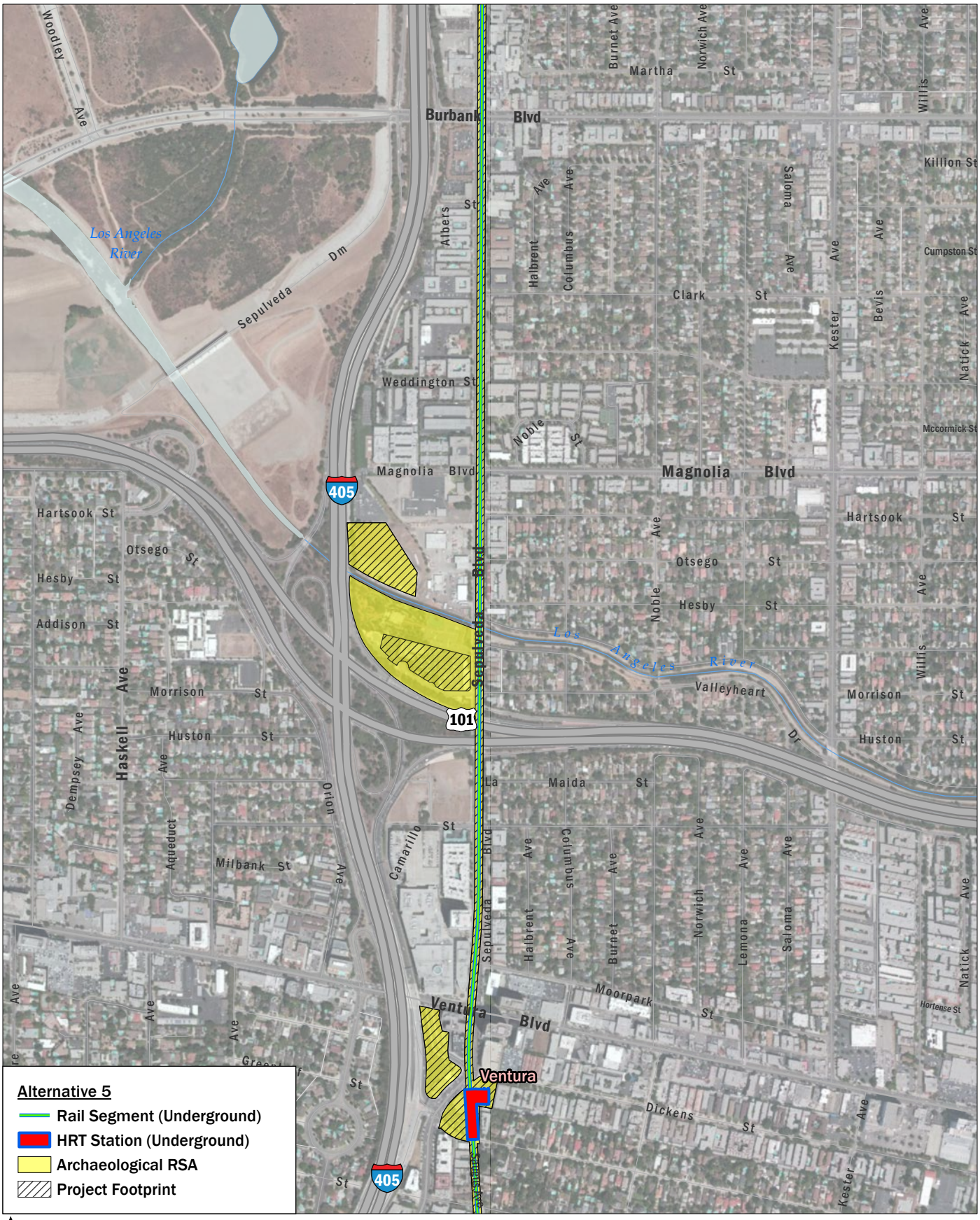
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 4
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

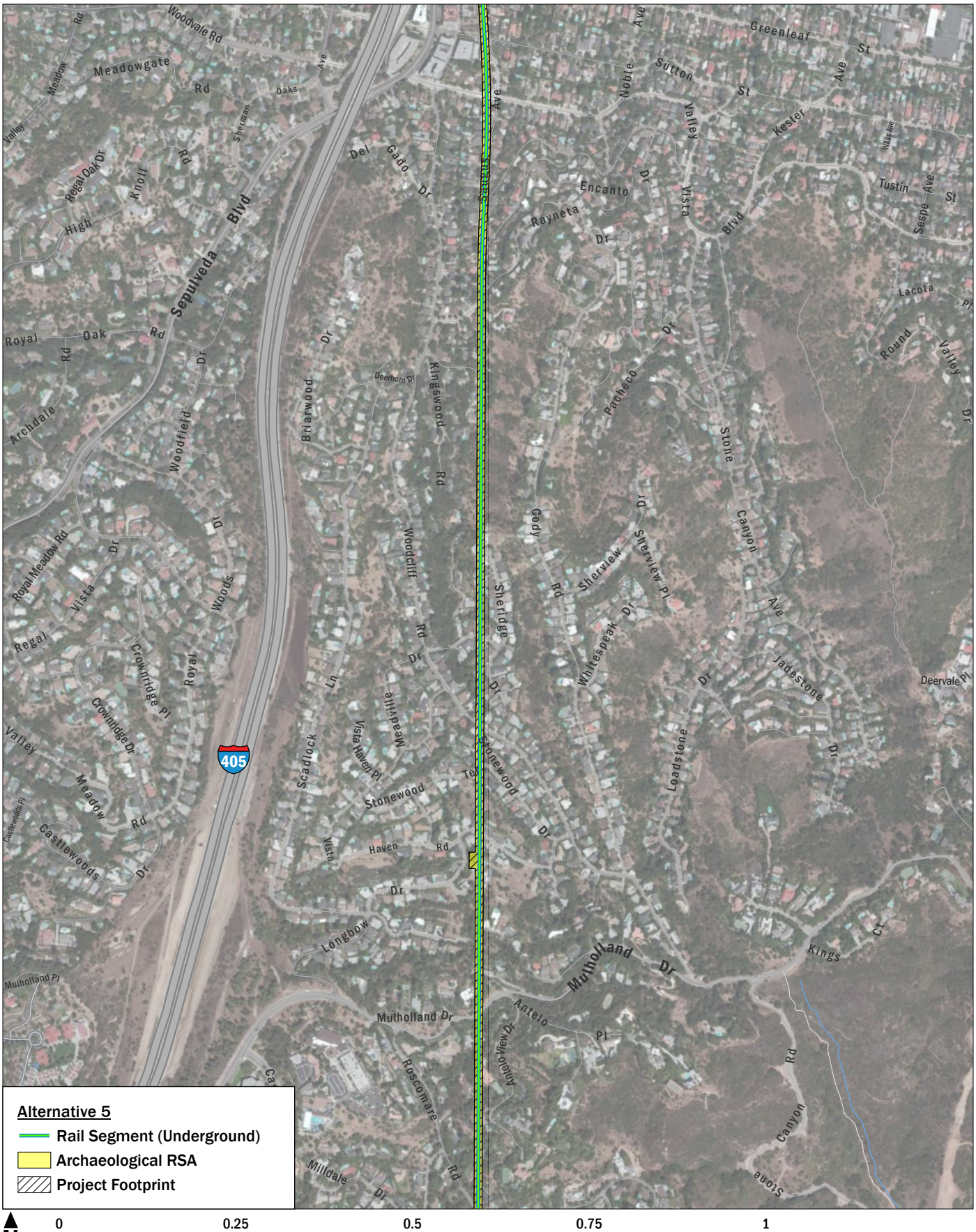
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 5
Archaeological RSA



HTA PARTNERS
Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902

APPENDIX A

Alternative 5 - 6
Archaeological RSA

0 0.25 0.5 0.75 1

Miles

N

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 7

Archaeological RSA

HTA PARTNERS
HNTB + TAHA + AECOM

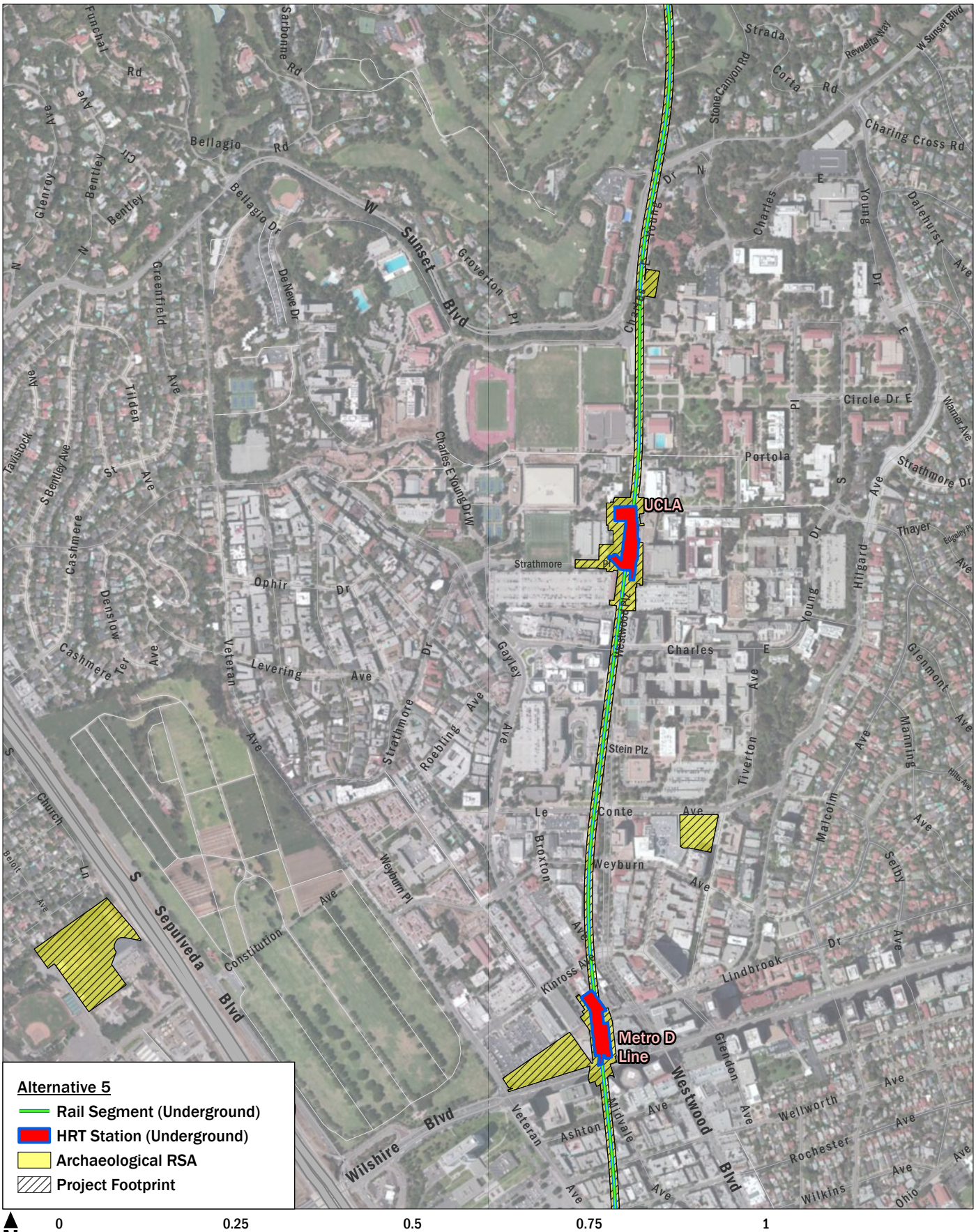
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 8
Archaeological RSA



HTA PARTNERS
HNTB + TAHA + AECOM

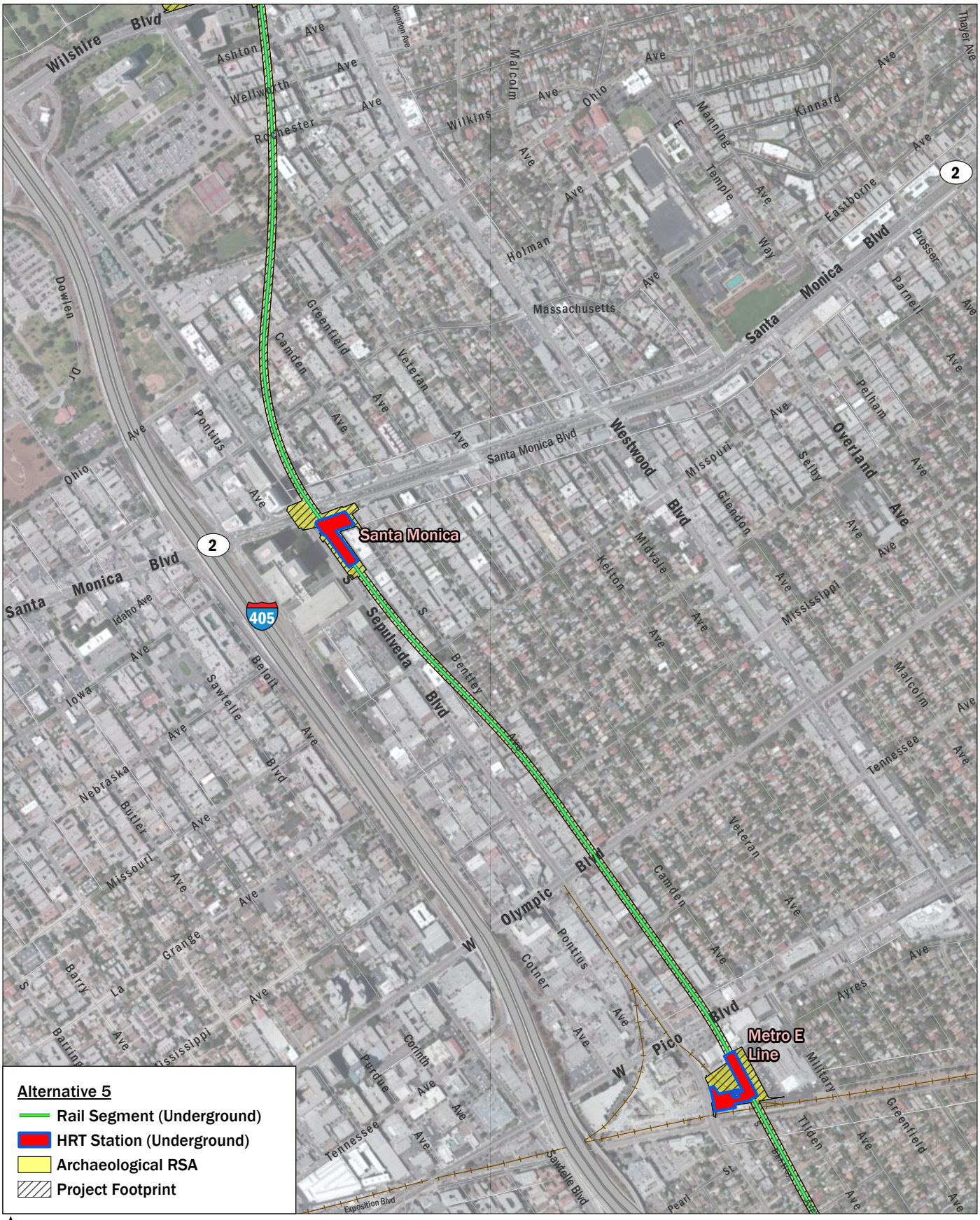
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 9
Archaeological RSA



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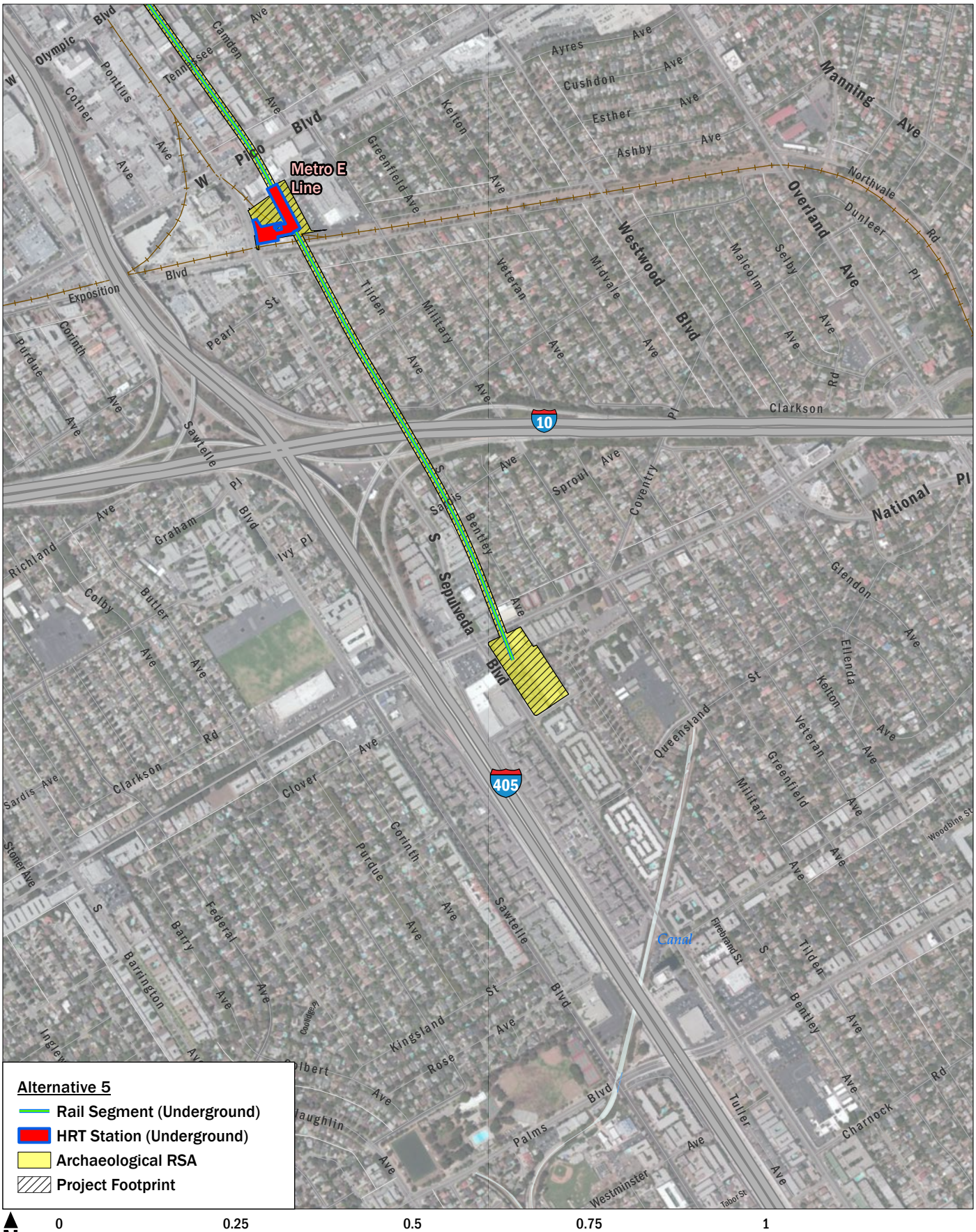
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 10

Archaeological RSA



Metro

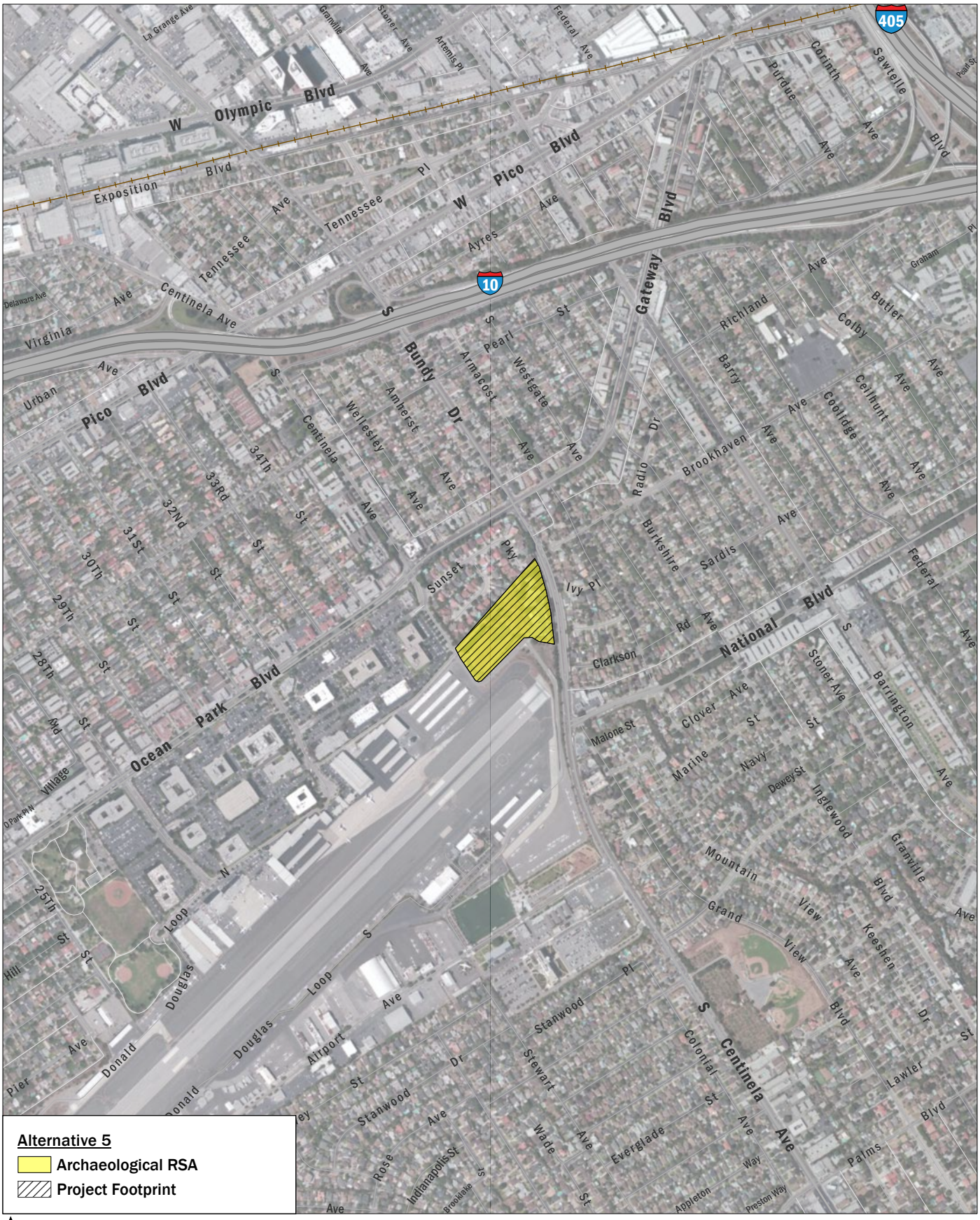
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 11

Archaeological RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 12
Archaeological RSA

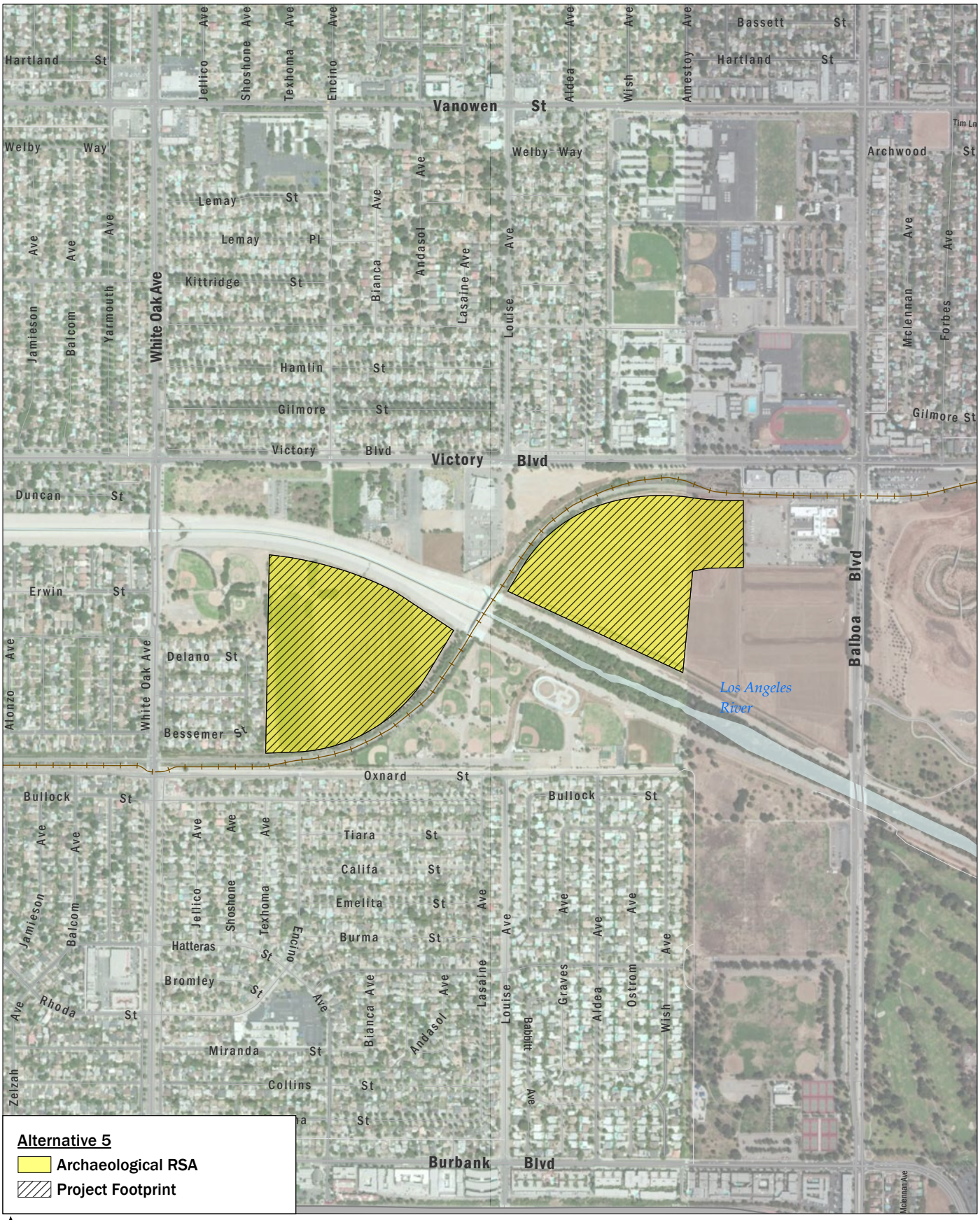
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 13
Archaeological RSA



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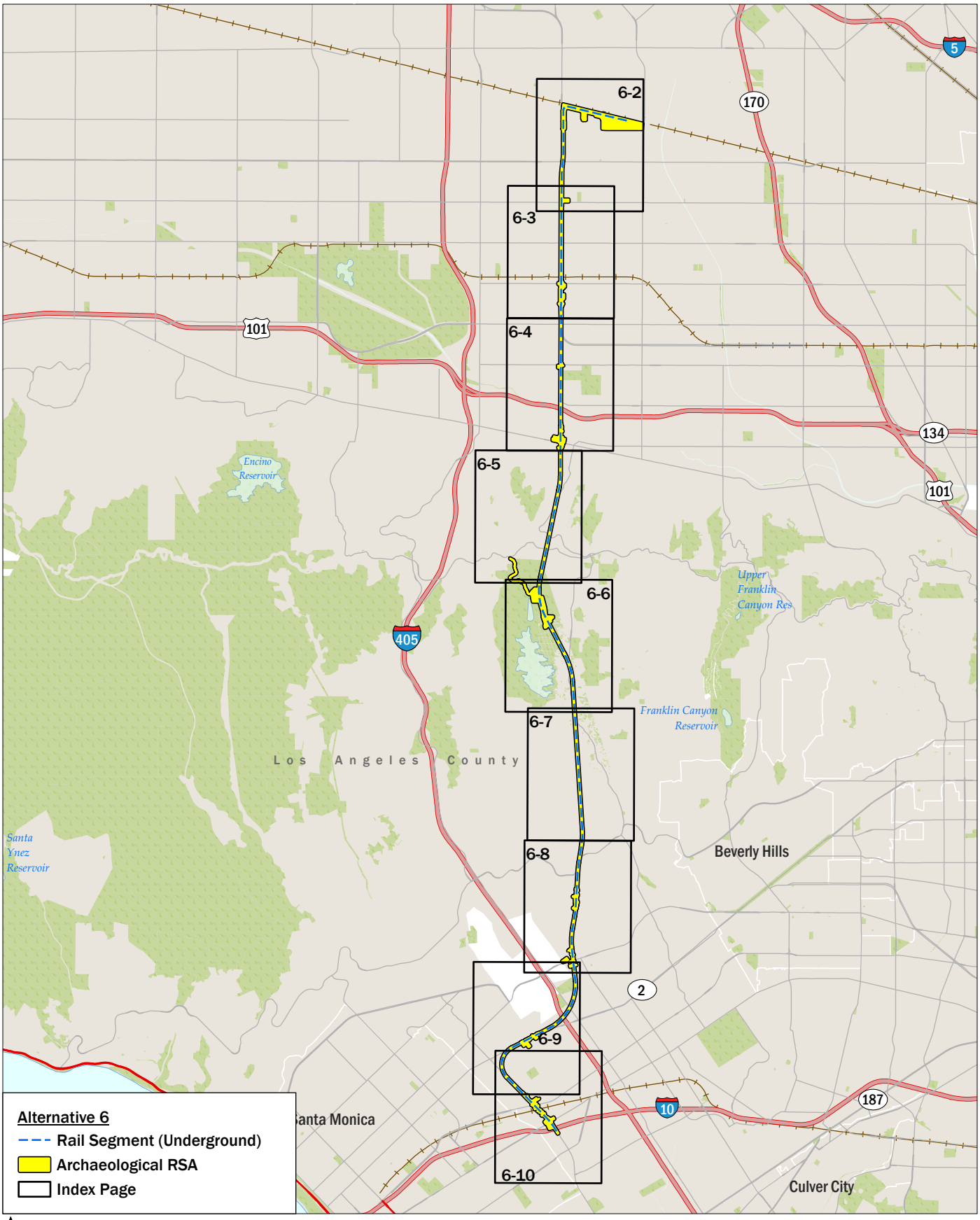
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 14
Archaeological RSA



Metro

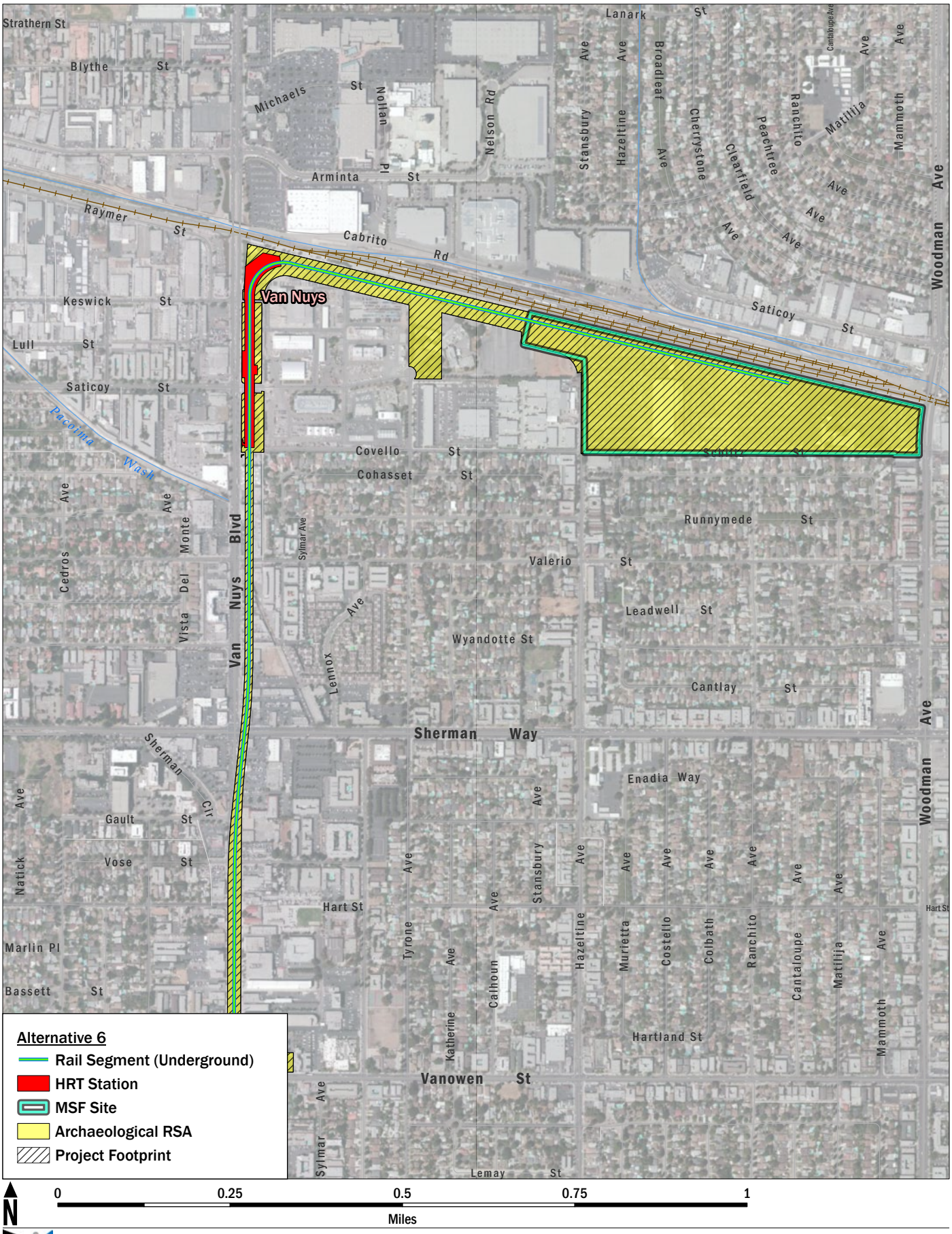
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 1

Archaeological RSA



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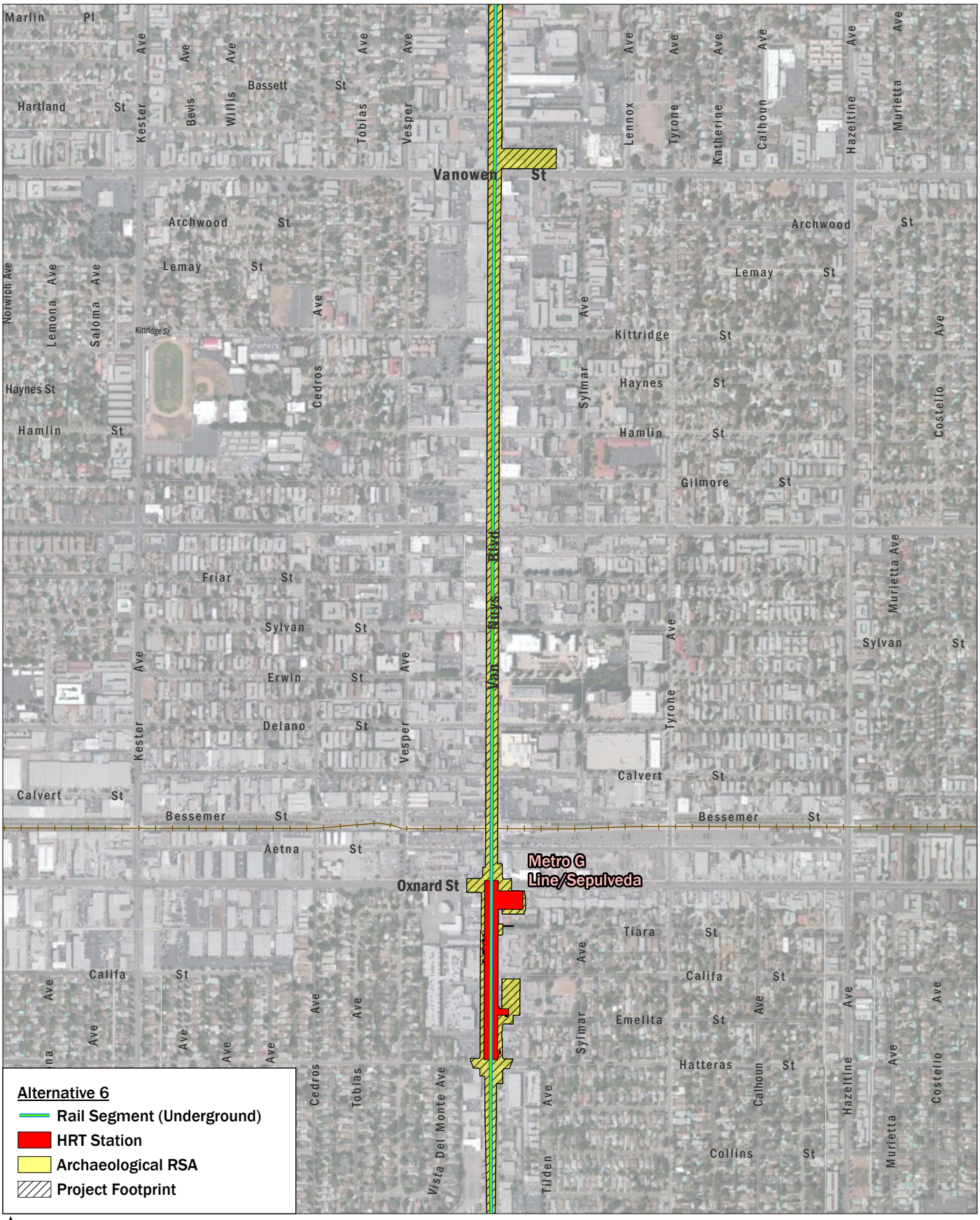
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 2
Archaeological RSA



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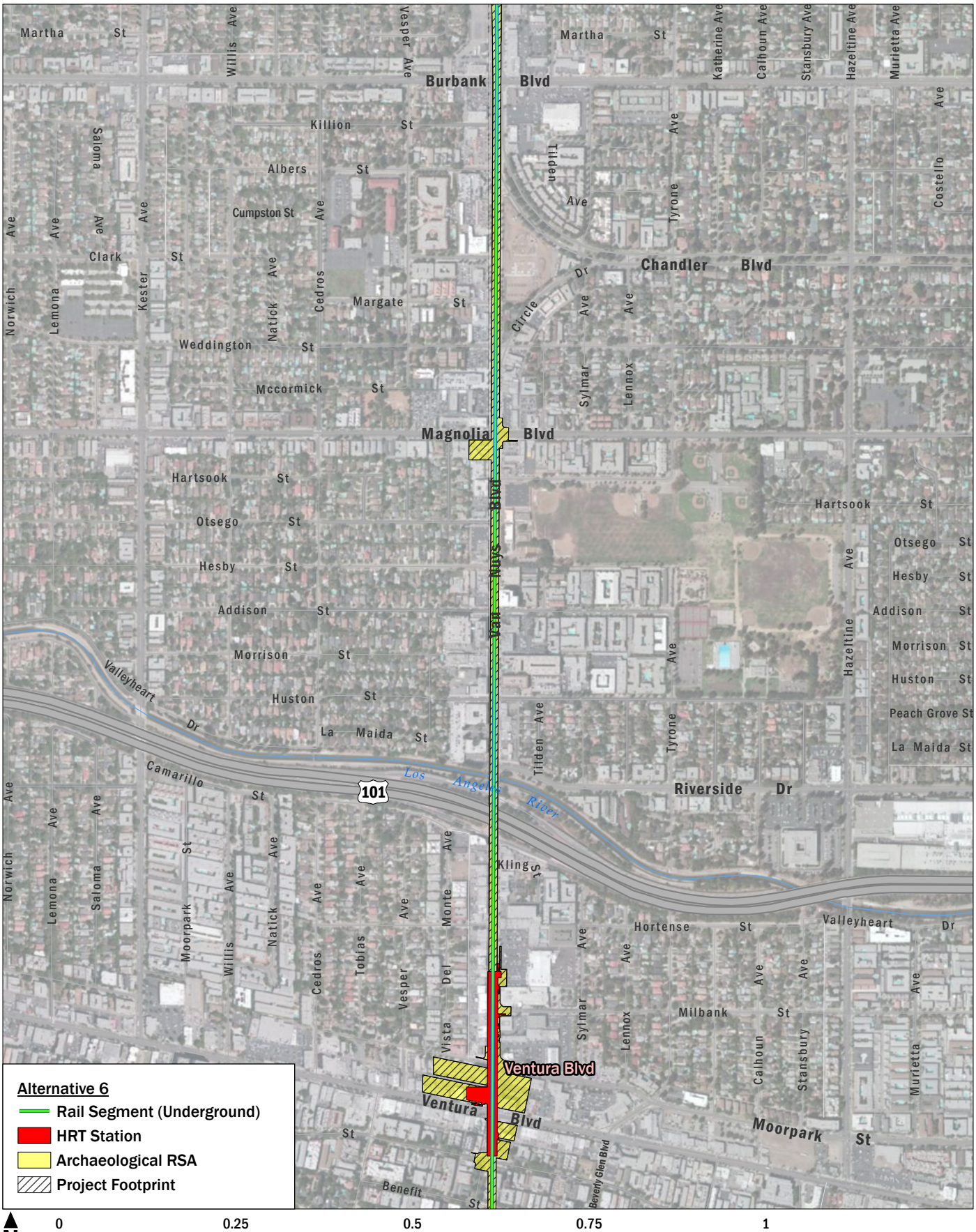
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 3
Archaeological RSA



HTA PARTNERS
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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 4
Archaeological RSA

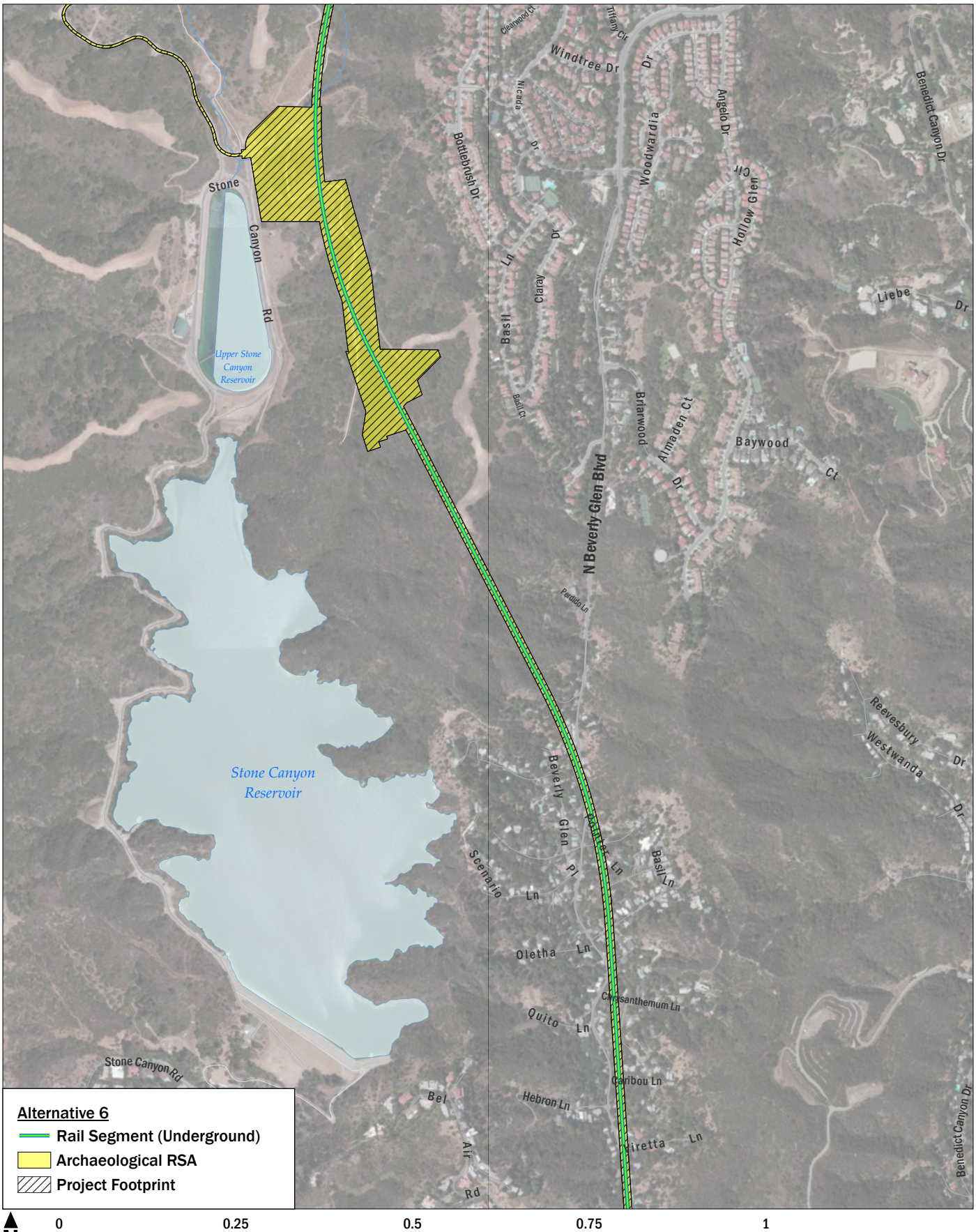
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 5
Archaeological RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 6
Archaeological RSA

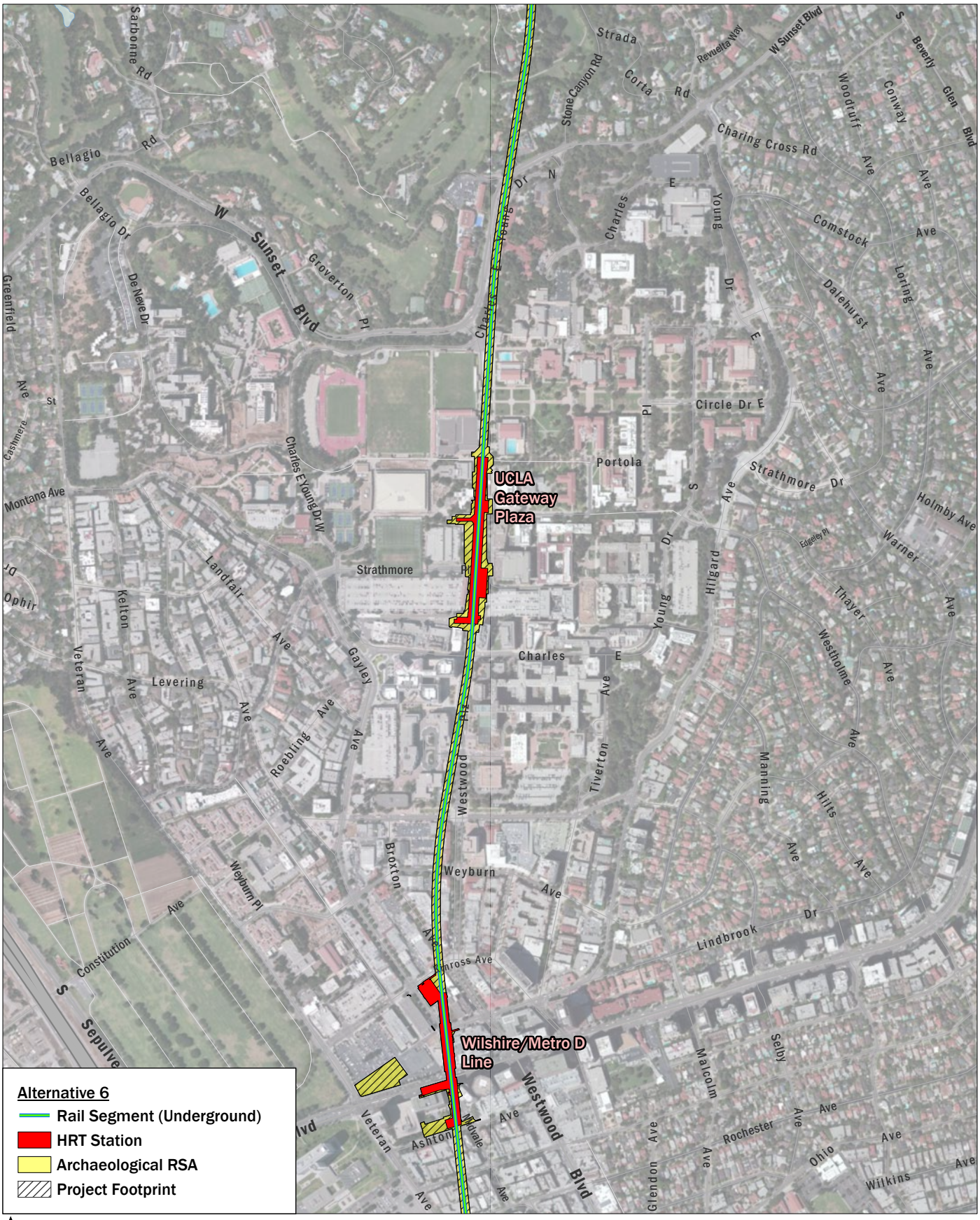
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 7
Archaeological RSA



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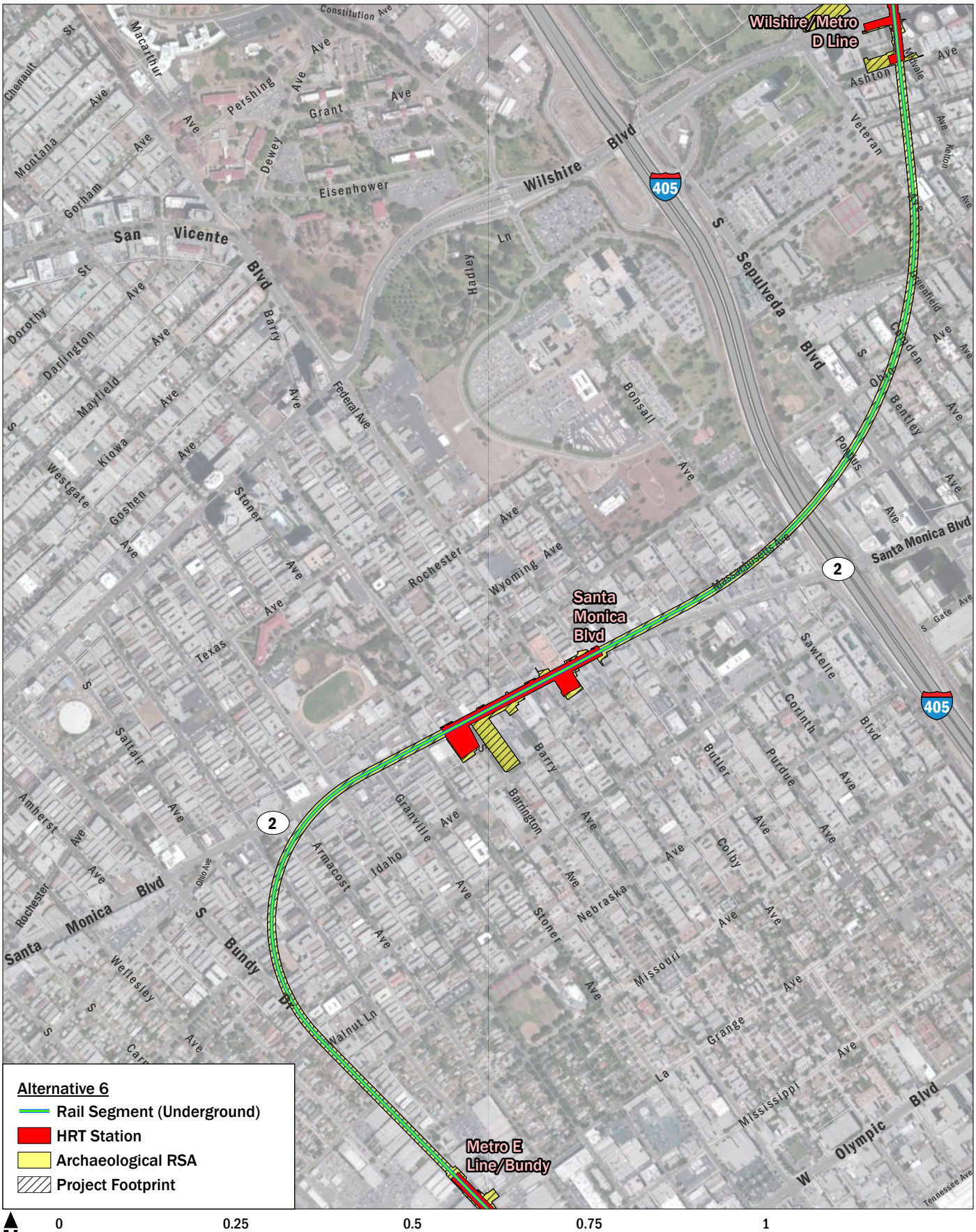
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 8
Archaeological RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 9

Archaeological RSA

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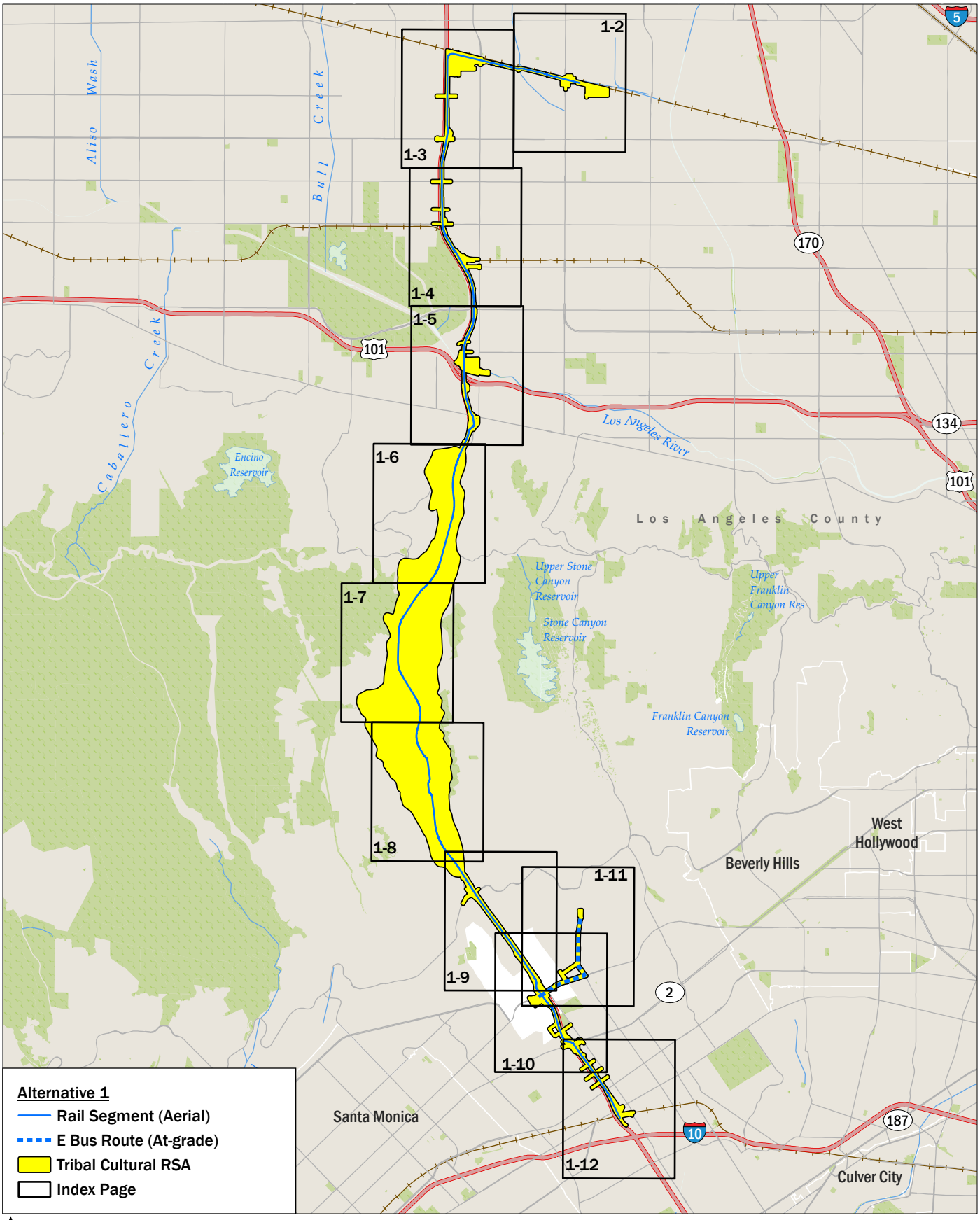
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 10
Archaeological RSA

Tribal Cultural Resources



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 1
Tribal Cultural RSA

N

0 0.25 0.5 0.75 1

Miles

Metro

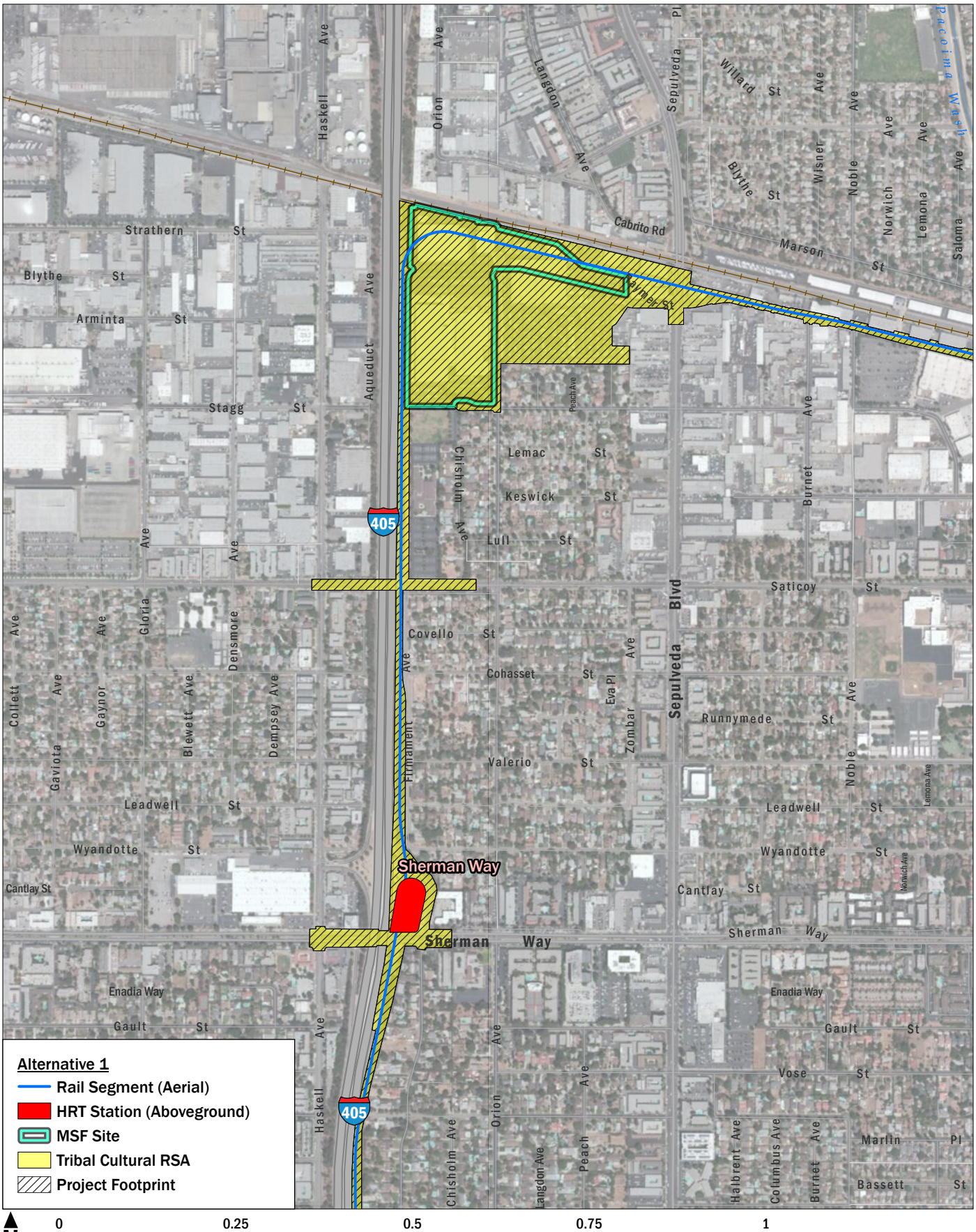
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 2

Tribal Cultural RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 3
Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

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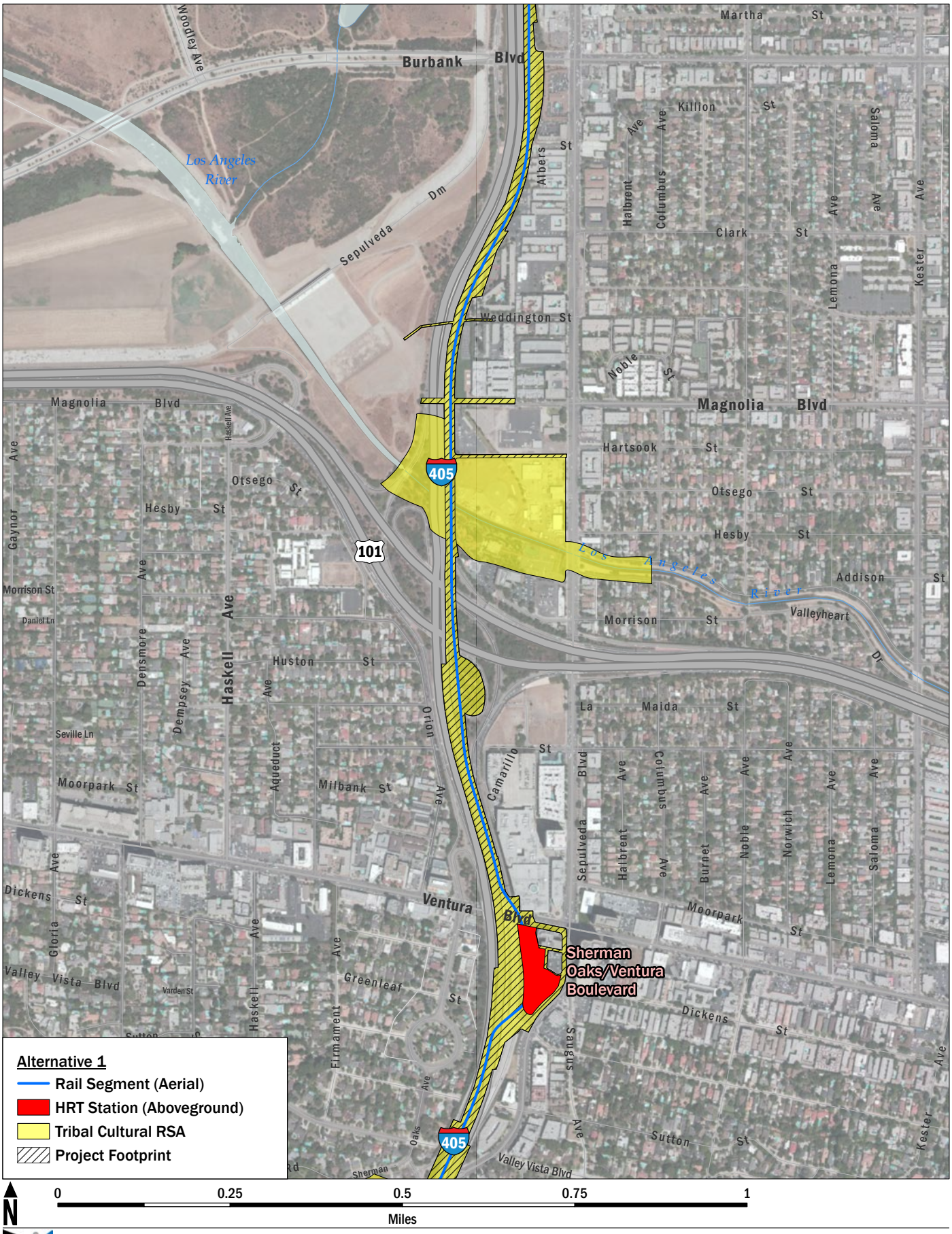
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 4
Tribal Cultural RSA



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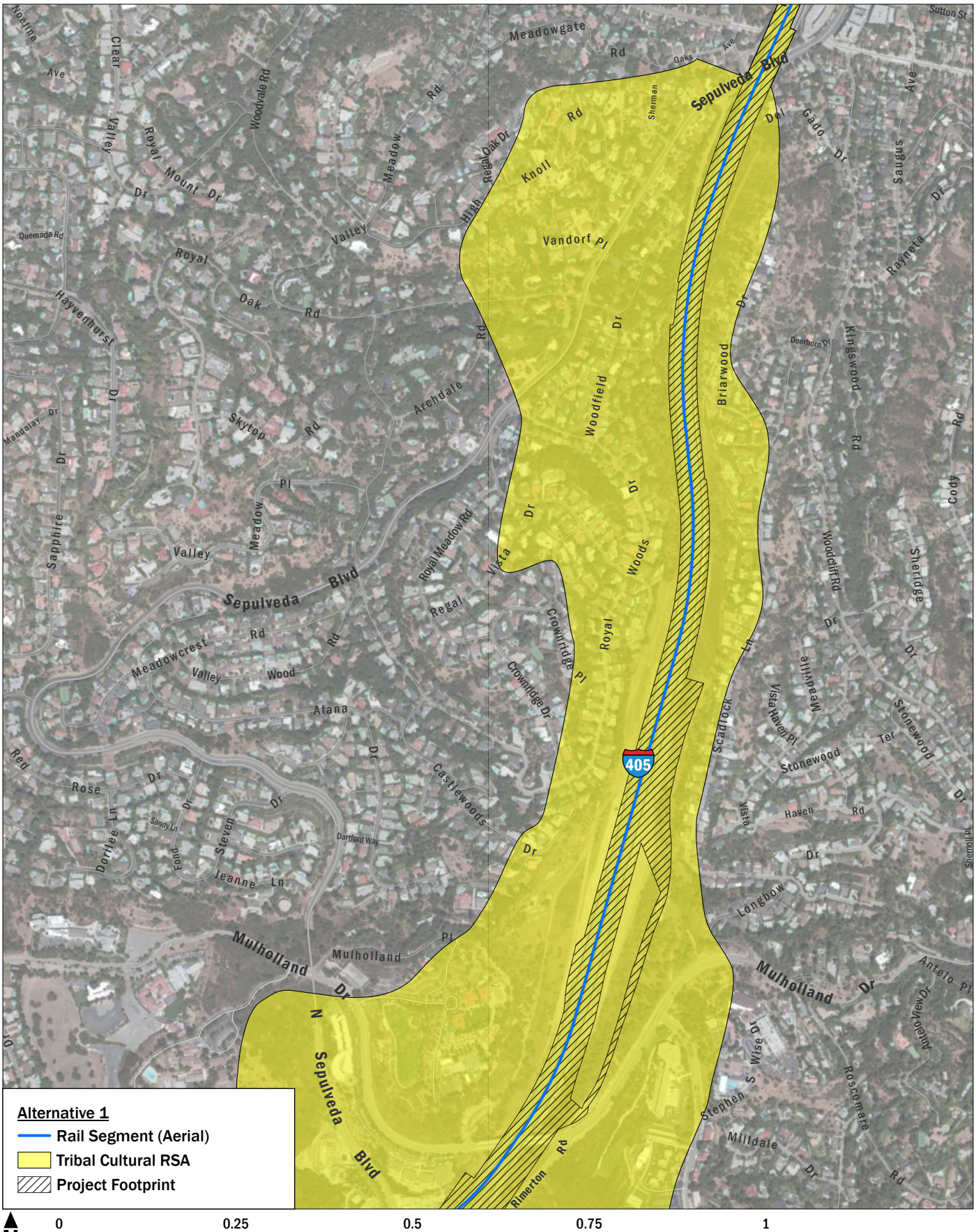
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 5
Tribal Cultural RSA



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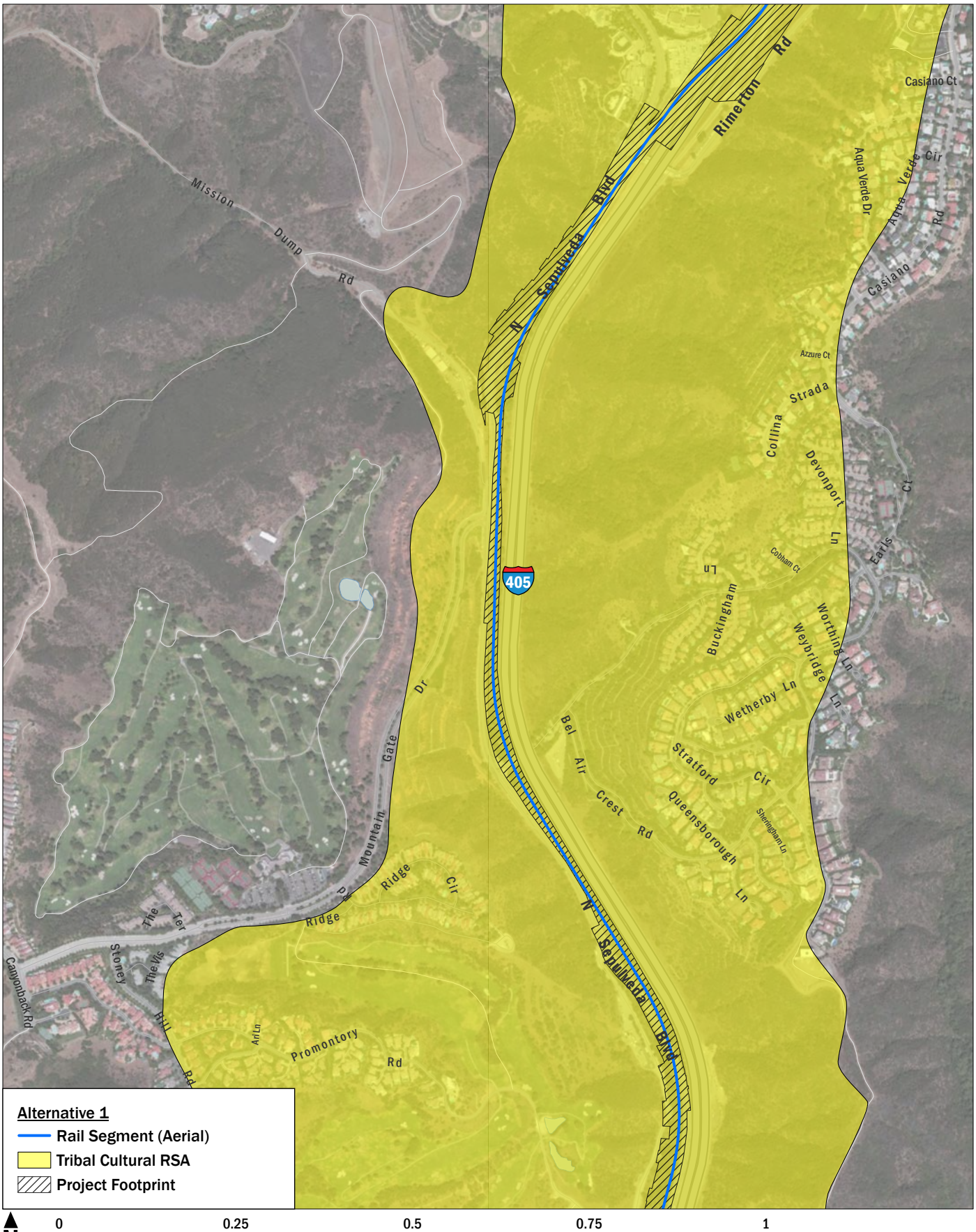
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 6
Tribal Cultural RSA



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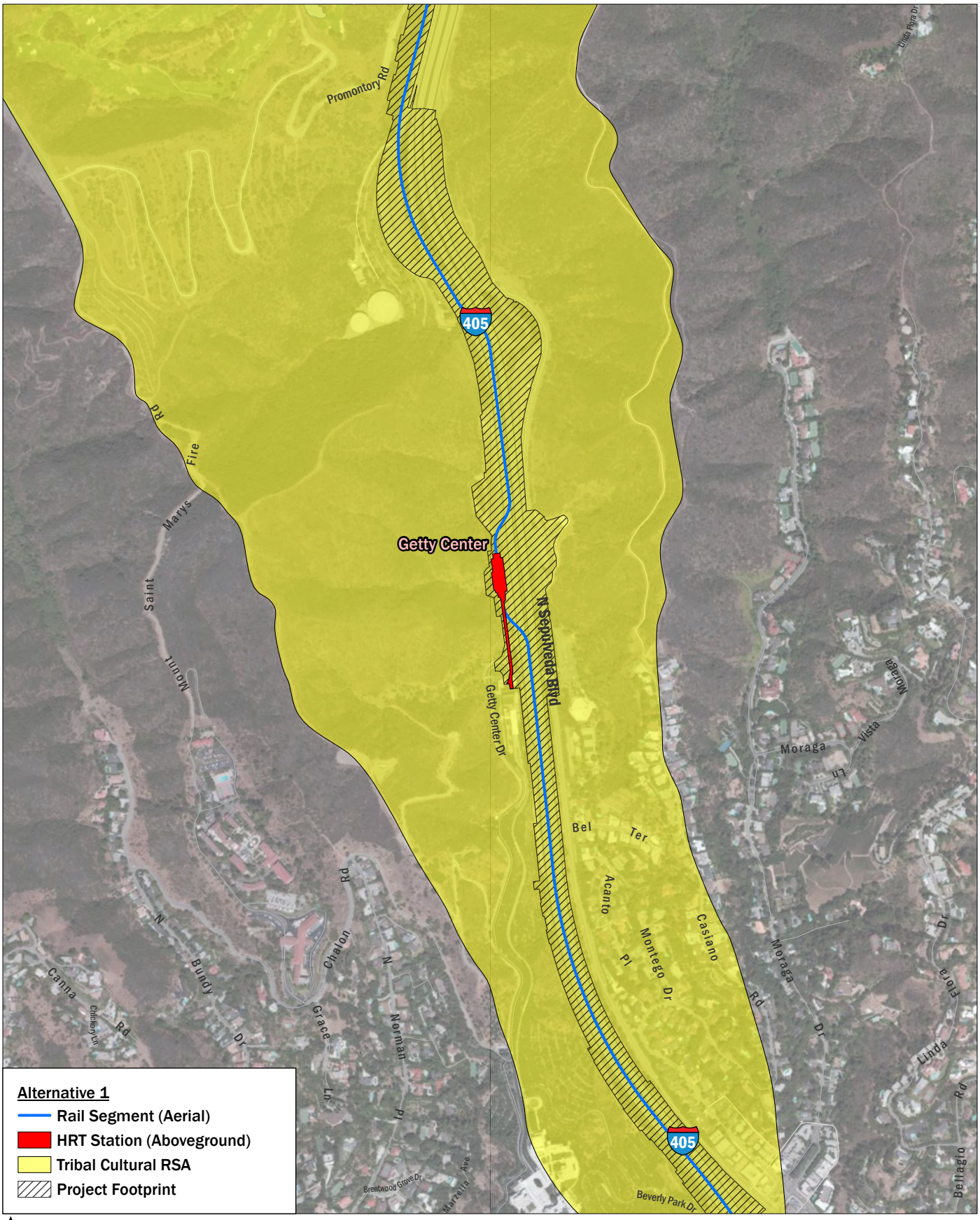
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 7

Tribal Cultural RSA



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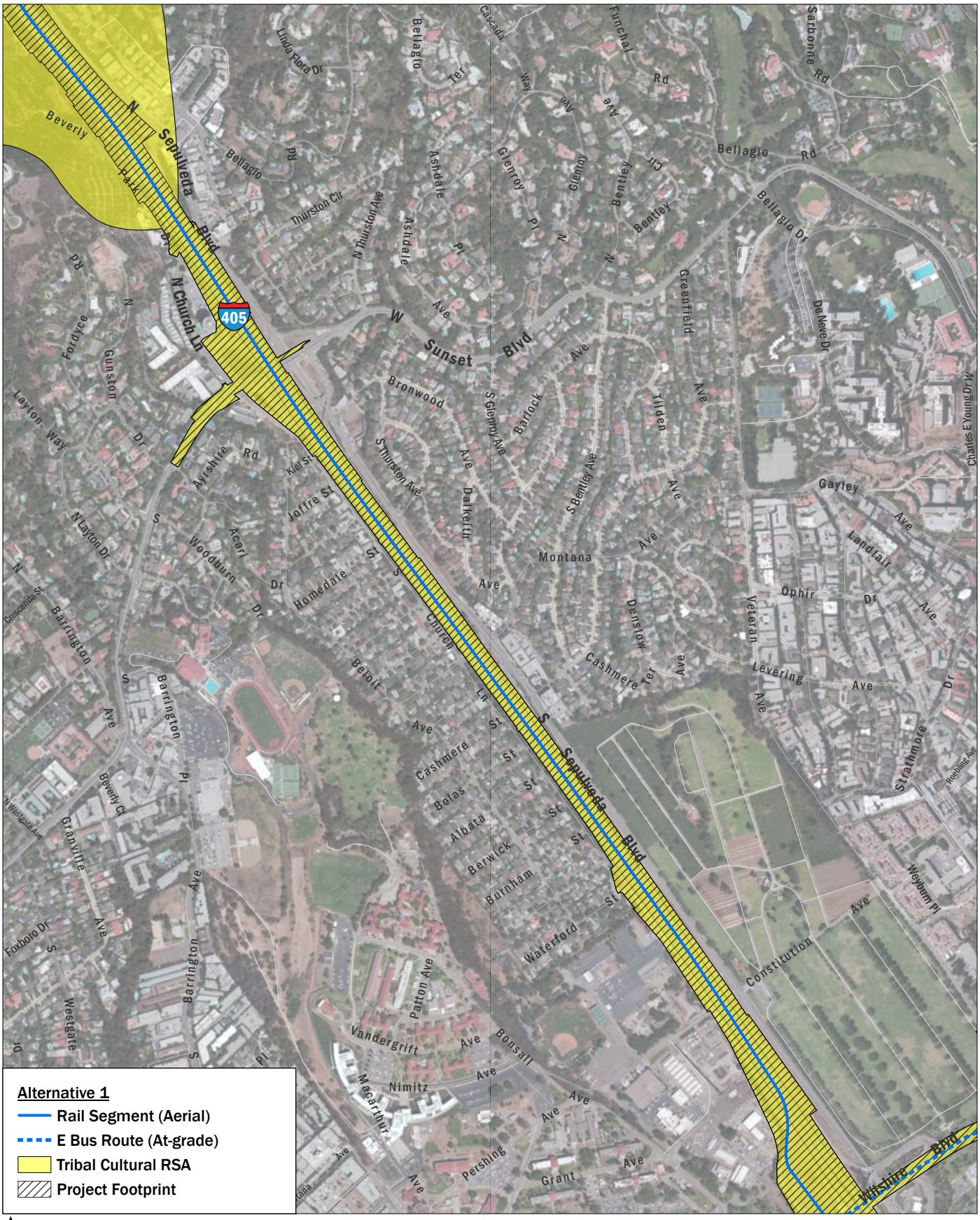
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 8
Tribal Cultural RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 9
Tribal Cultural RSA

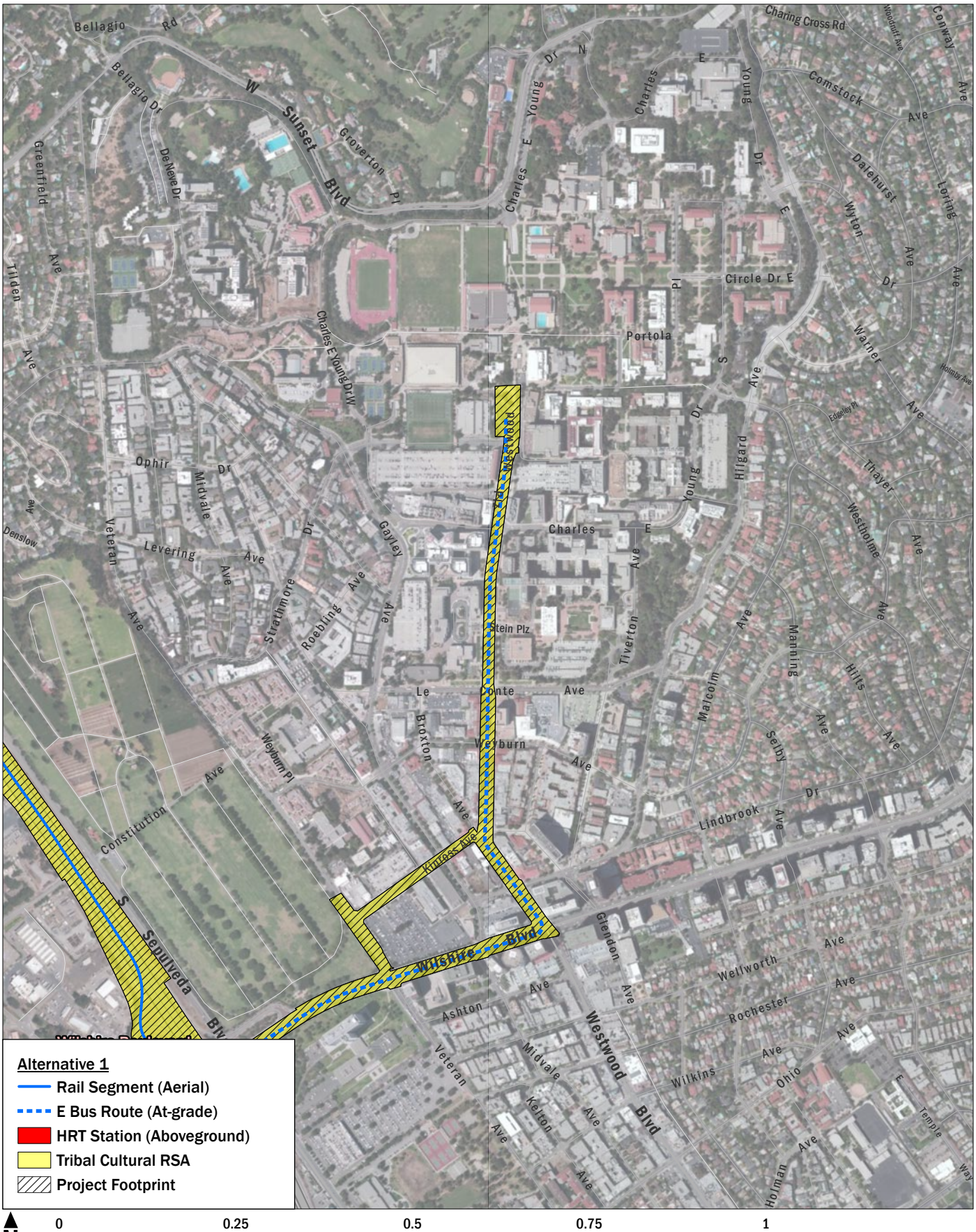
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 10
Tribal Cultural RSA



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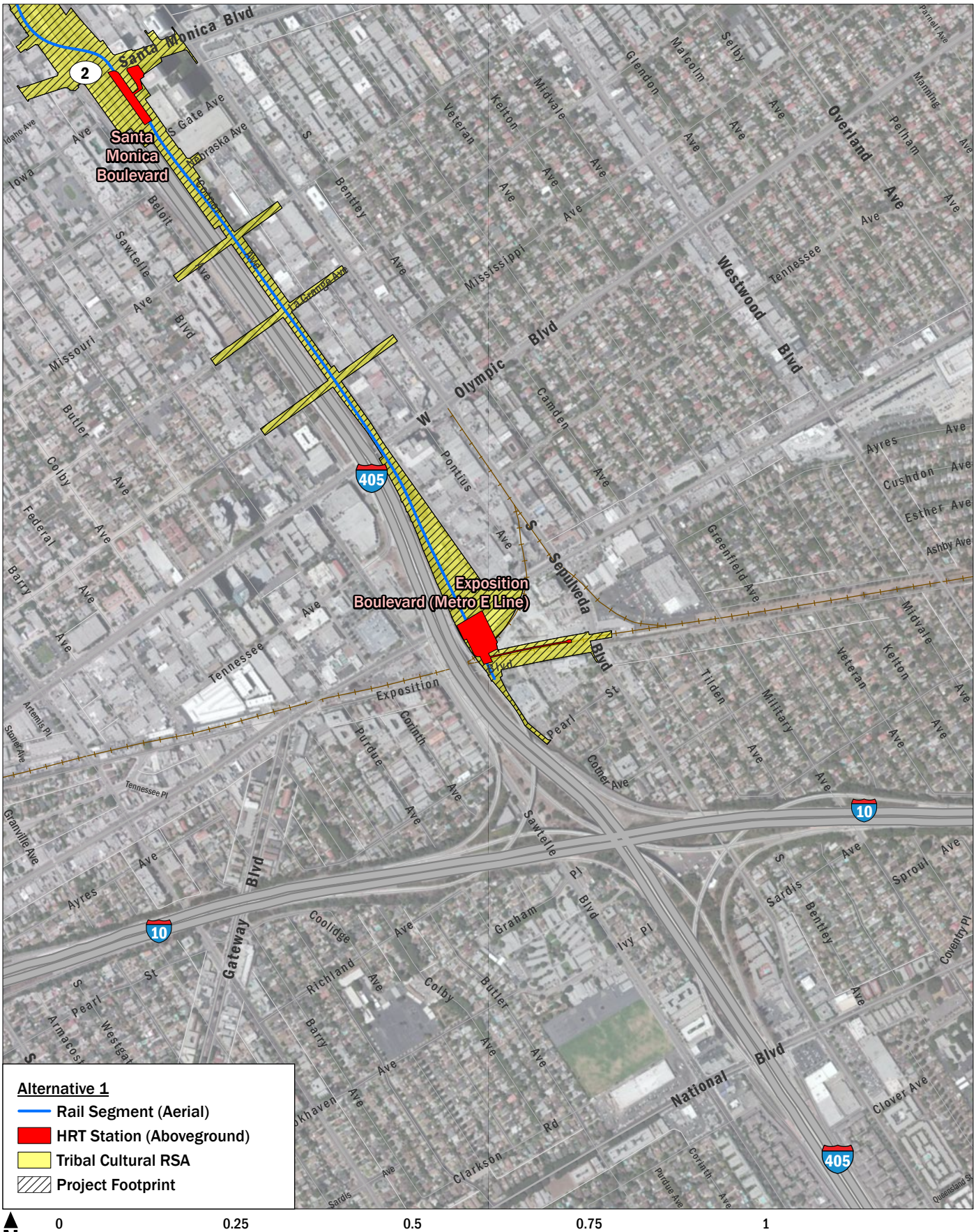
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 11
Tribal Cultural RSA



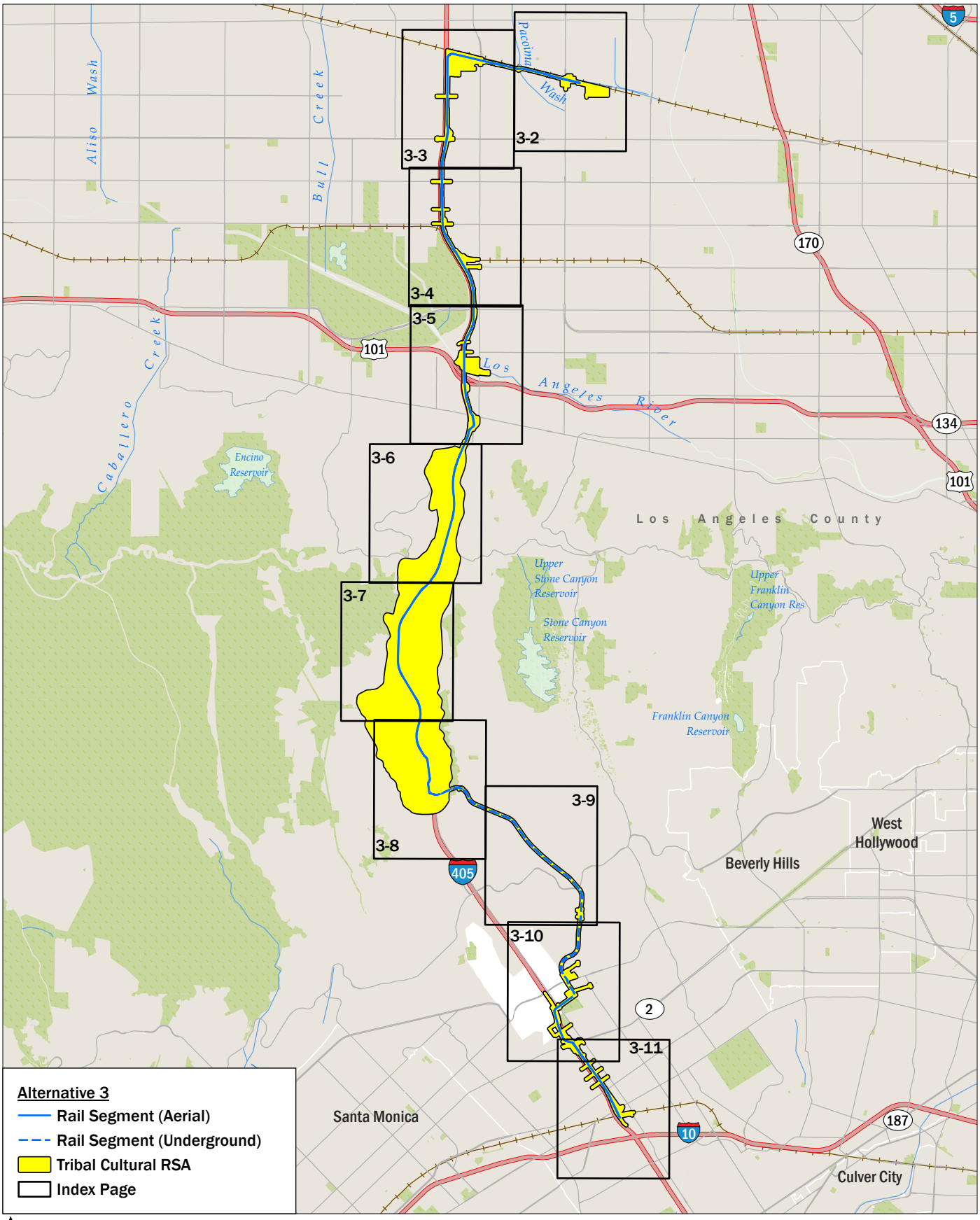
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 1 - 12
Tribal Cultural RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 1
Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

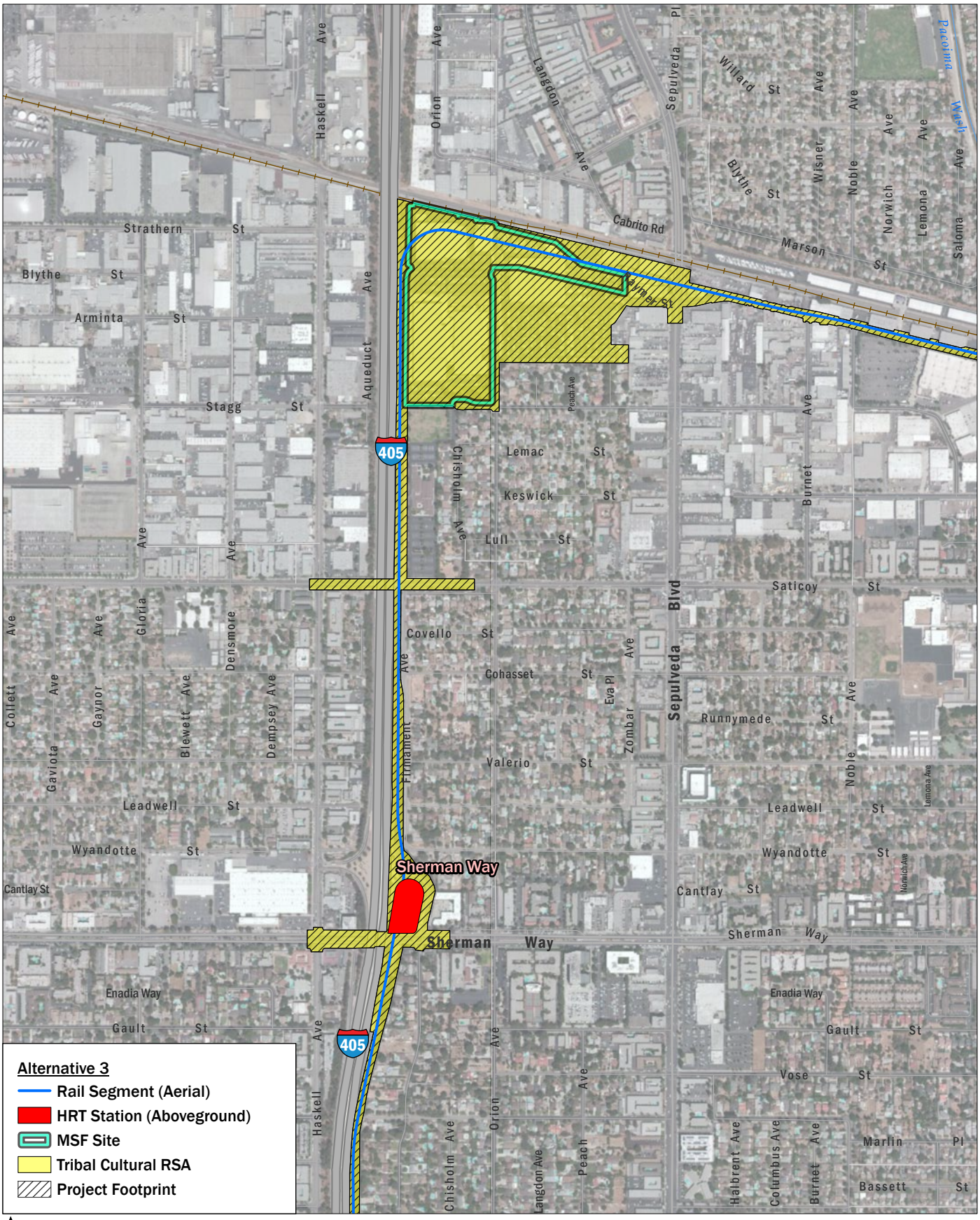
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 2

Tribal Cultural RSA



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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 3

Tribal Cultural RSA

Metro

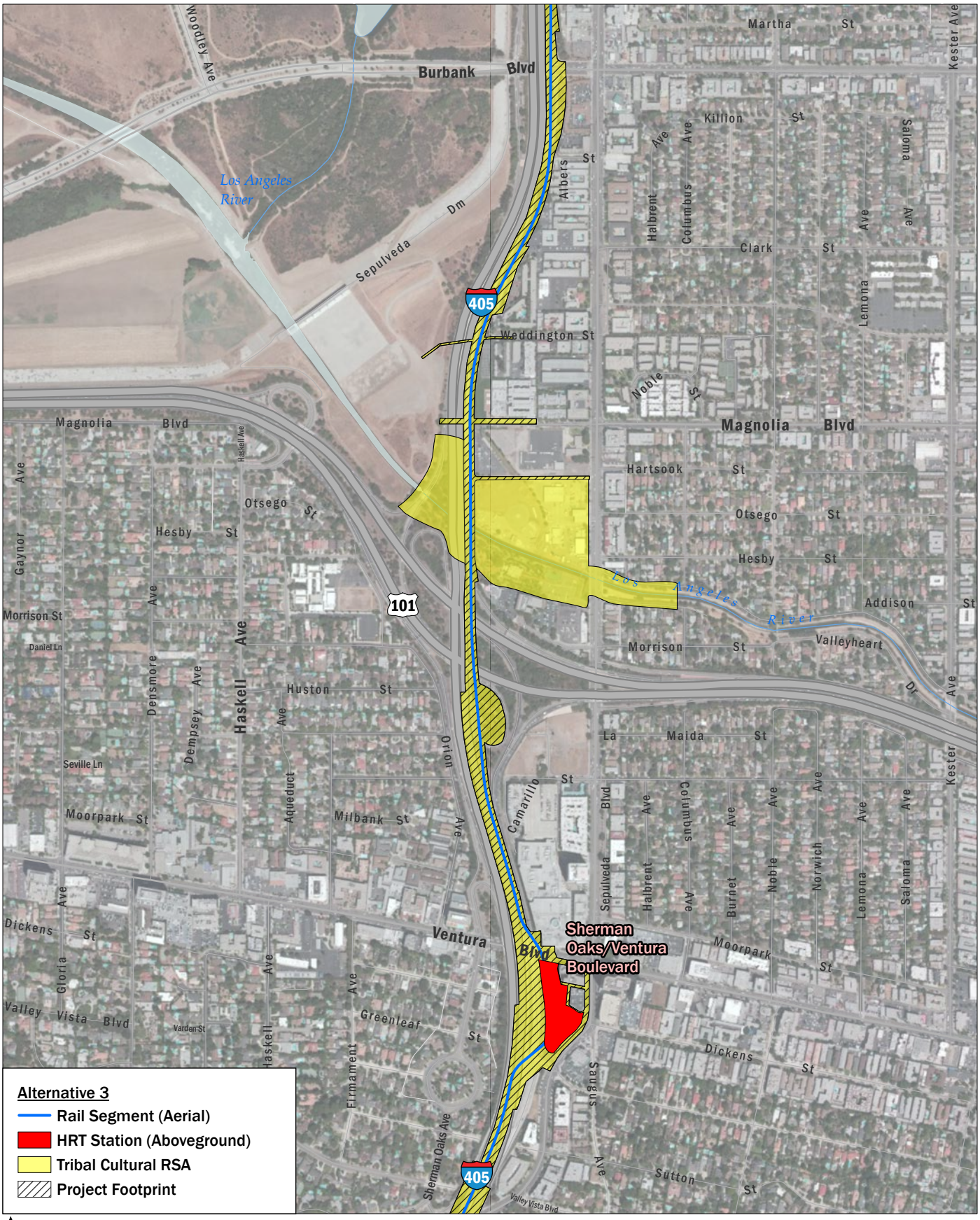
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 4

Tribal Cultural RSA



HTA PARTNERS
HNTB + TAHA + AECOM

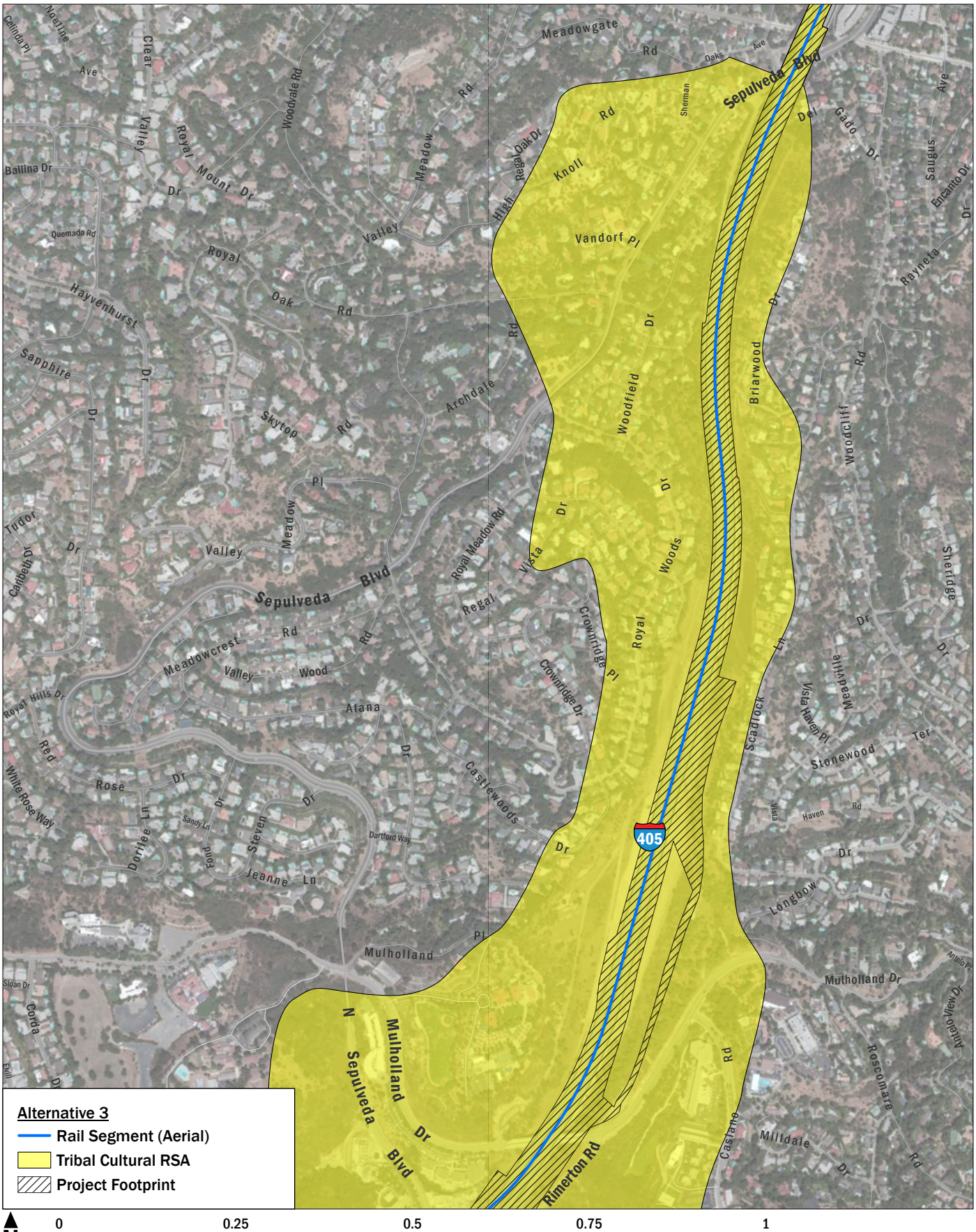
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

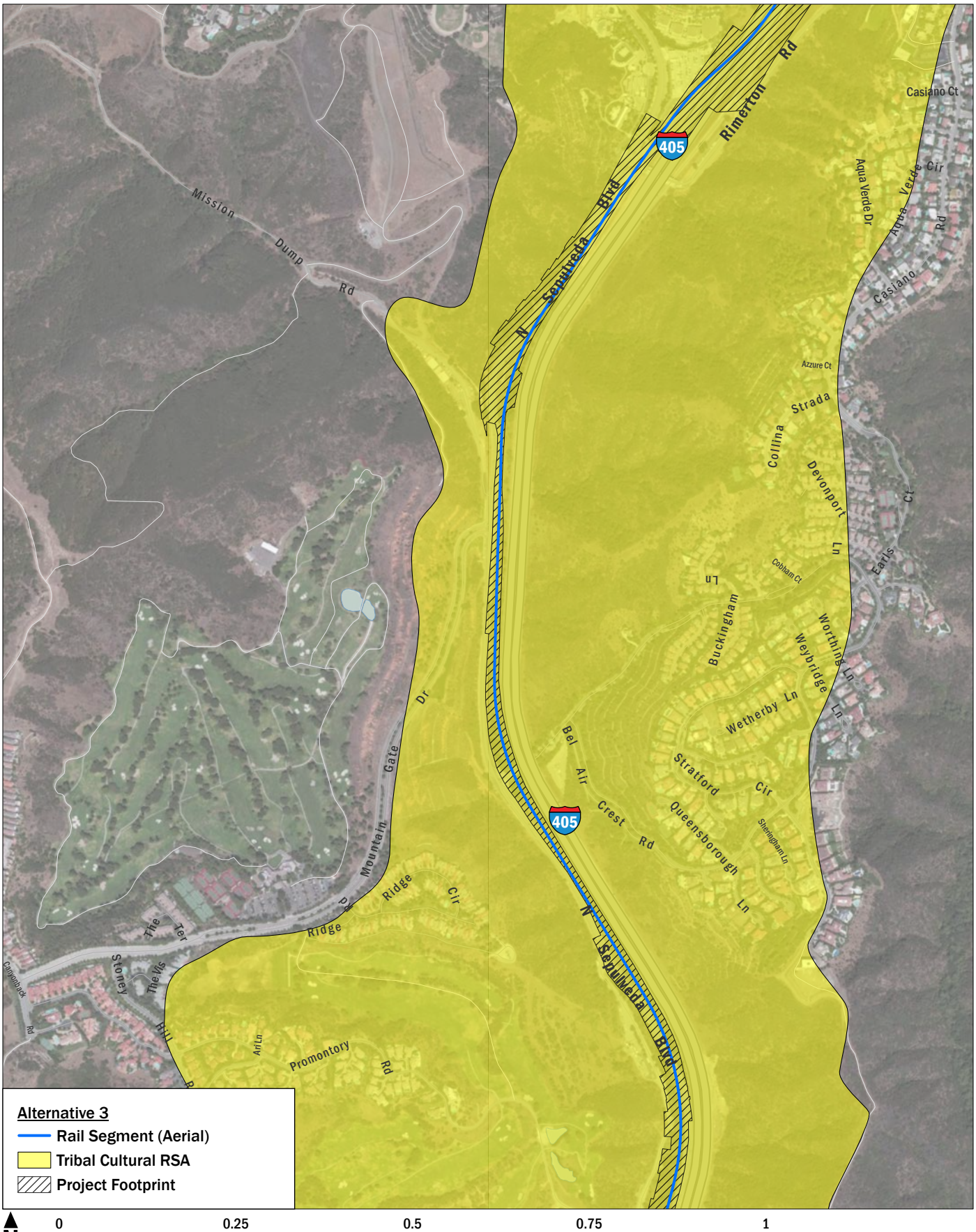
Alternative 3 - 5
Tribal Cultural RSA



APPENDIX A

Alternative 3 - 6
Tribal Cultural RSA

Metro
Sepulveda Transit Corridor Project
PROJECT: 60640902



HTA PARTNERS
HNTB + TAHA + AECOM

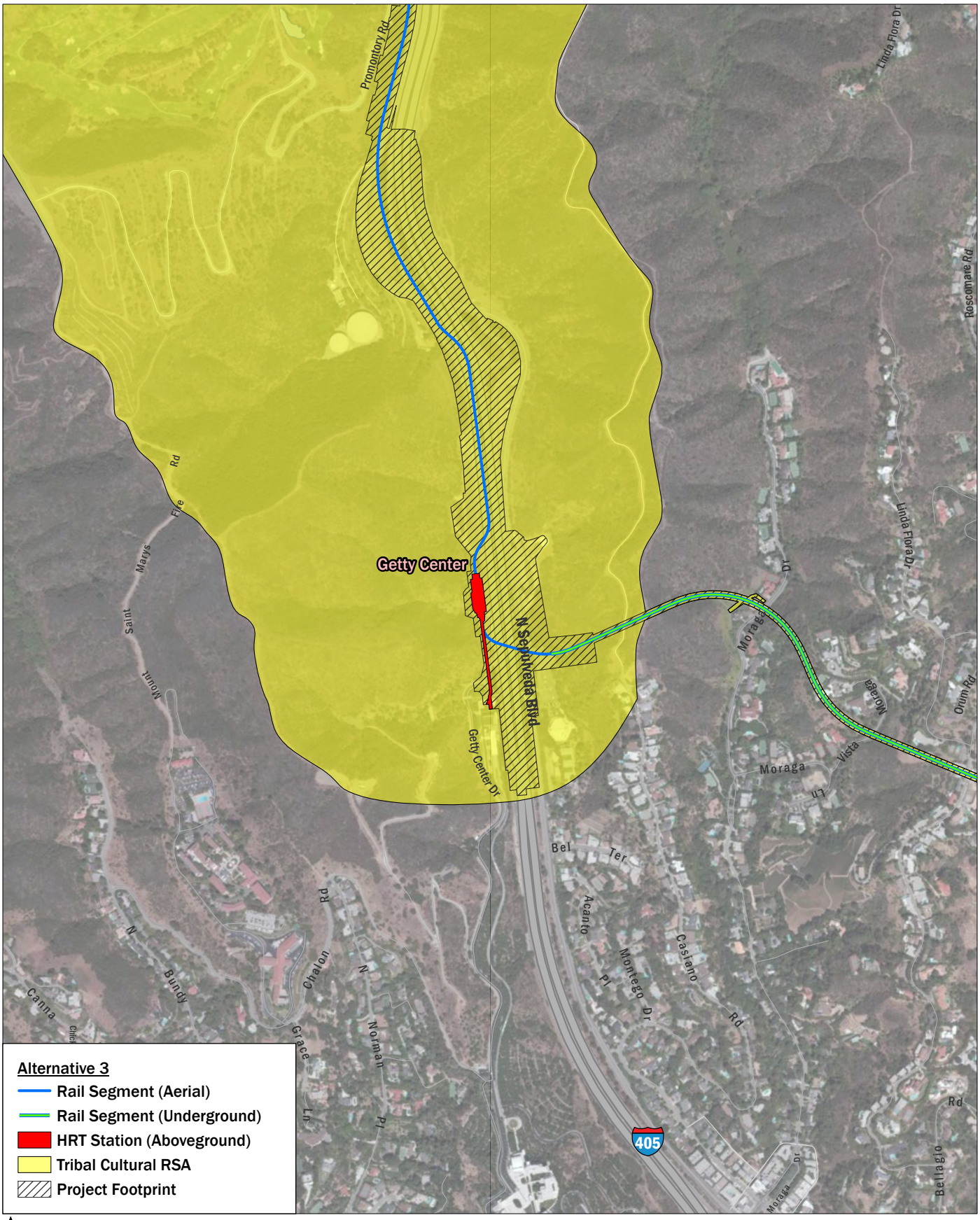
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 7
Tribal Cultural RSA



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 8

Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

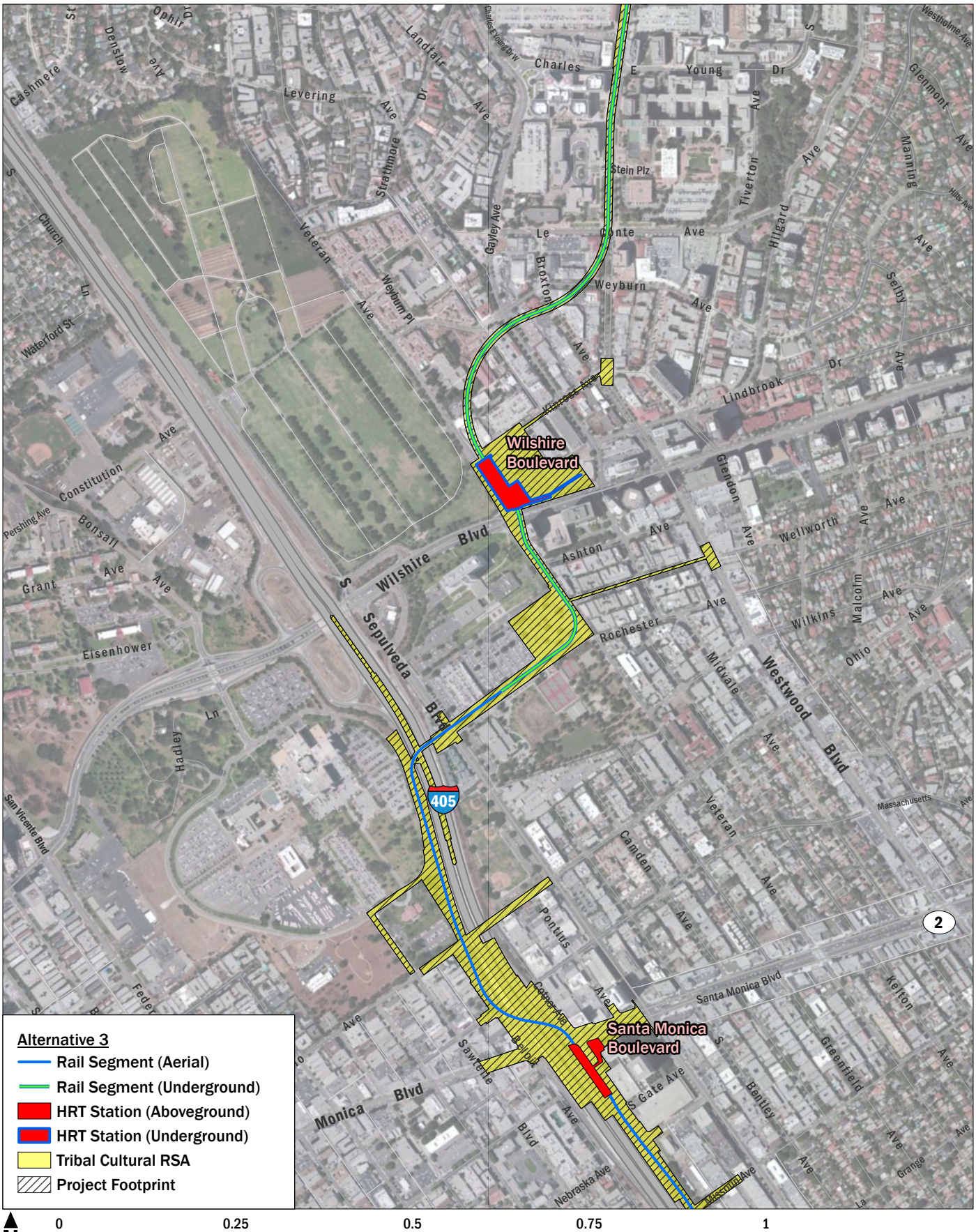
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 9

Tribal Cultural RSA



Metro

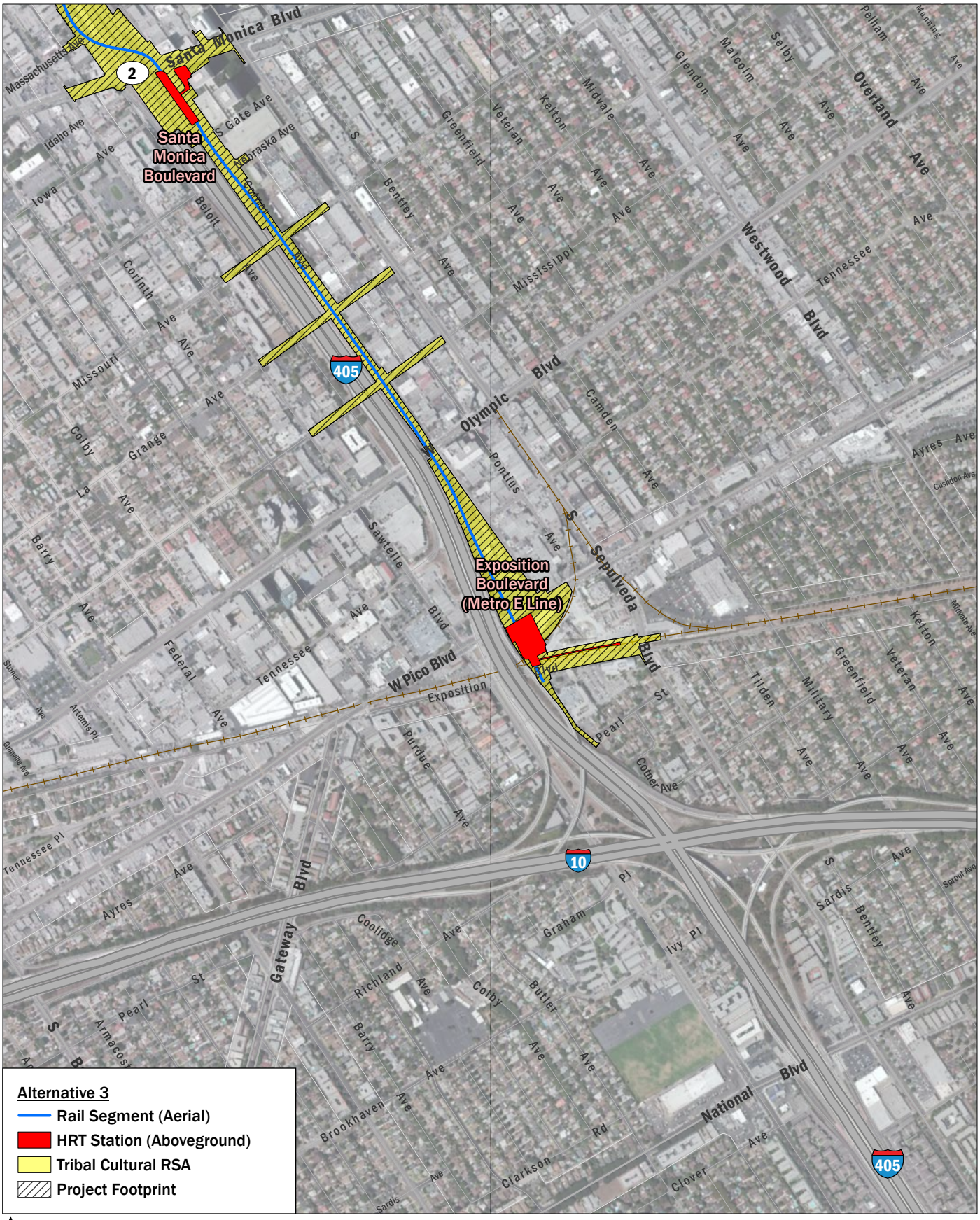
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 10

Tribal Cultural RSA



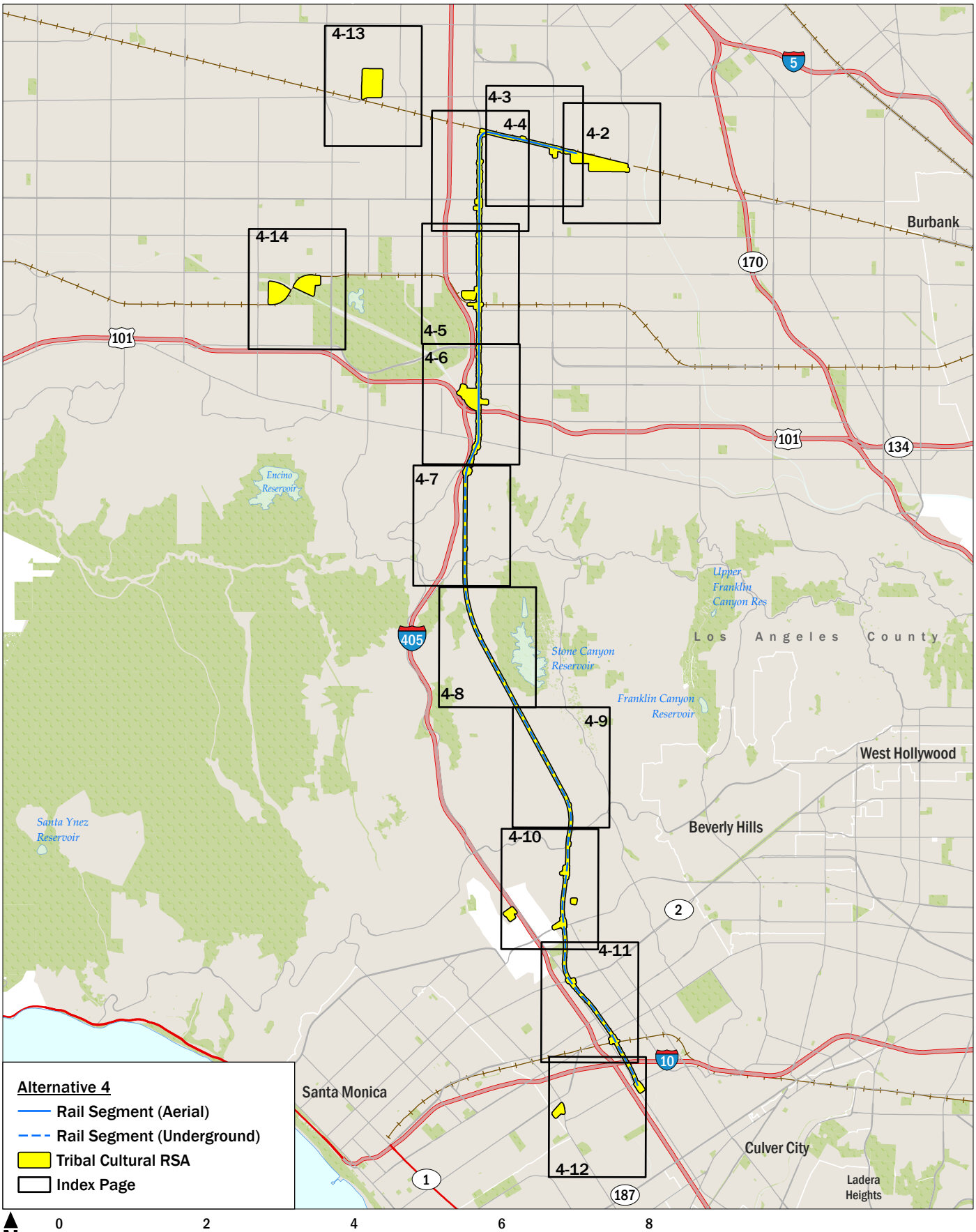
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 3 - 11
Tribal Cultural RSA



Metro

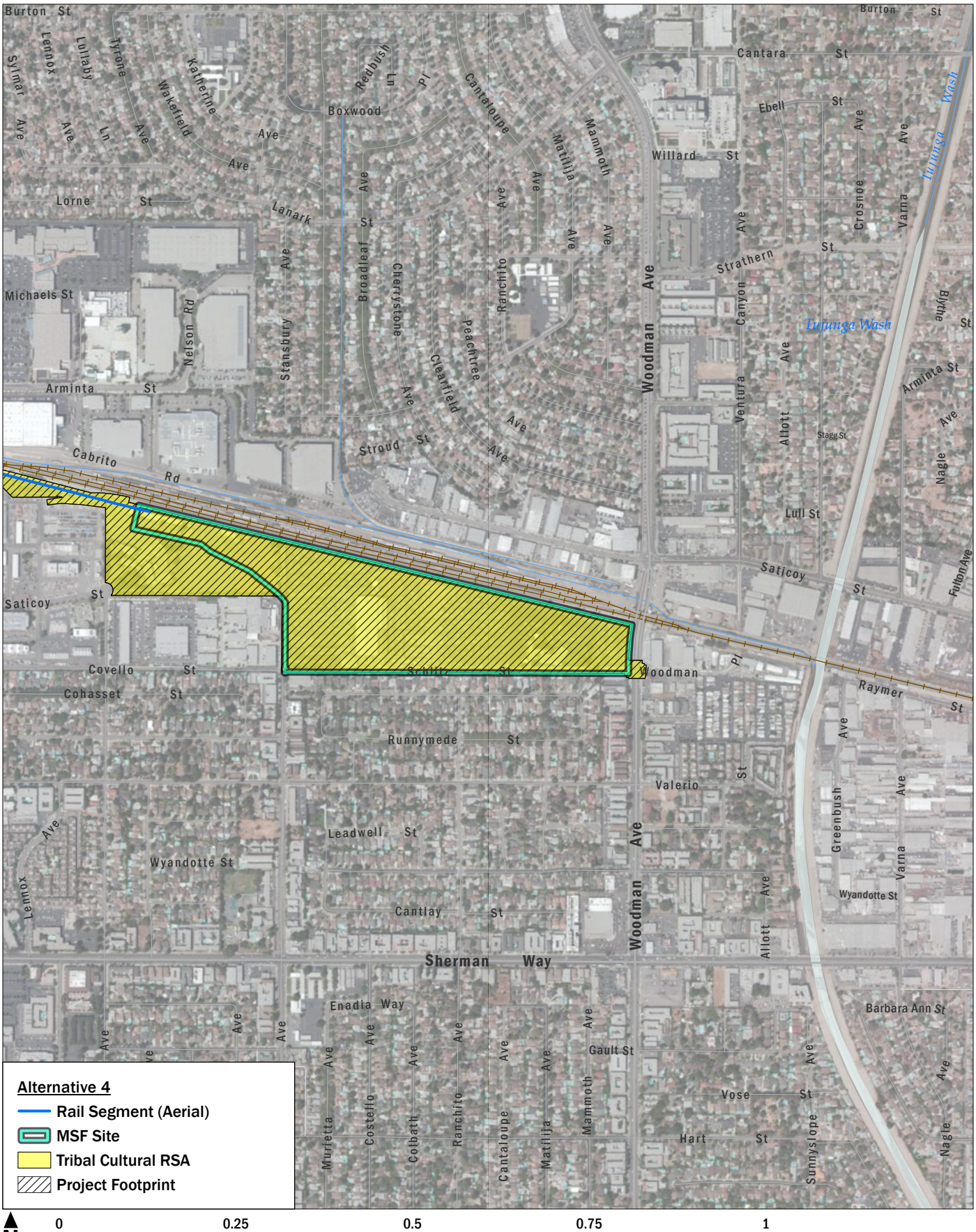
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 1

Tribal Cultural RSA


Alternative 4
Rail Segment (Aerial)
MSF Site
Tribal Cultural RSA
Project Footprint
N
0
0.25
0.5
0.75
1
Miles
Burton St
Cantara St
Ebell St
Willard St
Lorne St
Lanark St
Michaels St
Arminta St
Cabrito Rd
Stroud St
Saticoy St
Lull St
Strathern St
Stagg St
Covello St
Cohasset St
Schultz St
Woodman Ave
Runnymede St
Valerio St
Leadwell St
Wyandotte St
Cantlay St
Sherman Way
Enadia Way
Gault St
Vose St
Hart St
Barbara Ann St
Raymer St
Tujunga Wash
Boxwood
Redbush Ln
Cantaloupe Pl
Mammoth Ave
Matilija Ave
Broadleaf Ave
Cherrystone Ave
Peachtree Ave
Clearfield Ave
Ranchito Ave
Stansbury Ave
Nelson Rd
Lennox Ave
Sylmar Ave
Lullaby Ln
Tyrone Ave
Wakefield Ave
Katherine Ave
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Ventura Ave
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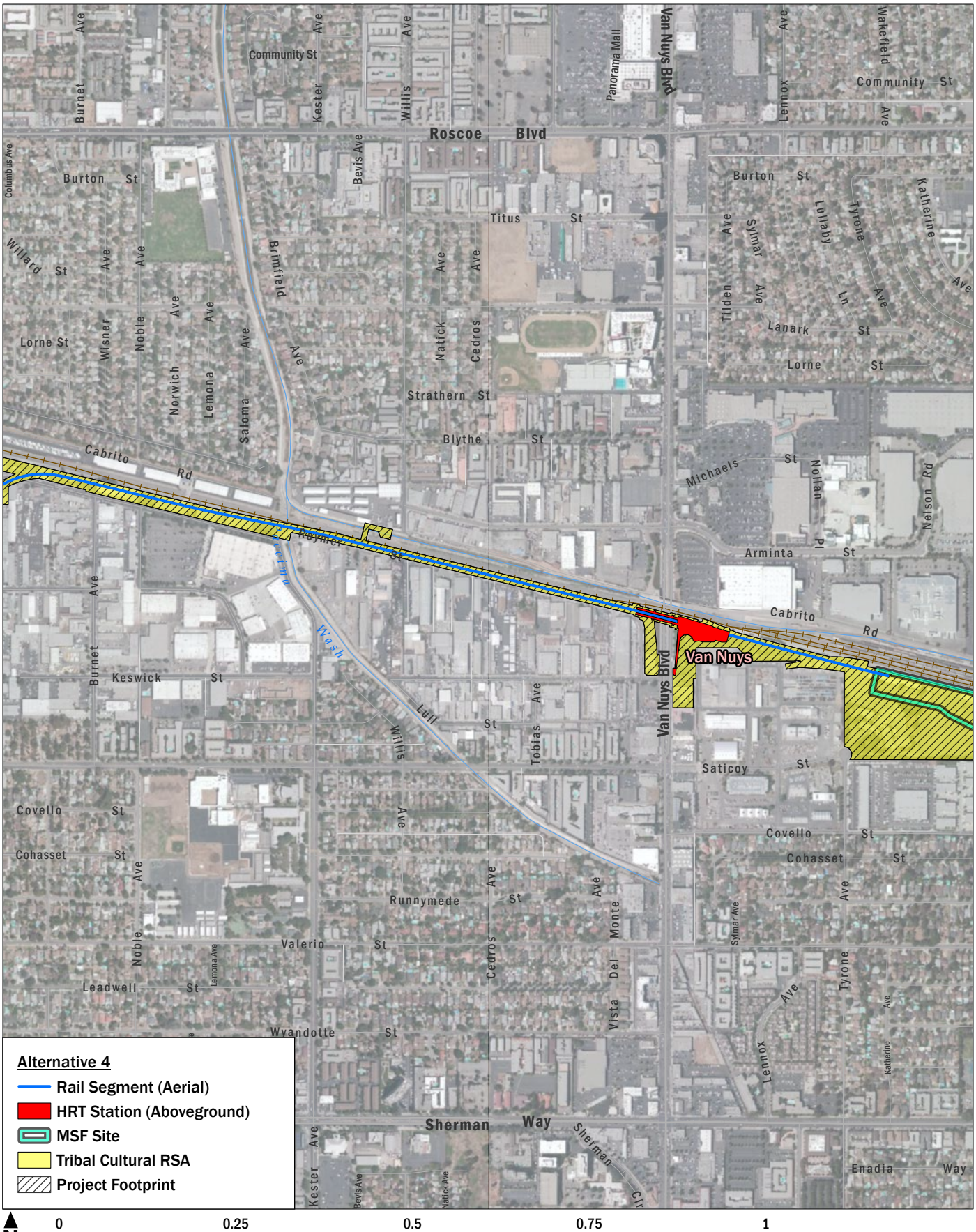


Metro

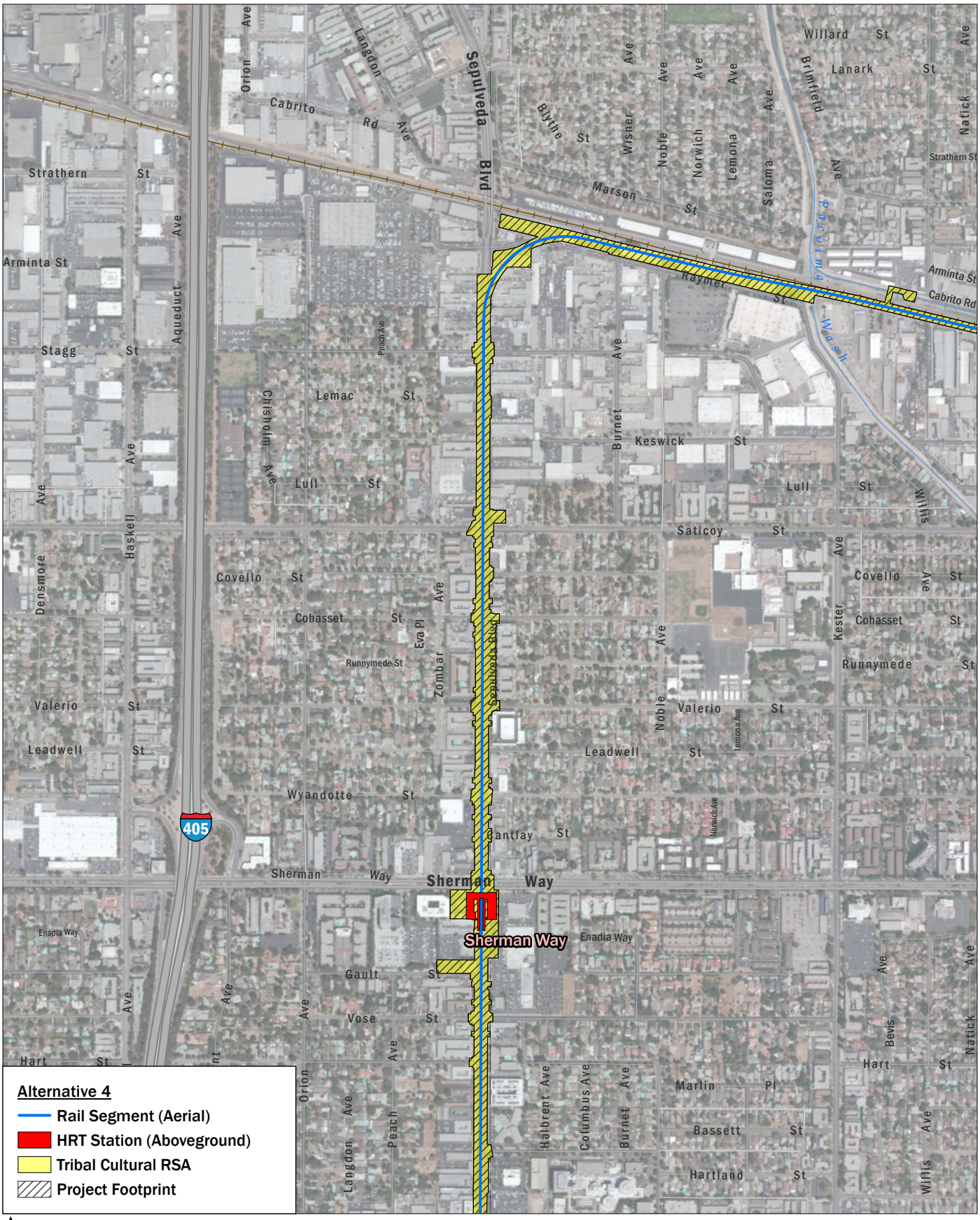
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 3

Tribal Cultural RSA



HTA PARTNERS
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Metro

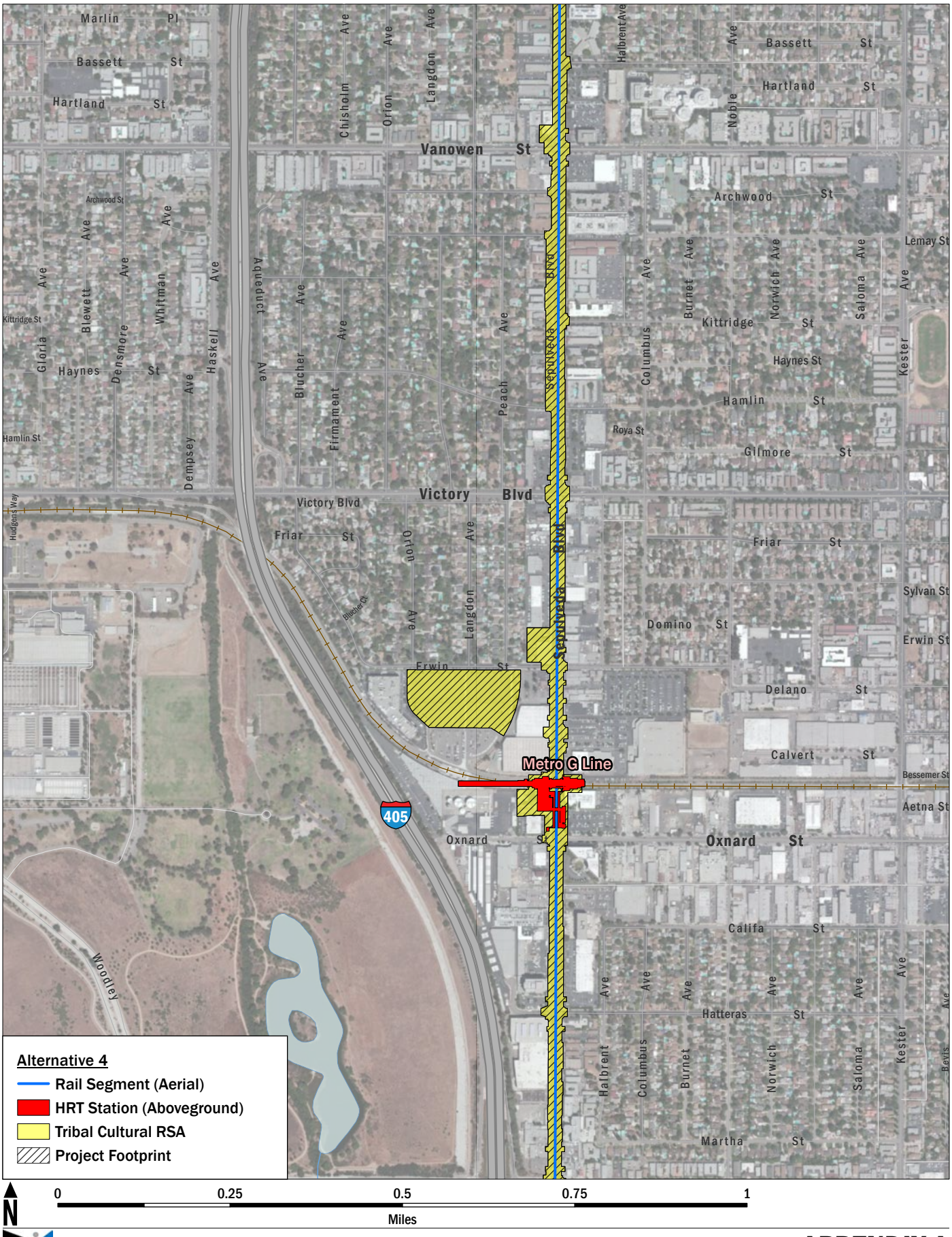
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 4

Tribal Cultural RSA



HTA PARTNERS
HNTB + TAHA + AECOM

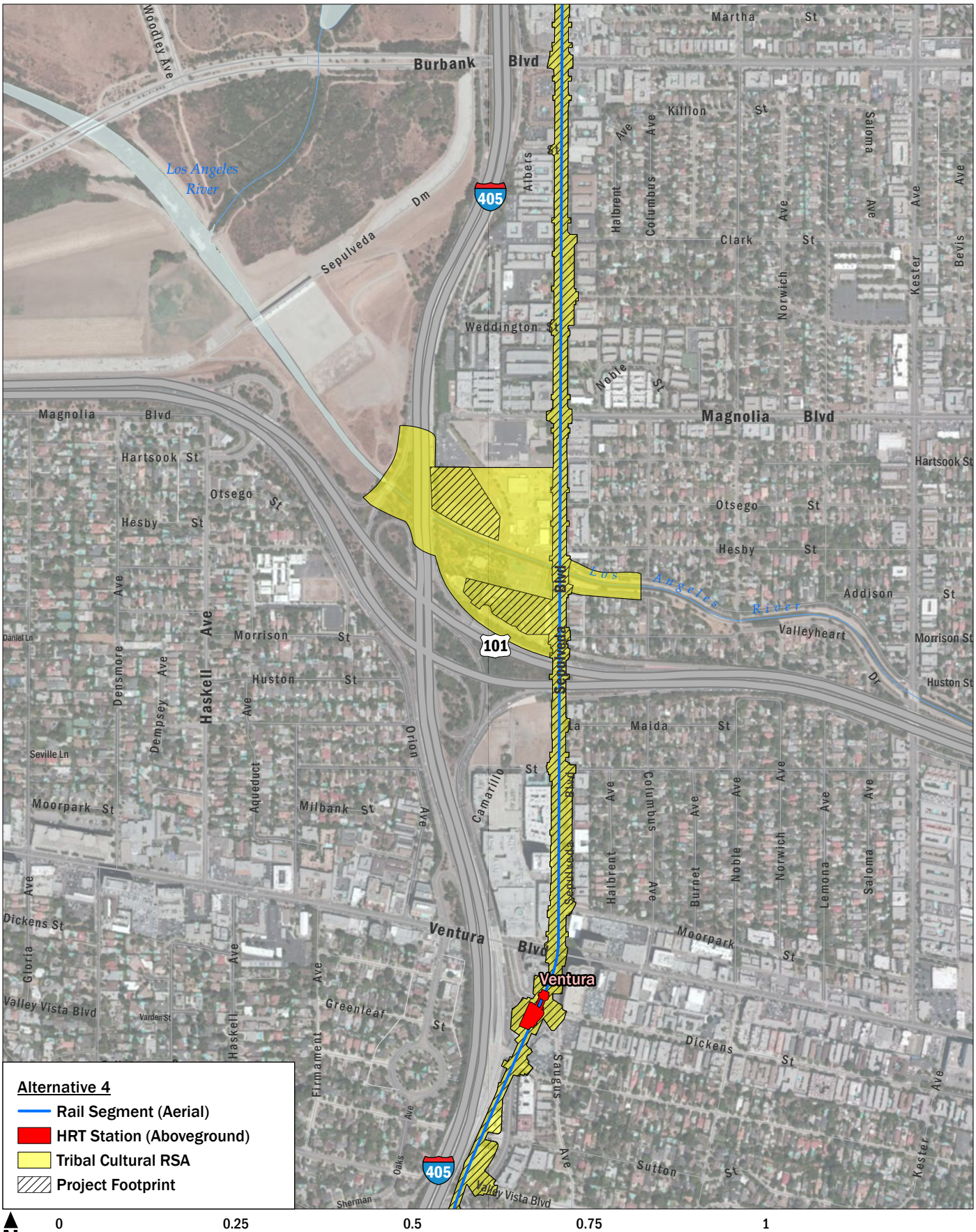
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 5
Tribal Cultural RSA



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HNTB + TAHA + AECOM

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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 6
Tribal Cultural RSA

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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 7

Tribal Cultural RSA

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Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 8

Tribal Cultural RSA

Metro

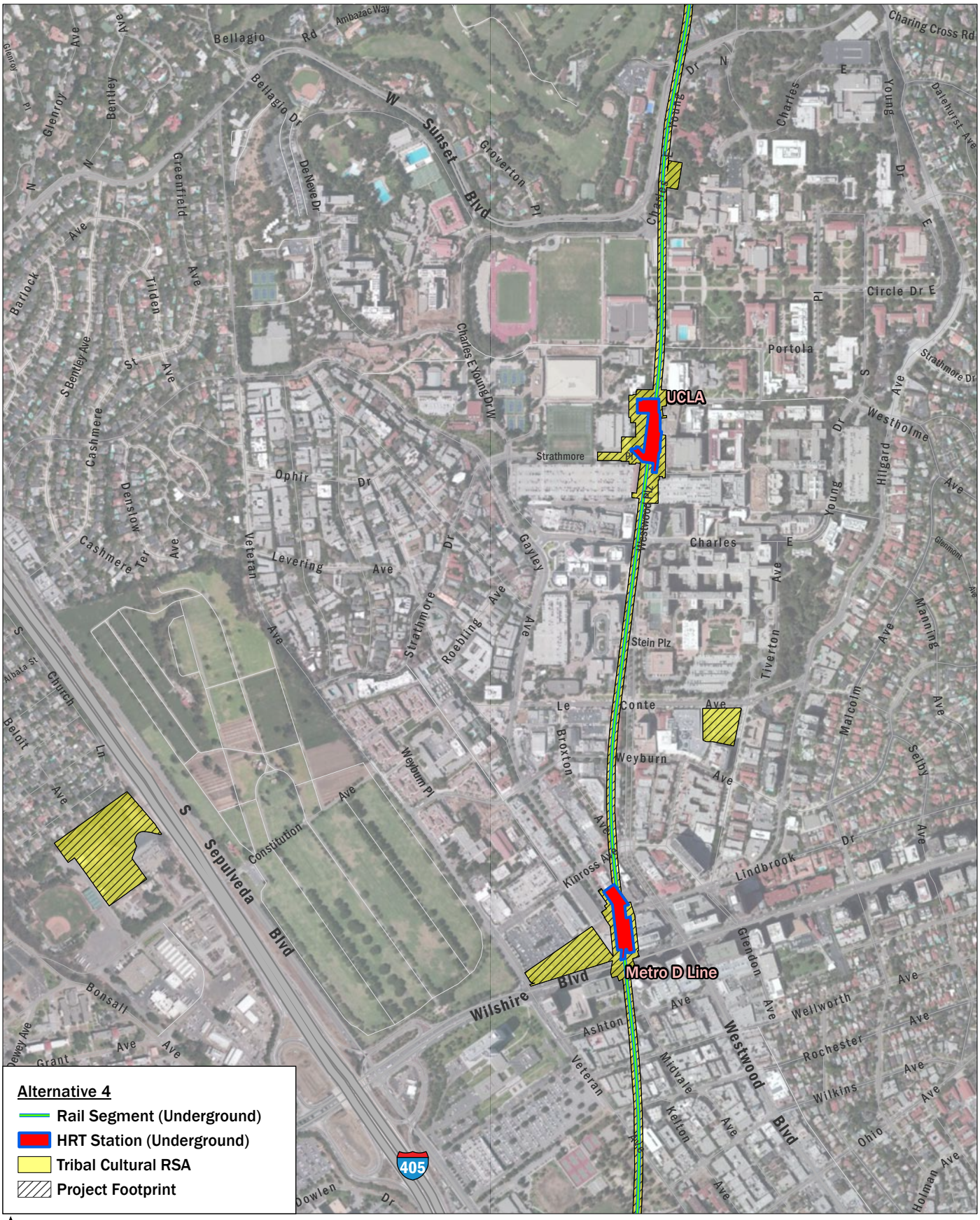
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 9

Tribal Cultural RSA



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Sepulveda Transit Corridor Project
PROJECT: 60640902

APPENDIX A

Alternative 4 - 10
Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 11
Tribal Cultural RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 12

Tribal Cultural RSA

Metro

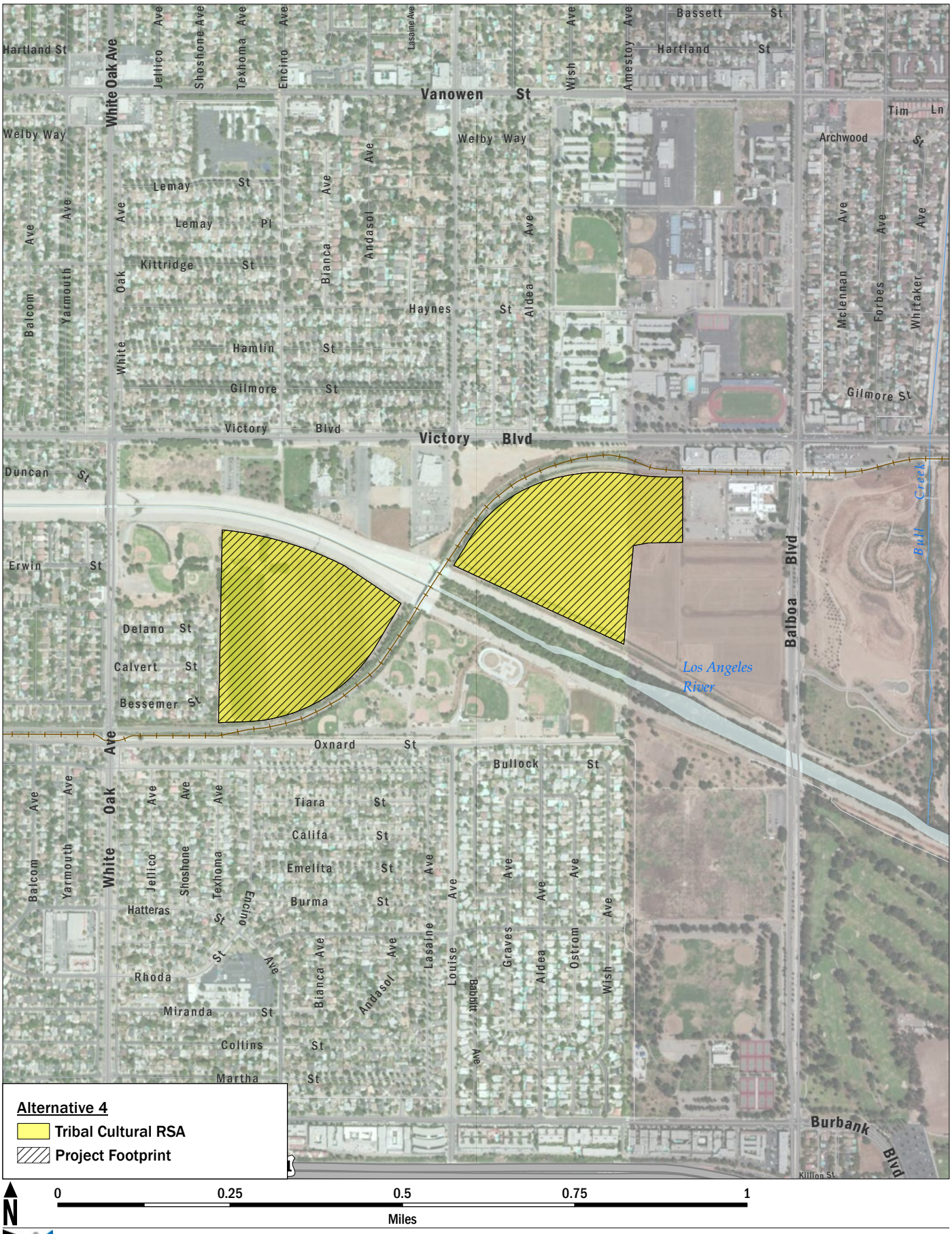
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 13

Tribal Cultural RSA



Metro

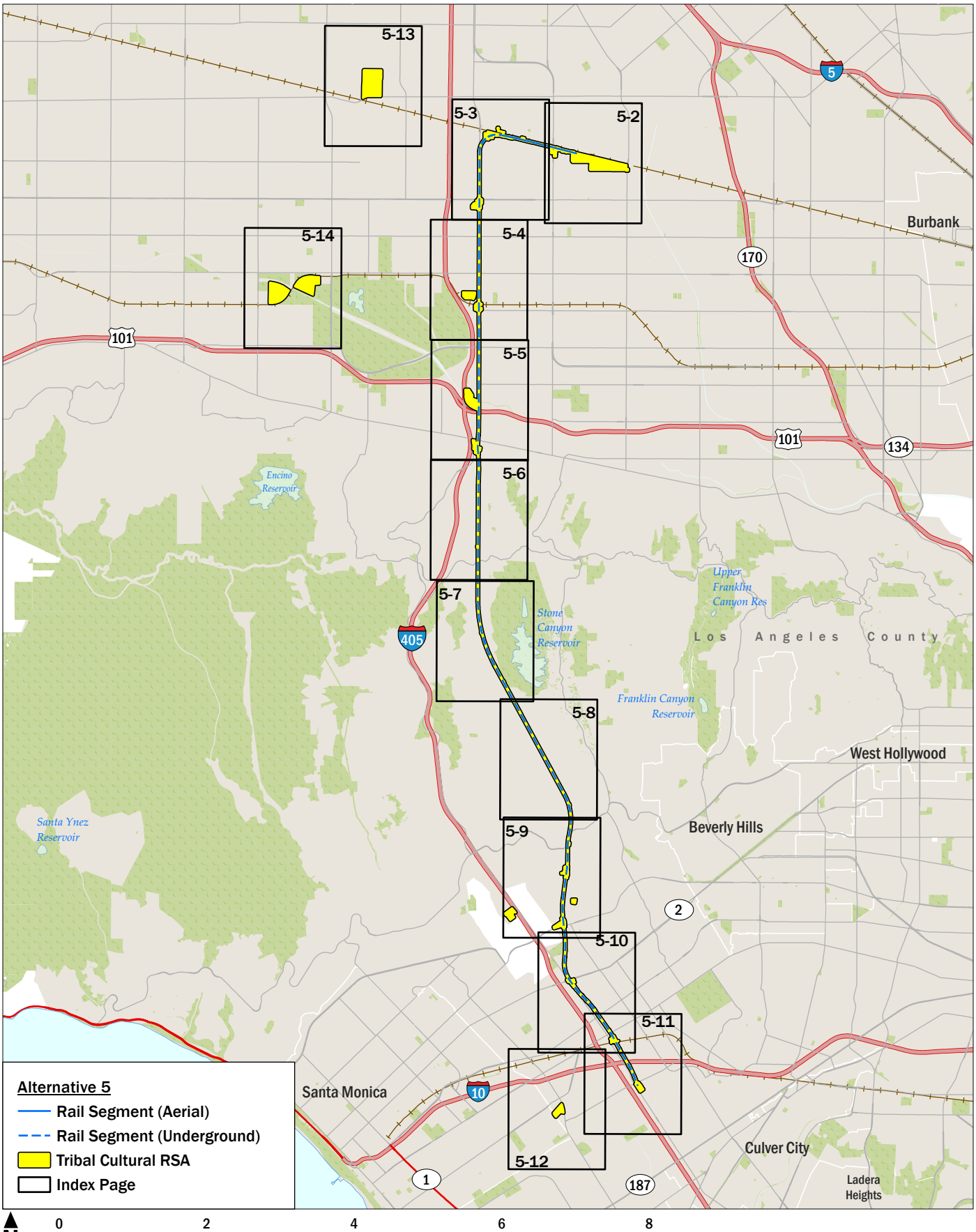
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 4 - 14

Tribal Cultural RSA



Metro

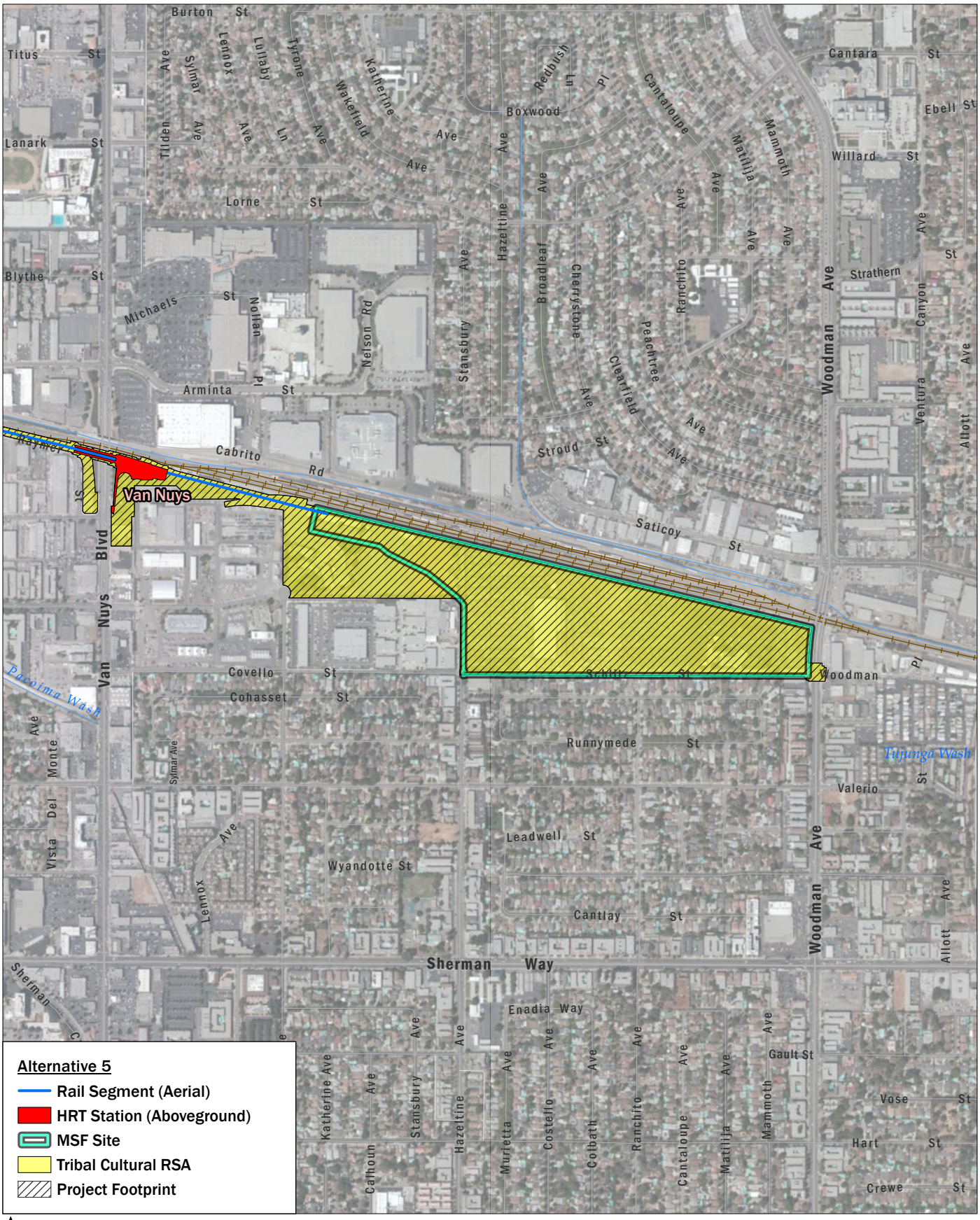
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 1

Tribal Cultural RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 2
Tribal Cultural RSA

HTA PARTNERS
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Metro

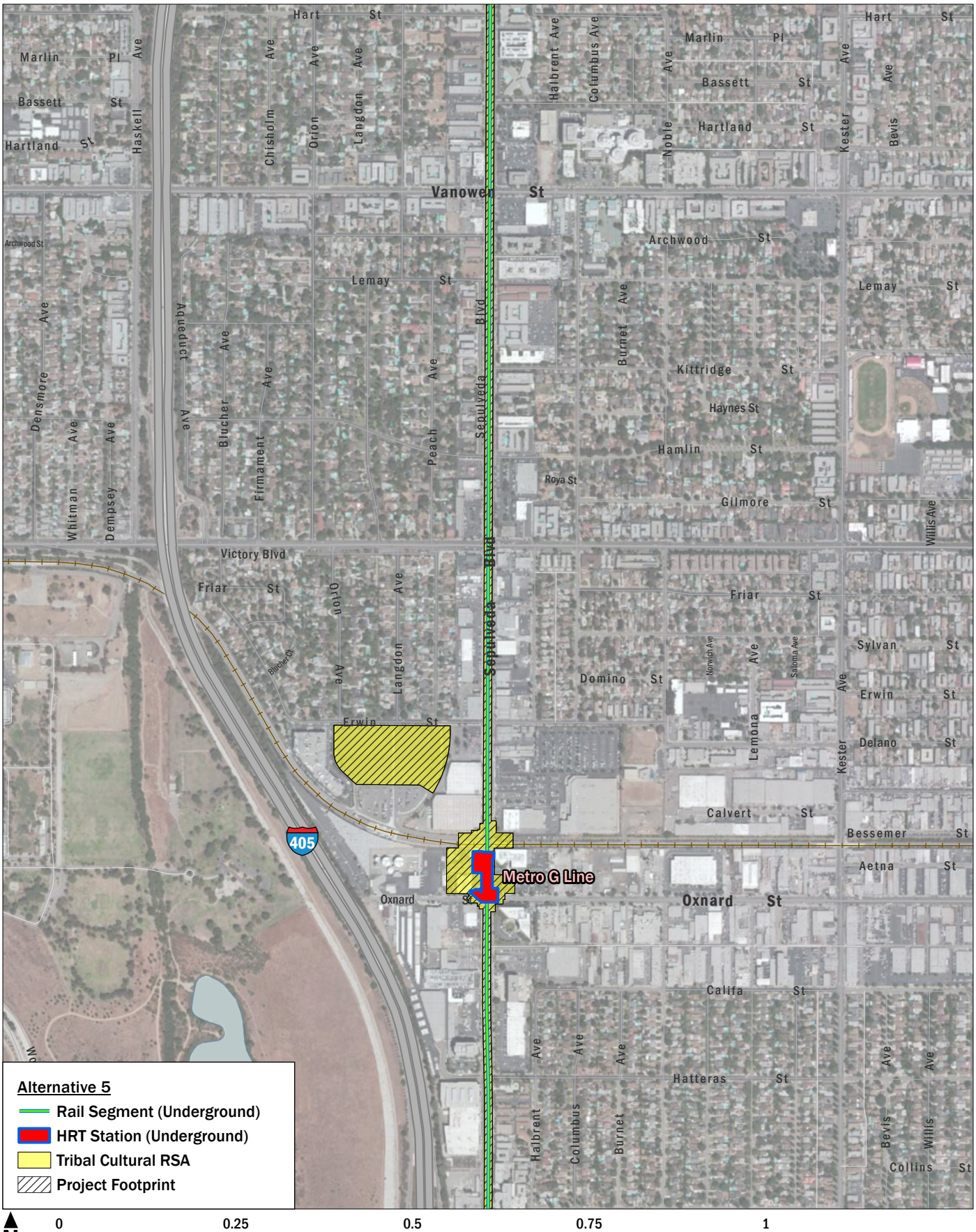
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 3

Tribal Cultural RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

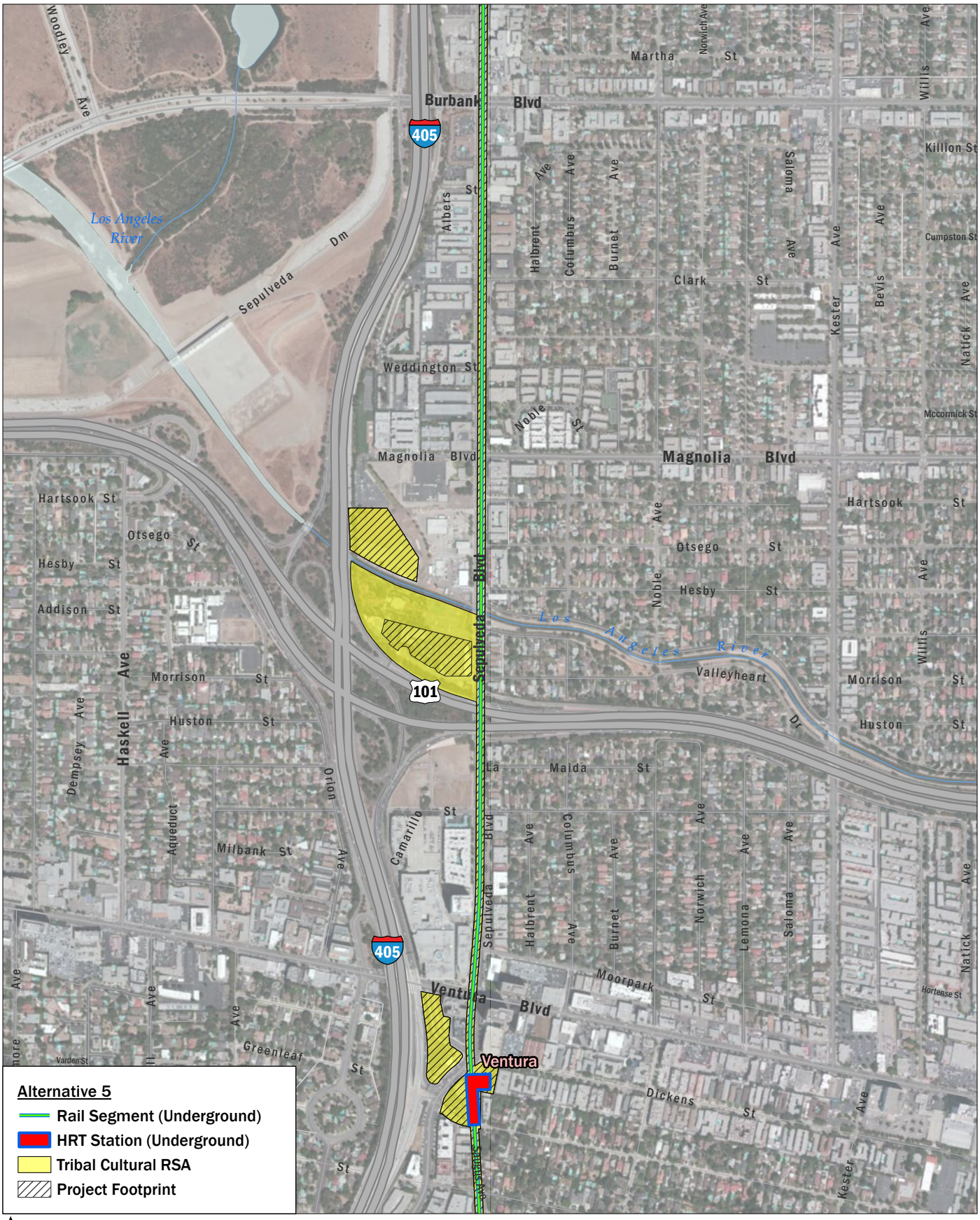
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 4

Tribal Cultural RSA



APPENDIX A

Alternative 5 - 5
Tribal Cultural RSA

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Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 6
Tribal Cultural RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 7

Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

Metro

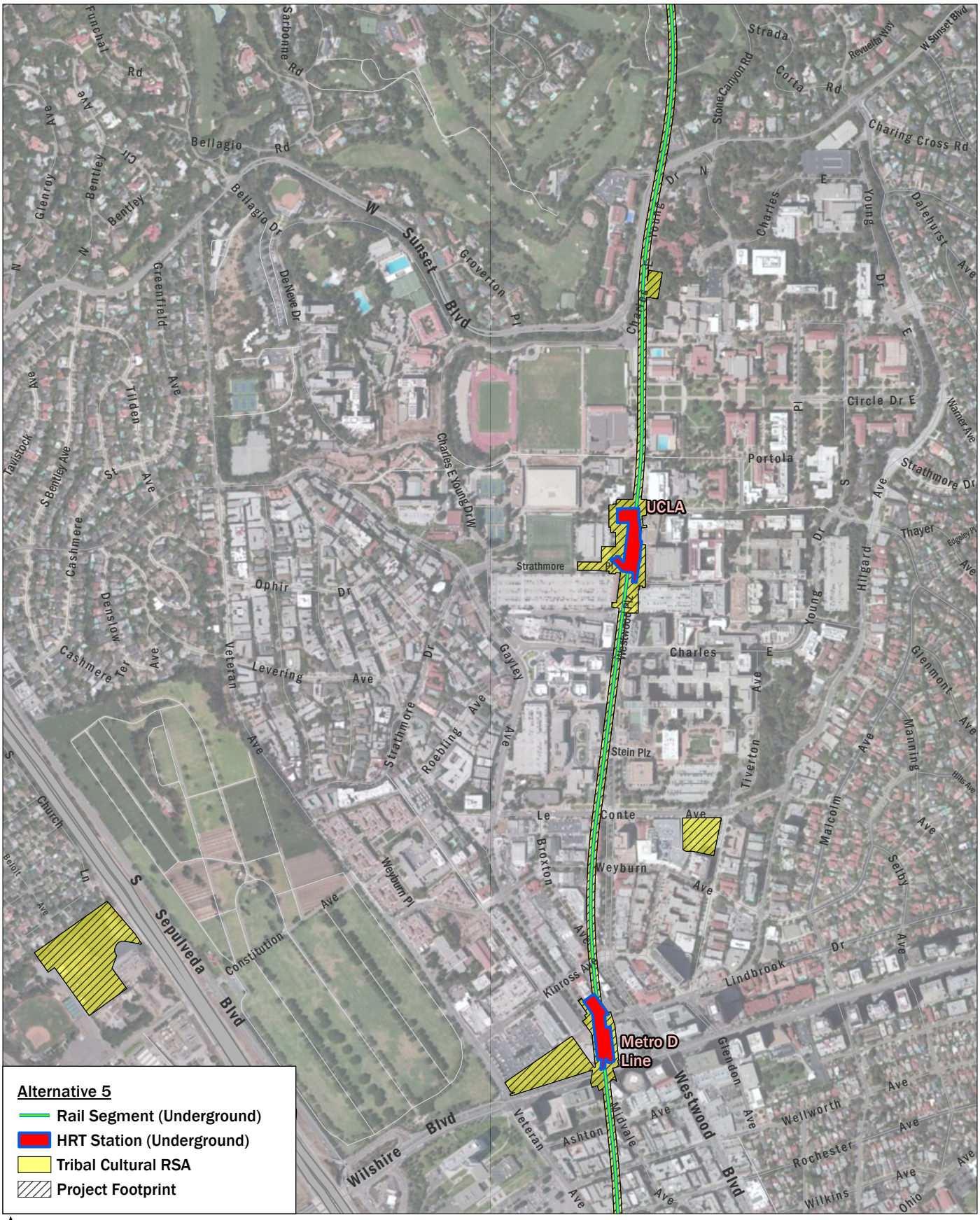
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 8

Tribal Cultural RSA



Metro

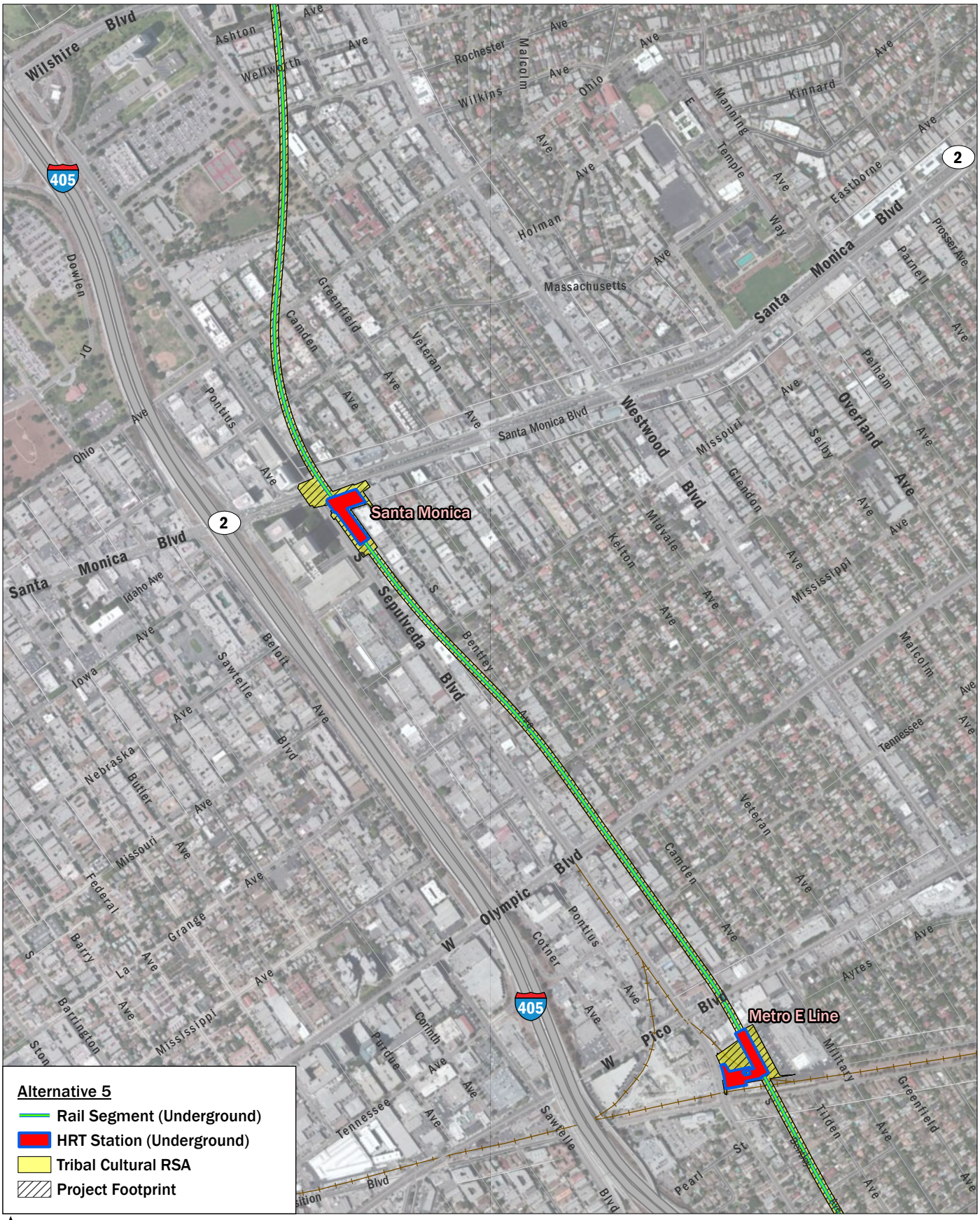
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 9

Tribal Cultural RSA



Metro

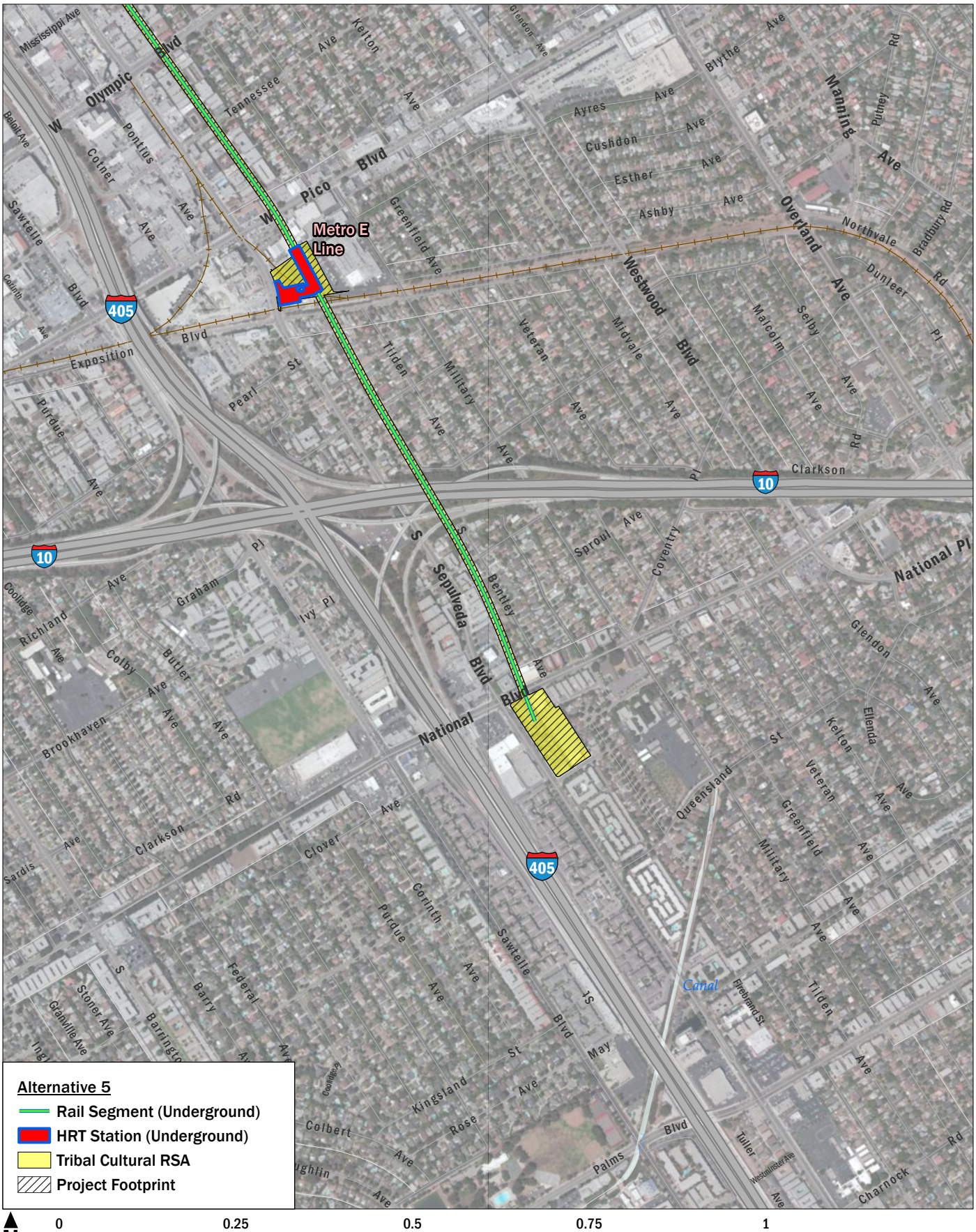
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 10

Tribal Cultural RSA



Metro

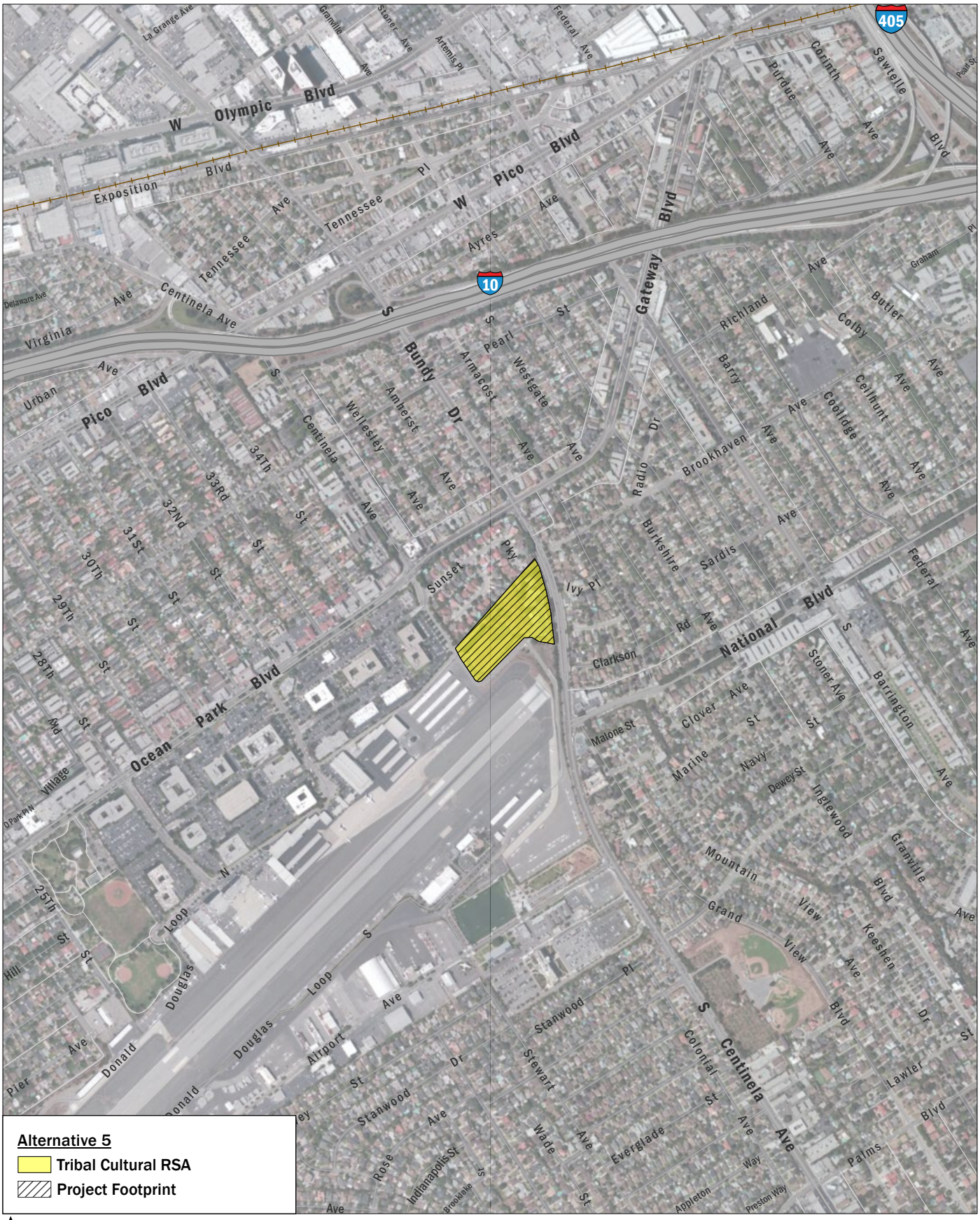
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 5 - 11

Tribal Cultural RSA



HTA PARTNERS
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Metro

Sepulveda Transit Corridor Project

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APPENDIX A

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Tribal Cultural RSA

Metro

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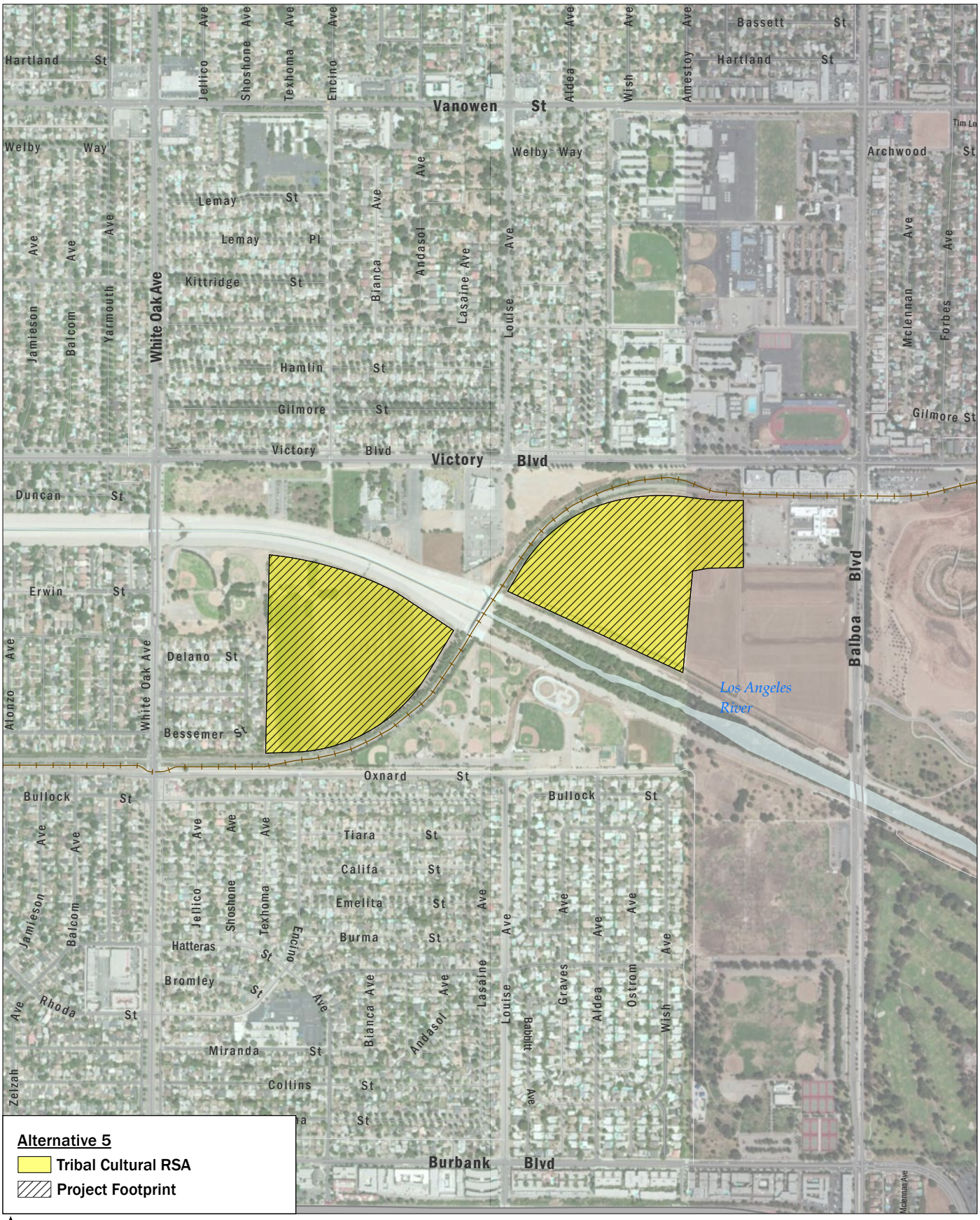

Metro

Sepulveda Transit Corridor Project

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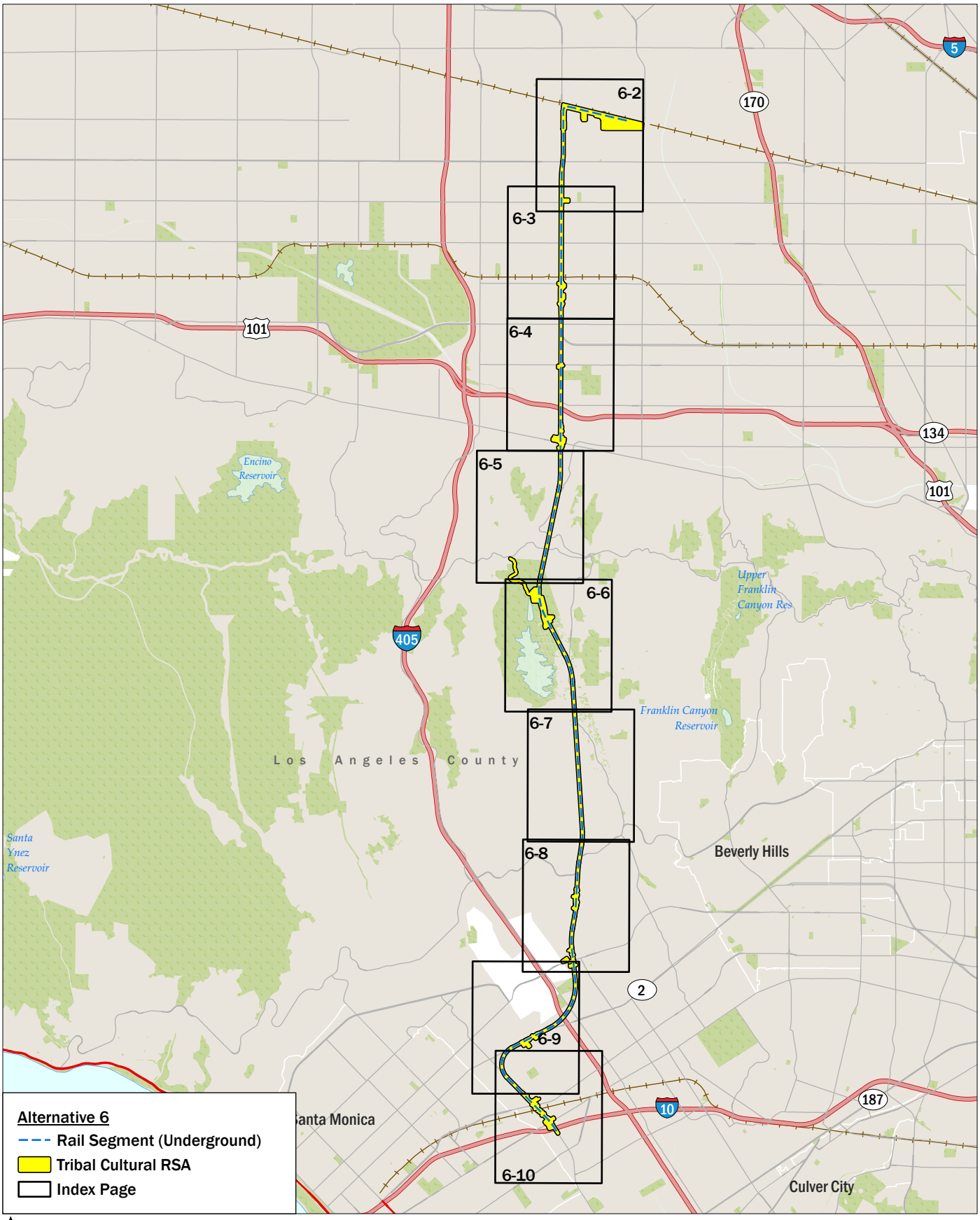
APPENDIX A

Alternative 5 - 14

Tribal Cultural RSA



Metro

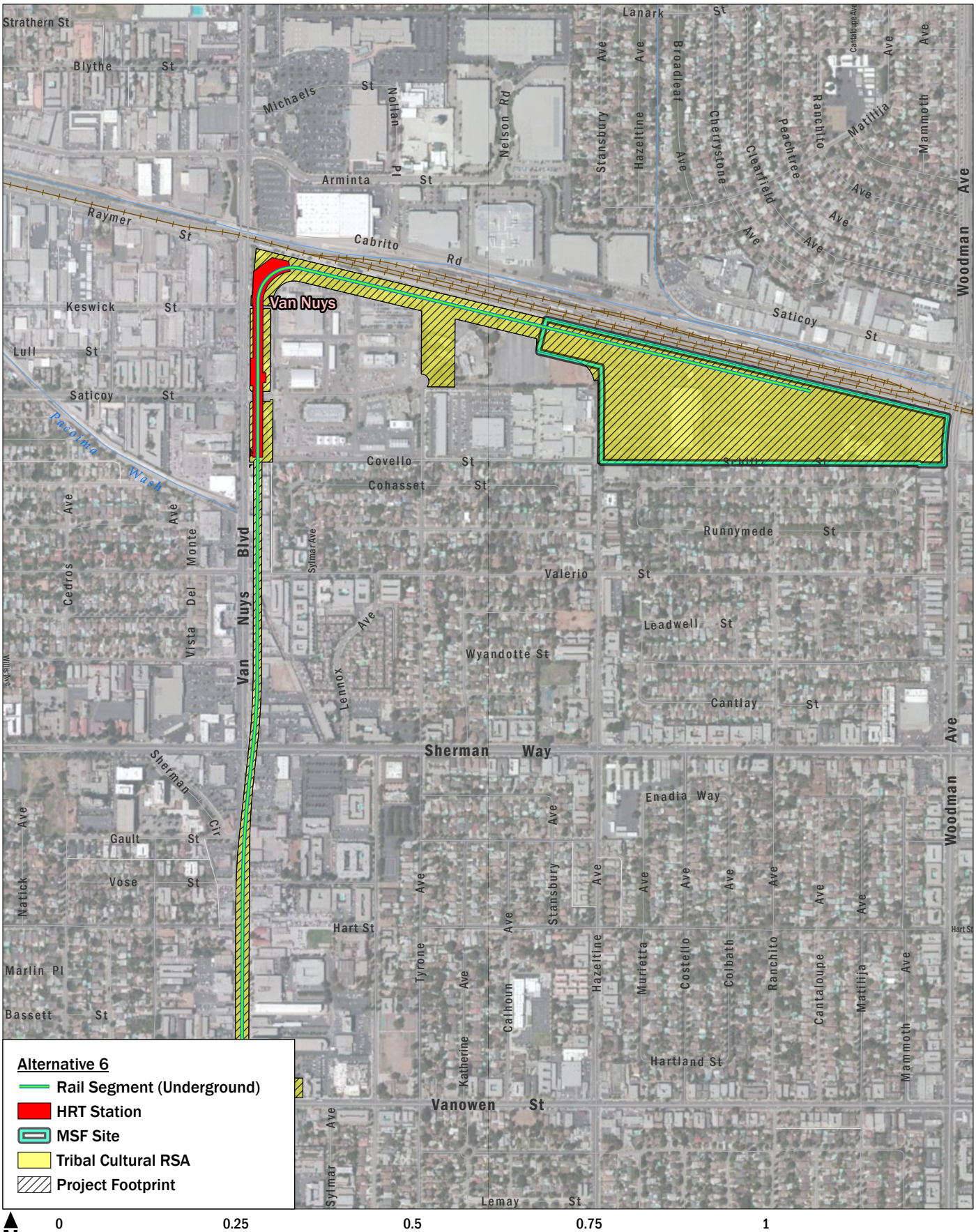
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 1

Tribal Cultural RSA



Metro

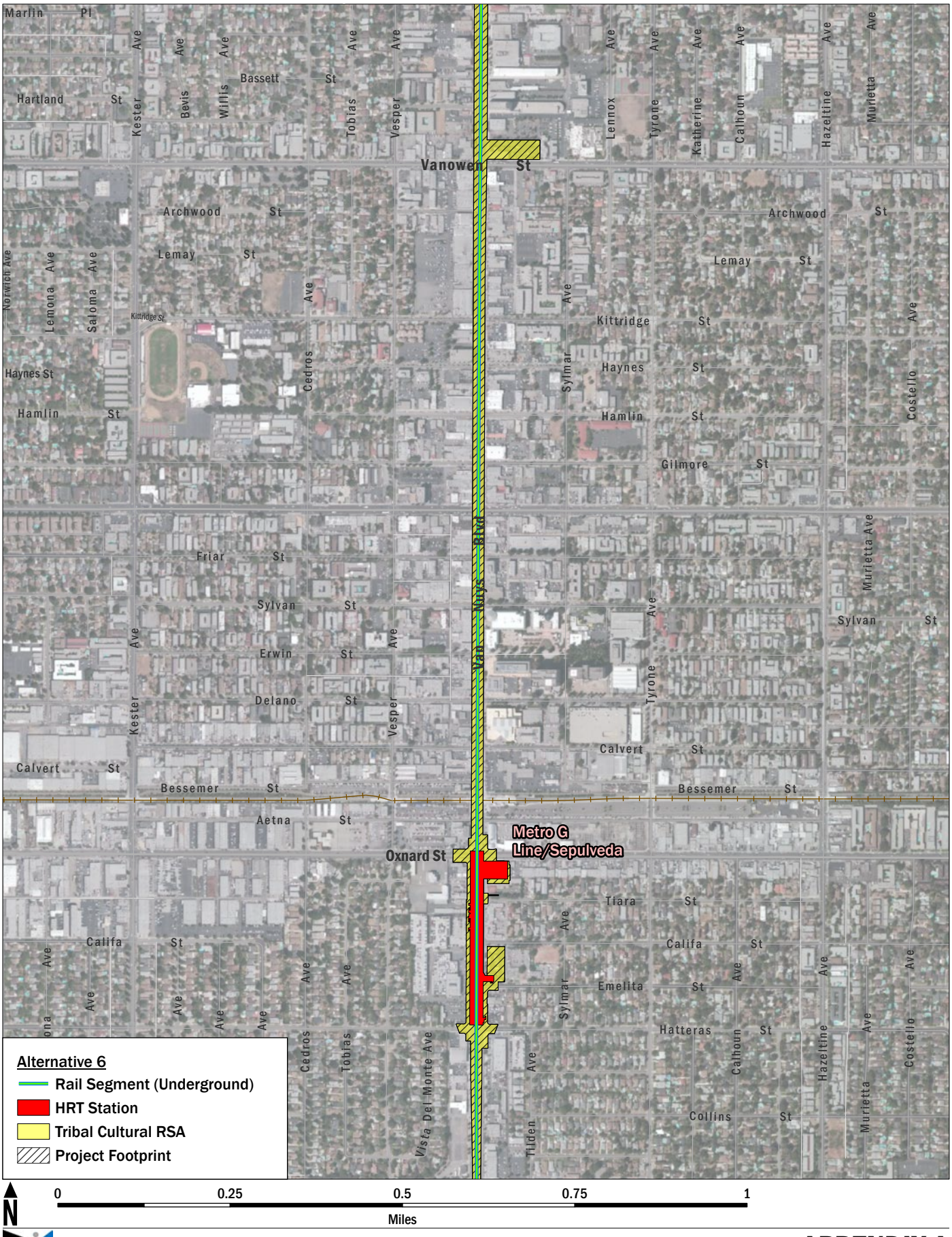
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 2

Tribal Cultural RSA



Metro

Sepulveda Transit Corridor Project

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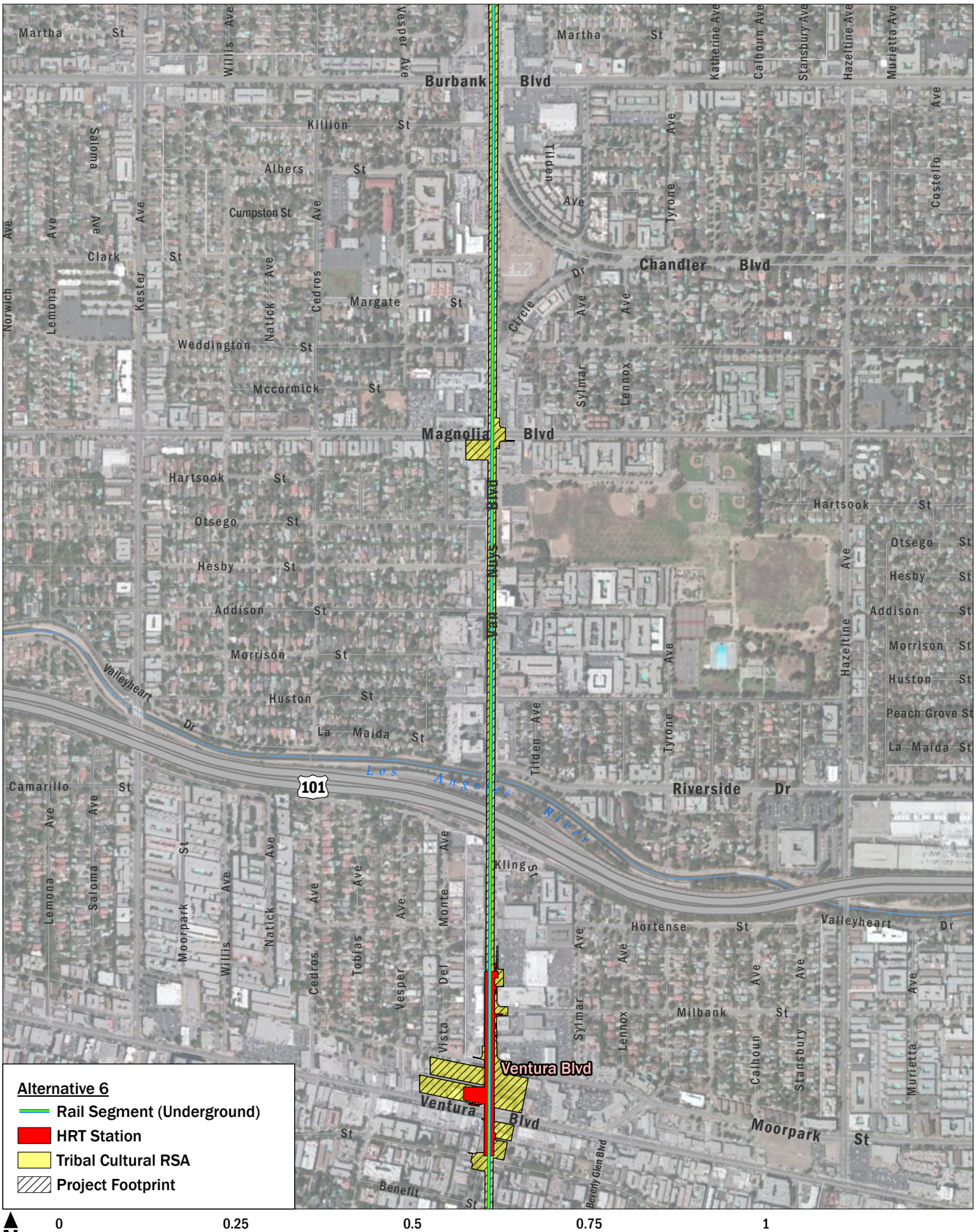
Tribal Cultural RSA



HTA PARTNERS
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Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 4

Tribal Cultural RSA

HTA PARTNERS
HNTB + TAHA + AECOM

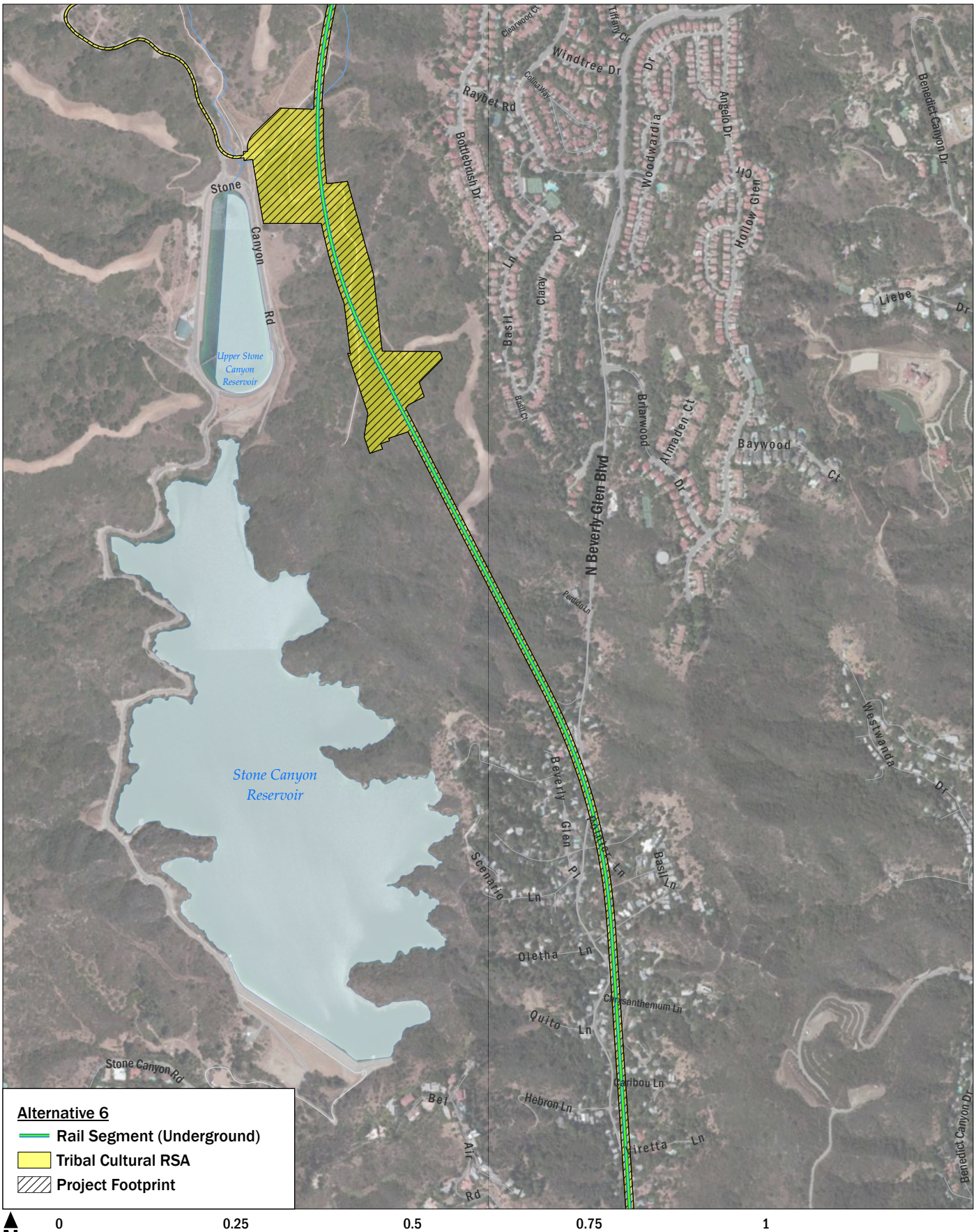
Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 5
Tribal Cultural RSA



Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 6
Tribal Cultural RSA

Metro

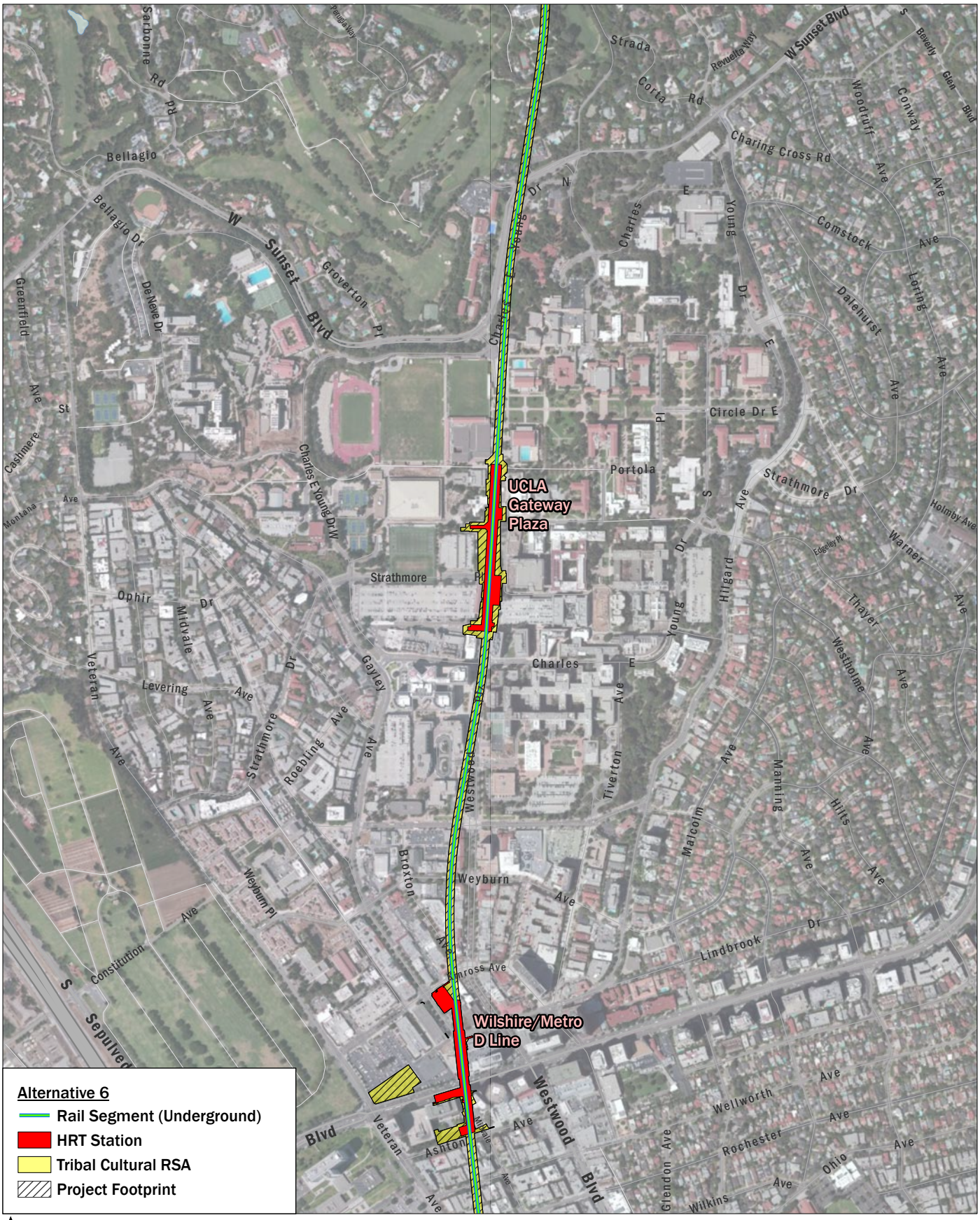
Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 7

Tribal Cultural RSA



HTA PARTNERS
HNTB + TAHA + AECOM

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

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Tribal Cultural RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 9

Tribal Cultural RSA

Metro

Sepulveda Transit Corridor Project

PROJECT: 60640902

APPENDIX A

Alternative 6 - 10

Tribal Cultural RSA

Appendix B. Interested Party Consultation List

Interested Party Consultation List

- Bel Air Neighborhood Association
- California African American Museum
- California Historical Society
- California State Railroad Museum
- Electric Railway Historical Association of Southern California
- Getty Center
- Hammer Museum
- Historic Landmarks and Records Commission Los Angeles County
- Historical Society of Southern California
- Jewish Historical Society of Southern California
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles County Department of Regional Planning
- Los Angeles National Cemetery
- Natural History Museum of Los Angeles County
- North Westdale Neighborhood Association
- North Westwood Neighborhood Council
- Panorama City Neighborhood Council
- San Fernando Historical Society
- Sherman Oaks Neighborhood Council
- University of California, Los Angeles (UCLA)
- Van Nuys Neighborhood Council
- West Los Angeles Sawtelle Neighborhood Council
- West Los Angeles Veterans Administration (VA) Medical Center
- Westwood Neighborhood Council

Organization	Address
Bel Air Neighborhood Association	100 Bel Air Road Los Angeles, CA 90077
California African American Museum	600 State Drive, Exposition Park Los Angeles, California 90037
California Historical Society	678 MISSION STREET SAN FRANCISCO CA, 94105
California State Railroad Museum	111 “I” Street Sacramento, CA 95814-2265
Electric Railway Historical Association of Southern California	1 World Trade Center PO Box 32161, Long Beach 90832-2161
Getty Center	1200 Getty Center Drive Suite 800 Los Angeles, CA 90049
Hammer Museum	10899 Wilshire Boulevard Los Angeles, CA 90024
Historic Landmarks and Records Commission Los Angeles County	Stephen J. Sass, Chairman Historic Landmarks and Records Commission Los Angeles County 500 West Temple Street Los Angeles, CA 90012
Historical Society of Southern California	P.O. Box 50019 Long Beach, CA 90815
Jewish Historical Society of Southern California	6505 Wilshire Boulevard Suite 420 Los Angeles, CA 90048
Los Angeles City Historical Society	"P.O. Box 862311 Los Angeles, CA 862311"

Organization	Address
Los Angeles Conservancy	523 West Sixth Street, Suite 826 Los Angeles, CA 90014
Los Angeles County Department of Regional Planning	Director of Planning Los Angeles County Department of Regional Planning 320 West Temple Street, 13th Floor Los Angeles, CA 90012
Los Angeles National Cemetery	950 S Sepulveda Boulevard Los Angeles, CA 90049
Natural History Museum of Los Angeles County	900 Exposition Blvd Los Angeles, CA 90007
North Westdale Neighborhood Association	NWNA P.O. Box 642522 Los Angeles, CA 90064
North Westwood Neighborhood Council	n/a
Panorama City Neighborhood Council	14500 Roscoe Boulevard Panorama City, CA 91402
San Fernando Historical Society	10940 Sepulveda Boulevard Mission Hills, CA 91345
Sherman Oaks Neighborhood Council	PO Box 5721 Sherman Oaks, CA 91413
University of California, Los Angeles (UCLA)	405 Hilgard Avenue Los Angeles, CA 90095
Van Nuys Neighborhood Council	14410 Sylvan Street Van Nuys, CA 91401
West Los Angeles Sawtelle Neighborhood Council	1645 Corinth Avenue Suite 201 Los Angeles, CA 90025

Organization	Address
West Los Angeles Veterans Administration (VA) Medical Center	11301 Wilshire Boulevard Los Angeles, CA 90073
Westwood Neighborhood Council	1022 Sleby Avenue Los Angeles, CA 90024

Appendix C. AB 52 Consultation Correspondence

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Sara Dutschke
Miwok

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

November 9, 2021

Marc Beherec
AECOM

Via Email to: marc.beherec@aecom.com

Re: Sepulveda Transit Corridor Project, Los Angeles County

Dear Mr. Beherec:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Fernandeno Tataviam Band of Mission Indians and the Gabrielino Tongva Indians of California Tribal Council on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
11/9/2021

Barbareno/ Ventureno Band of Mission Indians
Patrick Tumamait,
992 El Camino Corto — Chumash
Ojai, CA, 93023
Phone: (805) 216 - 1253

Barbareno/ Ventureno Band of Mission Indians
Brenda Guzman,
58 N. Ann Street, #8 — Chumash
Ventura, CA, 93001
Phone: (209) 601 - 4676
brendamguzman@gmail.com

Barbareno/Ventureno Band of Mission Indians
Julie Tumamait-Stenslie, Chairperson
365 North Poli Ave — Chumash
Ojai, CA, 93023
Phone: (805) 646 - 6214
jtumamait@hotmail.com

Barbareno/ Ventureno Band of Mission Indians
Annette Ayala,
188 S. Santa Rosa Street — Chumash
Ventura, CA, 93001
Phone: (805) 515 - 9844
annetteayala78@yahoo.com

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street — Chumash
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net

Coastal Band of the Chumash Nation
Mariza Sullivan, Chairperson
P. O. Box 4464 — Chumash
Santa Barbara, CA, 93140
Phone: (805) 665 - 0486
cbcntribalchair@gmail.com

Fernandeno Tataviam Band of Mission Indians
Jairo Avila, Tribal Historic and Cultural Preservation Officer
1019 Second Street, Suite 1 — Tataviam
San Fernando, CA, 91340
Phone: (818) 837 - 0794
Fax: (818) 837-0796
jairo.avila@tataviam-nsn.us

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

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

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

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

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Sepulveda Transit Corridor Project, Los Angeles County.

Native American Heritage Commission
Native American Contact List
Los Angeles County
11/9/2021

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant and Administrator
P.O. Box 941078 — Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Northern Chumash Tribal Council
Violet Walker, Chairperson
P.O. Box 6533 — Chumash
Los Osos, CA, 93412
Phone: (760) 549 - 3532
violetsagewalker@gmail.com

San Luis Obispo County Chumash Council
Mark Vigil, Chief
1030 Ritchie Road — Chumash
Grover Beach, CA, 93433
Phone: (805) 481 - 2461
Fax: (805) 474-4729

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
lsaul@santarosa-nsn.gov

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517 — Chumash
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash.org

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

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Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

November 30, 2021

Ms. Brenda Guzman
Barbareno/ Ventureno Band of Mission Indians
58 N. Ann Street, #8
Ventura, CA 93001

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Ms. Brenda Guzman,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Metropolitan Transportation Authority

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
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G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

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November 30, 2021

Chairperson Julie Tumamait-Stenslie
Barbareno/ Ventureno Band of Mission Indians
365 North Poli Ave
Ojai, CA 93023

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Julie Tumamait-Stenslie,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

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Metropolitan Transportation Authority
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November 30, 2021

Ms. Annette Ayala
Barbareno/ Ventureno Band of Mission Indians
188 S. Santa Rosa Street
Ventura, CA 93001

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Ms. Annette Ayala,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

Figure 1: General Alignments of Proposed Alternatives

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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November 30, 2021

Chairperson Julio Quair
Chumash Council of Bakersfield
729 Texas Street
Bakersfield, CA 93307

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Julio Quair,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Chairperson Mariza Sullivan
Coastal Band of the Chumash Nation
P. O. Box 4464
Santa Barbara, CA 93140

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Mariza Sullivan,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

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Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

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B E
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Metro Purple (D Line) Extension Transit Project (Under Construction)
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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
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Los Angeles, CA 90012
Email: CarterP@metro.net

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Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

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Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
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Metro

November 30, 2021

Mr. Jairo Avila
Tribal Historic and Cultural Preservation Officer
Fernandeno Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, CA 91340

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Mr. Jairo Avila,

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Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station,

and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

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Metro

November 30, 2021

Chairperson Andrew Salas
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Andrew Salas,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

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Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Chairperson Anthony Morales
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Anthony Morales,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

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Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

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Metro Rail Lines & Stations
B E
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Metro Purple (D Line) Extension Transit Project (Under Construction)
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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Chairperson Sandonne Goad
Gabrielino /Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Sandonne Goad,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952
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Metro

November 30, 2021

Chairperson Robert Dorame
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Robert Dorame,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

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Metro

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

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Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
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Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952
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Metro

November 30, 2021

Ms. Christina Conley
Tribal Consultant and Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA 93094

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Ms. Christina Conley,

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Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station,

and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

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Metropolitan Transportation Authority

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

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Metro

November 30, 2021

Mr. Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Mr. Charles Alvarez,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

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Alternative 4 (Heavy Rail)

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

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November 30, 2021

Chairperson Violet Walker
Northern Chumash Tribal Council
P.O. Box 6533
Los Osos, CA 93412

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Violet Walker,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

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Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

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Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

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Metropolitan Transportation Authority

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Metro

November 30, 2021

Tribal Chair Lovina Redner
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Tribal Chair Lovina Redner,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

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Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

Los Angeles County
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Metro

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
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Metro

November 30, 2021

Chairperson Kenneth Kahn
Santa Ynez Band of Chumash Indians
P.O. Box 517
Santa Ynez, CA 93460

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Kenneth Kahn,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
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G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Chairperson Isaiah Vivanco
Soboba Band of Luiseno Indians
P. O. Box 487
San Jacinto, CA 92581

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Isaiah Vivanco,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Mr.Joseph Ontiveros
Soboba Band of Luiseno Indians
Cultural Resource Department
P. O. Box 487
San Jacinto, CA 92581

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Mr. Joseph Ontiveros,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station,

and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

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Alternative 1 (Monorail)

Alternative 2 (Monorail)

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Alternative 4 (Heavy Rail)

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro

November 30, 2021

Chief Mark Vigil
San Luis Obispo County Chumash Council
1030 Ritchie Road
Grover Beach, CA 93433

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chief Mark Vigil,

The Los Angeles County Metropolitan Transportation Authority (Metro) will prepare a Draft Environmental Impact Report for the Sepulveda Transit Corridor Project (Project). Below and enclosed, please find a description of the proposed project, maps showing the location, and the contact information for our point of contact, pursuant to §21080.3.1(d).

PROPOSED PROJECT

The Sepulveda Corridor Transit Project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs in the Sepulveda Corridor between the San Fernando Valley and the Westside. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit lines.

The Proposed Project would construct a fixed guideway public transportation rail line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review on six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would extend from the Van Nuys Metrolink/Amtrak Station to the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple), and E Line. Figure 1 shows the general alignments of the proposed alternatives.

Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

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Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

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Figure 1: General Alignments of Proposed Alternatives

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
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Metro

November 30, 2021

Mr. Patrick Tumamait
Barbareno/ Ventureno Band of Mission Indians
992 El Camino Corto
Ojai, CA 93023

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Mr. Patrick Tumamait,

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Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The

length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire Bl/Veteran Av and Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1-mile aerial guideway located primarily along Gayley Av to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Av north of Kinross Av.

Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire Bl, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire Bl, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for

HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5: Heavy rail with underground alignment including along Sepulveda Bl in the San Fernando Valley

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys Bl. Alternative 6 would have seven underground stations at Olympic Bl (Metro E Line), Santa Monica Bl (West LA Civic Center), Wilshire Bl (Metro D Line), UCLA Gateway Plaza, Ventura Bl, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys Bl north of the Van Nuys Metrolink Station.

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

Metro Rail Lines & Stations
B E
Metro Busway & Stations
G
Metro Purple (D Line) Extension Transit Project (Under Construction)
D
East San Fernando Valley Light Rail Transit Line (Pre-construction)
Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

Figure 1: General Alignments of Proposed Alternatives

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Pursuant to PRC § 21080.3.1, we respectfully request that within 30 days from the receipt of this notice, a request for consultation regarding the Sepulveda Transit Corridor Project be provided in writing. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Sepulveda Transit Corridor Project

Topic:	AB 52 Tribal Consultation Meeting—Gabrieleno Band of Mission Indians - Kizh Nation
Date:	January 20, 2022
Time:	3:00 PM
Location:	MS Teams

Invitees

Name	**Agency/Firm**
Peter Carter	Metro Countywide Planning
Jacqueline Su	Metro Countywide Planning
Cameron Palm	Metro Countywide Planning
Chairperson Andrew Salas	Gabrieleno Band of Mission Indians - Kizh Nation
Jenn Redmond	HTA
Alec Stevenson	HTA

Agenda Items

1. **Introductions**
2. **Project Description**
   - Project Alternatives and Modes
   - Stations and Maintenance Facilities
   - Construction Methods
   - Environmental Work done to date
3. **Tribal Resources Discussion**
   - Opportunity for Tribe(s) to provide information pertinent to project
4. **Next Steps**
   - Completion of Tribal Cultural Resources Technical Report
   - Coordination with Tribes regarding potential impacts to inform potential mitigation
   - Preparation of Draft EIR

Sepulveda Transit Corridor Project

Topic:	AB 52 Tribal Consultation Meeting—Gabrieleño Band of Mission Indians - Kizh Nation
Date:	January 20, 2022
Time:	03:00 PM
Location:	MS Teams

Attendees

Name	**Agency/Firm**
Peter Carter	Metro Countywide Planning
Jacqueline Su	Metro Countywide Planning
Cameron Palm	Metro Countywide Planning
Chairperson Andrew Salas	Gabrieleño Band of Mission Indians - Kizh Nation
Matt Tautimes	Gabrieleño Band of Mission Indians - Kizh Nation
Jaime Guzman	HTA
Alec Stevenson	HTA

Agenda Items

1. **Introductions**
   - Peter Carter started the meeting, welcoming all.
   - All participants introduced themselves.
   - Chairman Andrew Salas was able to join via telephone only as he explained that he is currently located at an old traditional trade route at the 405 with 22 burials which is why he is out in the field and unable to see visuals of the meeting.
     - Chairman Salas said he had looked over the maps and found bowls possibly near the project area.
     - Says he's interested in the ground activities because the project is within a corridor that has been in use for thousands of years.
     - Asked us to look into the old Spanish records discusses a main route that was used for trading which is the same corridor.
     - Mentioned the Portola Expedition.
     - Guide scouts from San Diego to Northern California.

- Corridor is still used today as a main route.
- Wants to provide the history for the archaeologists to use.

2. Project Description

- Peter provided an overview of the six alternatives and the timeframe for the environmental documents and mentioned that Metro is encouraging public input through February 11, 2022.

3. Tribal Resources Discussion

- Matt Tautimes thanked Peter for public avenues for submitting information but wants government to government consultation as the main process to exchange confidential information.
  - The Tribe's main concern is ground disturbance.
  - Different alts would have different levels of ground disturbance.
  - Says that previously disturbed locations are ignored and that it is one of the biggest problems occurring with Tribal Cultural Resources (TCR) to date.
  - The infrastructure on the surface has capped and preserved TCR below.
  - Mentioned Patsaouras and that this project had issues.
  - Discussed an example of a project where the side walls in a trench are a perfect representation of the history of LA with asphalt on top, then railroad ties, then hard packed dirt, followed by burials.
  - This shows that plenty of resources are still there and should not be ignored.
  - Many resources are moved around and context is damaged during old construction.
  - The old ways of doing it was utilizing scientific criteria on what was present or not.
  - There is a certain significance if they are only considered archaeological resources (in their original position) and that they lose value when they are moved or disturbed.
  - They no longer have their story so they are not scientifically or archaeologically significant.
  - AB 52 has allowed for TCRs which provide a significance to a culture.
  - They are now finding everything in fill material because everything has been moved around, disturbed by older construction before oversight.
  - Resources are still found weekly and almost daily in these projects because they are not significant according to science.
  - Want to explain to us that the community that was there and that there is a ton of activity within the corridor.
  - The landscape is now the tribal cultural resource.
  - In this case it is the entire corridor itself.
  - It is significant because the corridor is a part of the culture, transportation, trading of goods, religious significance.
  - Was used over thousands of years.

- Chairman Salas started to comment
    - He wants to know if the particular artifacts are based on the specific area, not just for project but the landscape.
    - The landscape is the tribal cultural resource itself.
    - It has sustained his people for thousands and thousands of years and will continue to do so.
    - Beneath the corridor, artifacts, burials, TCRs are discovered.
    - They sustained their people because of the natural resources in the area.
    - Back in 1998 his dad buried people over in the northern area.
    - The Tribe's role in the AB52 consultation:
        - To give us everything they know through oral history, documents, maps to substantiate the importance of their culture to be included within the EIRs for their projects.
        - Andrew Salas tells a story that he consulted with Edison, Edison found burials and was embarrassed, They did not originally listen.
        - A TCR can still be there even if there is a negative SLF search.
        - Don't rely on the NAHC SLF check; Their information can be minimal and flawed.
        - Please document everything. It's important. Because when he's not here anymore it will be gone forever. Help him protect his resources.
        - He wants to share the history as they know it. He's a living descendant. Don't use boiler plate history. Use his stories.
- Peter thanked the tribe for providing all this information and is aware that in previous consultation has stated the necessity and urgency to look closely and consider previously disturbed areas.
- Chairman Salas added that he would like for Metro to not use the term Tongva in the history that is provided in technical reports. Gabrieleño is ok to use.
- Peter thanked Chairman Salas for the clarification and expects to honor this request as part of the Metro environmental work.

4. Next Steps

- Alec Stevenson provided general information about the next steps.
- Jaime Guzman discussed the timelines for the project, including that we will know the actual project footprint and staging areas in early 2023 and draft technical reports should also be done in early 2023.
- Chairman Salas said that the tribe will send us information in the coming weeks.

Action Items

Tracking No.	Action Item	Due Date	Assigned To	Status
1	Provide Tribe with results from SCCIC Records Search	Mid 2022	Metro	
2	Tribe submit any relevant information	Mid to Late 2022	Tribe	
3	Incorporate information provided by tribe	Late 2022	HTA	
4	Provide Tribe with Draft Tribal Resources Technical Report	Early 2023	Metro	

Next Meeting: TBD, as needed.

Sepulveda Transit Corridor Project

Topic:	AB 52 Tribal Consultation Meeting—Fernandeño Tataviam Band of Mission Indians
Date:	January 13, 2022
Time:	10:00 AM
Location:	MS Teams

Invitees

Name	**Agency/Firm**
Peter Carter	Metro Countywide Planning
Jacqueline Su	Metro Countywide Planning
Cameron Palm	Metro Countywide Planning
Mr. Jairo Avila	Fernandeño Tataviam Band of Mission Indians
Jenn Redmond	HTA
Alec Stevenson	HTA

Agenda Items

1. **Introductions**
2. **Project Description**
   - Project Alternatives and Modes
   - Stations and Maintenance Facilities
   - Construction Methods
   - Environmental Work done to date
3. **Tribal Resources Discussion**
   - Opportunity for Tribe(s) to provide information pertinent to project
4. **Next Steps**
   - Completion of Tribal Cultural Resources Technical Report
   - Coordination with Tribes regarding potential impacts to inform potential mitigation
   - Preparation of Draft EIR

Sepulveda Transit Corridor Project

Topic:	AB 52 Tribal Consultation Meeting—Fernandeño Tataviam Band of Mission Indians
Date:	January 13, 2022
Time:	10:00 AM
Location:	MS Teams

Attendees

Name	**Agency/Firm**
Peter Carter	Metro Countywide Planning
Jacqueline Su	Metro Countywide Planning
Cameron Palm	Metro Countywide Planning
Mr. Jairo Avila	Fernandeño Tataviam Band of Mission Indians
Jaime Guzman	HTA
Jenn Redmond	HTA
Alec Stevenson	HTA

Agenda Items

1. **Introductions**
   - Peter Carter started the meeting, welcoming all.
   - All participants introduced themselves.
2. **Project Description**
   - Peter provided an overview of the six alternatives and the timeframe for the environmental documents and mentioned that Metro is encouraging public input through February 11, 2022.
3. **Tribal Resources Discussion**
   - Jairo Avila asked about the scope of work of the archaeological assessment and whether this analysis will apply to all alternatives.
   - Peter explained that Metro is considering all alternatives at this time.
   - Jaime Guzman discussed that the environmental analysis would apply to all alternatives.

  - Described that the records search request from the South Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC) have been submitted for all alternatives.

- Jaime and Jennifer Redmond described that once the records results are received, these will be analyzed to determine which previously recorded resources are in the project footprints and may be impacted by the project, background research will be done, pedestrian surveys will be conducted, and mitigation measures will be developed.
- Jennifer discussed that this meeting is the starting point for identifying Tribal cultural resources to incorporate in the Tribal Cultural Resources Technical Report, which will assess project impacts to the resources and mitigation measures.
- Mr. Avila emphasized that it is important to review the records search results to understand how much of the project area has been previously studied because many areas were developed prior to CEQA requirements and an area being developed does not preclude the potential for resources to be present that could be impacted by the project.
  - Said that he would discuss the project with Tribal leadership and how much information about Tribal cultural resources in the project area can be shared.
  - Described the importance of intangible resources, including viewsheds, that could be impacted by the project.
  - Requested the opportunity to review the cultural resources documents and provide comments and he is looking forward to identifying ways the agency can work with the Tribe(s) moving forward, if possible, by mid-2022.
  - Requested that the document discuss that there are still Tribal members living in the area and not talk about them in the past tense.
  - Noted that the Sacred Lands File search from the NAHC would likely be positive for resources in the northern portion of the project area.
  - Requested that the cultural resources documents identify the land grants in the project area and discuss that there were Native peoples who stayed in their traditional homelands and lived and worked on these land grants.
- Jaime discussed the importance of the involvement of the Tribes in identifying gaps in the records search information and in providing input on mitigation measures.

4. Next Steps

- Jaime discussed the timelines for the project, including that we will know the actual project footprint and staging areas in early 2023 and draft technical reports should also be done in early 2023.
- Peter invited the Tribe to provide official comment by February 11 through the Metro public outreach page.
- Mr. Avila stated that he preferred to provide comments through the AB 52 process due to the sensitive nature of information but would potentially provide non-confidential comments through that process.

- Will go over the project with the office and will provide more information as the project progresses.

Action Items

Tracking No.	Action Item	Due Date	Assigned To	Status
1	Provide Tribe with results from SCCIC Records Search	Mid 2022	Metro	
2	Tribe submit any relevant information	Mid to Late 2022	Tribe	
3	Incorporate information provided by tribe	Late 2022	HTA	
4	Provide Tribe with Draft Tribal Resources Technical Report	Early 2023	Metro	

Next Meeting: TBD, as needed.

June 9, 2023

Chairman Andrew Salas
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723

Attention: Chairman Andrew Salas

RE: Continuation of AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairman Salas,

The Los Angeles County Metropolitan Transportation Authority (Metro) is contacting you as part of the ongoing AB 52 consultation with your tribe for the Sepulveda Transit Corridor Project (Project). Metro is preparing a Draft Environmental Impact Report for the Project which intends to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs between the San Fernando Valley and the Westside.

The following is a summary of consultation that has occurred between Metro and your tribe:

- Metro initiated consultation for this Project under Assembly Bill 52 (AB 52) on November 20, 2021
- Your tribe requested consultation pursuant to AB 52
- A consultation meeting was held on January 20, 2023, between Chairperson Andrew Salas and Matt Tautimes of the Kizh Nation, and Peter Carter, Jacqueline Su, and Cameron Palm of Metro, and Jaime Guzman and Alec Stevenson of HTA.
- At this meeting, Chairman Salas indicated that there may be documentation that the tribe would like to provide as part of the consultation. This documentation can be utilized for ensuring the comprehensiveness of the existing setting and to inform the impact determination

Metro respectfully requests any knowledge you may wish to share regarding tribal cultural resources and/ or historical and ethnographic information, that would be relevant to the preparation of the environmental document for this Project. To best incorporate any provided information into the environmental document, we would appreciate a response within 30 days of your receipt of this letter. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Enclosures:

1. Project Build Alternatives Descriptions
2. Project Build Alternatives Figure

ENCLOSURE 1: PROJECT BUILD ALTERNATIVES DESCRIPTIONS

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.1 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with an intermediate stop at Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by the City of Los Angeles Department of Water and Power (LADWP) east of the Van Nuys Metrolink Station. An MSF for electric buses would be located at the northwest corner of Pico Bl/Cotner Av.

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.7 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an underground Automated People Mover (APM) station on the north side of the street. From there, an APM would travel to the northeast in a 0.8-mile tunnel to an underground station at Westwood Bl/Le Conte Av before continuing north under Westwood Plaza to an underground terminus station at UCLA Gateway Plaza. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by LADWP east of the Van Nuys Metrolink Station. An underground MSF for APM vehicles would be located beneath UCLA Lot 36 just north of the proposed Wilshire Bl APM Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway would be required at some locations, and some freeway ramps and local roads would be realigned or relocated.

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.1 miles. The monorail guideway would be aerial for most of the alignment, with a 3.6-mile tunnel segment between the Getty Center and Wilshire Bl. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. South of Wilshire Bl, the alignment would diverge from the I-405 median and transition to below grade along the south edge of the Federal Building property. It would turn north under Veteran Avenue and then travel underneath Westwood Village to an underground station at UCLA Gateway Plaza before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by LADWP east of the Van Nuys Metrolink Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway will be required at some locations, and some freeway ramps and local roads will be realigned or relocated.

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 13.9 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks. A raised median would be constructed in Sepulveda Bl, and the curb would be realigned in some areas to accommodate columns supporting the aerial guideway.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 14.0 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition Boulevard (Metro E Line), Santa Monica Boulevard, Wilshire Boulevard (Metro D Line), UCLA Gateway Plaza, Ventura Boulevard, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D Lines, with planned peak frequencies of four minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.9 miles.

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ENCLOSURE 2: PROJECT BUILD ALTERNATIVES FIGURE

Alternative 1 (Monorail)

Alternative 2 (Monorail)

Alternative 3 (Monorail)

Alternative 4 (Heavy Rail)

Alternative 5 (Heavy Rail)

Alternative 6 (Heavy Rail)

June 9, 2023

Chairperson Robert Dorame
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707

RE: AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Chairperson Robert Dorame,

The Los Angeles County Metropolitan Transportation Authority (Metro) is contacting you as part of the ongoing AB 52 consultation with your tribe for the Sepulveda Transit Corridor Project (Project). Metro is preparing a Draft Environmental Impact Report for the Project which intends to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs between the San Fernando Valley and the Westside.

As part of Metro's AB 52 consultation process, a letter introducing the project and requesting consultation was sent to you and also to Ms. Christina Conley in November 2021. At that time, we did not receive a request for consultation under AB 52. However, we had the pleasure to speak with Ms. Christina on May 16, 2023 regarding the National Environmental Policy Act (NEPA) planning process we are doing concurrent with the state CEQA process. During this meeting, Ms. Conley expressed an interest in being part of the AB 52 process. This letter is a follow up to formally begin the AB 52 consultation process with your tribe.

As part of the AB 52 consultation process, Metro will meet formally with you if you want to discuss anything else further and will notify your tribe of all public meetings. Metro als0 respectfully requests any knowledge you may wish to share regarding tribal cultural resources and/ or historical and ethnographic information that would be relevant to the preparation of the environmental document for this Project. To best incorporate any provided information into the environmental document, we would appreciate a response within 30 days of your receipt of this letter. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Very Respectfully,

Peter Carter
Project Manager
Los Angeles County Metropolitan Transportation Authority

Enclosures:

1. Project Build Alternatives Descriptions
2. Project Build Alternatives Figure

Cc: Ms. Christina Conley

ENCLOSURE 1: PROJECT BUILD ALTERNATIVES DESCRIPTIONS

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.1 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire Bl, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with an intermediate stop at Westwood Bl/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by the City of Los Angeles Department of Water and Power (LADWP) east of the Van Nuys Metrolink Station. An MSF for electric buses would be located at the northwest corner of Pico Bl/Cotner Av.

Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.7 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

South of Santa Monica Bl and north of Sunset Bl, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire Bl, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire Bl would connect to an underground Automated People Mover (APM) station on the north side of the street. From there, an APM would travel to the northeast in a 0.8-mile tunnel to an underground station at Westwood Bl/Le Conte Av before continuing north under Westwood Plaza to an underground terminus station at UCLA Gateway Plaza. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by LADWP east of the Van Nuys Metrolink Station. An underground MSF for APM vehicles would be located beneath UCLA Lot 36 just north of the proposed Wilshire Bl APM Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway would be required at some locations, and some freeway ramps and local roads would be realigned or relocated.

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South of Santa Monica Bl and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. South of Wilshire Bl, the alignment would diverge from the I-405 median and transition to below grade along the south edge of the Federal Building property. It would turn north under Veteran Avenue and then travel underneath Westwood Village to an underground station at UCLA Gateway Plaza before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line), the Getty Center, Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for monorail vehicles would be located either east of Sepulveda Bl south of the Metrolink Ventura County Line railroad tracks or on property owned by LADWP east of the Van Nuys Metrolink Station. To accommodate the monorail guideway within the I-405 corridor, widening of the freeway will be required at some locations, and some freeway ramps and local roads will be realigned or relocated.

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 13.9 miles. The alignment would be underground between the southern terminus and a portal south of Ventura Bl in the San Fernando Valley. Between this portal and Ventura Bl, the guideway would be aerial on the east side of I-405. North of Ventura Bl, the guideway would generally be located above Sepulveda Bl until curving southeast to parallel the Metrolink Ventura County Line railroad tracks. A raised median would be constructed in Sepulveda Bl, and the curb would be realigned in some areas to accommodate columns supporting the aerial guideway.

Alternative 4 would have four underground stations at Exposition Bl (Metro E Line), Santa Monica Bl, Wilshire Bl (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura Bl, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

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Alternative 6 (Heavy Rail)

June 9, 2023

Mr. Jairo Avila, Tribal Historic and Cultural Preservation Officer
Fernandeño Tataviam Band of Mission Indians
1019 Second Street, Suite 1
San Fernando, CA 91340

Attention: Mr. Jairo Avila, Tribal Historic and Cultural Preservation Officer

RE: Continuation of AB 52 Consultation Pursuant to the California Environmental Quality Act, Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for the Los Angeles County Metropolitan Transportation Authority Sepulveda Transit Corridor Project

Dear Mr. Avila,

The Los Angeles County Metropolitan Transportation Authority (Metro) is contacting you as part of the ongoing AB 52 consultation with your tribe for the Sepulveda Transit Corridor Project (Project). Metro is preparing a Draft Environmental Impact Report for the Project which intends to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs between the San Fernando Valley and the Westside.

The following is a summary of consultation that has occurred between Metro and your tribe:

- Metro initiated consultation for this Project under Assembly Bill 52 (AB 52) on November 20, 2021.
- Your tribe requested consultation pursuant to AB 52.
- A consultation meeting was held on January 13, 2022, between Jairo Avila, Tribal Historic and Cultural Preservation Officer of the Fernandeño Tataviam Band of Mission Indians, and Peter Carter of Metro, Jaime Guzman and Jennifer Redmond of HTA.
- At this meeting, Mr. Avila indicated that there may be documentation that the tribe would like to provide as part of the consultation. This documentation can be utilized for ensuring the comprehensiveness of the existing setting and to inform the impact determination.

Metro respectfully requests any knowledge you may wish to share regarding tribal cultural resources and/or historical and ethnographic information that would be relevant to the preparation of the environmental document for this Project. To best incorporate any provided information into the environmental document, we would appreciate a response within 30 days of your receipt of this letter. Please include the name of the Project in the subject heading and the name of a contact person in your organization.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Peter Carter
Project Manager
One Gateway Plaza
Los Angeles, CA 90012
Email: CarterP@metro.net

Very Respectfully,

Peter Carter
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Appendix D. DPR 523 Series Forms

P1. Other Identifier: 120 N. Udine Way
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362011011
***P3a. Description:**

The building at 120 N. Udine Way, constructed in 1936, is a single-family property which is partially visible from the public right-of-way. Limited visibility and aerial photographs indicate a tiered, gabled building with a landscaped garden, swimming pool, and tennis court. Specific architectural details were not able to be determined at the time of this study.

***P3b. Resource Attributes:** HP2 – Single Family Property

P5a. Photograph:

Photograph 1. Oblique view of 120 N. Udine Way; private wall and landscape foliage. Camera facing north. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:**
Theme Architecture **Area** Los Angeles County
Period of Significance 1936 **Property Type** Single-family property
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) documented the building at 120 N. Udine Way in

response to information submitted through SurveyLA's public outreach program. However, SurveyLA was not able to determine eligibility for the building due to limited visibility from the public right-of-way. For the purpose of this study, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "120 N. Udine Way." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/9bfed323-ddf3-410d-94b5-7bf24e77f6d9.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 7SQ____

***Resource Name or #:** (Assigned by recorder) 121 N. Udine Way

☐ Continuation ☒ Update

P1. Other Identifier: 121 N. Udine Way
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362011014
***P3a. Description:**

The building at 121 N. Udine Way, constructed in 1929, is a single-family, Spanish Colonial Revival-style building that is partially visible from the public right-of-way. Limited visibility and aerial photographs indicate a building with gabled roofs clad in red Spanish tile and a complex plan. Specific architectural details were not able to be determined at the time of this study.

***P3b. Resource Attributes:** HP2 – Single Family Property

P5a. Photograph:

Photograph 1. Oblique view of 121 N. Udine Way; private wall and landscape foliage. Camera facing west. November 2021 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:**
Theme Architecture
Area Los Angeles County
Period of Significance 1929
Property Type Single-family property
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Los Angeles Historic Resources Inventory (SurveyLA) previously documented the building at 121 N. Udine Way in 2013. SurveyLA determined the building was designed by Roland Coate, but indicated it does not appear to be an excellent representation of Coate's work or the Spanish Colonial Revival style based on limited views from the public right-of-way. For the purpose of this study, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

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2013 "121 N. Udine Way." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/81226292-db07-4f13-a1d2-38bee4e2cb02.

P1. Other Identifier: 308 Westwood Plaza
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363001903
***P3a. Description:**

The building at 308 Westwood Plaza, constructed in 1961 and identified as the UCLA Ackerman Hall building, is a multi-component, multi-level, irregular-shaped, Modern building. The building sits on a concrete foundation, is constructed of concrete clad in stucco, includes tiered roof formations, and features multiple points of entry. Fenestration details include various multi-light, metal framed, fixed and sliding sash windows. The primary façade includes curvilinear sculptural design elements with horizontal emphasis. Other elevations include large panels of openwork geometric designs divided by vertical elements.

***P3b. Resource Attributes:** HP15 – Educational building

P5a. Photograph:

Photograph 1. Oblique view of Ackerman Hall. July 2021 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:**

Theme Architecture; UCLA development **Area** Los Angeles County
Period of Significance 1961 **Property Type** Educational building
Applicable Criteria NRHP Criterion A and C; CRHR Criterion 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, K.A. Crawford of Crawford Historical Services inventoried and evaluated the UCLA Ackerman Hall building and determined it did not qualify for listing in the NRHP. In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) determined that Ackerman Hall may be eligible for national, state, or local listing as a contributing resource to the UCLA Historic District. The building is listed in the CRHR. The property was not accessible at the time of this update; however, aerial photographs suggest it retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of its last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Crawford, K.A.
2013 "UCLA – Ackerman Hall." Crawford Historical Services. DPR-523 Form. P-19-190591. July 2013.

Los Angeles Historic Resources Inventory
2015 "University of California, Los Angeles." SurveyLA. Accessed May 2023. Available: http://www.historicplacesla.org/reports/0ca00745-5754-4349-b778-b3daf40a968a.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) 661 N. Stone Canyon Road

☐ Continuation ☒ Update

P1. Other Identifier: 661 N. Stone Canyon Road
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362001004
***P3a. Description:**

The building at 661 N. Stone Canyon Road was constructed in 1935 and is a two-story, Colonial Revival single-family residence with an irregular compound plan. The building is set far back from the public right-of-way and is only partially visible from the public right-of-way. Limited visibility identified the following features: hipped and gabled roof formations with a full-height, gabled porch entry on the east-facing façade; four classical columns and second-story balcony on the façade; sash windows with false shutters; single-story wings on the side elevations; and chimneys on the hipped ledge. A detached garage is located at the rear.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade, camera facing west. December 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1935 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 661 N. Stone Canyon Road and concluded the building qualifies for listing in the NRHP, CRHR, and the local register because is an excellent example of the American Colonial Revival style designed by architect Roland Coate. The property appears to retain the same the level of integrity of location, design, setting, materials, workmanship, feeling, and

association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "661 N. Stone Canyon Road." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/61af4350-7601-41a5-b5eb-7b0e293028fc.

P1. Other Identifier: 921 Westwood Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363018001

***P3a. Description:**

The building located at 921 Westwood Boulevard is a three-story commercial building with Mediterranean Revival-style influences constructed in 1929. The building exhibits a modified U-plan with a complex roof plan that includes hipped, shed, flat, and cross-gabled examples. Roof cladding consists primarily of red clay tiles with built-up material on the flat portions. Exterior cladding is red brick with stucco cladding.

The building faces northwest towards the intersection of Weyburn Avenue and Westwood Boulevard and is characterized by a monumental eight-sided corner tower displaying Mediterranean Revival elements such as a clock on four sides, a pointed copper-clad cap, a balcony, decorative pierced stucco vents, and cone-shaped pinnacles. The primary, corner entry is chamfered and exhibits a classical surround consisting of a flat cornice with dentil molding details, a broad frieze, and thin round columns. The double entry contains a replacement aluminum-framed and fixed glass unit. Similar entablatures flank the entry at ground level and contain aluminum-framed storefront display windows with fixed panes. The ground level of the south elevation exhibits several storefronts separated by engaged rounded columns and containing modern metal-framed and fixed glass units. The second story is recessed and creates a shallow shed roof above the first story and is clad with red clay tiles. The second story is also clad with red clay tiles and exhibits several window openings with wide flat surrounds that have been partially infilled and contain replacement aluminum-framed casement windows.

The ground floor of the east elevation displays multiple storefronts containing replacement metal-framed and fixed pane units. The south end of the second story displays a recessed design similar to the south elevation. The center portion of the ground level features an arcade of tall storefront openings containing replacement metal-framed and fixed glass units. The second story exhibits a six-bay gallery with round classical column supports enclosed with modern metal-framed and fixed glass window units. The north end of this elevation is characterized by a three-story square tower with a hipped roof with extended eaves. The third floor of the tower exhibits an arcade of tall windows separated by engaged round classical columns, and the second floor includes a replacement casement window with a classical surround and a triangular pediment. The ground level of the tower exhibits a large window with a replacement surround with classical elements flanked by two single entries. The two-story section at the north end of this elevation exhibits exposed red brick cladding and cast stone quoin details. An arcade of four storefront openings contains infilled transoms and replacement metal-framed and fixed glass door and window units. The second story exhibits four window openings containing replacement casement window units. A concrete balcony with a decorative metal railing and concrete cast stone bracket supports extends beneath the fenestration and wraps to the north elevation.

The corner at the intersection of LeConte Avenue and Westwood Boulevard is characterized by a corner entry that is chamfered and exhibits a cast stone surround with a transom containing replacement metal-framed and fixed glass units. The north elevation exhibits similar characteristics as the west elevation with an arcade of storefronts separated by cast stone quoins and infilled with brick in the transom area and replacement metal-framed and fixed glass storefront units. The second story exhibits a concrete balcony with decorative railing and window openings containing replacement metal-framed casement units.

The west (rear) elevation faces a paved parking lot and exhibits exposed red brick cladding with a cast stone overlay consisting of an arcade of nine large openings separated by cast stone engaged pilasters. This elevation contains a number of doors and windows on the ground level generally containing replacement units. The second level includes a number of nine-light, steel-framed windows and two steel-framed 16-light casement windows.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Oblique view of the Holmby Building, camera facing north. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1929 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Holmby Building and concluded the building qualified for listing in the CRHR and local register because it is (1) an excellent example of Mediterranean Revival commercial architecture in Westwood Village; (2) associated with the original development of Westwood by the Janss Corporation, and (3) the work of master architect Gordon B. Kaufmann. SurveyLA indicated the building does not retain sufficient integrity to qualify for listing in NRHP. On May 5, 2021, the Los Angeles City Planning Department designated the building as Historic-Cultural Monument (HCM) No. 1223. The property appears

to retain the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation.

After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the CRHR and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Holmby Building." SurveyLA. Accessed May 10, 2023. Available: http://www.historicplacesla.org/reports/39752950-d71b-4bd6-8105-e2761235fdf6.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS

***Resource Name or #:** (Assigned by recorder) Bank of America

☐ Continuation ☒ Update

P1. Other Identifier: 924 Westwood Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363018001

***P3a. Description:**

The building at 924 Westwood Boulevard was constructed in 1971 and houses the Westwood Plaza. The commercial office building exhibits Modern influences and its core consists of a multi-story tower section with a rectangular plan and a flat roof clad with built-up material. A broad flat parapet extends around all sides of the cornice and exhibits a decorative pattern of slightly raised pilasters. Exterior cladding is a combination of limestone panels and stucco. A one-story wing extends from the north side of the tower and a two-story wing extends from the south.

The building faces west and the tower façade features evenly spaced rows of fixed windows with arched tops separated by thick vertical columns. This design is repeated on all elevations of the tower section. The façade at the ground level is characterized by a recessed centered entry with a broad, flat canopy supported by several thick rectangular columns. Both the canopy and supports are clad with rectangular limestone panels. The entry consists of a frameless, double-leaf fixed glass door surrounded by multiple frameless fixed glass windows. Additional storefronts flank the main entry and include metal framed fixed glass windows. The north and south wings both feature metal framed storefront systems.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Oblique view of the Bank of America building, camera facing northeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1971 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Bank of America building and concluded that the building qualified for listing in the CRHR and the local register because it is an excellent example of late Modern commercial architecture in Westwood and the work of the master architectural firm Welton Becket and Associates. The building was constructed as the Security Pacific National Bank Tower and Plaza, which was a $7 million project containing more than 100,000 square feet of space spanning an entire city block. The building was built to house the Westwood Village branch of Security Pacific Bank and 10 retail stores. Upon its completion in 1973, the Western Los Angeles Regional Chamber of Commerce selected this project as the outstanding new commercial building from that year. In 1980, it was chosen by the Chamber as its ""Award of the Decade."

The building had not reached 50 years of age at the time of SurveyLA's study; therefore, it was not recommended eligible for listing in the NRHP. The property appears to retain the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the CRHR and the local register. The building is currently more than 50 years of age and may also be eligible for the NRHP. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Bank of America." SurveyLA. Accessed May 10, 2023. Available: http://www.historicplacesla.org/reports/2b57d499-2215-4fef-a0c7-6d085276e13a.

P1. Other Identifier: 1000 S. Westwood Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363020006

***P3a. Description:**

The 2.5-story commercial building at 1000 S. Westwood Boulevard was constructed 1932 and features a complex plan and Mediterranean Revival-style influences. The building exhibits several hipped roof sections with red clay tile cladding. A section on the east (rear) elevation exhibits a flat roof. Exterior cladding is smooth stucco with a foundation skirt of painted concrete. Fenestration consists of a variety of fixed, metal-framed windows.

The building does not exhibit a traditional façade and faces the northwest intersection of Westwood Boulevard and Weyburn Avenue displaying a chamfered, double-leaf corner entry. The entry is set within an arched opening and contains slightly recessed glazed doors. The building exhibits storefronts on the street level and offices in the upper floors. The first and second floors are divided by a thick belt course and further defined by multiple small, square, metal accents extending in a horizontal row beneath the belt course. To the south, the façade exhibits a row of three arched storefront openings containing fixed metal-framed windows that extend to ground level. Each window opening is separated by an engaged pilaster with a Doric capital. Fixed transom window fill the top of the arched openings and exhibit elaborate metal grilles with a ball and stick design. A thick metal band divides the transoms from the lower windows.

The center of the west elevation exhibits an entry with a square surround filled with a fixed window. A wide flat panel extends across the top of the surround, and a small, square, fixed window is centered above the panel. The entry is flanked by two storefront openings topped by articulated stucco arches. Each opening is flanked by an engaged flat pilaster topped with a Doric capital. The pilasters exhibit inset light fixtures with metal overlays in the upper portion. Additional ornamentation includes small metal button accents extending in a horizontal row across window and door openings. An entry with a square articulated surround is situated at the south end of the west elevation. The angled and recessed entry contains a single-leaf, aluminum-framed door with a sidelight and transom.

The second story of the west elevation exhibits six rectangular windows with fixed panes covered by ornamental metal grilles. The south side contains a single-leaf glazed door and a louvered vent. A metal balcony extends outward from this entry and is attached to the façade with three ornamental metal brackets. The north corner of the west elevation exhibits a small, square, terrace on the flat roof of the first story. The terrace exhibits an ornamental metal railing and a wooden pergola. A partial half story is situated above the second story in the center of the west elevation features an enclosed porch with a rectangular plan, a hipped roof with red clay tile cladding, extended eaves with decorative wooden brackets, and four large multi-pane fixed windows with metal grid frames. The windows are separated by four smooth round columns.

The north elevation faces Weyburn Avenue and shares design details with the west elevation. The first level displays two arched storefront window openings with transoms. Each opening contains fixed metal-framed storefront windows that extend to ground level and are flanked by engaged pilasters with Doric capitals with inset lighting fixture near the tops. Transom windows fill the tops of the arched openings and contain metal grilles with a ball and stick design. Two recessed storefront windows are located east of each arched opening. The east end of the north elevation includes a double-leaf glazed door with a thick metal frame and an articulated surround. A large, square, fixed window with an articulated surround is situated to the west of the entry. An articulated belt course delineates the second story of the north elevation and displays a row of six fixed windows framed by articulated stucco surrounds and covered by metal grilles.

The east (rear) elevation is situated along a service alley and exhibits minimal design elements. Fenestration details include a variety of simple, metal-framed fixed windows, several metal louvered vents, and a recessed entry with a chain link gate. The south elevation is not visible from the public right-of-way.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. North and east elevations, camera facing southeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Commercial **Area** Los Angeles County
Period of Significance 1932 **Property Type** Commercial Building
Applicable Criteria CRHR Criterion 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) concluded the property was eligible for the local register and California Register of Historical Resources (CRHR) as an important example of early commercial development in Westwood Village and for its association with the original development of Westwood by the Janss Corporation. The building was one of the first to be constructed in Westwood Village and was the original Westwood Bullock's department store, designed by important Los Angeles architects Parkinson & Parkinson. The property retains the same level of integrity of location, setting, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Bullock's Department Store." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/0f4907c2-b16a-4a1a-8214-33fc79548974

P1. Other Identifier: 1000 Veteran Avenue
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363026905
***P3a. Description:**

The building at 1000 Veteran Avenue was constructed in 1960 and is a three-story, Contemporary-style hospital with a T-shaped plan on a concrete foundation. The building is composed of two asymmetrical, intersecting, rectangular planes with flat roofs atop an irregular hillside. The exterior walls are constructed of steel framing and poured concrete and are clad in smooth stucco. Fenestration details include dark tinted sash windows recessed within a wide overhang and fronted by contemporary, vertically flush, awning elements. The ribbon windows in the upper stories are symmetrical. The upper stories represent one visual zone, and the lower story, which more utilitarian in appearance and includes a parking structure, represents a second visual zone. Additional details include fixed windows, roll-up garage doors, and pedestrian doors along the ground level. A parking lot is adjacent to the southwest elevation.

***P3b. Resource Attributes:** HP41 – Hospital

P5a. Photograph:

Photograph 1. Façade view, camera facing east. April 2018 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1960 **Property Type** Private/Medical Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In August 2011, Shannon L. Loftus of ACE Environmental, LLC surveyed the UCLA Veterans Rehabilitation Services building and recommended it eligible for listing under NRHP Criterion C because it is a representative example of a work

of a master – Welton Beckett and Associates. The property appears to retain the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Loftus, Shannon L.
2011 "UCLS Veterans Rehabilitation Services." ACE Environmental, LLC. DPR-523 Form. P-190189982. August 2011.

P1. Other Identifier: 1001 Broxton Avenue

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363024012

***P3a. Description:**

The building at 1001 Broxton Avenue is a 2-story, combination commercial and residential building with an irregular plan constructed 1931. The building exhibits elements of the Mediterranean and Spanish Revival styles and features multiple hipped and gabled roofs clad with red clay tiles. Many eaves display wooden rafter ends. The building is constructed of brick and the exterior walls are painted brick or clad in stucco. Fenestration includes double-entry wood- framed doors and pairs of wood-framed and metal-framed casement windows. Commercial use is primarily on the first level and residential apartments are on the second level.

The building faces northeast, and the asymmetrical façade is characterized by a large, recessed, centered, arched opening provides access to an interior open courtyard. Two six-light, wood-framed casement windows are centered above the arch. A flight of stairs leading to the second-floor residences is the left of the arch and displays colorful clay tiles on the risers and plain terra cotta tiles on the treads. A decorative metal railing extends the length of the staircase on the right side.

The south end of the façade exhibits a large storefront on the first level with a metal and glass storefront unit with double-entry doors flanked by fixed, multi-pane display windows. The second level exhibits a double-entry wood door with four fixed panes in each leaf flanked by six-light, wood-framed casement windows. The second-level door provides access to a cantilevered concrete balcony with a metal railing. The north end of the façade exhibits two large storefronts on the first level with metal-framed display windows with multiple fixed panes sheltered by metal-framed canvas awnings. An open patio adjacent to the storefronts is surrounded by a metal railing.

The building exhibits a chamfered corner entrance vestibule facing north at the intersection of Weyburn and Broxton Avenues. The vestibule features a red clay tile roof and a double-entry glazed door. A cantilevered concrete balcony enclosed by a metal railing is present on the second level and wraps to the northwest elevation. Three entries containing pairs of wood-framed doors lead to the balcony.

The northwest elevation exhibits three large storefronts on the first level with multi-pane metal-framed windows. Colorful clay tiles fill the bulkheads. To the right of this storefront is a smaller business entrance with a recessed single-entry storefront door and a two eight-pane windows. On the second level a two double-entry wood-framed doors with fixed panes lead to an inset balcony with a metal railing. The west end of this elevation exhibits an arched opening similar to the one seen on the façade. The arch has been infilled and enclosed with a metal gate and was not accessible. An interior staircase leading to the second level is located to the right of the arch and colorful clay tiles are visible on the risers. A ground level, metal-framed storefront system containing a double-entry and fixed windows is present at the south end of the elevation. A small concrete balcony with a metal railing and metal brackets on the second is accessed by a double-entry wood-framed door with fixed panes.

The southwest and southeast elevations exhibit a combination of painted brick and stucco cladding and a variety of window types including six-light wood-framed casements units, 1/1 metal-framed sliders, 2/2 fixed metal-framed units, and one ten-pane fixed metal-framed unit. A single arched entry with a hooded surround and a metal security gate is present on the first level of the southeast elevation. A large round opening above the entry contains a louvered vent. A small, cantilevered balcony with a wood deck and wood railing is sheltered by a red clay tile shed roof on the second level is accessed by two recessed entries.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code__5S3; 3CS; 3S____

***Resource Name or #:** (Assigned by recorder) California Pizza Kitchen

☐ Continuation ☒ Update

P5a. Photograph:

Photograph 1. East elevation, camera facing southwest. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Commercial **Area** Los Angeles County
Period of Significance 1931 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the property as eligible for the NRHP and CRHR as an excellent example of early commercial development in Westwood Village and for its historical associations with the original development of Westwood by the Janss Corporation. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "California Pizza Kitchen." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/20ab40ea-a510-4b36-9ad0-fa02df0e8aa7.

P1. Other Identifier: 1041 Westwood Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363024012

***P3a. Description:**

The two-story commercial building at 1041 Westwood Boulevard was constructed 1929 and exhibits a rectangular plan and elements of the Mediterranean Revival style. The roof is flat with parapets on the side and rear elevations, and a shed roof with red tile cladding and carved rafter ends along the width of the facade. A broad stucco cornice extends the width of the façade and appears to have once displayed ornamentation that is no longer present. Fenestration on the first level consists of a double-entry wood-framed primary entry, two double-entry metal-framed doors, and several fixed plate glass windows. Fenestration on the second story consists of four pairs of wood-framed doors with multiple fixed panes.

The building faces east, and the ground floor of the symmetrical façade is characterized by an arcade of five arched openings. Each arch is separated by a round engaged column displaying a Corinthian capital. The interior of each arch exhibits a series of five rectangular coffers. The arcade creates an open portico that shelters the recessed entrances and windows along the façade. Decorative metal railings extend across three of the arched openings. The exterior cladding of the first level consists of cast stone or stucco embossed to emulate natural stone blocks. Exterior cladding on the second level is smooth stucco.

The first and second stories are delineated by an elaborate belt course of cast stone with a floral pattern. The four entries in the second level provide access to a full-width balcony with a metal railing and scrolled metal supports that extends across the second story façade. Scalloped metal flashing is present along the edges of the balcony. The north and south elevations are attached to adjoining buildings and the rear elevation was not visible from the public right-of-way.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Façade view, camera facing northwest. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation

Authority.

***B10. Significance:** **Theme** Architecture; Commercial **Area** Los Angeles County
Period of Significance 1929 **Property Type** Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the property as eligible for the NRHP and CRHR as an excellent example of Mediterranean Revival commercial architecture in Westwood Village and for its associations with the original development of Westwood by the Janss Corporation. The building is also the work of master architect, Paul Williams, and is one of his first commercial commissions. In 2019, the Los Angeles City Planning Department designated the building as Historic-Cultural Monument (HCM) No. 1201. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Kelly Music Building; Alice's Restaurant." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/d62a3235-d5cb-47d8-8a16-da6eed99bfe1.

P1. Other Identifier: 1081 Westwood Boulevard
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363018014
***P3a. Description:**

The two-story, Spanish Colonial Revival-style building at 1081 Westwood Boulevard was constructed in 1930 as the Janss Investment Company Building. The building features an irregular compound plan on a concrete foundation, and is composed of multiple roof types that include flat with parapets, shed, gable, and domed. The flat roof sections are clad in built-up material and the shed and gables are clad in red Spanish tole. The domed roof is on the south-facing elevation and features ornate details and is accented with cupola. The concrete exterior walls are clad in smooth stucco, and fenestration details include arched fixed windows, original sash windows, and storefront systems along the ground level. Other character-defining features include an ornate, concrete entrance with a pediment at the east elevation, ornate entablatures and belt courses, portholes, and concrete busts facing east and west at the south elevation.

***P3b. Resource Attributes:** HP6 – 1-3 Story Commercial Building

P5a. Photograph:

Photograph 1. Façade view, camera facing north. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1930 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the building and recommended it be considered eligible because it embodies the distinguishing characteristics of Spanish Colonial Revival architecture. In

1988, the Los Angeles City Planning department designated the building as Historic-Cultural Monument (HCM) No. 364. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Janss Investment Company Building." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/5b05b209-1a11-4add-8ab4-ba149e56f4e0.

P1. Other Identifier: 1090 Veteran Avenue

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363026902

***P3a. Description:**

The two-story, Utilitarian building at 1090 Veteran Avenue was constructed in 1942 as the Fire Station No. 37 and features a rectangular plan on a concrete foundation. The flat roof has no parapets or overhang and is clad in built-up material. The exterior walls are covered with horizontal wood siding. The building faces southwest and the façade features five sets of paired, metal-framed one-over-one sash windows on the second level and an awning that covers two roll-up garage doors. The northwest elevation includes a one-story wing with a single-entry paneled and glazed door and a ribbon of three one-over-one metal sash windows. The northwest and southeast elevations feature additional one-over-one sash windows on the second level and ground level. The rear is not visible to the public right-of-way.

***P3b. Resource Attributes:** HP14 – Government building

P5a. Photograph:

Photograph 1. Façade view, camera facing north. August 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1942 **Property Type** Commercial Building
Applicable Criteria CRHR Criterion A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) recommended the building eligible for the local register and CRHR because it is an excellent example of a 1940s fire station constructed during World War II to serve the nearby Veteran's Administration in Westwood. The property retains the same level of integrity of location, design,

setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in local register and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "Fire Station No. 37." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/92e70b44-5e97-4e8f-9bdc-f145877af163.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS

***Resource Name or #:** (Assigned by recorder) Gayley Center

☐ Continuation ☒ Update

P1. Other Identifier: 1101 Gayley Avenue

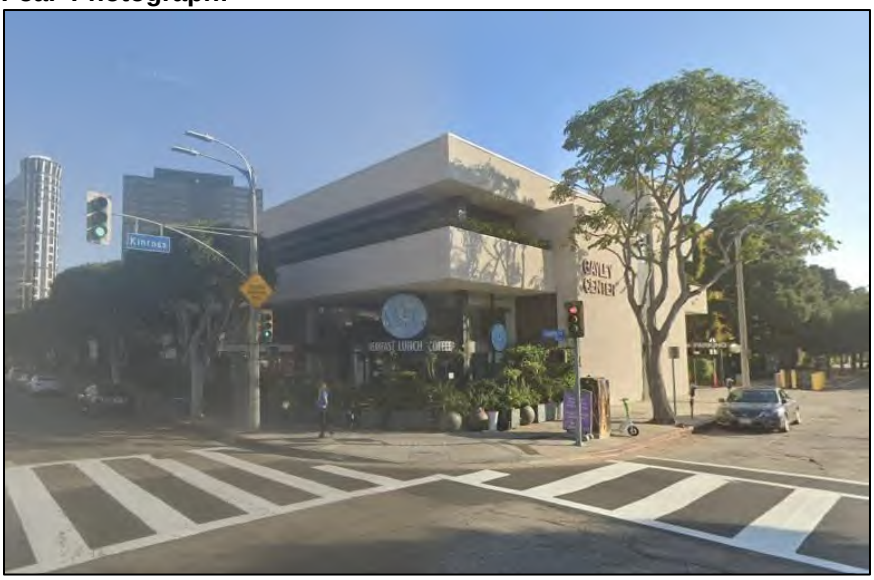
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363023900

***P3a. Description:**

The two-story, Modern commercial building at 1101 Gayley Avenue was constructed in 1979 as the Gayley Center, and features a rectangular plan on a concrete foundation. The tiered flat roof has no parapets or overhang and is clad in built-up material. The exterior walls are concrete clad in stucco. A second story balcony operates as a planter box and partially covers fixed windows. The ground level includes jagged and angled storefront systems with aluminum and anodized metal framed fixed windows and entry doors. The north elevation features boxed concrete projections. Other details include understory parking at the northwest elevation.

***P3b. Resource Attributes:** HP7 – 3+ Story Commercial Building

P5a. Photograph:



Photograph 1. Northwest and northeast elevation view, camera facing south. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1979 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed and inventoried the building at 1101 Gayley Avenue and determined the building is eligible for listing in the local register and CRHR as an excellent example of late Modern commercial architecture in Westwood and as the work of noted architects, Krisel-Shapiro & Associates. The building will be eligible for the NRHP when it comes of age; it is less than 50 years old. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and CRHR and the property is

considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Gayley Center." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/cafec766-8de4-4e1e-b7e7-4400797e0da9.

***Resource Name or #:** (Assigned by recorder) Bratskeller - Egyptian Theater (Ralphs Grocery Store)

☐ Continuation ☒ Update

P1. Other Identifier: 1142 Westwood Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363022009

***P3a. Description:**

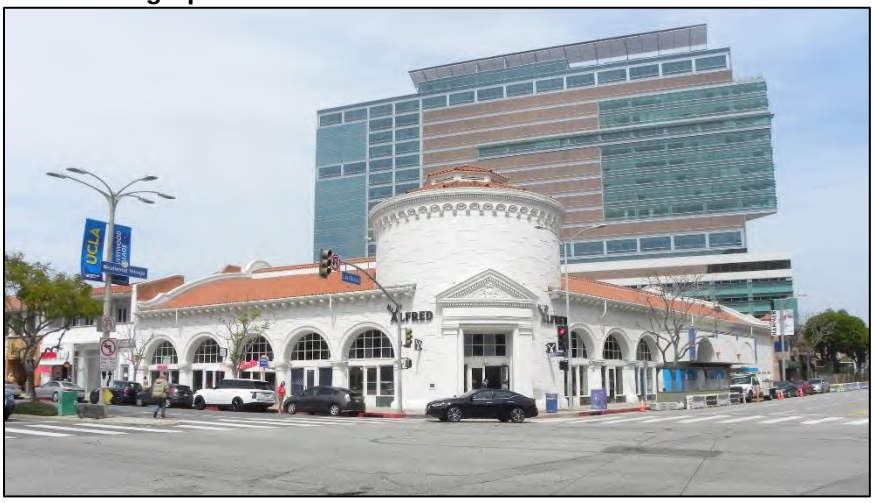
The one-story, commercial building located at 1142 Westwood Boulevard was constructed 1929 and features an L-plan and elements of the Neo-classical and Spanish Revival styles. The barrel-vaulted roof is clad with red clay tiles on the south and west sides and is clad with a built-up material on the north and east sides. Shaped concrete or stucco parapets are present on the north and east ends of the building. A monitor vent extends along the entire ridge of the roof. Shaped cast stone corbels are present under the eaves of the northeast and northwest elevations. Exterior cladding consists of stucco or cast stone exhibiting a random ashlar pattern.

The building does not exhibit a traditional façade and the focal point of the building is the south corner of Westwood Boulevard and Lindbrook Drive. The corner of the building is characterized by a two-story rotunda with a conical dome roof with red clay tile cladding. The cornice of the dome is ornamented with dentil molding and a band of arches with corbels and shell medallions. A triangular pediment is affixed to the rotunda at the south corner and marks the primary entry to the building. The pediment is framed with dentil molding and the center contains an oval cartouche and scrollwork ornament. A pair of flat engaged pilasters with Doric capitals flank the entry and extend to the ground. The entry contains double doors with narrow sidelights and a transom with eight fixed panes.

The west elevation exhibits an arcade of five storefront openings. Each arched opening is flanked by large round engaged pilasters with Doric capitals. The top of each arch contains a transom with sixteen fixed panes. The lower portion of each opening contains a replacement storefront system consisting of a central single door flanked by single fixed pane windows. A skirt wall of green marble extends along the foundation of each storefront unit. The south elevation exhibits an arcade of seven storefront openings. The three openings on the west end of the elevation exhibit the same design as those on the northeast elevation. The interiors of the remaining four arched openings have been modified and do not contain storefronts but contain various materials including a set of metal and glass doors, four sets of wood paneled doors and solid paneling. A large rectangular marquis extending over the sidewalk and spans three of these openings. The northwest and northeast elevations are not visible due to adjacent buildings blocking the view.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. Façade view, camera facing north. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation

Authority.

***B10. Significance:** **Theme** Architecture; Commerce; Community Planning & Development
Area Los Angeles County **Period of Significance** 1929-1942
Property Type Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

On June 21, 1988, the Los Angeles City Planning department designated the Bratskeller – Egyptian Theater (Ralphs Grocery Store) as Historical-Cultural Monument (HCM) No. 360. In 1992, Christy Johnson McAvoy of Historic Resources Group nominated the building for listing in the National Register of Historic Places (NRHP) under Criteria A and C for demonstrating themes of architecture, commerce, and community planning & development, and it was subsequently listed in the NRHP. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property retains its eligibility status, and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

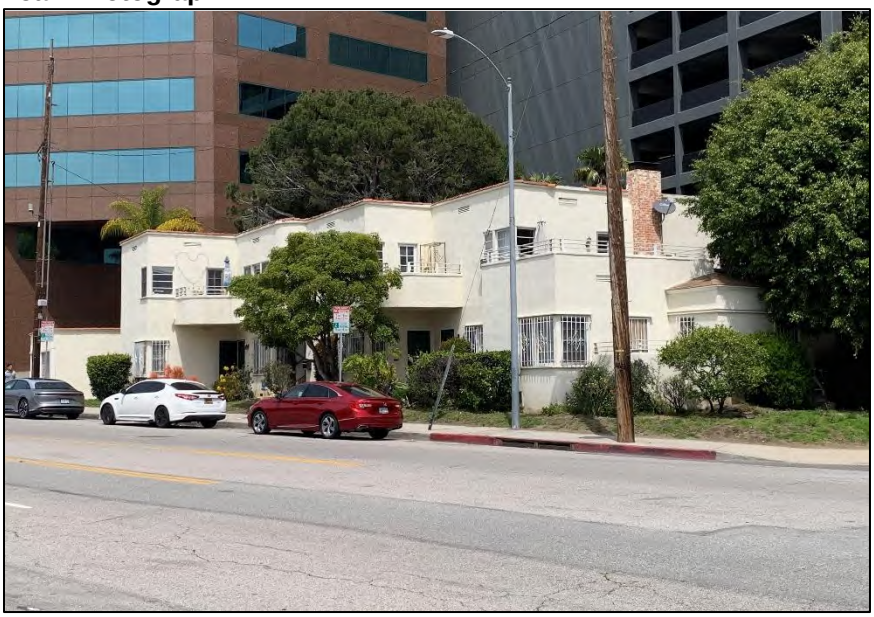
McAvoy, Christy Johnson.
1992 "Bratskeller – Egyptian Theater (Ralphs Grocery Store)." Historic Resources Group (HRG). National Register of Historic Places nomination. P-19-174110.

P1. Other Identifier: 1220 Veteran Avenue
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4324002010
***P3a. Description:**

The two-story, Streamline Moderne apartment building at 1220 Veteran Avenue was constructed in 1936 and features a rectangular plan with minor irregularities on a concrete foundation. The roof is flat with parapets and is clad in built-up material. The exterior walls are concrete clad in stucco, and fenestration details include original wood framed sash windows, some with metal security grilles. The building faces west and the façade is characterized by an asymmetrical, stepped design with rounded and sharp corners. Two second-story balconies are located at the corner of each stepped element. Another balcony is located at the south elevation. Other details include a brick chimney, as well as a belt course along the cornice of a single-story attachment on the south elevation. Two detached garages with flat roofs are located adjacent to the north elevation. The rear (east) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** HP3 – Multi-family property

P5a. Photograph:



Photograph 1. Façade view, camera facing north. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1936 **Property Type** Commercial building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In October 1985, the Westwood Veloway Project inventoried and evaluated the building at 1220 Veteran Avenue and concluded the building qualified for listing in the NRHP and CRHR as a good example of a Streamline Moderne multi-family apartment building and the work of a master, George J. Fosdyke. The property retains the same level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After

review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Westwood Veloway Project
1985 "1220 Veteran Avenue." Architectural-Historical Resources Inventory form. P-19-173150. October 1985.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3

***Resource Name or #:** (Assigned by recorder) West End Hotel

☐ Continuation ☒ Update

P1. Other Identifier: 1538 S. Sawtelle Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4261006017

***P3a. Description:**

The Two-Part Commercial Block hotel building at 1538 S. Sawtelle Boulevard was constructed in 1930 and features a rectangular plan on a concrete foundation. The low-pitched, front-gabled roof is concealed by parapets and is clad in asphalt composition shingles. The exterior walls are concrete clad in stucco. Fenestration details include horizontal sliding and fixed windows. The building faces southwest and the façade includes an entablature with brackets along the cornice. The building is entered through a recessed porch entry covered by a vinyl awning flanked by fixed storefront windows. A blade sign is located at southeast end of the façade and reads, "WEST END HOTEL." The northwest, southeast, and rear (northeast) elevations include fenestration details similar to the façade.

***P3b. Resource Attributes:** HP5 – Hotel/motel

P5a. Photograph:

Photograph 1. Façade view, camera facing east. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1930 **Property Type** Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed and inventoried the property at 1538 S. Sawtelle Boulevard and concluded the building was eligible for listing in the local register because of its excellent and intact example of a blade sign in West Los Angeles. The building does not meet the threshold for the NRHP or CRHR. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** February 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "West End Hotel." SurveyLA. Accessed May 4, 2023. Availablehttp://www.historicplacesla.org/reports/f4067cb2-7f20-4938-ba4a-e74967efedde.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code__3S; 3CS; 5S3____

 ***Resource Name or #:** (Assigned by recorder) 1711 N. Stone Canyon Road

☐ Continuation ☒ Update

P1. Other Identifier: 1711 N. Stone Canyon Road

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4370010016

***P3a. Description:**

The building at 1711 N. Stone Canyon Road was constructed in 1961 and is a single-story, single-family property with a Mid-Century Modern architectural design. The building features a L-shaped plan on a concrete foundation, and its flat roof is clad in a membrane material. The exterior walls are constructed of a wood frame clad in vertical wood screening along the entire façade. A two-car garage is located on the façade. Other details include a post-and-beam awning that covers the primary entrance. The rear and side elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing east. February 2023 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1961 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) recommended the building eligible for listing in the NRHP and CRHR under Criterion C/3 as an excellent example of Mid-Century Modern residential architecture designed by Richard Dorman. The residence has a distinctive vertical wood screen along the entire façade and exhibits quality of design. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "1711 N. Stone Canyon Road." SurveyLA. Accessed May 8, 2023. Available: http://www.historicplacesla.org/reports/5753f351-f01a-4c44-9c75-da24b0c38123.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code QQQ____

 ***Resource Name or #:** (Assigned by recorder) 1780 N. Stone Canyon Road

☐ Continuation ☒ Update

P1. Other Identifier: 1780 N. Stone Canyon Road

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4370010005

***P3a. Description:**

The single-family, Mid-Century Modern building at 1780 N. Stone Canyon Road was constructed in 1961 and features an irregular L-shaped plan on a concrete foundation. The flat roof is clad in a membrane material. The building is not visible to the public right-of-way and was not able to be fully evaluated for its potential architectural significance.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing east. January 2021 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1961 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Los Angeles Historic Resources Inventory (SurveyLA) recommended the building at 1780 N. Stone Canyon Road as potentially eligible for historic register listing in 2013. Research indicates the residence was designed by Lundberg, Armet and Davis and it appears to be a good example of a Mid-Century Modern residence. However, it could not be evaluated because it is barely visible from the public right-of-way due to topography and mature vegetation. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property may meet the criteria for listing in the NRHP and CRHR

and, although not fully visible to the right-of-way, the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "1780 N. Stone Canyon Road." SurveyLA. Accessed May 8, 2023. Available: http://www.historicplacesla.org/reports/4f1f0d6b-14af-49ac-bc2e-a55f935dcaa7.

P1. Other Identifier: 3601 Scadlock Lane

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2279031001

***P3a. Description:**

The building at 3601 Scadlock Lane was constructed in 1958 and is a single-story, Mid-Century Modern/Contemporary-style residence with a rectangular plan on a concrete foundation. The prominent, low-pitched, front-gabled roof features deep eaves with exposed soffit board and exposed rafters on the north elevation. The building faces east and the façade is characterized by large, fixed windows at the north and south end that extend into the gable end, a recessed entrance shaded by a wood-framed screen wall, and an integrated carport on the south elevation. The carport is enclosed to the south by an open, wood-framed wall with a geometric grid pattern. The rear (west) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing west. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 3601 Scadlock Lane and found the building eligible for listing in the NRHP, CRHR, and local register because it is an excellent

example of Mid-Century Modern residential architecture in Sherman Oaks. The building was part of a larger development called Sherman Oaks Estates launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company based in Encino. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "3601 Scadlock Lane." SurveyLA. Accessed May 9, 2023. Available: http://www.historicplacesla.org/reports/f1e63875-6e9e-438e-a857-3200faf9e821.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) 3666 N. Scadlock Lane

☐ Continuation ☒ Update

P1. Other Identifier: 3666 N. Scadlock Lane

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2279019002

***P3a. Description:**

The one-story, Mid-Century Modern/Contemporary style residence at 3666 N. Scadlock Lane was constructed in 1957 and features an irregular L-shaped plan on a concrete foundation. The main block of the residence has a slant roof, and the roof of the attached garage is flat with an asymmetrical, decorative, wedge-shaped boxed cornice. The roof surfaces are clad with pebbles and asphalt composition material. The exterior walls are wood frame clad in smooth stucco and wood vertical boards. Fenestration details include large, fixed windows under the deep eaves on the façade, as well as vertical sliding sash windows. Character-defining features include exposed rafters on the eaves, decorative brick walls along the façade with geometric concrete projections, and a stucco chimney. The rear and side elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing northeast. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1957 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 3666 N. Scadlock Lane and found the building eligible for the NRHP, CRHR, and local register because it is an excellent

example of Mid-Century Modern residential architecture in Sherman Oaks. The building was part of a larger development called Sherman Oaks Estates launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "3666 N. Scadlock Lane." SurveyLA. Accessed May 9, 2023. Available: http://www.historicplacesla.org/reports/4f42c281-1a77-4927-b5b1-c3c0bd690a97.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) 3700 N. Scadlock Lane

☐ Continuation ☒ Update

P1. Other Identifier: 3700 N. Scadlock Lane

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2279019001

***P3a. Description:**

The one-story Mid-Century Modern residence at 3700 N. Scadlock Lane was constructed in 1958 and features a rectangular plan on a concrete foundation. The low-pitched, front-gabled roof features exposed rafters and deep eaves that cover a carport on the façade. The exterior walls are wood frame clad in smooth stucco and vertical wood boards. The building is entered on the asymmetrical west-facing façade through a single-entry door that provides access to a private partial porch entry. The entry is flanked north by the carport. The remaining details of the building are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing southeast. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 3700 N. Scadlock Lane and found the building eligible for the NRHP, CRHR, and local register because it is an excellent example of Mid-Century Modern residential architecture in Sherman Oaks. The building was part of a larger development called Sherman Oaks Estates launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. The property appears to retain the level of integrity of location, design, setting,

materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "3700 N. Scadlock Lane." SurveyLA. Accessed May 9, 2023. Available: http://www.historicplacesla.org/reports/572546fc-b804-45dd-8579-f10346d4266d.

P1. Other Identifier: 3754 N. Scadlock Lane

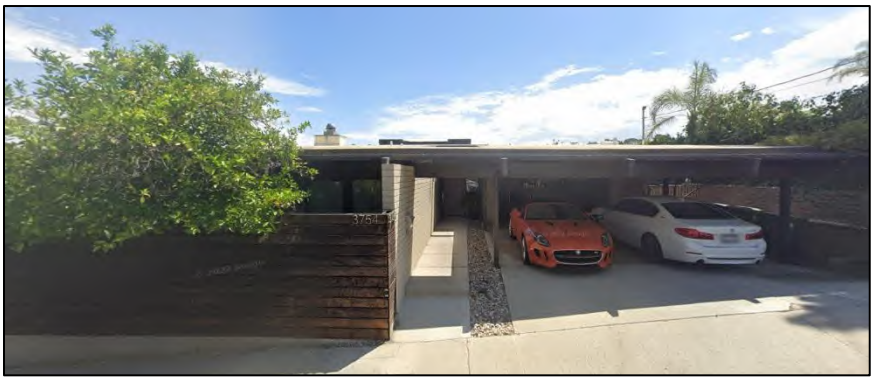
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2279016004

***P3a. Description:**

The one-story, Mid-Century Modern/Contemporary style building at 3754 N. Scadlock Lane was constructed in 1958 and features a rectangular plan on a concrete foundation. The low-pitched, side-gabled roof features wide, overhanging eaves, exposed beams, and an interior chimney. The exterior walls are painted concrete block and smooth stucco. The building faces west, and the north half of the façade includes a recessed, single-entry paneled door and a recessed patio enclosed on the sides by concrete block walls and on the façade by a wooden wall. The south half of the façade features an open carport. Visible windows are fixed units.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:



Photograph 1. Façade view, camera facing east. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 3754 N. Scadlock Lane and found the building eligible for the NRHP, CRHR, and local register because it is an excellent example of Mid-Century Modern residential architecture in Sherman Oaks, the work of noted architect Richard Dorman, and part of a larger development called Sherman Oaks Estates launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. Dorman belonged to a generation of World War II veterans educated on the G.I. Bill at the University of Southern California's School of Architecture. After graduating in 1951, Dorman worked for five years in Welton Becket's office. He started his own practice in 1956, which he operated until moving to New Mexico in 1975. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with

Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "3754 N. Scadlock Lane." SurveyLA. Accessed May 9, 2023. Available: http://www.historicplacesla.org/reports/b03da80a-080e-4eb3-aba4-78b221f134cc.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Sherman Oaks Plaza Building

☐ Continuation ☒ Update

P1. Other Identifier: 4955 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2263026046

***P3a. Description:**

The commercial high-rise building at 4955 N. Van Nuys Boulevard was constructed in 1968 in the International Style, and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad in built-up material; aerial imagery indicates a penthouse on the roof. The exterior walls are constructed of reinforced concrete, which are clad with brick veneer on the north and south elevations and curtain walls on the east-facing façade and rear (west) elevation. The curtain wall construction is framed with aluminum. The ground level includes fixed windows and storefront systems.

***P3b. Resource Attributes:** HP7 – 3+ story commercial building

P5a. Photograph:

Photograph 1. Façade and north elevation view, camera facing southwest. February 2023 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1968 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 4955 N. Van Nuys Boulevard and found the building eligible for the NRHP, CRHR, and local register because it is an excellent late example of a Corporate International-style office building designed by notable local architect, Maxwell Starkman. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Sherman Oaks Plaza Building." SurveyLA. Accessed May 10, 2023. Available: http://www.historicplacesla.org/reports/176f62db-2cc3-4d14-8f23-1729cf36cf83.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S1

 ***Resource Name or #:** (Assigned by recorder) Stanley Burke's Restaurant and Sign

☐ Continuation ☒ Update

P1. Other Identifier: 5037-5053 N. Van Nuys Boulevard

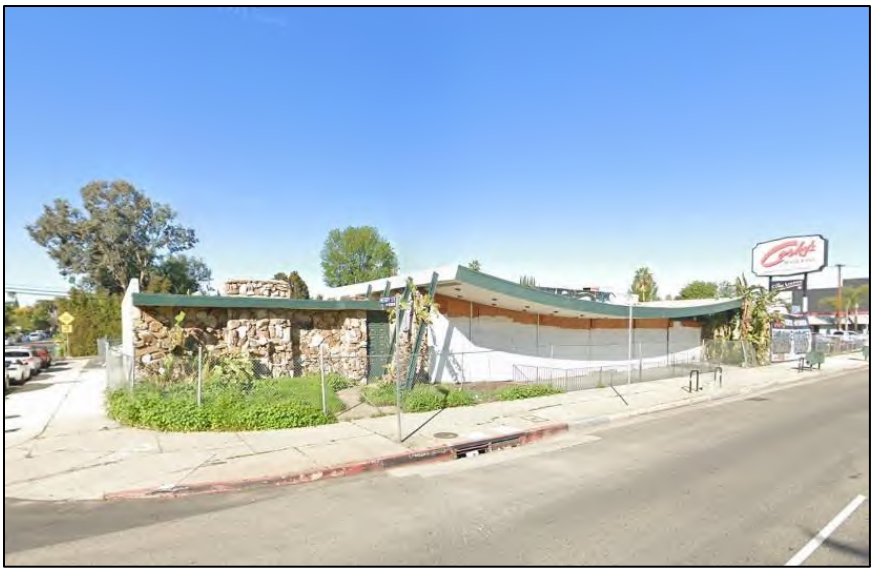
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2263033046

***P3a. Description:**

The one-story, Googie-style commercial building at 5037-5053 N. Van Nuys Boulevard was constructed in 1958 and features a rectangular plan and minor irregularities on a concrete foundation. The main block features an upswept roof supported by decorative beams that extend from the wide, overhanging eaves to the ground. Small wings attached to the north, south, and rear elevations feature flat roofs with parapets. All roof surfaces are clad with built-up material. The exterior walls are CMU block clad in stucco and rough cut stone veneer. Fenestration details include fixed storefront windows. A historic pole sign is located at the north elevation, along N. Van Nuys Boulevard.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. Façade view, camera facing northwest. February 2023 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) concluded that the building at 5037-5052 N. Van Nuys Boulevard met eligibility for the NRHP, CRHR, and local register as an excellent example of Googie commercial architecture in Sherman Oaks, designed by masters of the style Armet and Davis. On November 25, 2020, the Los Angeles City Planning department designated the building as Historic-Cultural Monument (HCM) No. 1215. The building is significant for its commercial Googie-style architecture. At the time of the survey, the east elevation was boarded up; however, its fenestration details remain intact. Therefore, the property appears to retain the level of

integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

Los Angeles Historic Resources Inventory
2014 "The Lamplighter." SurveyLA. Accessed May 2023. Available: http://www.historicplacesla.org/reports/00254b06-f333-4ee6-ad58-9ba3afc5f90e.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Lt. Patrick H. Daniels United States Army Reserve Center

☐ Continuation ☒ Update

P1. Other Identifier: 5161 Sepulveda Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2263001902

***P3a. Description:**

This parcel includes three distinct uses: the Lt. Patrick Daniels United States Army Reserve (USAR) Center occupies the northern portion of the parcel; the Los Angele Fire Department (LAFD), Station No. 88 occupies the central portion of the parcel; and in the southernmost portion of the parcel, south of the Los Angeles River, is the Sherman Oaks Castle Park amusement park. The property is owned by the US Government and the Sherman Oaks Castle Park is operated by the Los Angeles Department of Parks and Recreation.

The Lt. Patrick Daniels USAR was developed in 1959 and includes a two-story, vernacular brick building at 5161 Sepulveda Boulevard. The building features an L-shaped plan on a concrete foundation. The very low-pitched, front-gabled roof building is clad in a membrane material. The exterior walls clad in red brick and fenestration details include hopper, fixed, and awning windows. The building faces east and the façade features an asymmetrical design. The building is entered through a one-story section that connects the L-shaped plan; the entrance includes a single-entry door.

The LAFD Station No. 88 was constructed in 1975 and is a Modern style, brick, fire station. The building is a monumental two-story building with narrow ribbon window set withing an exaggerated flared structural frame within the brick. There are three garage doors and a single-entry door, both are set within similar exaggerated flared structural frames. A 9/11 Memorial foundation is set in front of the building; the fountain is circular and comprised of slate brick.

The Sherman Oaks Castle Park amusement park was originally constructed in the 1970s with a miniature golf course, then converted to a full amusement park in the 1980s. The complex includes a miniature golf course, batting cages, and arcade, and surface parking lots. The primary building is a turreted castle with a simulated rusticated brick exterior, designed to mimic the US Army Corps of Engineers symbol.

***P3b. Resource Attributes:** HP34 – Military property

P5a. Photograph:

Photograph 1. Façade and north elevation view, camera facing south. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Military **Area** Los Angeles County
Period of Significance 1959 **Property Type** Military property
Applicable Criteria NRHP Criterion; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Lt. Patrick H. Daniels USAR and concluded the building qualified for listing in the NRHP, CRHR, and local register as a significant and rare example of a 1950s military property in an urban setting. Serving as a personnel training facility, this army reserve center reflects the growth of military infrastructure in the postwar era. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR and local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Lt. Patrick H. Daniels United States Army Reserve." SurveyLA. Accessed May 10, 2023. Available: http://www.historicplacesla.org/reports/c62038ea-f54a-421d-8bbc-8a7f00792ac4.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Rob's Car Wash

☐ Continuation ☒ Update

P1. Other Identifier: 5328 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2248014008

***P3a. Description:**

The one-story, Googie-style car washing building at 5328 N. Van Nuys Boulevard was constructed in 1958 and features a rectangular plan with minor irregularities on a concrete foundation. The building is characterized by a long, steel framed, car wash tunnel supported by slanted I-beams on the west and east elevations that project above the flat roofline. The west elevation is composed of fixed windows and spaced sheets of metal. Commercial signage along the west elevation reads, "Express Car Wash." The building is entered by vehicle on the north elevation, adjacent to a one-story office wing, and exited through the south elevation. Other details include partial stucco cladding on the east elevation, vinyl awnings, and single-entry doors.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. West elevation view, camera facing northeast. September 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Commercial property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated Rob's Car Wash and concluded that the building qualified for listing in the NRHP, CRHR, and local register as an excellent example of a Googie-style car wash in Sherman Oaks. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous

recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR and local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Rob's Car Wash." SurveyLA. Accessed May 11, 2023. Available: http://www.historicplacesla.org/reports/470b6f2f-bb76-4ea6-837d-eb43c9dccb92.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) Proto-Cathedral of St. Mary Byzantine Catholic Church

☐ Continuation ☒ Update

P1. Other Identifier: 5335 N. Sepulveda Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2250001036

***P3a. Description:**

The one-story building at 5335 N. Sepulveda Boulevard was constructed in 1961 and is a Byzantine Revival-style church building with a rectangular plan with minor irregularities on a concrete foundation. The exterior walls are concrete clad in smooth stucco and the front-gabled roof is flanked by bell towers with onion domes. A cross is located on the ridge of the gable. Other details include dentils along the cornice. The building is entered through a tiered, arched concrete entrance with glazed double-entry doors and a religious mosaic. The entry is flanked by fixed arched windows with concrete surrounds. The rear and side elevations are not visible from the public right-of-way.

***P3b. Resource Attributes:** HP16 – Religious building

P5a. Photograph:

Photograph 1. Oblique view of the facade, camera facing west. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1961 **Property Type** Religious property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Proto-Cathedral of St. Mary Byzantine Catholic Church and concluded the building qualified for listing in the NRHP, CRHR, and local register as an excellent, late example of a Byzantine Revival-style church in Sherman Oaks. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, CRHR and local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in

Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Proto-Cathedral of St. Mary Byzantine Catholic Church." SurveyLA. Accessed May 11, 2023. Available: http://www.historicplacesla.org/reports/5f9087ad-de74-4d3b-b452-9e26ed8230f1.

P1. Other Identifier: 6203 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2241013006

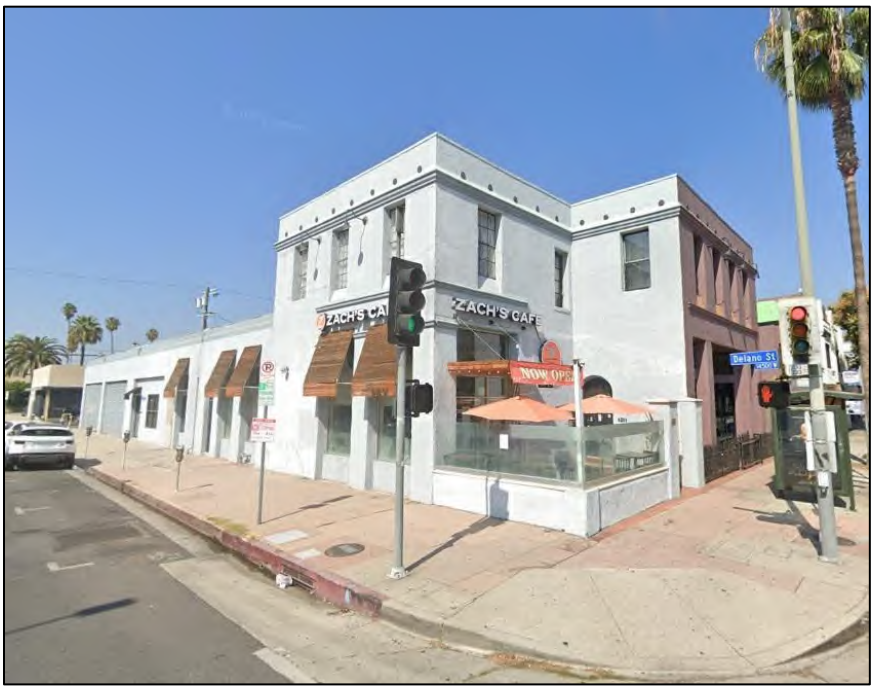
***P3a. Description:**

The Two-Part Commercial Block building at 6203 N. Van Nuys Boulevard was constructed in 1926 and features a rectangular plan on a concrete foundation; a single-story section extends from the south elevation. The roof is flat with parapets and is clad in a built-up material. A string course is located along the cornice. The exterior walls are CMU block clad in smooth stucco. Fenestration details include original six-over-six sash windows on the second level and fixed storefront windows with modern awnings on the ground level; the north half of the façade includes modern one-over-one sash windows on the second level.

The building faces east, and the façade features an asymmetrical design with two storefronts. The northern storefront includes a recessed entrance enclosed with a knee-high gate. The entrance includes a single-entry door with sidelights flanked by two fixed windows and transoms. The southern storefront is recessed within a modern patio and includes a fixed storefront system and a south-facing arched, single-entry door. The south elevation, from east to west, includes four fixed windows with modern awnings, a glazed single-entry door with a transom, one fixed window with a modern awning flanked by a single-entry door with a transom, a four pane fixed window flanked by a single-entry door with an awning, and two brick veneer walls recessed within the concrete wall. The rear (west) elevation includes a roll-up industrial door and two infilled windows with concrete sills. Additional fenestration details appear to be on the second-story portion of the building, overlooking the single-story section. The north elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. Façade and south elevation view, camera facing northwest. October 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation

Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1926 **Property Type** Commercial property
Applicable Criteria NRHP Criterion A and C; CRHR Criterion 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the building at 6203 N. Van Nuys Boulevard and concluded the building qualified for listing in the local register as an excellent example of a 1920s mixed-use building located on a prominent corner along a historic streetcar route. Most examples from this time period do not retain integrity. SurveyLA indicated that the building did not retain sufficient integrity for listing in the NRHP or CRHR. The current survey concurs that the building does not retain integrity of materials or workmanship and is, therefore, not eligible for the NRHP or CRHR. The present evaluation does conclude that the property is eligible for the local register. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "6203 N. Van Nuys Boulevard." SurveyLA. Accessed May 11, 2023. Available: http://www.historicplacesla.org/reports/a2564220-bb35-4397-80ed-24f2dd281042.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3

***Resource Name or #:** (Assigned by recorder) Happy Dogs

☐ Continuation ☒ Update

P1. Other Identifier: 6235 N. Van Nuys Boulevard

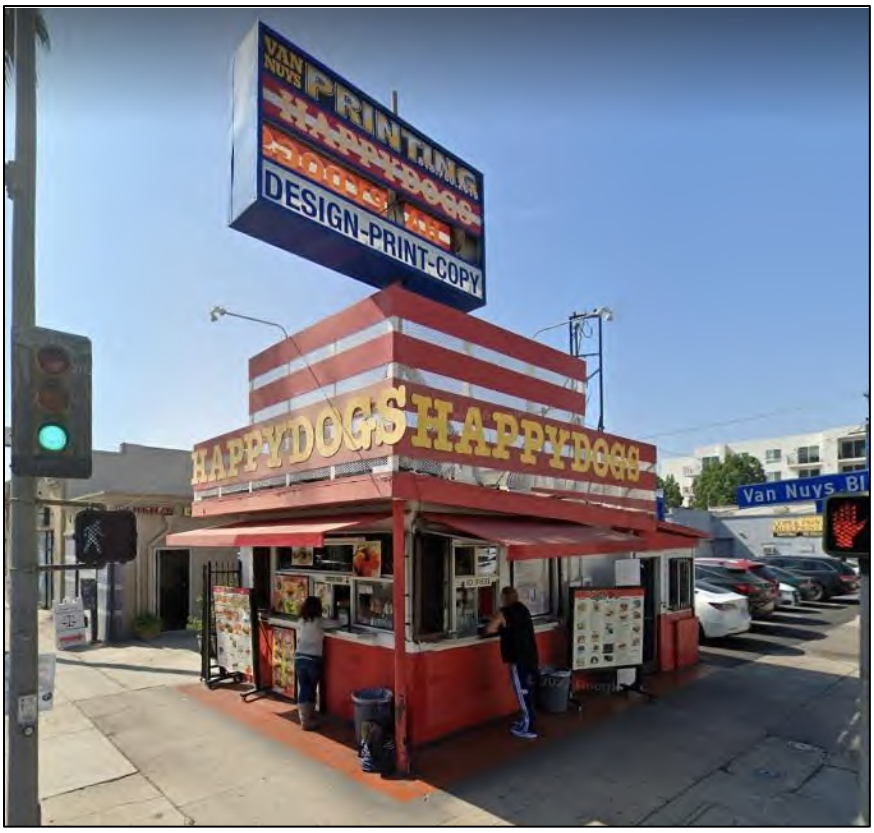
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2241013001

***P3a. Description:**

The building at 6235 N. Van Nuys Boulevard is a one-story, commercial hot dog stand constructed in 1963. The building features rectangular plan on a concrete foundation, and its flat roof includes a box projection clad in sheet metal and wire and is clad in built-up material. The exterior walls are concrete clad with stucco and vertical wood boards. Fenestration details include horizontal sliding sash windows, walk up service windows, and single-entry doors. The service windows are located on the east and north elevations and are covered by a vinyl awning. Commercial signage is on the cornices of the north and east elevations and reads, "Happy Dogs."

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. North and east elevation view, camera facing southwest. October 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica WilsonHTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1963 **Property Type** Commercial property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Happy Dogs building at 6235 N. Can Nuys Boulevard and found it qualified for listing in the local register as an excellent example of a 1960s walk-up food stand in Van Nuys. SurveyLA also indicated that the building did not retain sufficient integrity for listing in the NRHP or CRHR. The current survey concurs that the building does not retain integrity of materials and is, therefore, not eligible for the NRHP or CRHR. The present evaluation does conclude that the property is eligible for the local register. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Happy Dogs." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/d098af33-d04c-4615-b131-8b800b732ac5.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS

***Resource Name or #:** (Assigned by recorder) Chase Bank

☐ Continuation ☒ Update

P1. Other Identifier: 6300 N. Van Nuys Boulevard

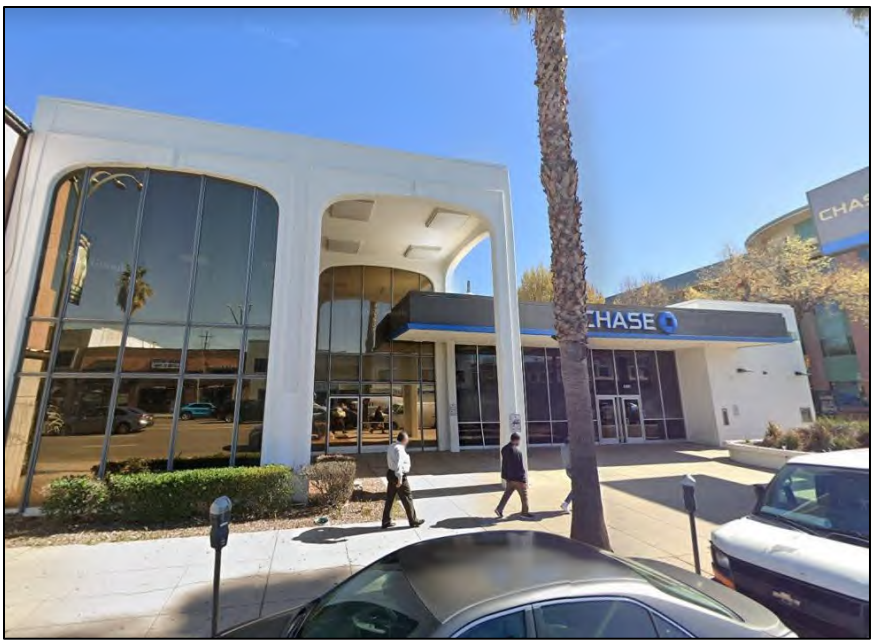
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2240002023

***P3a. Description:**

The two-story, Mid-Century Modern bank building at 6300 N. Van Nuys Boulevard was constructed in 1966 and features elements of New Formalism. The flat roof clad in built-up material, and the exterior walls are concrete clad in stucco. The asymmetrical, west-facing façade is characterized by arched, curtain wall window construction with aluminum frames and horizontal and vertical concrete design elements in bas relief; the south arch provides access into a large, partial porch entry that covers an additional façade entrance in the curtain wall construction. A secondary entrance is located at the rear (east) elevation; the entrance includes several glazed, single-entry doors flanked by ribbons of fixed windows; ATM machines; and a concrete awning that reads, "CHASE." The entrance is flanked north by a concrete paneled wall clad in stucco, and south by a brick veneer wall with ATM machines. The north and south elevations do not include any additional fenestration and/or architectural details.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. Façade view, camera facing east. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1966 **Property Type** Commercial property
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Chase Bank building at 6300 N. Can Nuys Boulevard and concluded the building qualified for listing in the local register and the CRHR as an excellent example of Mid-century Modern commercial architecture with New Formalist elements, designed by notable local architect Peter J. Holdstock. SurveyLA also indicated that the building did not retain sufficient integrity for listing in the NRHP. The current survey concurs that the building does not retain integrity of materials and is, therefore, not eligible for the NRHP. The present evaluation does concur that the property is eligible for the local register and the CRHR. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Chase Bank." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/6c38524d-bbd4-496b-b554-123d9fb95c7b.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS

***Resource Name or #:** (Assigned by recorder) Owl-Rexall Drug Co.

☐ Continuation ☒ Update

P1. Other Identifier: 6353 N. Van Nuys Boulevard

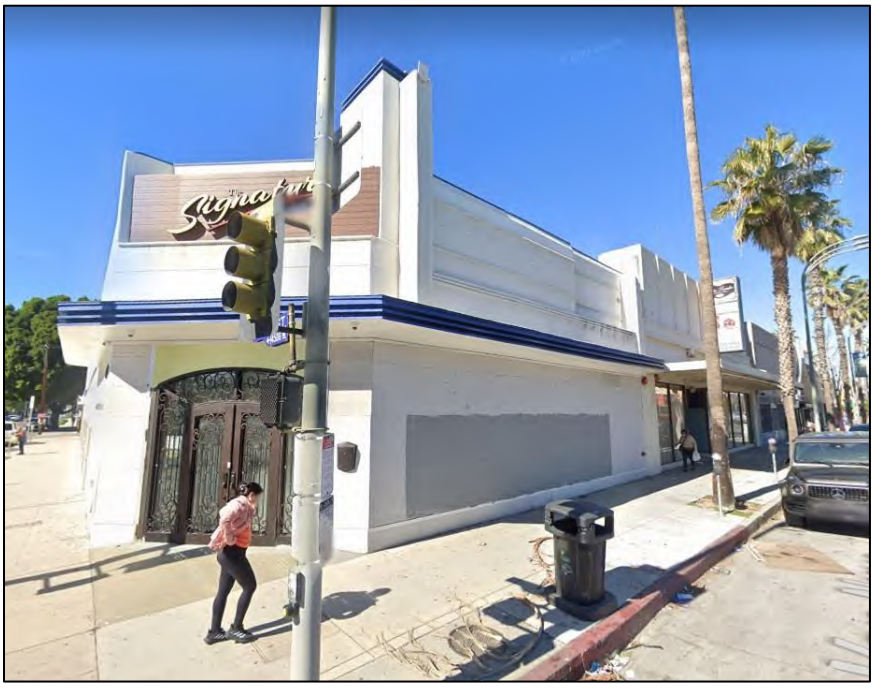
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2241004007

***P3a. Description:**

The commercial block building at 6353 N. Van Nuys Boulevard was constructed in 1939 with Streamline Moderne stylistic influences. The building features a rectangular plan on a concrete foundation, and the roof is flat with parapets and is clad in built-up material. The exterior walls are concrete block clad in smooth stucco. Fenestration details include two ornate, double-entry doors at the façade and rear. Fixed storefront windows that flank the entrance are currently boarded. Character-defining features include a corner entrance that faces southeast, a concrete awning that covers the entrance and storefront system, vertical concrete projections that tower above the roofline, and overall vertical and horizontal emphasis.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:



Photograph 1. Façade view, camera facing northwest. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:**
Theme Architecture
Area Los Angeles County
Period of Significance 1939
Property Type Commercial property
Applicable Criteria CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Owl-Rexall Drug Co. building at 6353 N. Can Nuys Boulevard and concluded the building qualified for listing in the local register and the CRHR as an excellent and rare example of a 1930s variety store in Van Nuys that illustrates the rapid commercial development of Van Nuys Boulevard during the prewar period. Due to alterations, including window and door replacements, the property does not retain sufficient integrity to be eligible for listing in the NRHP. The current survey concurs that the building does not retain integrity of materials and is, therefore, not eligible for the NRHP. The present evaluation does concur that the property is eligible for the local register and the CRHR. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Owl-Rexall Drug Co.." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/96b0f46c-fe08-4056-b3b8-5a4d52bf7d7d.

P1. Other Identifier: 6362 N. Van Nuys Boulevard
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2240001006
***P3a. Description:**

The One-Part Commercial Block building at 6362 N. Van Nuys Boulevard was constructed in 1936 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad in built-up material. The exterior walls are concrete clad in stucco. The building faces west, and the façade is characterized by an aluminum-framed storefront system with a tile-covered bulkhead, a historic blade sign, and a wall sign above a vinyl awning that shades the width of the facade. The rear (east) elevation includes two single-entry doors and sash windows recessed behind metal security grilles.

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Façade view, camera facing east. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1936 **Property Type** Commercial property
Applicable Criteria CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Hart's Pawn Shop building at 6362 N. Van Nuys Boulevard and concluded the building qualified for listing in the local register and the

CRHR as a significant and rare example of early commercial development on Van Nuys Boulevard. The building retains its historic enameled metal signage with neon lettering and hearts. Due to alterations, including a storefront alteration removing an entry, the property does not retain sufficient integrity to be eligible for listing in the NRHP. The current survey concurs that the building does not retain integrity of materials or design and is, therefore, not eligible for the NRHP. The present evaluation does concur that the property is eligible for the local register and the CRHR. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Hart's Pawn Shop." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/96e7570d-79c9-422f-be5e-b872051a7011.

P1. Other Identifier: 6530 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2237014001

***P3a. Description:**

The one-story Streamline Moderne commercial building at 6530 N. Van Nuys Boulevard was constructed in 1946 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad in built-up material. The exterior walls are concrete clad in stucco. Fenestration details include fixed windows and a canted bay window on the northwest corner of the north-facing façade. Other details include a vertical, stepped concrete projection above the primary entrance. Commercial signage that reads, "Firestone," is located on a concrete awning that covers the storefront entrance. A row of roll-up bay doors is east of the entrance along the façade. The rear (south) and east elevations are not visible from the public right-of-way. Other details include a freestanding pole sign adjacent to the façade that reads, "Firestone."

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Façade view, camera facing southeast. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1946 **Property Type** Commercial property
Applicable Criteria CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Firestone building at 6530 N. Van Nuys Boulevard and concluded the building qualified for listing in the local register and the CRHR as a significant 1940s Firestone automobile repair shop along a major commercial corridor in Van Nuys, reflecting the influence of the automobile on commercial development in Los Angeles. Due to alterations including window replacements, the property does not retain sufficient integrity to be eligible for listing in the NRHP. The current survey concurs that the building does not retain integrity of materials and is, therefore, not eligible for the NRHP. The present evaluation does concur that the property is eligible for the local register and the CRHR. Therefore, the building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Firestone." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/a4b7640c-ed22-40a5-8a63-1b9ea4eb7d1a.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Van Nuys Utility Center

☐ Continuation ☒ Update

P1. Other Identifier: 6550 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2237013906

***P3a. Description:**

The Modern government building at 6550 N. Van Nuys Boulevard was constructed in 1956 and features a rectangular plan on a concrete foundation. The roof is flat with a parapets and is clad in built-up material. A vertical concrete projection extends above the roofline on the west facing façade and transitions into an engaged column on the ground level. The exterior walls are concrete clad in stucco. The façade includes a glazed double-entry door flanked by curtain wall window construction. The south elevation includes additional curtain wall construction partitioned by engaged columns; a recessed secondary entrance is also location on the south elevation. Other details include a concrete awning that wraps around the façade and south elevation. The north and rear (east) elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP14 – Government building

P5a. Photograph:

Photograph 1. Façade and south elevation view, camera facing northeast. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Municipal Water and Power **Area** Los Angeles County
Period of Significance 1956 **Property Type** Commercial property
Applicable Criteria NRHP Criterion A and C; CRHR Criterion 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Van Nuys Utility Center building at 6550 N. Van Nuys Boulevard and concluded the building qualified for listing in the NRHP, CRHR, and local register as an excellent and unusual example of a Department of Water and Power office building that included an auditorium for demonstrating new electrical appliances, professionals who offered advice and assistance for remodeling homes, displays of the latest home appliances, and a customer service center. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Van Nuys Utility Center." SurveyLA. Accessed May 12, 2023. Available: h
http://www.historicplacesla.org/reports/5098ea9d-e162-4a94-8fe8-9065d8816fae.

P1. Other Identifier: 6551 N. Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 2236011023

***P3a. Description:**

The building at 6551 N. Van Nuys Boulevard is a large, one-story bank building with New Formalist stylistic influences constructed in 1967. The building features a rectangular plan on a concrete foundation and its flat roof features wide, overhanging eaves clad in built-up material. The roof overhang extends over the east-facing façade and is supported by six, large concrete columns that create a full-height and full-width porch entry. The exterior walls are concrete clad in stucco. The porch entry covers a historic-period mural above the glazed storefront entrance. The south elevation features a breeze block design that extends the full height of the building. The rear (west) elevation includes a secondary entrance with decorative, vertical metal elements that extend towards the roof line. A concrete awning covers the secondary entrance and ATM machines at the rear. The north elevation does not include any additional fenestration and/or architectural detail. Other details include a pole sign on the roof that reads, "Bank of America."

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Façade and south elevation view, camera facing northwest. April 2021 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1967 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Bank of America

building at 6551 N. Van Nuys Boulevard and concluded the building qualified for listing the NRHP, CRHR, and local register as an excellent example of New Formalist-style architecture in Van Nuys designed by master architect Paul R. Williams, with an exterior mural by master artist Millard Sheets. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Bank of America." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/43d705f9-b162-4167-8b54-aed0cc64b121.

P1. Other Identifier: 7140 Van Nuys Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362001004

***P3a. Description:**

The one-story building at 7140 Van Nuys Boulevard is a Mimetic commercial building originally designed to resemble a covered wagon. The building was constructed in 1968 and features a rounded, arched roof with a deep overhang on the west-facing façade. The exterior walls are concrete clad in stucco. Fenestration details include fixed and sliding service windows. Other details include a freestanding pole sign that reads, "Tacos Mexico."

***P3b. Resource Attributes:** HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. Façade, camera facing northeast. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1968 **Property Type** Commercial building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Taco's Mexico building at 7140 Van Nuys Boulevard and concluded the building qualified for listing in the NRHP, CRHR, and local register as an excellent, late, and rare example of Mimetic architecture in Los Angeles. Originally designed as an Arby's restaurant to resemble a covered wagon it is one of few remaining examples of Mimetic architecture in the city. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the

property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Taco's Mexico." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/34c9dea8-32b1-4fb2-91bc-04646738a881.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code QQQ____

***Resource Name or #:** (Assigned by recorder) The Miller Residence

☐ Continuation ☒ Update

P1. Other Identifier: 10615 W. Bellagio Road

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362001024

***P3a. Description:**

The single-family property at 10615 W. Bellagio Road was constructed in 1939. The building is only partially visible from the public right-of-way. Limited visibility and aerial photographs indicate a cross gabled dwelling and a side-gabled garage. Specific architectural details were not able to be determined at the time of this study.

***P3b. Resource Attributes:** HP2 – Single Family Property

P5a. Photograph:

Photograph 1. Primary entrance, camera facing north. December 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1939 **Property Type** Single-family property
Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the building at 10615 W. Bellagio Road and discovered it was designed by noted architect Wallace Neff. However, the residence was under construction at the time of the current survey and may no longer retain integrity. A perimeter wall and dense vegetation block views of the residence from the public right-of-way. SurveyLA was not able to determine eligibility for the building; however, for the purpose of this study, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA

Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "The Miller Residence." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/60f5729d-bbaa-4a8b-9146-ab50d2acd3d2.

P1. Other Identifier: 10619 W. Bellagio Road

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362002015

***P3a. Description:**

The Ethel Guiberson/ Hannah Carter Japanese Garden is a one-acre landscaped property constructed in 1961 at 10619 W. Bellagio Road. The parcel is not visible from the public right-of-way.

***P3b. Resource Attributes:** HP29 – Landscape Architecture

P5a. Photograph:

Photograph 1. Oblique view of the Japanese garden; no interior view from the right-of-way. December 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Cultural landscapes **Area** Los Angeles County
Period of Significance 1961 **Property Type** Landscape property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) determined the Ethel Guiberson/ Hannah Carter Japanese Garden qualified for listing in the NRHP and CRHR. The garden was designed by Nagao Sakurai. In 2017, the Los Angeles, California, Cultural Heritage Commission designated the property as Historical-Cultural Monument (HCM) No. 1141. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and

current field check and research, the present evaluation concludes that the property retains its eligibility status and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "Ethel Guiberson/ Hannah Carter Japanese Garden." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/03e2a9b6-0d8f-4ec9-bcd2-3cd46da316ba.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) 10811 Ambazac Way

☐ Continuation ☒ Update

P1. Other Identifier: 10811 Ambazac Way

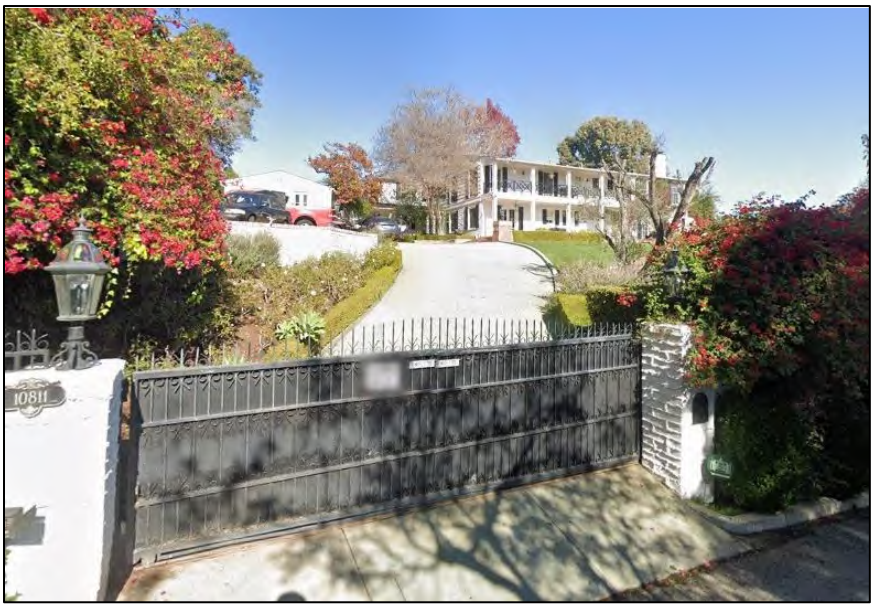
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363018014

***P3a. Description:**

The two-story, Monterey Revival-style, single-family home at 10811 Ambazac Way was constructed in 1931. The building is set back from the right-of-way and is partially obstructed from view. Limited visibility, as well as aerial photography, indicates a rectangular plan with minor irregularities, a side-gabled roof clad in asphalt composition shingles, stucco and horizontal wood siding with vinyl framed casement windows, and a full width porch and balcony on the south facing façade. Additional details include a landscaped garden with a paved driveway, as well as a detached garage at the rear.

***P3b. Resource Attributes:** HP2 – Single family property

P5a. Photograph:



Photograph 1. Façade view, camera facing north. December 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1931 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) recommended that the building be considered register eligible because it embodies an excellent example of Monterey Revival residential architecture. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation

concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "10811 Ambazac Way." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/92d27f69-3875-4e9e-bbfb-026254ab20c0.

P1. Other Identifier: 10921 Wilshire Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363023032; 4363023034

***P3a. Description:**

The multi-story, commercial building at 10921 Wilshire Boulevard was constructed in 1962 with Modern stylistic influences. The building exhibits a complex plan with several sections. The primary section consists of a rectangular block of 11+ stories. A two-story section extends outward from the south-facing façade of the primary section toward Wilshire Boulevard and wraps around to the west elevation, and a one-story section with a rectangular plan extends from the east elevation of the primary section. The building is currently in use as a bank with various businesses occupying storefronts along the street level. All sections exhibit steel reinforced concrete construction and feature flat roofs with short flat parapets clad in built-up material. Fenestration consists of a variety of fixed, metal-frame windows. Foundation cladding consists of a skirt wall of polished black granite panels. A three-story parking garage is present to the north of the original building and was constructed at a later date.

The primary section faces south and consists of a rectangular block tower characterized by an exposed concrete frame. The frame consists of nine, equally spaced concrete columns that extend the full height of the building. Nine bays are created between each column and each contain a ribbon of four fixed, square, metal-frame windows that create a horizontal visual line. An alternating ribbon of four solid grey panels extends beneath each row of windows. Each window and panel are separated by narrow, flanged steel columns extending the full height of the building. The east side of the façade is recessed beneath the base of the rectangular section and contains the primary entry. The entry consists of a metal-framed, glazed, double-entry door system with sidelights and transom. The north elevation of the tower block section exhibits an identical design to that of the south elevation. The east elevation of the tower block features horizontal rows of alternating fixed metal frame window units and solid metal-framed panels but does not display the concrete frame. The west elevation exhibits exterior cladding composed of large, solid, square, concrete panels.

The two-story section at the base of the tower block exhibits a rounded corner on the west end that wraps onto Gayley Avenue. Both the one- and two-story sections feature a wide fixed cornice and fenestration details consisting of continuous, fixed, metal frame storefront units.

***P3b. Resource Attributes:** HP7 – 3+ Story Commercial Building

P5a. Photograph:

Photograph 1. South and west elevation view, camera facing northeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1962/63 **Property Type** Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In March 2010, URS Corporation inventoried the Linde Medical Building and recommended it eligible for listing in the NRHP and CRHR under Criterion C/3. In July 2011, Pam Daly of Cogstone Resource Management recommended the building eligible for the NRHP and CRHR under the same criteria. In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) determined the building qualified for NRHP and CRHR eligibility as an excellent example of Corporate International commercial architecture in Westwood and the work of master architect Paul R. Williams. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Westwood Medical Plaza." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/fb67af38-f6f8-4ed5-8e1f-65b54570aa41.

URS Corp.
2010 "10921 Wilshire Boulevard." URS Corp. DPR-523 form. P-19-189273. March 2010.

Daly, Pam
2011 "10921 Wilshire Boulevard." Cogstone Resource Management. DPR-523 form. P-19-189273. July 2011.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3S; 3CS

 ***Resource Name or #:** (Assigned by recorder) 10940 Weyburn Avenue

☐ Continuation ☒ Update

P1. Other Identifier: 10940 Weyburn Avenue

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363018020

***P3a. Description:**

The one-story, commercial building at 10940 Weyburn Avenue was constructed 1934. It features an irregular plan and exhibits elements of the Mediterranean and Spanish Revival styles. The irregular barrel-vaulted roof is surrounded by a flat parapet and accented with a single row of red clay tile along the parapet edge. The exterior walls are covered with a combination of painted or stucco-clad concrete blocks or brick.

The building does not exhibit a traditional façade. The three-sided focal point of the building on the corner of Weyburn and Broxton avenues faces west. Each side includes a fixed metal-framed window sheltered by a metal-framed fabric awning. Rectangular areas above each window suggests transom have been infilled. The exterior cladding in this area exhibits stucco incised with horizontal banding. A decorative metal railing surrounds the flat roof.

The southwest elevation extends east along Broxton Avenue and consists of four storefront openings with metal-framed fabric awnings. Each storefront displays replacement materials. Exterior cladding consists of painted brick and five, engaged fluted pilasters evenly spaced across the elevation. A decorative, painted, cast-stone niche is situated on the cornice above the second storefront and is flanked by a pair of cartouche plaques.

The north elevation extends east along Weyburn Avenue and consists of seven storefront openings. Exterior cladding consists of smooth stucco. All the storefronts exhibit extensive modification and replacement materials. A recessed panel extends across the cornice, and four rectangular six-light windows that have been painted extend across the elevation below the panel. The south elevation could not be observed from the public right-of-way.

***P3b. Resource Attributes:** HP6 – 1-3 Story Commercial Building

P5a. Photograph:

Photograph 1. North and southwest elevation view, camera facing southeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Commerce; Community Planning & Development
Area Los Angeles County
Period of Significance 1934 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, SurveyLA found the building qualified for register eligibility as an excellent example of early commercial development in Westwood Village, associated with the original development of Westwood by the Janss Corporation. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "10940 Weyburn Avenue." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/4a831fd3-093e-4989-96b7-aa830fd9cca3.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS

***Resource Name or #:** (Assigned by recorder) Tishman Building

☐ Continuation ☒ Update

P1. Other Identifier: 10950 W. Wilshire Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4324002028

***P3a. Description:**

The 20+-story, commercial office building at 10950 W Wilshire Boulevard was constructed in 1971 with Contemporary-style influences. The building exhibits a rectangular plan with exposed steel-frame construction and a flat roof clad in built-up material. The building faces north, and the façade is characterized by a dark, exterior, steel frame that is nine bays wide. A primary entry near the center of the ground level occupies two bays that each contain an aluminum and glass fenestration unit. The unit on the left includes glazed double doors with fixed transoms and sidelights, and the unit on the right includes six full-height, fixed windows and no doors. A broad, flat, metal, cantilevered awning spans the two entry bays and an additional bay to the east. The bays flanking the entry area contain three-part display windows with dark metal frames and fixed smoky glass panes that extend to the ground with no foundation wall. The bay openings on the second level of the façade are larger, and each bay contains five, long, narrow, dark metal-framed fixed windows with a dark reflective coating set above a small rectangular opaque panel. All bays above the second level are smaller in dimension but contain the same fenestration pattern. The east and west elevations exhibit a similar design to the façade with the exception of three metal louvered vents that occupy three bays on the second level of each elevation. The south elevation is adjacent to a parking lot and is only partially visible from the public right-of-way. This elevation exhibits a rear entry that is similar to the front entry except the broad flat awning does not appear to be constructed of metal but of a white composite material.

***P3b. Resource Attributes:** HP7 – 3+ Story Commercial Building

P5a. Photograph:

Photograph 1. Façade and west elevation view, camera facing southeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1971 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Group (SurveyLA) found the building eligible as an excellent example of Corporate Modern high-rise architecture in Westwood and of the work of master architect Welton Becket. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Group
2014 "Tishman Building." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/31b133b0-7a07-4370-a190-4b92f45f78f9.

P1. Other Identifier: 11000 Wilshire Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4324017903

***P3a. Description:**

The 17-story, government office building at 11000 Wilshire Boulevard was constructed 1969 and exhibits a monumental scale and New Formalist stylistic influences. The building features an exposed concrete frame construction and a flat roof clad in built up material. The modified H-plan consists of a multi-story tower block connected to a two-story rectangular section by a one-story hyphen extending east from the façade.

The building faces southeast, and the façade of the tower block features narrow, flanged, white concrete 'fins' that form columns that extend the full height of the building and emphasize its verticality. Window units with small, fixed panes occupy the areas between the columns and form a horizontal ribbon across the façade on each level. A dark opaque panel situated beneath each window creates an alternating horizontal ribbon of dark and light across the width of the facade. The northwest elevation exhibits an identical fenestration pattern. The façade is includes a pair of narrow rectangular towers with flat roofs constructed of white concrete panels positioned in front of the tower block that rise above the roofline. The tower block sits on a rectangular concrete base at ground level. The east side of the base serves as an open terrace structure and the west side of the base serves as the flat roof of an underground parking/loading dock area. The north and south elevations of the tower block exhibit solid rectangular planes constructed of white concrete panels.

A one-story hyphen section with a rectangular plan extends southeast from the center of the façade at ground level. It features a white concrete roof with exaggerated extended eaves resting on a smaller rectangular block base that appears to be clad with polished black granite panels. An entry on the south side exhibits a metal and glass double door unit and surround; it is assumed that there is a similar entry on the north side. The hyphen section is attached to a wide rectangular two-story section southeast of the façade. This section is constructed of white concrete and exhibits enclosed portions on the southwest and northeast and an open concrete colonnade with square columns spanning the center. A wide concrete staircase spans the width of the colonnade and creates a procession to the tower block. Access to the enclosed portions of this section is provided through entries beneath the colonnade on the southwest and the northeast sides. The entries consist of double-entry, metal-framed glass doors flanked by metal-framed 1/1 windows containing narrow fixed panes. Solid white concrete panels flank each of these entries and clad the other elevations.

***P3b. Resource Attributes:** HP14 – Government Building

P5a. Photograph:

Photograph 1. Façade and east elevation view, camera facing northeast. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles,

California 90017

***P9. Date Recorded:** February 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1966 **Property Type** Government Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In March 2010, URS Corporation surveyed the Westwood Federal Building and found it eligible for the NRHP and CRHR under Criterion C/3 because it embodies the distinctive characteristics of New Formalism. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** February 2023

***B12. References:**

URS Corp.
2010 "Westwood Federal Building." URS Corp. DPR-523 form. P-19-189274. March 2010.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3

 ***Resource Name or #:** (Assigned by recorder) 11271 W Massachusetts Ave

☐ Continuation ☒ Update

P1. Other Identifier: 11271 W. Massachusetts Avenue

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4261006016

***P3a. Description:**

The single-story, Spanish Colonial Revival commercial building at 11271 W. Massachusetts Avenue was constructed in 1929 and features an L-shaped plan on a concrete foundation. The flat roof includes a cornice clad in red Spanish tiles. The exterior walls are concrete brick clad in stucco, and fenestration details include arched storefront windows with arched, brick surrounds and vinyl awnings. Other details include a corner entrance at the intersection of Sawtelle Boulevard and Massachusetts Avenue. The entrance includes a glazed, single-entry door. A recessed fixed window and a horizontal, concrete design element are located above the entry.

***P3b. Resource Attributes:** HP6 – 1-3 Story Commercial Building

P5a. Photograph:

Photograph 1. Façade view, camera facing northeast. August 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1929 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the building at 11271 W. Massachusetts Avenue and recommended the building eligible for the local register because the building is a rare, surviving example of a late 1920s commercial building in West Los Angeles. A 1944 Sanborn Map indicates the western section of the building was historically used as a restaurant, and three retail storefronts occupied its eastern portion. The property

retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "11271 W. Massachusetts Avenue." SurveyLA. Accessed May 2, 2023. Available: http://www.historicplacesla.org/reports/60386245-8ab7-46aa-b194-035a1961b840.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Royal Theater

☐ Continuation ☒ Update

P1. Other Identifier: 11521 Santa Monica Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4261002018

***P3a. Description:**

The two-story, Italian Renaissance-style theater building at 11521 Santa Monica Boulevard was constructed in 1923, and features a rectangular plan on a concrete foundation. The roof is flat with parapets and clad in built-up material. The exterior walls are concrete brick, and the façade includes a brick veneer. Fenestration details include a ribbon of multi-light sash windows on the second level and three storefront systems on the ground level. The central storefront operates as the primary entrance to the theater and includes French doors. The two other storefronts include fixed windows and entry doors. Other details include sixed engaged Corinthian pilasters along the façade, as well as concrete entablature along the cornice and a marquee. The side and rear elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP10 – Theater

P5a. Photograph:

Photograph 1. Façade view, camera facing northeast. December 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1923 **Property Type** Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the property at 11521 Santa Monica Boulevard and concluded that the building was eligible for the NRHP and CRHR as an excellent example of a pre-World War II neighborhood theater in West Los Angeles; one of two examples of the property type observed in the area. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "Royal Theater." SurveyLA. Accessed May 4, 2023. Available: http://www.historicplacesla.org/reports/a8bd748f-d29e-4c08-b9df-990141f00727.

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UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3S; 3CS

***Resource Name or #:** (Assigned by recorder) A. Quincy Jones Residence

☐ Continuation ☒ Update

P1. Other Identifier: 11320 Joffre Street

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4365029003

***P3a. Description:**

The A. Quincy Jones Residence at 11320 Joffre Street, is a single-story, Mid-Century Modern building with an L-shaped plan on a concrete foundation constructed in 1947. The flat roof features overhanging eaves and is clad in a membrane material. The exterior walls are wood frame clad in smooth stucco. Fenestration details include fixed and sash windows. The building faces northwest, and the façade includes a single-entry door, a roll-up single-car garage door, an end wall chimney constructed of brick, and a breezeway that likely provides access to additional fenestration details along the southeast elevation. Other details are not visible to the public right-of-way.

***P3b. Resource Attributes:** HP2 – Single-family home

P5a. Photograph:

Photograph 1. Oblique view of the façade, camera facing southeast. June 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1947 **Property Type** Single-family home
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the A. Quincy Jones Residence for eligibility and concluded that the building qualified for listing in the NRHP, CRHR and local register as an excellent example of Mid-Century Modern residential architecture in Brentwood, the work of master architect Rodney Walker, and as the residence fellow Modernist architect A. Quincy Jones.

The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes the building remains eligible for the NRHP, CRHR, and local register under Criterion C/3 for its architectural significance. The property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "A. Quincy Jones Residence." SurveyLA. Accessed on May 22, 2023. Available: http://www.historicplacesla.org/reports/e04be50a-6926-4876-82d6-d6977c4059bf.

P1. Other Identifier: Northeast corner of Covello Street and Sepulveda Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): N/A

***P3a. Description:**

Air Raid Siren No. 110 is on the northeast corner of Covello Street and Sepulveda Boulevard. The structure features a vertical orientation and includes a rotating siren on a freestanding pole. Other details include a metal, boxed platform below the siren head.

***P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:

Photograph 1. View of the Air Raid Siren No. 110, camera facing north. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Air Raid Sirens and Civil Defense, 1939-1960
Area Los Angeles County
Period of Significance 1940 **Property Type** Military structure
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed Air Raid Siren No. 110 and found it eligible for the NRHP and CRHR for its association with World War II and Cold War military infrastructure. The resource retains

the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Air Raid Siren No. 110." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/141d32e1-c293-4a05-9c87-2f3cc3fbcb8e.

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Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code__5S3; 3S; 3CS____

 ***Resource Name or #:** (Assigned by recorder) Air Raid Siren No. 117

☐ Continuation ☒ Update

P1. Other Identifier: On the north side of Oxnard Street just west of Sepulveda Boulevard

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): n/a

***P3a. Description:**

Air Raid Siren No. 117 is on the north side of Oxnard Street just west of Sepulveda Boulevard. The structure features a vertical orientation and includes a rotating siren on a freestanding pole. Other details include a metal, boxed platform below the siren head.

***P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:

Photograph 1. View of the Air Raid Siren No. 117, camera facing northwest. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Air Raid Sirens and Civil Defense, 1939-1960
Area Los Angeles County
Period of Significance 1940 **Property Type** Military structure
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed Air Raid Siren No. 117 and found it eligible for the NRHP and CRHR for its association with World War II and Cold War military infrastructure. The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is

considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Air Raid Siren No. 117." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/5bef0bb9-6db5-4702-a99d-146536d947f4.

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UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S2; 7SQ

***Resource Name or #:** (Assigned by recorder) Deauville House

☐ Continuation ☒ Update

P1. Other Identifier: 2212 N. Linda Flora Drive

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4377012002

***P3a. Description:**

The Deauville House is a one-story, Ranch-style house was constructed in 1951 at 2212 N. Linda Flora Drive. The building features a rectangular plan on a concrete foundation. The cross-hipped roof includes wide, overhanging eaves and exposed rafters and is clad in asphalt composition shingles. The exterior walls are constructed of a wood frame clad in horizontal boards with a brick veneer along the foundation. Fenestration details include picture and sash windows covered in lattice work, as well as a recessed partial porch entry and roll-up garage door.

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. Façade view, camera facing east. January 2021 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1951 **Property Type** Single-family property
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) documented the Deauville House using information submitted through SurveyLA's public outreach program. The building was recorded as an early tract house, however, SurveyLA concluded that it did not meet eligibility standards under its Residential Development context. Also, it does not appear to be a significant example of a property type or style, and has no known important associations. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does not meet eligibility for listing in the NRHP or CRHR. However, the property may meet eligibility for local listing and is, therefore, considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with

Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "Deauville House." SurveyLA. Accessed May 9, 2023. Available: http://www.historicplacesla.org/reports/d6751ebd-bff8-463a-b4b6-7c357390865c.

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UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

***Resource Name or #:** (Assigned by recorder) Holiday Inn

☐ Continuation ☒ Update

P1. Other Identifier: 170 N. Church Lane

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4429035002

***P3a. Description:**

The multi-story hotel building at 170 Church Lane was constructed in 1971 and currently houses the Hotel Angelino. The building exhibits a cylindrical form and a generally flat roof clad in built-up material. Exterior cladding is stucco.

The top story contains a restaurant and consists of a circular cap that extends slightly beyond the diameter of the tower below. The cap exhibits a broad flat parapet that is divided into multiple segments by structural flanged columns. A row of aluminum-framed fixed windows spans each segment. The flanged columns extend from the top floor to the ground floor.

The remaining floors exhibit an identical design that consist of a pair of balconies with semi-circular decks and curved metal railings. Each balcony features a two-part, aluminum-framed sliding glass door and a two-part aluminum-framed fixed window. The balconies are separated by structural columns and flanked by solid concrete panels creating a vertical visual line.

The façade faces south where the primary entry is located on the ground level. The entry consists of an aluminum-framed and fixed glass storefront unit composed of a double-entry door with a transom and sidelights flanked by fixed windows. A flat cantilevered awning constructed of metal with wood paneled ceiling extends over the entry. The remainder of the ground floor includes pairs of aluminum-framed windows with eight fixed panes. A broad belt course separates the ground floor from the upper stories and is clad with panels of small hexagonal tiles.

***P3b. Resource Attributes:** HP5 – Hotel/motel

P5a. Photograph:

Photograph 1. North elevation view, camera facing south. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1968 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Holiday Inn, located at 170 Church Lane and determined the building qualified for listing in the CRHR and local register as an excellent example of a Mid-Century Modern commercial hotel tower in Brentwood featuring a unique circular building plan. The building had yet to reach 50 years of age at the time of SurveyLA's evaluation. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does meet eligibility for listing in the NRHP, because it is now of age, as well as the CRHR, and the local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "Holiday Inn." SurveyLA. Accessed May 10, 2023. Available: http://www.historicplacesla.org/reports/2c00e986-d063-45dd-ac67-511e9a9e3c5c.

***Resource Name or #:** (Assigned by recorder) Marymount High School (Main Administration Building, including Chapel and Auditorium)

☐ Continuation ☒ Update

P1. Other Identifier: 10643-10685 Sunset Boulevard and 101-121 Marymount Place

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4362009012

***P3a. Description:**

The Marymount High School (Main Administration Building, including Chapel and Auditorium) at 10643-10685 Sunset Boulevard and 101-121 Marymount Place is a Spanish Colonial Revival-style building that features a complex, rectangular plan on a concrete foundation. The front- and side- gabled roofs feature slight, overhanging eaves and are clad in red Spanish tile with. The exterior walls are sheathed in smooth stucco. Fenestration details include casement windows and gothic-arched stained glass windows with concrete surrounds and engaged pilasters. Other character-defining details include ornate breeze block, arched colonnades, classically influenced pediments, balconettes, and projecting towers.

***P3b. Resource Attributes:** HP15 – Educational Building

P5a. Photograph:

Photograph 1. Façade view, camera facing northwest. February 2023 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1961 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Los Angeles Historic Resources Inventory (SurveyLA) previously inventoried the Marymount High School buildings, and in 1982, the Los Angeles City Planning department designated the building as Historic-Cultural Monument (HCM) No. 254. The property retains the level of integrity of location, setting, feeling, and association it had at the time of last

recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP, CRHR, and local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory

n.d. "Marymount High School (Main Administration Building, including Chapel and Auditorium)." SurveyLA. Accessed May 2, 2023. Available: https://planning.lacity.org/odocument/24f6fce7-f73d-4bca-87bc-c77ed3fc5d4f/Historical%20Cultural%20Monuments%20List.pdf

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UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) San Fernando Valley Administrative Center

☐ Continuation ☒ Update

P1. Other Identifier: San Fernando Valley Administrative Center, Van Nuys Civic Center

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): N/A

***P3a. Description:**

The San Fernando Valley Administrative Center (Center) is a city, county, state and federal government center in Van Nuys within the San Fernando Valley. The Center is sited on roughly 18 acres and comprises six rectangular blocks bounded by Sylvan Street, Calvert Street, Van Nuys Boulevard and Tyrone Avenue; Delano Street and Sylmar Avenue are within the Center's interior. Much of the complex is centered on a landscaped plaza/pedestrian mall (Erwin Street Mall), with buildings around the perimeter; the rest extends to the south and includes properties facing Delano Street and Van Nuys Boulevard. The Center contains 15 government buildings designed in various styles, as well as one vacant lot where a building was previously demolished. Landscaping consists of allies of deciduous trees, and open lawns dotted with planters, benches, light fixtures and public art (including the 1960s ""Fernando"" statue sculpted by notable local artist Henry Van Wolf). Of the 16 total properties, 12 are contributors and four are non-contributors to the Center. Buildings include a city hall (1932), a health/service center (1961), a public library (1964), Valley police headquarters (1964), a county probation building (1964), a district Superior Court building (1967), a federal building (1974), a former post office (1974), a state office building (1984), a municipal court building (1988), a constituent service center (2003), a child development center (2005), a police station maintenance garage (1964), and two three-story parking garages (1967 and ca. 2000). The city hall (formally known as the Valley Municipal Building) was designed in the Art Deco style with Public Works Administration Moderne features and was previously designated as a Los Angeles Historic-Cultural Monument. The health center, library, police station, probation building, and Superior Court building are examples of the Mid-Century Modern style; the federal building and post office reflect Late Modern architecture; and the remaining buildings were constructed in the 1980s-2000s and have no defined style (SurveyLA 2015).

***P3b. Resource Attributes:** HP14 – Government building

P5a. Photograph:

Photograph 1. Oblique view the San Fernando Valley Administrative Center , camera facing south. October 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Government infrastructure **Area** Los Angeles County
Period of Significance 1932 – 1988 **Property Type** Government property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the San Fernando Valley Administrative Center and concluded it is significant as the City of Los Angeles' government administrative center for the San Fernando Valley, developed primarily during the postwar period. The San Fernando Valley Administrative Center was established in Van Nuys in 1932 when the Valley Municipal Building (Van Nuys City Hall) was constructed. The administrative center continued to grow in the postwar period and through the 1980s as the need for government services increased with the Valley's population boom. The period of significance begins in 1932 with the construction of the Valley Municipal Building, and ends in 1988 with the construction of the Los Angeles Municipal Court building and the completion of the 1958 Administrative Center master plan. The property appears to retain the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property does qualify for listing in the NRHP, CRHR and local register. The building is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "San Fernando Valley Administrative Center." SurveyLA. Accessed May 11, 2023. Available: http://www.historicplacesla.org/reports/be14aa55-5485-43bc-9732-db918065971b.

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Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3; 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) Sherman Oaks Circle Historic District

☐ Continuation ☒ Update

P1. Other Identifier: Sherman Oaks Circle

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): multiple

***P3a. Description:**

The Sherman Oaks Circle Historic District is in eastern part of Encino, near Sherman Oaks and encompasses approximately five blocks south of Ventura Boulevard to Valley Vista Boulevard. Interstate 405 (San Diego) Freeway and Firmament Avenue create the district boundaries to the east and west, respectively. The district contains 130 properties, of which 89 are contributors. The streets of the district follow an orthogonal grid, with a distinctive roundabout on Sherman Oaks Avenue in the center. The topography of the area is generally flat. Although predominantly composed single-family residences, the district also includes a small cluster of commercial development on Sherman Oaks Avenue near its intersection with Ventura Boulevard. The houses in the northern sections of the district are generally smaller and one-story with modest setbacks and detached garages, while those in on Sutton Street and Valley Vista Boulevard are larger, often two-story with grander setbacks and attached garages. The rectangular lots are moderately and evenly sized despite the varying sizes of the resources. The houses range in style from Minimal Traditional to Traditional Ranch and Period Revival styles. Other district features include paved concrete sidewalks, curbs and decorative streetlamps (SurveyLA 2012).

***P3b. Resource Attributes:** HP2 – Single family property

P5a. Photograph:

Photograph 1. Oblique view of the Sherman Oaks Circle Historic District, camera facing west. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1928-1960 **Property Type** Commercial building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2012, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried and evaluated the Sherman Oaks Circle Historic District and concluded the district qualified for listing the NRHP, CRHR, and local register as an excellent example of a suburban residential development in the San Fernando Valley that reflects planning and design features of both the pre- and post-World War II eras. Although subdivided in 1928, the vast majority of buildings were constructed in the 1940s and 50s, reflecting the pause in residential development during the Great Depression and the massive building boom of the postwar period. The tract was bisected by the construction of the 405 freeway in 1968. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2012 "Sherman Oaks Circle Historic District." SurveyLA. Accessed May 12, 2023. Available: http://www.historicplacesla.org/reports/765e7189-3a3b-4ce9-86ff-3503343a914f.

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Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3

 ***Resource Name or #:** (Assigned by recorder) Sherman Way Street Trees

☐ Continuation ☒ Update

P1. Other Identifier: Along either side of Sherman Way between Woodley Avenue and Sherman Circle

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): N/A

***P3a. Description:**

The Sherman Way Street Trees include a collection of planted street trees that extend along either side of Sherman Way between Woodley Avenue and Sherman Circle. The trees are within the street right-of-way and the middle of the roadway.

***P3b. Resource Attributes:** HP30 – Trees/ vegetation

P5a. Photograph:

Photograph 1. Oblique view of Sherman Way Street Trees off the intersection of Sepulveda Boulevard and Sherman Way, camera facing southwest. April 12, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Cultural landscapes **Area** Los Angeles County
Period of Significance 1911 **Property Type** Commercial Building
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) inventoried the Sherman Way Street Trees and found them eligible for listing in the local register as significant representation of the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to Van Nuys. The trees were designed to advertise large tracts of Valley land. Original street trees continue further west in the Reseda-West Van Nuys and Canoga Park Community Plan Areas (CPAs). The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The trees have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of

the California Public Resources Code. The boundary for the historic property/historical resource is along either side of Sherman Way between Woodley Avenue and Sherman Circle.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Sherman Way Street Trees." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/a53dba06-c804-487b-bf18-776d9911f58a.

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

UPDATE SHEET

Primary # 19-175802
HRI #
Trinomial
NRHP Status Code 2S2

***Resource Name or #:** (Assigned by recorder) University of California, Los Angeles Historic District

☐ Continuation ☒ Update

P1. Other Identifier: 405 N. Hilgard Avenue

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4363001903

***P3a. Description:**

The University of California, Los Angeles Historic District includes eleven contributing resources. The original buildings within the district feature Lombardy Romanesque styles with red brick and Byzantine details and the Collegiate Gothic style. However, after World War II, historicism was abandoned for modernism. The original buildings, constructed in 1929 include Royce Hall, the Powell Library, Kinsey Hall, and Haines Hall, which face onto a grass quadrangle called Dickson Plaza. The second group of buildings include Kerckhoff Hall, Moore Hall, Men's Gym, and Women's Gym. The east end of the axis, which is separated by a ravine, was completed with the construction of Murphy Hall, Dodd Hall and the Law School Building. The topography along the east-west axis required the construction of the Janss Steps, which descend west of Dickson Plaza to the Men's and Women's Gyms. A bridge spans the ravine that separates Dickson Plaza from the Hilgard entrance to the campus. Without right-of-entry, other architectural and landscape details were not able to be confirmed at the time of this study.

***P3b. Resource Attributes:** HP15 – Educational building

P5a. Photograph:

Photograph 1. Oblique view the UCLA campus, facing north. April 11, 2023.

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:**
Theme Architecture; UCLA development
Area Los Angeles County
Period of Significance 1929 **Property Type** Educational building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 1994, Christy J. McAvoy surveyed the University of California, Los Angeles campus as a potential historic district. She identified eleven contributing buildings and found the district qualified for listing under Criteria A and C of the NRHP as the first University of California campus in southern California and as an architectural significant university campus. The campus was re-surveyed by the Los Angeles Historic Resources Inventory (SurveyLA) in 2015 and evaluated as register eligible as a significant example of early university campus planning and development in Los Angeles, and for its multiple examples of significant architecture, many of which were designed by of Los Angeles' most important architects, architectural firms, landscape architects, engineers, and designers. However, a full evaluation was not possible because it did not fit the original scope of SurveyLA and additional research was needed to determine the period of significance.

At the time of this survey, HTA Partners did not gain right-of-entry to perform a full district evaluation. However, aerial photos and views from the public right-of-way indicate that it retains its integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The district boundary is bounded to the north by West Sunset Boulevard; to the west by Veteran Avenue and Gayley Avenue; to the south by Le Conte Avenue; and to the east by Hilgard Avenue.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "University of California, Los Angeles." SurveyLA. Accessed May 2023. Available: http://www.historicplacesla.org/reports/0ca00745-5754-4349-b778-b3daf40a968a.

McAvoy, Christy J.
1994 "University of California, Los Angeles." Historic Resources Group. DPR-523 Form. P-19-175802. October 1994.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3: 3CS; 3S

 ***Resource Name or #:** (Assigned by recorder) University Crest Residential Historic District

☐ Continuation ☒ Update

P1. Other Identifier: N/A

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): multiple

***P3a. Description:**

The University Crest Residential Historic District is an early-20th century residential subdivision in the northwestern portion of Westwood. It is bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Avenue to the west. The district contains 432 properties and occupies a series of rolling hills south of Sunset Boulevard. It is composed of a collection of meandering streets that follow the natural contours of the landscape and form irregularly shaped blocks. Lots in the district are generally modest in size, with parcels ranging from approximately 0.2 to 0.45 acres. Development in the district is exclusively residential, containing one- and two-story single-family residences. Original residences were constructed primarily from the 1930s throughout the 1950s and were designed in a variety of Period Revival styles, as well as the Minimal Traditional, Mid-Century Modern, and Ranch styles. Examples of more recent construction are relatively rare and are scattered throughout the district. District features include hilly topography, curvilinear streets, landscaped parkways with mature street trees, uniform setbacks, concrete sidewalks and curbs, and period streetlights. Of the 432 properties, 260 are contributors to the district (approximately 60 percent); 167 are non-contributors due to extensive alterations or construction outside the period of significance. Five properties are not visible from the public right-of-way (SurveyLA 2015).

***P3b. Resource Attributes:** HP2 – Single-family property

P5a. Photograph:

Photograph 1. View of the University Crest Residential Historic District, camera facing north on S. Thurston Avenue. August 2022 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Architecture; Commercial **Area** Los Angeles County
Period of Significance 1929 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the University Crest Residential Historic District and concluded that the district qualified for listing in the NRHP and CRHR because it is a significant and cohesive collection of Period Revival residential architecture in Westwood. The property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the district is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource can be referenced in the link provided below.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "University Crest Residential Historic District." SurveyLA. Accessed May 3, 2023. Available: http://www.historicplacesla.org/reports/a149e2e9-fd43-4395-8e54-1f78987710ac.

P1. Other Identifier: Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard

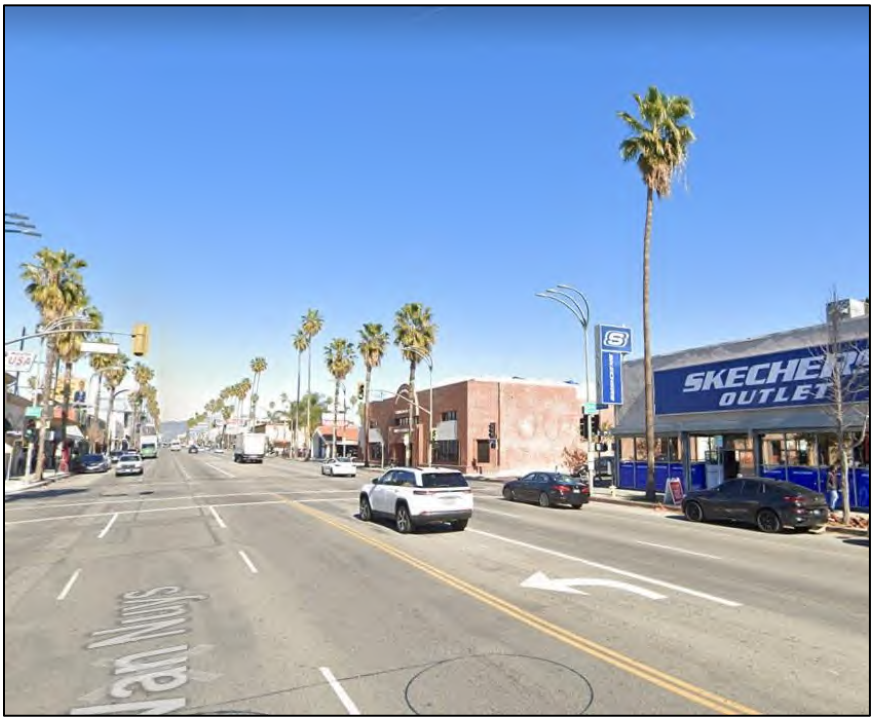
***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): n/a

***P3a. Description:**

The Van Nuys Boulevard Street Trees include a collection of planted street trees that extend between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard. The street trees are located along the public right-of-way.

***P3b. Resource Attributes:** HP30 – Trees/ vegetation

P5a. Photograph:



Photograph 1. View of Van Nuys Boulevard Street Trees at the intersection of Gilmore Street and Van Nuys Boulevard, camera facing north. February 2023 (Google Maps).

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Cultural landscapes **Area** Los Angeles County
Period of Significance 1911 **Property Type** Commercial Building
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2015, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the Van Nuys Boulevard Street Trees and found them eligible for the local register as a significant representation of the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which

was the main automobile and streetcar corridor from central Los Angeles to Van Nuys. Original trees continue west in the Reseda-West Van Nuys and Canoga Park Community Plan Areas (CPAs). The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The trees have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2015 "Van Nuys Boulevard Street Trees." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/b40ff0cd-083c-4627-98a7-2c1f69c378a1.

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

UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 7SQ

 ***Resource Name or #:** (Assigned by recorder) Village Church of Westwood

☐ Continuation ☒ Update

P1. Other Identifier: 343 S. Church Lane

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): 4365025024

***P3a. Description:**

The building at 343 S. Church Lane, constructed in 1947 and identified as the Village Church of Westwood, is a single-story, Church building with an irregular compound plan on a concrete foundation. The building is composed of cross gabled roof formations with a sharp pitch clad in asphalt composition shingles and wide, overhanging eaves; the gabled roof includes tiered elements on the façade and the south end. Other roof elements include decorative gabled pediments along the gable ridge at the north end of the façade. The building is constructed of concrete that is primarily clad in a red brick veneer; however, portions of the façade and rear (southwest) elevation are clad in smooth stucco. Fenestration details include sliding sash windows and fixed lancet windows with ornate surrounds. A freestanding projection with a red brick veneer is located along S. Church Lane; the projection operates as a sign and reads, "Village Church of Westwood." The projection is also topped with a cross.

***P3b. Resource Attributes:** HP16 – Religious Building

P5a. Photograph:

Photograph 1. Oblique view of the façade, camera facing west. July 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance: Theme** Religious Property Types **Area** Los Angeles County
Period of Significance 1947 **Property Type** Religious building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2013, the Los Angeles Historic Resources Inventory (SurveyLA) evaluated the Village Church of Westwood for eligibility. The property was documented due to information submitted through SurveyLA's public outreach program. However, SurveyLA concluded that the property does not meet eligibility standards under the Institutional context.

Also, it does not appear to be a significant example of a property type or style, and has no known important associations. The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property may be eligible for the NRHP and CRHR at the local level under Criterion C/3 for its architectural significance. The property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the building itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2013 "Village Church of Westwood." SurveyLA. Accessed on May 22, 2023. Available: http://www.historicplacesla.org/reports/425aba39-7724-4837-b074-52282ea994f5.

State of California — The Resources Agency
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UPDATE SHEET

Primary #_____
HRI #_____
Trinomial _____
NRHP Status Code 5S3

 ***Resource Name or #:** (Assigned by recorder) Westwood Village Streetlight

☐ Continuation ☒ Update

P1. Other Identifier: Westwood and Kinross, northwest corner, adjacent to Westwood Building

***P2 e. Other Locational Data:** Assessor's Parcel Number (APN): N/A

***P3a. Description:**

The Westwood Village Streetlight, at Westwood Boulevard and Kinross Avenue, is an ornate public structure constructed in 1926. The streetlight sits on a metal foundation with blue and gold tile. Other details include a plaque that reads, "One of the last remaining ornamental streetlights that graced Westwood Village in the late twenties. The blue and gold tiles are reflective of the colors of UCLA."

***P3b. Resource Attributes:** HP39 – Other

P5a. Photograph:

Photograph 1. View of the Westwood Village Streetlight, camera facing west. August 2022 (Google Maps)

***P8. Recorded by:** Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

***B10. Significance:** **Theme** Institutional - Infrastructure **Area** Los Angeles County
Period of Significance 1926 **Property Type** Streetlight
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2014, the Los Angeles Historic Resources Inventory (SurveyLA) surveyed the Westwood Village Streetlight and found

it eligible for the local register as one of the last remaining ornamental streetlights installed throughout Westwood Village in the late 1920s. The resource retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the local register and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The streetlight has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the structure itself.

***B14. Evaluator:** Mackall, E., HTA Partners ***Date of Evaluation:** May 2023

***B12. References:**

Los Angeles Historic Resources Inventory
2014 "Westwood Village Streetlight." SurveyLA. Accessed on May 2, 2023. Available: http://www.historicplacesla.org/reports/26ca0829-fd44-49fd-b6c9-755364ac1f23.

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Big Tomy's

P1. Other Identifier: 11285/11289 W. Pico Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11285/11289 W. Pico Boulevard **City** Los Angeles **Zip** 90064
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367191.56 mE/ 3767030.67 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4260021011; 4260021010

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

The one-story, Streamline Moderne-style roadside diner at 11285/11289 W. Pico Boulevard was constructed in 1946 and features a roughly rectangular plan and a concrete foundation. The roof is flat with overhanging eaves covered by a boxed cornice covered with metal panels. A concrete parapet wall with rounded corners on the façade (southwest) is also present on the roof and conceals rooftop equipment. The exterior walls are covered with stucco with brick veneer skirting on the façade. Windows include metal-framed fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the northwest elevation, camera facing southeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1946 (Los Angeles County)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Big Tomy's

B1. Historic Name: Mack's Drive In
B2. Common Name: Big Tomy's
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Streamline Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1946. Covered patio added in 1961. Interior remodel in 2019. Brick veneer skirting updated between 2019 and 2020. Big Tomy's wall signs added in 2020.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached outbuilding.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commerce **Area** Los Angeles County
Period of Significance 1946 **Property Type** Roadside Diner
Applicable Criteria NRHP Criterion A and CRHR Criterion 1

The building at 11285/11289 W. Pico Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity and meets Criterion A of the NRHP and Criterion 1 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southeast, and the curved façade matches the curve of the rooftop parapet above. The curved façade wraps around to the northwest and southeast elevations and features eight fixed windows and non-historic brick skirting. The northwest elevation includes an aluminum and glass storefront door that provides access to a detached patio and two single-entry flush doors. The southeast elevation features the primary entrance, which is also a single-entry aluminum and glass storefront door, and another entrance near its northeast end flanked on both sides by two fixed windows. A concrete planter is located below the windows on the northeast end. The rear (northeast) elevation includes a fixed window and a single-entry flush door. The space below the window is clad with masonry veneer with projecting shadow blocks.

A covered, outdoor patio is adjacent to the northwest elevation and features a flat, vinyl awning supported by wood pillars that sit on an enclosed, concrete wall clad with stucco and brick veneer. The concrete wall is topped with glass panes partitioned by wood posts. The patio features an open entrance at the northwest elevation.

A two-story vernacular building with a flat roof is located directly north of the diner. The auxiliary building functions as a restroom and features stucco cladding, a concrete staircase, sliding sash windows, and single-entry doors. Additional details include modern billboards at the southeast and northwest corners of the parcel.

***B10. Significance (continued):**

The building at 11285/11289 W. Pico Boulevard was constructed in 1946 and historically operated as Mack's Drive In. Mack Stogner opened the restaurant in 1951, which operated as his third location (*West Los Angeles Independent* 1951). By 2007, Big Tomy's occupied the building.

The building historically functioned as a drive-in restaurant, a building type that emerged as a variation of the roadside food stand in the early 1920s. The concept was developed in response to the rise in American car culture, and focused on the spatial relationship between the building and automobile by providing a layout with maneuvering space for the interaction between the automobiles and the building. The concept continued into the 1930s and evolved into variations of the Streamline Moderne. Drive-in restaurants became increasingly characterized by circular design elements, cascading roof formations, and fluted pylons. The core of the drive-in restaurant typically featured a rounded building in the center of a parking lot. Customers parked their cars near or underneath a flat cantilevered canopy that extended from the building toward the cars. By the late 1930s, drive-in restaurants included more illuminated wall signs and bulbs that accented the architectural shapes during the night (SurveyLA 2016).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with the commercial development of Los Angeles and illustrates the evolution of the drive-thru as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. As a result, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The commercial building at 11285/11289 W. Pico Boulevard is a typical and late example of a roadside diner with Streamline Moderne-style influences and it lacks integrity of materials. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. Therefore, the building is not eligible for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel features some exterior alterations, including replacement windows and doors, the altered brick veneer, and modern wall signs. Therefore, the building does not retain integrity of materials. However, it does retain integrity of location, design, setting, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

SurveyLA
2016 "Commercial Development/Commercial Development and the Automobile," in *Los Angeles Citywide Historic Context Statement*. Prepared for the City of Los Angeles, Department of City Planning. August 2016. Accessed April 20, 2023. Available: https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf.

West Los Angeles Independent
1951 "Opens New Place." Editorial. December 5, 1951. Accessed on April 20, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) 11285 and 11289 Pico Blvd - AIN: 4260021011; 4260021010

***Drawn By:** Alec Stevenson ***Date:** 5/2/2023

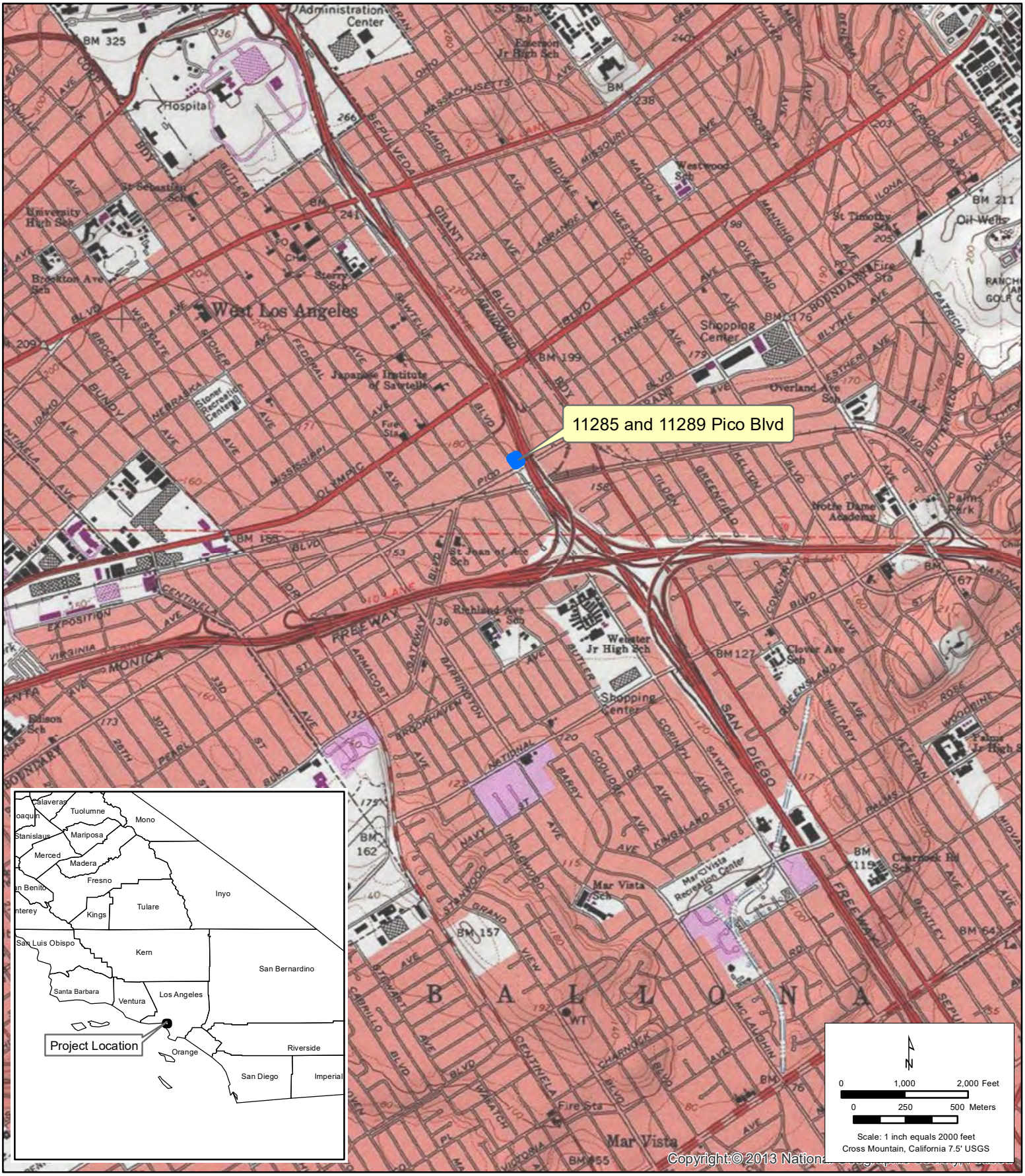
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 11285 and 11289 Pico Blvd - AIN: 4260021011; 4260021010

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



Copyright:© 2013 National

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 15573 Briarwood Drive

P1. Other Identifier: 15573 Briarwood Drive
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15573 Briarwood Drive **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364532.10 mE/ 3779153.74 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2281021007

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

The one-story, Contemporary-style residence at 15573 Briarwood Drive was constructed in 1955 with an irregular T-shaped plan on a concrete foundation. The low-pitched front-gabled roof features deep eaves, exposed roof beams, and an interior chimney and is clad with a membrane material. The façade also includes a flat-roofed garage with wide, overhanging eaves and exposed roof beams, and aerial photographs depict a flat-roofed patio cover on the rear (southeast) elevation. The exterior walls are wood frame covered with board-and-batten siding and painted slump block.

The building faces northwest and the façade is characterized by off centered entrance covered by the deep eaves of the front facing gable. The entry includes a wood single-entry door with a sidelight with a decorative screen and a louvered wood transom that extends into the gable end. The façade south of the entrance features at least one horizontal sliding sash window, and the façade north of entrance includes fixed windows that extend into the gable end and an open patio enclosed by a painted slump block wall . The garage wing adjacent to the north end of the façade features a south-facing tilt-up garage door. The north, south, and rear elevations are not visible from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing east. (Google Image Capture 08/2022)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1955 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 15573 Briarwood Drive

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1955. Patio roof and vertical trellis added to rear elevation in 1968.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1955 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 15573 Briarwood Drive appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 15573 Briarwood Drive was constructed in 1955 in the Contemporary style. The Contemporary style, popular between circa 1940 and 1980, is characterized by low-pitched gabled or flat roofs with wide, overhanging eaves, exposed roof beams, windows below the gable ends, the use of natural materials, a broad expanse of uninterrupted wall surface typically on the façade, and recessed entries (McAlester 2019).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The building at 15573 Briarwood Drive is an excellent example of a single-family dwelling designed in the Contemporary style as exhibited by its gabled roof with deep eaves and exposed beams, fixed windows in the gable ends, the use of board-and-batten and slump block siding, and recessed entry. The building retains a distinctive design that merits listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia Savage
2019 *A Field Guide to American Houses*. Revised edition. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 15573 Briarwood Dr - AIN: 2281021007

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

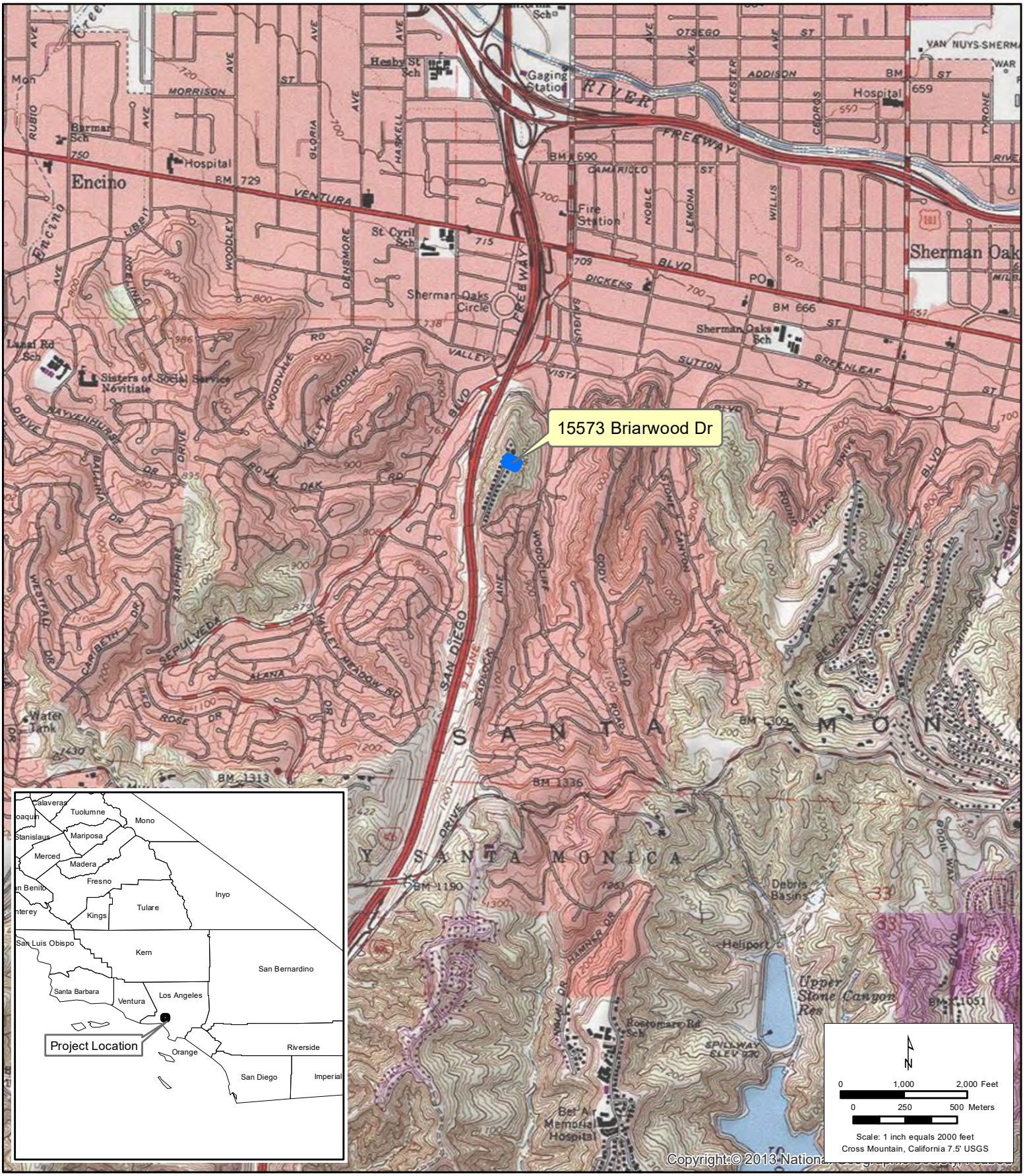
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 15573 Briarwood Dr - AIN: 2281021007

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 15564 Briarwood Drive

P1. Other Identifier: 15564 Briarwood Drive
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15564 Briarwood Drive **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364486.74 mE/ 3779141.92 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2281021014

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

The one-story, Mid-Century Modern-style single-family home at 15564 Briarwood Drive was constructed in 1956 and features a rectangular plan with minor irregularities on a concrete foundation. The flat roof is clad with a membrane material, and the exterior walls are wood frame clad with stucco.

The building faces east, and the façade is characterized by recessed entryway set far back from the public right-of-way. The entryway is covered by a post-and-beam awning and flanked to the north by a two-car garage and to the south by a living space. The two-car garage features a glazed roll-up door with a wide concrete cornice that partially hangs over the door. The living space is shaded along the façade by a post-and-beam screen with vertical and horizontal wood elements; the screen covers ribbons of fixed vertical and clerestory windows. The north, south, and rear (west) elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southeast. (Google Image Capture 02/2023)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 15564 Briarwood Drive

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1956. Aluminum patio cover constructed at rear in 1986. Sometime between 2007 and 2011, the garage door was replaced with the current glazed door.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1956 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 15564 Briarwood Drive appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 15564 Briarwood Drive was constructed in 1956. In 1959, *The Van Nuys News* published a classified advertisement for an open house at the property, which described the house as a new Modern home with three bedrooms and two baths. Other details included its proximity to Beverly Hills and exclusive location in Sherman Oaks (*The Van Nuys News* 1959).

The building was designed in the Mid-Century Modern style. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

The building also includes elements of the Post-and-Beam style on the southern portion of its façade. Post-and-Beam style architecture uses a system of columns and beams to carry the roof and the building loads. The style makes use of prefabricated and standardized components that cheaply and efficiently constructed the foundation of the building. Post-and-Beam styles demonstrate a typical Modernist floor plan based on a structural grid created by prefabricated beams and column modules. As a result, architects designed the buildings with multiple room and floor plan options for the buyer (PAST Consultants, LLC 2009).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The building at 15564 Briarwood Drive is an excellent example of a single-family residence designed in the Mid-Century Modern style with Post-and-Beam-style elements, as exhibited by its lack of decorative detail with horizontal and vertical emphasis, clerestory windows, and post-and-beam elements that cover the south half of the façade. The building on retains a distinctive design that merits listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building includes the addition of an aluminum awning at the rear, constructed in 1986, however, it is not visible from the façade and does not diminish the overall integrity of the building. The garage door was replaced between 2007 and 2011, but it is compatible with the home's original design. Therefore, the building retains a good level of integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

PAST Consultants, LLC
2009 San Jose Modernism: Historic Context Statement. https://www.sanjoseca.gov/home/showpublisheddocument/24017/636689747655430000. Accessed August 18, 2021.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 15564 Briarwood Dr - AIN: 2281021014

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

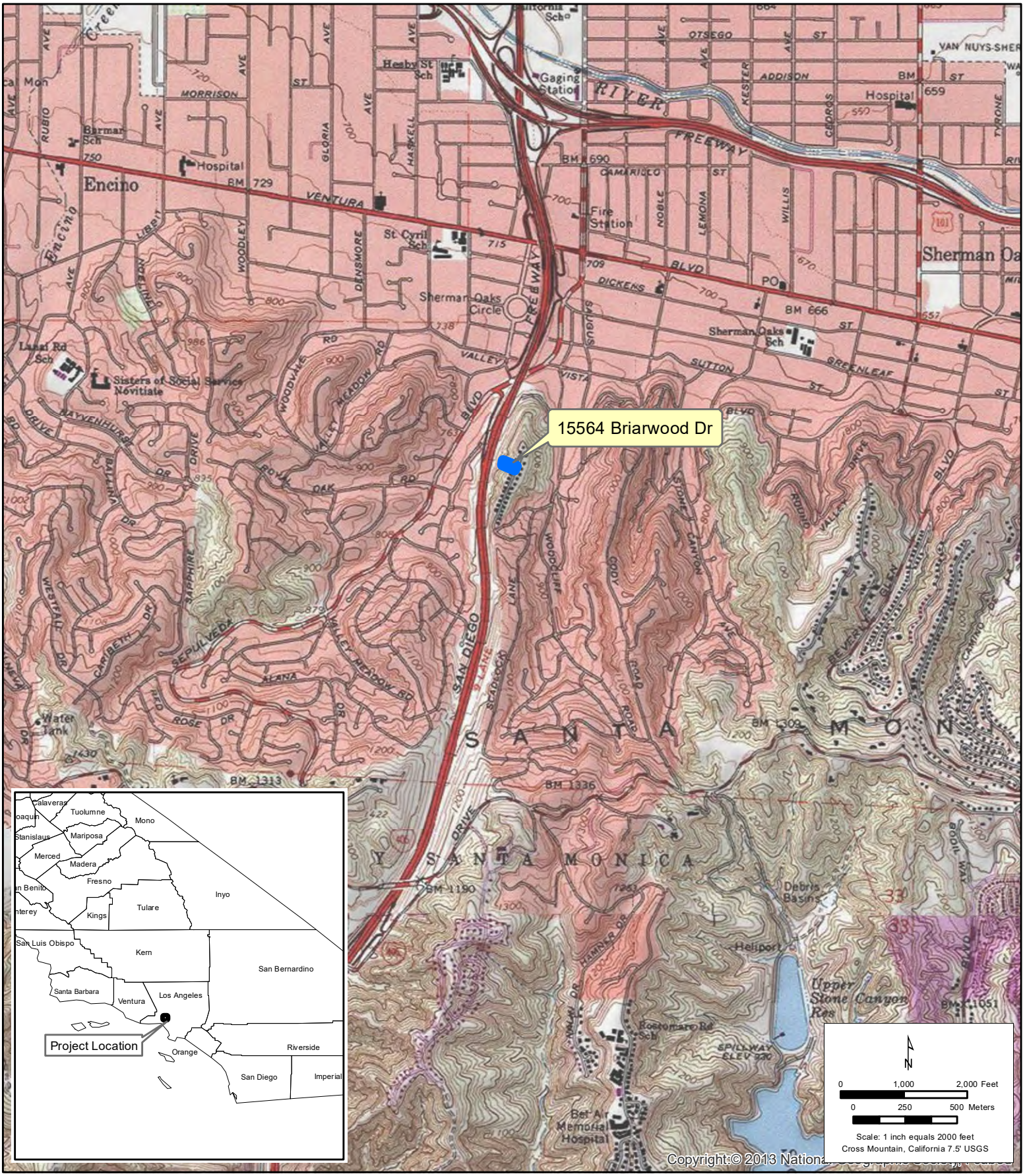
Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 15564 Briarwood Dr - AIN: 2281021014

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Rodeo Realty

P1. Other Identifier: 15300 Ventura Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15300 Ventura Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 364797.34 mE/ 3780133.53 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2276039007; 2276039008

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

The multi-story, International-style commercial high-rise building at 15300 Ventura Boulevard was constructed in 1964. It features a compound, irregular, H-shaped plan and its roof is flat with parapets and is clad with built-up material. The reinforced concrete building includes glass curtain walls and sheet metal panels within pronounced aluminum frames. Commercial signage along the cornice reads, "RODEO REALTY."

The building features an east- and north-facing orientation and includes glazed entry doors with ribbons of fixed windows along Ventura Boulevard and Sepulveda Boulevard. Engaged concrete columns extend to the ground level on the north elevation creating a colonnade-like effect. Other details include horizontal brick veneers on the south elevation that extend toward the east and west. A concrete bridge extends from the south elevation of the second floor and provides access to the adjacent parking structure. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP7 – 3+ Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southwest. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Rodeo Realty

B1. Historic Name: N/A
B2. Common Name: Rodeo Realty
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. Various maintenance conducted over the twentieth century. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Modern-style parking structure

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1960 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 15300 Ventura Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The associated parking structure, also constructed in 1964, is directly south of the Rodeo Realty building. The parking structure includes five levels of parking, features an irregular plan with a curved end at the south elevation, and is constructed of reinforced concrete masonry unit (CMU) block with evidence of a past retrofit. Other construction details include vertical I-beam steel supports on each level. The top level features open air parking. A decorative, wraparound aluminum frame with vertical emphasis extends from the north elevation, along the east elevation, and terminates at the south elevation. The west elevation features exposed parking on each level. The structure is entered on the north and south elevations; the south elevation entrance is flanked by two single-entry doors.

***B10. Significance (continued):**

The building at 15300 Ventura Boulevard was constructed in 1964 and historically operated as a high-rise commercial office building. Research indicates the building has housed numerous businesses since the time of its construction including Comprehensive Designers in 1967, V.I.P. Engineers in 1975, SALESworld Agency in 1985, and Balducci's Trattoria in 1994 (*The Los Angeles Times* 1967, 1975, 1985, and 1994). The building continues to be occupied by commercial businesses and corporations.

The building features an International architectural design defined by its curtain wall construction with an emphasis on aluminum framing, and brick veneer projections. The International Style was widely used in governmental, institutional, and commercial buildings from 1945 to the 1960s (rare examples were constructed as early as 1925) and is the earliest of the modernist styles. It is characterized by a complete lack of applied ornament, flat roofs, smooth and uniform wall surfaces, windows with minimal exterior reveals, cantilevered upper floors and balconies, box shapes, and horizontality, usually in ribbon windows (Whiffen 1996:241-243).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The commercial building at 15300 Ventura Boulevard is an excellent example of the International style with its curtain walls and vertical and horizontal emphasis defined by brick veneers and aluminum framing. The building retains a distinctive design that merits listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association . Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

The Los Angeles Times
1967 Hiring advertisement for Comprehensive Designers. May 22, 1967. Accessed on April 27, 2023 via newspapers.com.

1975 Hiring advertisement for V.I.P. Engineers. December 7, 1975. Accessed on April 27, 2023 via newspapers.com.

1985 Hiring advertisement for SALESworld Agency. July 28, 1985. Accessed on April 27, 2023 via newspapers.com.

1994 Classified advertisement for Balducci's Trattoria. November 4, 1994. Accessed on April 27, 2023 via newspapers.com.

Whiffen, Marcus
1996 *American Architecture since 1780: A Guide to the Styles.* 4th ed. Cambridge, Massachusetts and London: The MIT Press, 1996.

P5a. Photographs (continued):

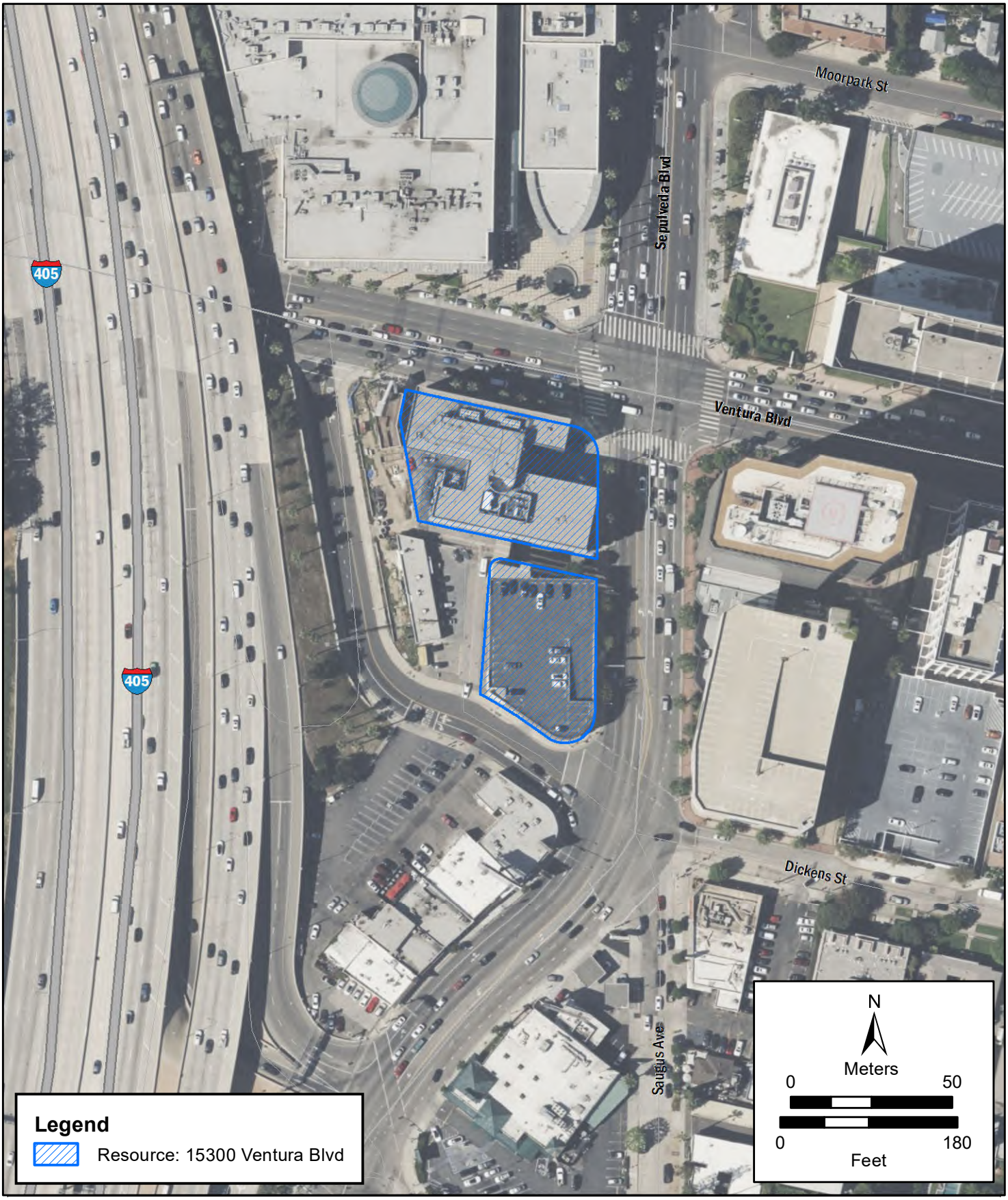
Photograph 2. View of the associated parking garage, also constructed in 1964 in the modern style. Camera facing northwest. April 12, 2023.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 15300 Ventura Blvd - AIN: 2276039007; 2276039008

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023



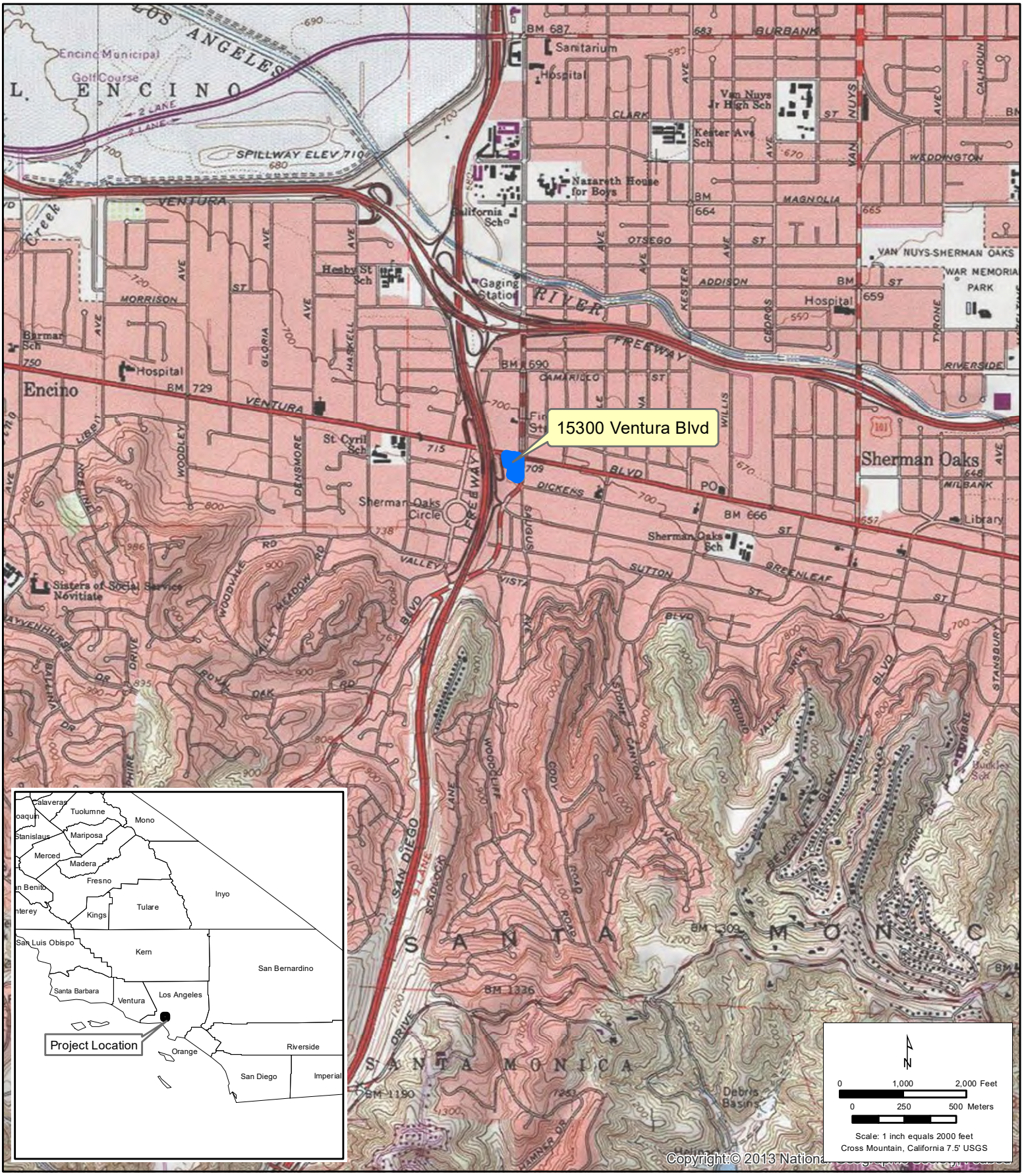
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 15300 Ventura Blvd - AIN: 2276039007; 2276039008

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 15250 Ventura Boulevard

P1. Other Identifier: 15250 Ventura Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15250 Ventura Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 364934.55 mE/ 3780123.63 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2276007033

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

The multi-story, high-rise commercial building at 15250 Ventura Boulevard was constructed in 1970 and is an example of Brutalism influenced by New Formalism. The building features a rectangular plan and a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are constructed of reinforced concrete clad with glass curtain walls partitioned by vertically oriented, engaged concrete columns. A rectangular, concrete panel extends across the engaged columns at the cornice. Access to covered parking is on the west elevation, and a single-story entrance with a flat roof is on the east elevation. The entrance features glazed, double-entry doors with a transom and fixed sidelights. Additional details include a planter box with landscaped foliage along the north facing façade. The rear (south) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP7 – 3+ Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and west elevation view, camera facing southeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1970 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 15250 Ventura Boulevard

B1. Historic Name: undetermined
B2. Common Name: various
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Brutalism influenced by New Formalism
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1970.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1970 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 15250 Ventura Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 15250 Ventura Boulevard was constructed in 1970 and was historically occupied by several commercial businesses and corporations. These included the Industrial Restaurant Supply in 1971, the attorney office of Russel G. Bankes in 1977, the Foster-Graham Co. in 1977, and Pepperdine University in 1982 (*Valley News* 1971; *The Signal* 1977; *The Los Angeles Times* 1977, 1982). The building continues to operate as office space.

The building is an example of the waning of popularity of Brutalist architecture in the early 1970s, with its simple concrete construction, lack of ornamentation, and large, stark, rectilinear form. The monumentality of the building, as exhibited by the concrete columns and the emphasis on massing and symmetry of design, also suggests the architect was influenced by New Formalism. The building also possesses Miesian characteristics with its use of modern materials, simple design, and use of glass curtain walls.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The building is a good example of Brutalism influenced by New Formalism as an expression of commercial architecture, as exhibited by its simple concrete construction, lack of ornamentation, concrete columns, emphasis on massing and symmetry of design, and glass curtain walls. The building retains a distinctive design that merits listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

The Los Angeles Times
1977 Classified advertisement for Foster-Graham Co. September 18, 1977. Accessed on April 27, 2023 via newspapers.com.

1982 Classified advertisement for Pepperdine University. July 25, 1982. Accessed on April 27, 2023 via newspapers.com.

The Signal
1977 Classified advertisement for Russel G. Bankes attorney office. June 1, 1977. Accessed on April 27, 2023 via newspapers.com.

Valley News
1971 Public notice for Industrial Restaurant Supply. May 2, 1971. Accessed on April 27, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 15250 Ventura Blvd - AIN: 2276007033

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

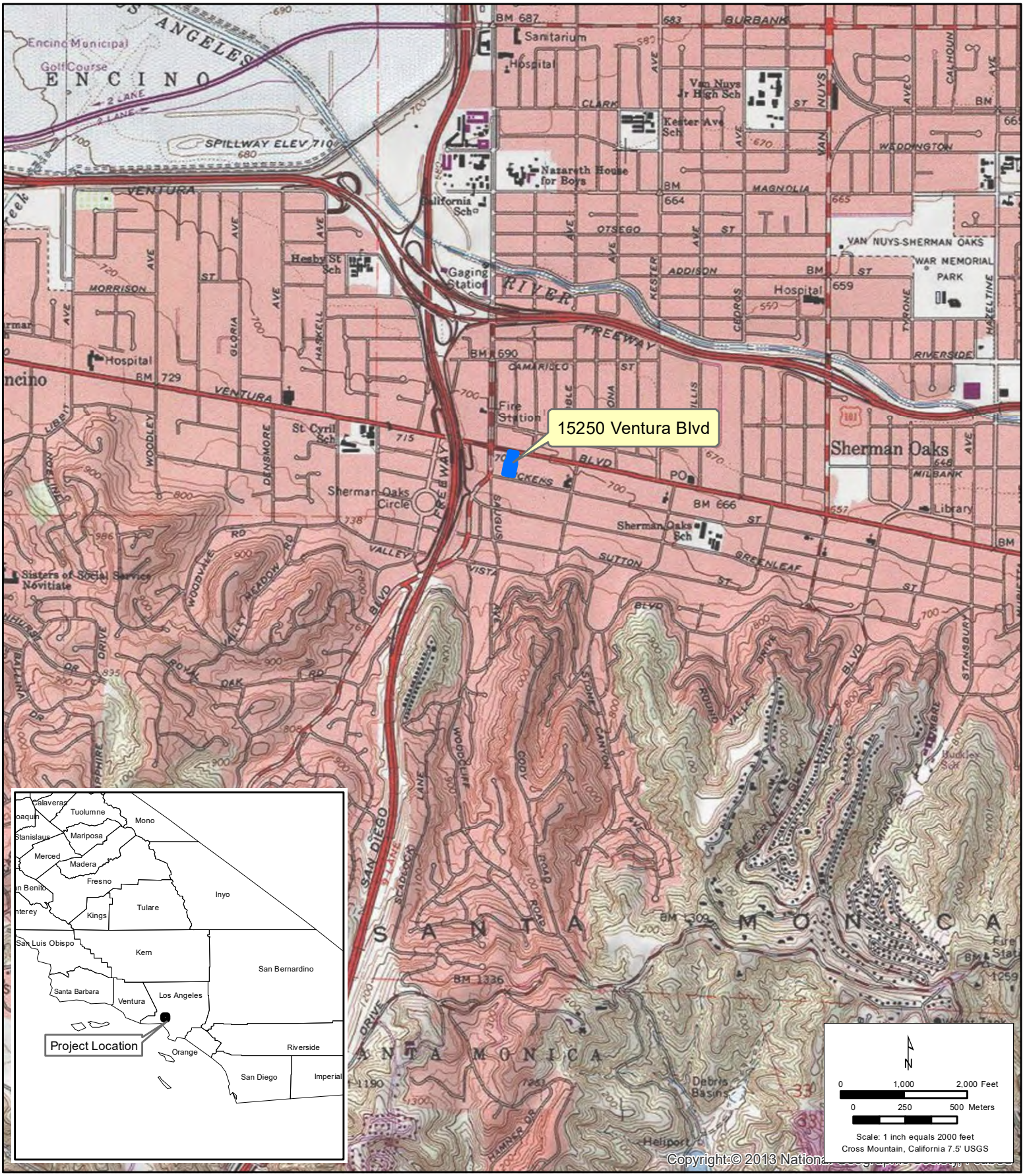
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 15250 Ventura Blvd - AIN: 2276007033

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Union Bank Building

P1. Other Identifier: 15233 Ventura Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15233 Ventura Boulevard **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 364911.56 mE/ 3780201.40 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2264007020

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

The 14-story, International-style high-rise office building at 15233 Venture Boulevard was constructed in 1964 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up. The exterior walls are constructed of reinforced concrete with curtain wall windows. Fenestration details include a ground level entrance characterized by fixed windows and glazed, double-entry doors. The entirety of the building is enclosed in a Contemporary, concrete grid pattern with triangular decorative details.

***P3b. Resource Attributes:** (List attributes and codes) HP7 – 3+ Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Rear and west elevation view, camera facing southeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Union Bank Building

B1. Historic Name: Union Bank
B2. Common Name: various
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. Entrance awning added in 2000.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1964 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 15233 Ventura Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 15233 Ventura Boulevard was constructed in 1972 and historically operated as a high-rise office building owned by the Union Bank. The building cost nearly $4,042,000 to construct. Originally, the ground floor was used strictly for banking, while the upper floors housed offices rented by various businesses and corporations (*The Los Angeles Times* 1965).

The building features an International architectural design defined by the angled and triangular concrete grid that encloses the entirety of the building. The International Style was widely used in governmental, institutional, and commercial buildings from 1945 to the 1960s (rare examples were constructed as early as 1925) and is the earliest of the Modernist styles. It is characterized by a complete lack of applied ornament, flat roofs, smooth and uniform wall surfaces, windows with minimal exterior reveals, cantilevered upper floors and balconies, box shapes, and horizontality, usually in ribbon windows (Whiffen 1996:241-243).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The high-rise building at 15233 Ventura Boulevard is an excellent example of the International style with its curtain wall construction and simplistic concrete grid system that wraps the building. The building retains a distinctive design that merits listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

The Los Angeles Times
1965 "Permit Issues for 13-Story Office Structure." Editorial. June 13, 1965. Accessed on April 27, 2023 via newspapers.com.

Whiffen, Marcus
1996 *American Architecture since 1780: A Guide to the Styles.* 4th ed. Cambridge, Massachusetts and London: The MIT Press.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 15233 Ventura Blvd - AIN: 2264007020

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

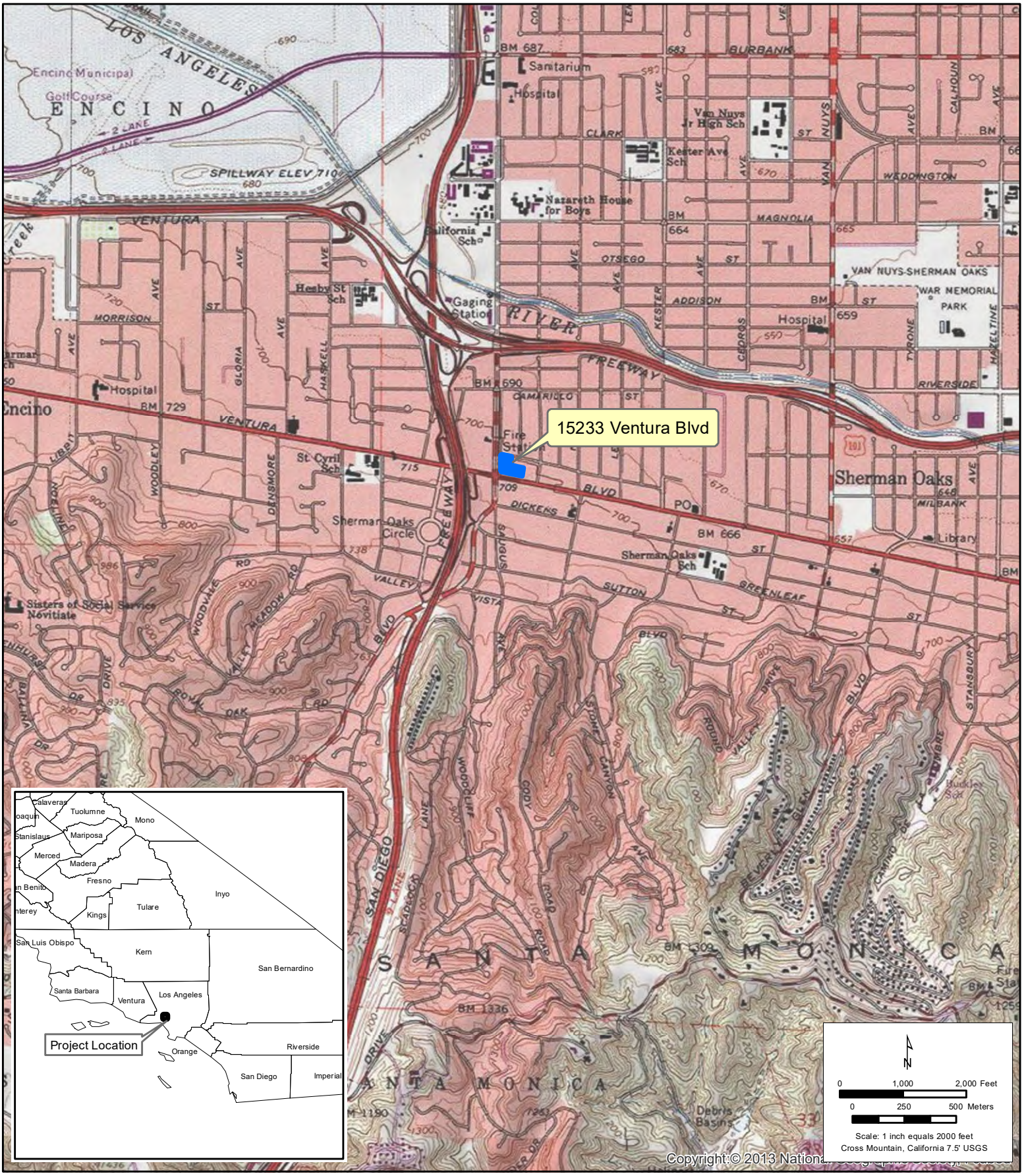
Page 5 of 5

*Resource Name or # (Assigned by recorder) 15233 Ventura Blvd - AIN: 2264007020

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Kauai Surf

P1. Other Identifier: 15232 Martha Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 15232 Martha Street **City** Van Nuys **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364949.93 mE/ 3782288.08 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2243003020

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

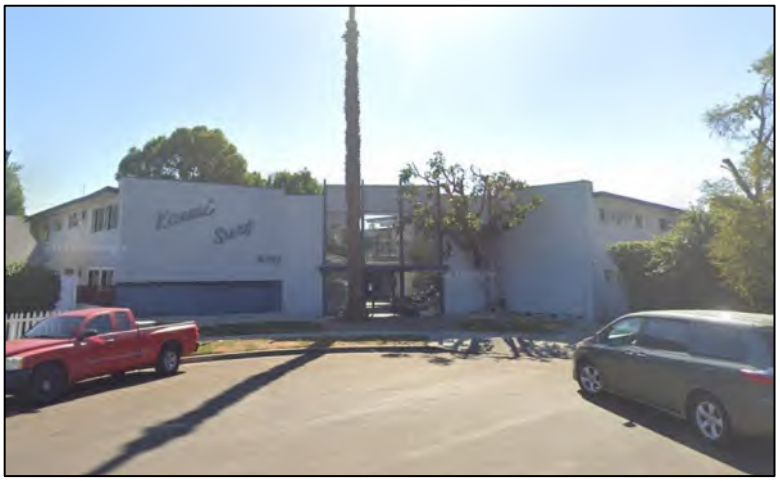
The two-story Modern apartment complex at 15232 Martha Street was constructed in 1962 and features an irregular square plan and a concrete foundation. The roof is flat with wide, overhanging eaves and is clad with built-up material. The exterior walls are concrete sheathed in stucco. Windows include aluminum- and vinyl-framed horizontal sliding sash windows.

The building faces northeast and the façade is characterized by an angled formation that features a central entrance bay flanked by angled concrete walls. The entrance bay includes a metal single-entry gated door flanked by full-height windows shaded by a cantilevered awning in the ground level and a ribbon of three windows in the second level. Four concrete pilasters partition the windows and slightly extend above the roofline. The concrete wall to the southeast features a historic wall sign that reads, "Kawai Surf – 15232." The side elevations are only partially visible from the public right-of-way but visible features include a combination of original and modern horizontal sliding sash windows. The rear (southwest) elevation is not visible from the public right-of-way. Entrances to the apartments are within the interior courtyard. Floating staircases with decorative fabricated metal railings are visible through the façade windows.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southwest (Google Image Capture 09/2022).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
1962 (Los Angeles County Assessor)

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Kauai Surf

B1. Historic Name: Kauai Surf
B2. Common Name: Kauai Surf
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1962. Some replacement windows on the side elevations noted; date of replacement undetermined.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: Sherman Nekritiz

***B10. Significance: Theme** Residential development; Architecture **Area** Los Angeles County
Period of Significance 1962 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion A and C; CRHR Criterion 1 and 3

The building at 15232 Martha Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building is in the community Van Nuys, a neighborhood located in the central San Fernando Valley region of greater Los Angeles. On February 22, 1911 *The Los Angeles Times* published a classified advertisement about the "Van Nuys Townsite" located directly south of present-day Panorama City in the San Fernando Valley (Van Nuys Neighborhood Council N.d.). Developers named the townsite after Isaac Van Nuys, the previous landowner who ranched half of the townsite location in the open space south of present-day Roscoe Boulevard. Among buyers included rich land speculators who recognized that the Los Angeles aqueduct from the Owens Valley would provide sufficient and consistent water for ranchers and farmers who settled in the new townsite. As a result, Isaac Van Nuys' ranch became the Van Nuys Townsite, which quickly then became just Van Nuys. A land auction was held the same day the classified advertisement was published and people purchased lots, pitched tents, and began to construct their homes. In 1932, Van Nuys became the second center for Los Angeles city services when the Van Nuys City Hall building was constructed as a place for federal, state, and city services, as well as other county courts. The economy of Van Nuys remained primarily agricultural until World War II. Between the late 1940s and 1950s, airplane manufacturing boomed as commercial aviation became the new mode of travel, and in 1946, General Motors constructed its Chevrolet assembly plant in Van Nuys. During the post-World War II era, housing tracts increasingly replaced farmland and orchards as Van Nuys shifted from commercial agriculture to more industrial based commerce (Van Nuys Neighborhood Council n.d.).

Sherman Nekritiz constructed the Kauai Surf apartments in 1962. An advertisement for the building's open house announced the building as a bronze medallion project (*The Van Nuys News and Valley Green Sheet* 1962). The medallion referred to the Live Better Electrically (LBE) program which began in the mid-1950s when the General Electric and Westinghouse corporations co-sponsored a multi-million dollar nationwide campaign to promote electric household appliances and the benefits of electric power. General Electric provided the main support for the LBE program, which officially launched in March 1956 (Houser 2023). By October 1957, the National Electrical Manufactures Association expanded the LBE program and launched the "Medallion Homes" campaign. The campaign intended to sell 20,000 all-electric homes nationwide within the first year. Goals included the following: to provide prospective homebuyers with a recognized symbol of electrical excellence for new home construction; to raise the electrical standards in new construction; to help builders sell homes by educating their customers to the benefits of electrical living; to show existing homeowners electrical features and fixtures that were needed in their present homes; and to give national support to existing programs that were being sponsored by local utilities to upgrade existing home electrification (Houser 2023).

In the late 1950s and early 1960s, magazines, newspapers, television, and radio heavily promoted the LBE and Medallion Homes program. To earn an LBE Medallion emblem on a house or apartment, the building had to be fully sourced with electricity for heat, light, and power. A residence also needed to include an electric range or built-in oven and surface units, as well as an electric refrigerator and/or refrigerator/freezer in the kitchen. Additional requirements included an electric water heater, plus at least one more electric appliance, such as a dishwasher, food waster disposer, clothes dryer, or air conditioner. Lastly, a requirement for full "modern living" included built-in illumination throughout the residence. Single and multi-family residences that met these requirements were awarded a 3" inch brass plaque emblazed with the "Live Better Electrically" logo (**Figure 1**). The LBE Medallion was typically located near the front entry door; embedded in the concrete sidewalk, patio, or doorstep; or affixed to the wall as a stand-alone marker (Houser 2023).

In 1962, the Kauai Surf apartments published classified advertisements to promote their completion and scheduled open house. The building included 21 units and indicated its medallion status. Hugh C. Cate of the Department of Water indicated that a "medallion signifies that a dwelling meets high standards in modern lighting, major electric appliances and wiring for present and future electric needs" (*The Van Nuys News and Valley Green Sheet* 1962). The Kauai Surf apartments met the medallion requirements because it included all-electric kitchens, built-in ranges, dishwashers, and waste disposal. Additional details included electrically refrigerated air conditioning and zone-controlled radiant cable space heating, as well as private patios, a swimming pool, recreation area, barbecue pits, draperies, and carpeting (*The Van Nuys News and Valley Green Sheet* 1962). The building continues to operate as the Kauai Surf Apartments.

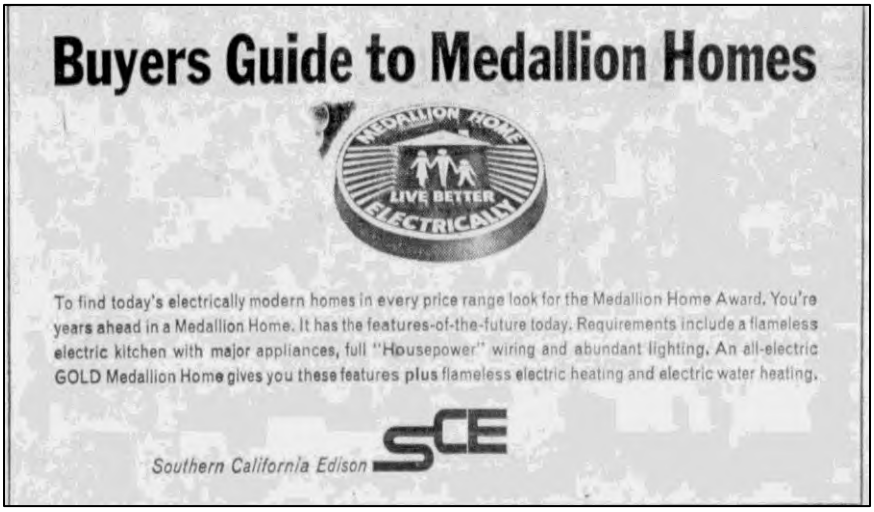


Figure 1. Newspaper advertisement for the LBE Medallion Homes program (*The Los Angeles Times* 1965).

Architectural Context

The Kauai Surf building demonstrates elements of the Modern architectural style. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant associations with important historic events. The Kauai Surf Apartments is associated with the LBE and Medallion Homes program and opened as a Bronze Medallion complex because it offered all-electric kitchens, as well as other electrical amenities. The building played a distinct and important role in in the LBE Medallion Homes program and reflects the broad patterns and themes of this early residential and marketing campaign. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1 for its association with the LBE and Medallion Homes program(s).

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Kauai Surf apartment building is a good example of a Modern apartment complex as exhibited by its curtain wall construction and solid spaces with natural colors and textures of materials. The building retains the high artistic value and distinctive design that merits listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Houser, Michael
2023 "Live Better Electrically: The Gold Medallion Electric Home Campaign." Department of Archaeology + Historic Preservation. Accessed April 4, 2023. Available: https://dahp.wa.gov/historic-preservation/historic-buildings/historic-building-survey-and-inventory/live-better-electrically-the-gold-medallion-electric-home-campaign.

The Los Angeles Times
1965 Illustration of Medallion Homes plaque. April 9, 1965. Accessed on April 4, 2023 via newspapers.com.

The Van Nuys and Valley Green Sheet
1962 "Kauai Surf Units Open Here Today." Editorial. November 25, 1962, Accessed on April 5, 2023 via newspapers.com.

Van Nuys Neighborhood Council
n.d. "History." Accessed February 24, 2023. Available: https://vnnc.org/about/history/.

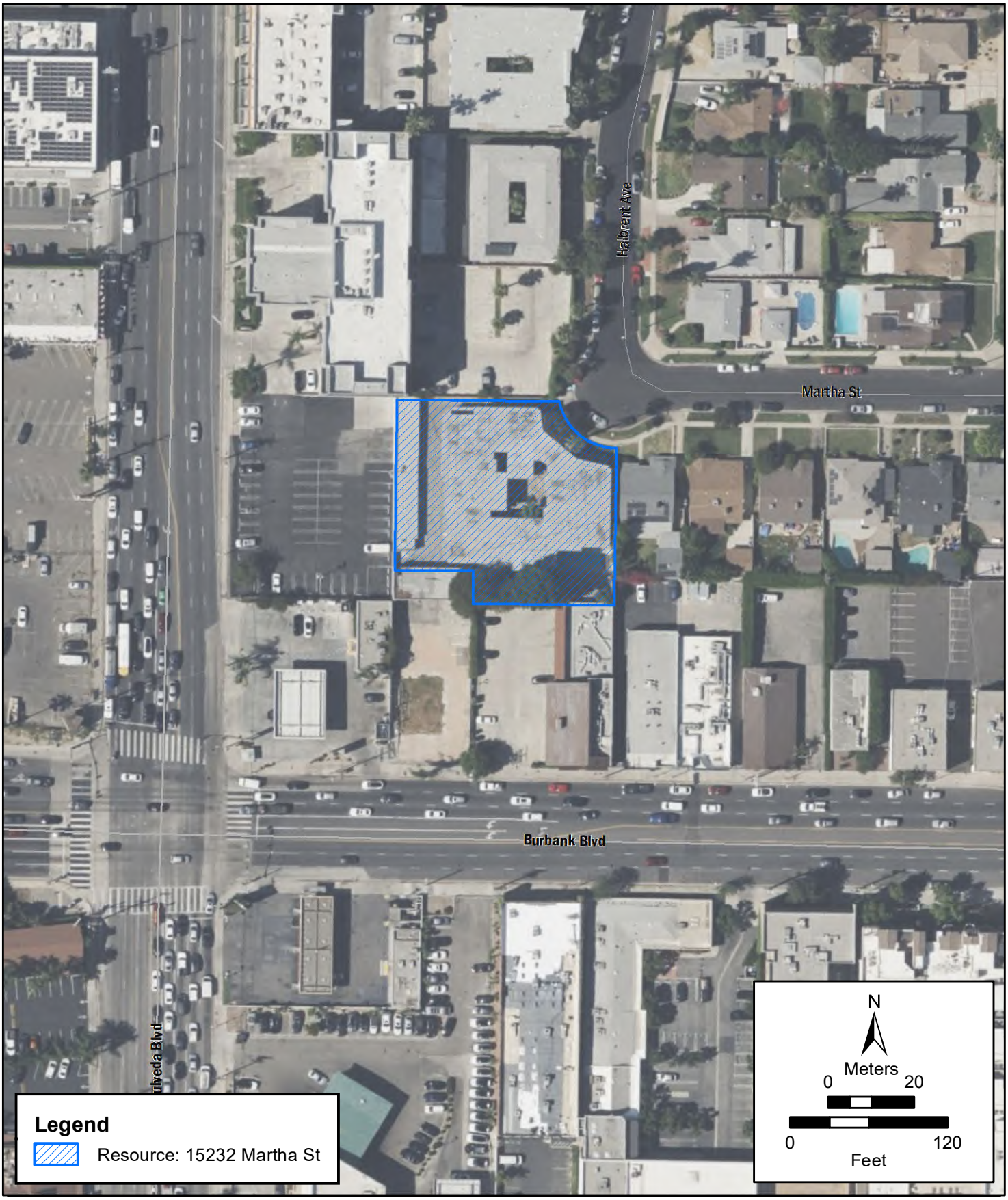
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 15232 Martha St - AIN: 2243003020

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

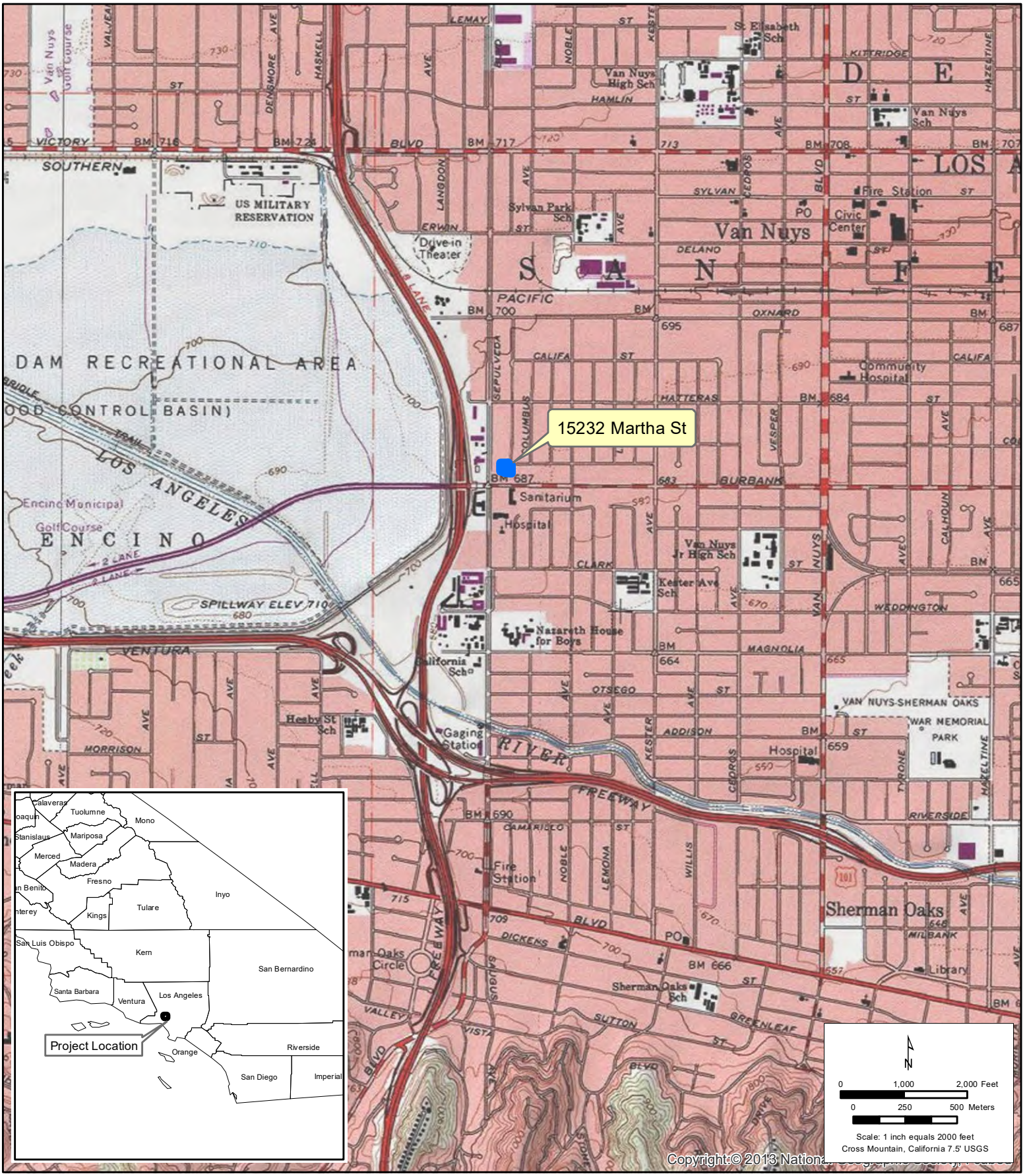
Page 6 of 7

*Resource Name or # (Assigned by recorder) 15232 Martha St - AIN: 2243003020

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 15224 Dickens Street

P1. Other Identifier: 15224 Dickens Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** NAME **T** [X]__; **R** [X]__; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 15224 Dickens Street **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364942.53 mE/ 3779984.97 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2276008025 to 050

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

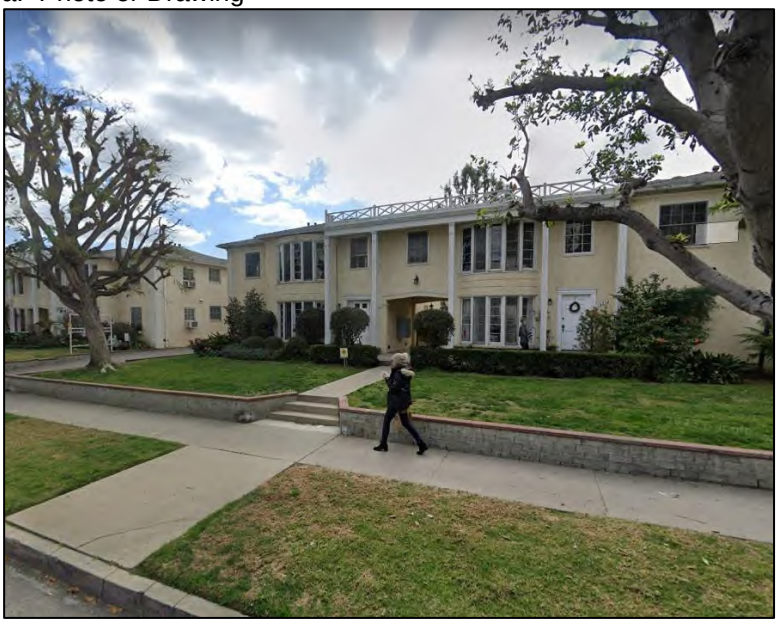
The property at 15224 Dickens Street includes two identical apartment buildings constructed in 1948. The two-story Neoclassical-style buildings feature C-shaped plans and concrete foundations. The complex, low-pitched hipped roofs include overhanging eaves and are clad with asphalt composition shingles. The exterior walls wood frame clad with stucco. Windows include 3/3, 6/6, and 8/8 wood sash units; two-part aluminum-framed sliding units; five-light, wood-framed fixed units; and five-light, wood-framed casement units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southeast (Google Image Capture, 02/2023)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 15224 Dickens Street

B1. Historic Name: undetermined
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Neoclassical
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1948. Detached garages updated in 1973. Reroofed in 2017. Fenestration details updated at an unknown date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached parking at the rear

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1948 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 15224 Dickens Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The buildings face north, and the façades are eight bays wide and characterized by centered, full-height porch entries supported by five wood columns and topped with "X" patterned railings. The entry porch spans four bays of the eight bays.

The two eastern bays on the eastern building feature a fluted pilaster on its east end. The second level includes a 3/3 wood sash window and a 6/6 wood sash window, and the lower level includes a two-part aluminum-framed sliding window and an 8/8 wood sash window. Within the porch, the easternmost bay includes a 6/6 wood sash window in the second level and a single-entry replacement paneled door with a storm door in its lower level. The next bay to the west includes bay windows in both levels that each contain five windows, which are fixed and casement units. The bay west of the bay windows includes a 6/6 wood sash window in the second level and an open arched entrance that provides access to an interior courtyard on the lower level. The westernmost bay within the porch includes a 6/6 wood sash window in the second level and a single-entry wood paneled door with two fixed lights in the lower level. The two bays west of the porch include another pair of bay windows, 6/6 wood sash windows, and a fluted pilaster on its west end. The facades are mirror images of each other, so the fenestration and details of the western building are the same but flipped in order.

The exterior side elevations include additional sash windows on the second and ground levels, and the interior C-shaped elevations provide access to an interior courtyard with landscaped walking paths and a pool. The rear (south) elevations are not visible to the public right-of-way, but likely include similar fenestration details. Detached parking is located immediately south of the rear elevations.

***B10. Significance (continued):**

Research did not identify any historical information about the buildings at 15224 Dickens Street. The buildings are modest Neoclassical-style structures. The Neoclassical style was popular between 1895 and 1955 and became a dominant architectural design for domestic building types throughout the country. The style experienced two waves of popularity. Between 1900 and 1920, Neoclassical buildings emphasized hipped roofs and elaborate, correct columns, and between 1925 and the 1940s, Neoclassical buildings emphasized side-gabled roofs and simple, slender columns (McAlester 2013). The subject buildings, constructed in 1948, demonstrate elements of the first phase, including low-pitched hipped roof formations, bay windows, and a full height entry porch.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the buildings have no significant associations with important historic events. The buildings are associated with residential development of Los Angeles but research did not reveal that the buildings played a distinct or important role in overall development of the region. Therefore, the buildings are recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the buildings are not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of these buildings made demonstrably important contributions to history at the local, state, or national level. Therefore, the buildings are recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, the buildings are significant as important examples of a type, period, or method of construction. The buildings at 15224 Dickens Street are excellent examples of multi-family dwellings with Neoclassical design elements as exhibited by the full-height porches with wood railings, hipped roofs, and bay windows. The buildings retain a distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with these buildings; therefore, they are not significant as the work of a master. The buildings are recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, the buildings are not significant as sources (or likely sources) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the buildings are recommended not eligible for the NRHP or CRHR under Criterion D/4.

The buildings do not appear to have been substantially altered since construction and retain integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because the buildings meet one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retain sufficient integrity to convey that significance, the buildings appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
2013 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 15224 Dickens St - AIN: 2276008025 to 050

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

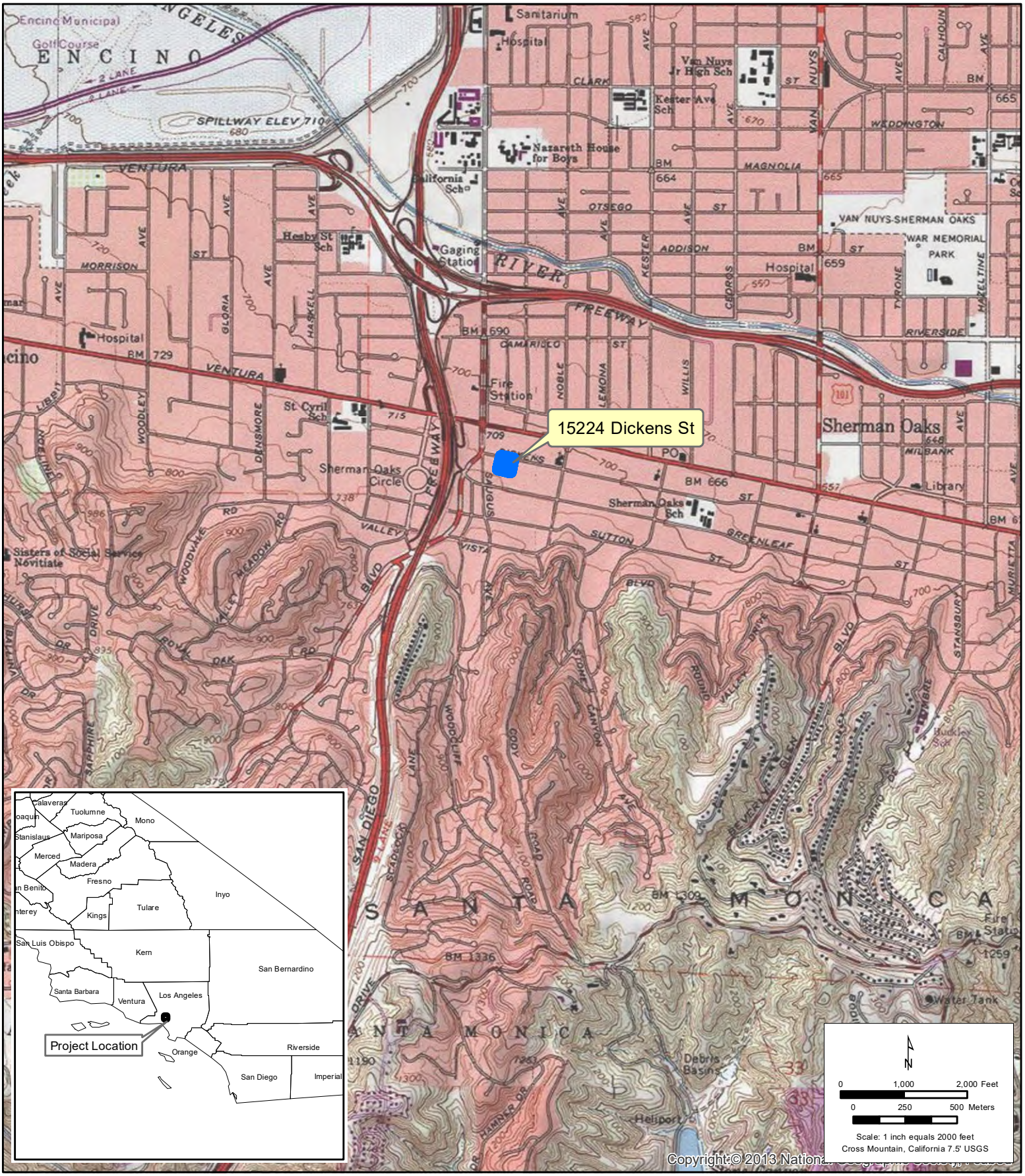
Page 6 of 6

*Resource Name or # (Assigned by recorder) 15224 Dickens St - AIN: 2276008025 to 050

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 14746 Raymer Street

P1. Other Identifier: 14746 Raymer Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 14746 Raymer Street **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S_ ; 365980.09 mE/3786633.47 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2210025048

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

The is large single-story, utilitarian warehouse building at 14746 Raymer Street was constructed in 1967. The building features Modern influences, a compound rectangular plan, and a concrete foundation. The bowstring roof is concealed from street level views by parapets and is clad in a membrane material. The exterior walls are constructed of tilt-up concrete slabs. Windows include aluminum-framed fixed units with exterior metal security grilles.

The building faces north, and the façade feature five concrete bays with rounded archways. The central three bays are open and form an inset porch that contains the storefront, and the flanking bays are infilled with concrete. The east end of the storefront includes a glazed single-entry door with a transom flanked by two-part windows composed of fixed lights over spandrel panels. A set of two similar paired windows on are on the west-facing perpendicular return wall. The west end of the storefront features a ribbon of five windows on the façade and a set of paired windows on the east-facing perpendicular return wall. The windows are covered with security grilles and the single-entry door features a retracting security door. The west elevation is connected to the adjacent building, and the east elevation includes rows of large industrial bay doors. The rear (south) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and east elevation view, camera facing west. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1967 (Los Angeles County Assessor)

***P7. Owner and Address:**
(private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 14746 Raymer Street

B1. Historic Name: N/A
B2. Common Name: Mad Men Modern
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Utilitarian; Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) The building was constructed in 1967. Records do not indicate any significant alterations since its original construction date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1967 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 14746 Raymer Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The historical occupants of the building were not determined. The building is currently occupied by Mad Men Modern. The building demonstrates a Utilitarian design with modest Modern architectural influences.

The utilitarian style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-twentieth century to the present are utilitarian. The subject utilitarian building features no detailing or ornamentation outside of the modest Modern elements at the façade.

Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial and industrial development of the Van Nuys area, but research did not reveal that the building played a distinct or important role in the economic development of the area. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example or a type, period, or method of construction. The commercial building at 14704 Raymer Street is a good example of a utilitarian warehouse building with Modern influences, including the arched bays and horizontal and vertical elements on the façade. The building retains a distinctive design that merits listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building does meet eligibility for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building does not appear to have been significantly altered since construction and retains its integrity of location, setting, design, materials, workmanship, feeling, and association . Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 14746 Raymer St - AIN: 2210025048

***Drawn By:** Alec Stevenson ***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

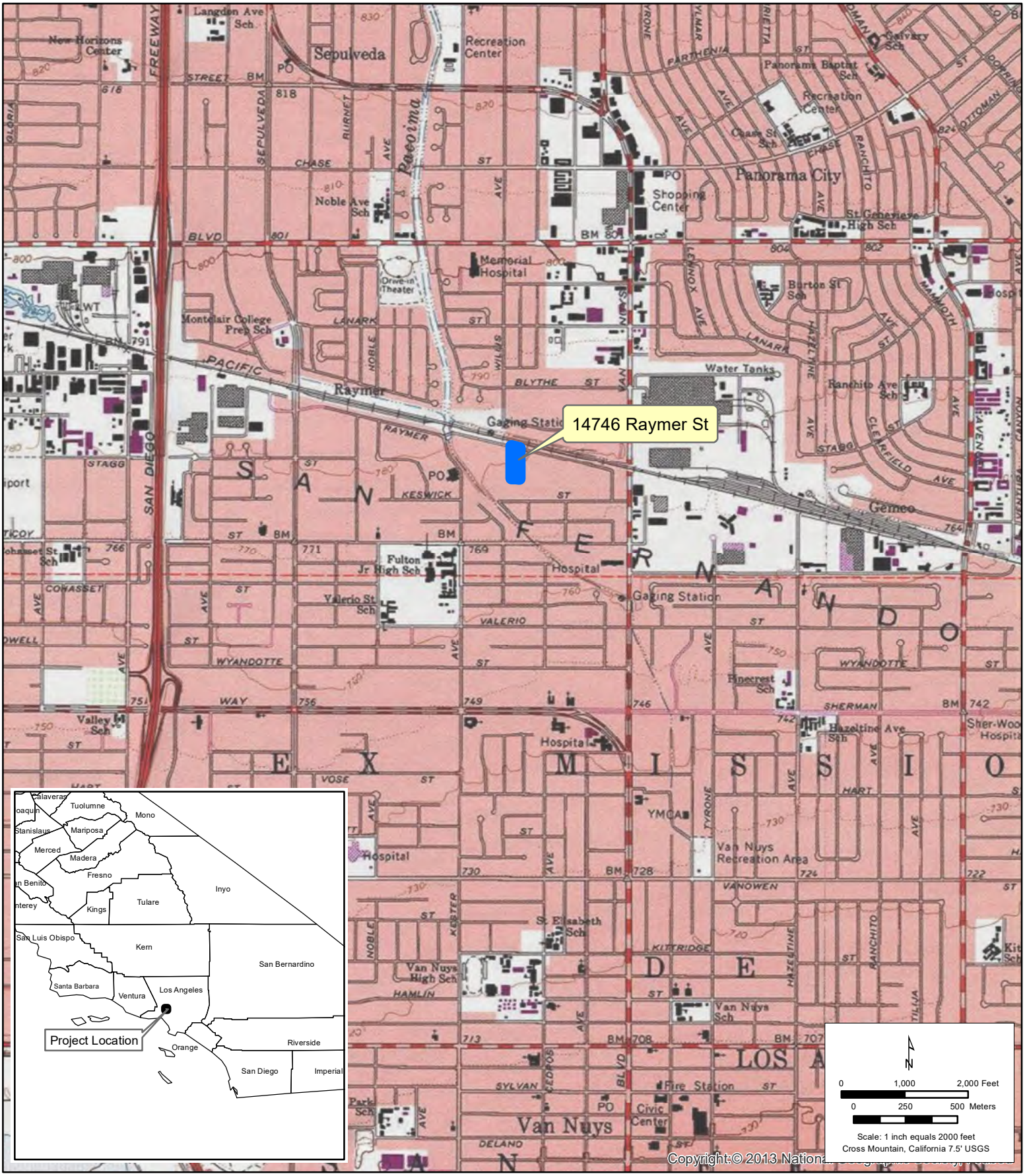
Page 5 of 5

*Resource Name or # (Assigned by recorder) 14746 Raymer St - AIN: 2210025048

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1994



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DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 14704 Raymer Street

P1. Other Identifier: 14704 Raymer Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 14704 Raymer Street **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S_ ; 366104.70 mE/3786620.44 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2210025010

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

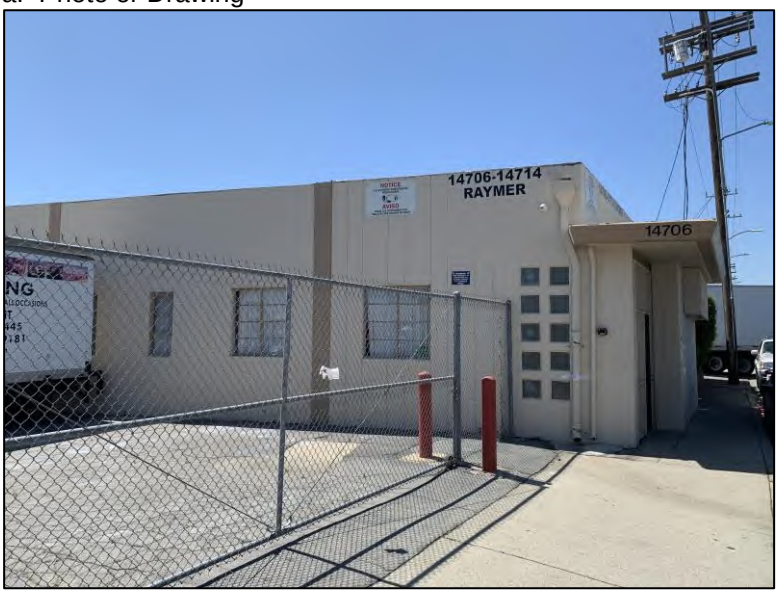
The single-story, utilitarian commercial warehouse building located at 14704 Raymer Street was constructed in 1954 and features Modern architectural influences, a rectangular plan, and a concrete foundation. The low-pitched, front-gabled roof is concealed from street level views by parapets and is clad with built-up material. The exterior walls are painted concrete. Windows include glass block and steel-framed industrial casement units.

The building faces north, and the primary entrance is on the east side of the façade. The entrance is within a flat-roofed vestibule with wide, overhanging eaves. The façade of the vestibule includes an open doorway with a steel security gage and two columns of glass block windows. The east elevation features two columns of glass block windows, multiple steel-framed industrial casement windows, and three vehicle bays with roll-up doors. The west elevation features a row of evenly spaced steel-framed industrial casement windows. The rear (south) elevation is not visible to the public right-of-way. A detached rectangular building is located near the rear elevation and includes two vehicle bays with roll-up doors and another vehicle bay infilled with framing and two single-entry doors.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and east elevation view, camera facing west. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
(private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 14704 Raymer Street

B1. Historic Name: undetermined
B2. Common Name: Avalanche Air; Sit Catering and Event Rentals
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Utilitarian; Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) The building was constructed in 1954. Records do not indicate any significant alterations since its original construction date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1954 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 14704 Raymer Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The historical occupants of the building were not determined. The building is currently occupied by Avalanche Air and Sit Catering and Event Rentals. The building demonstrates a utilitarian design with modest Modern architectural influences.

Utilitarian architecture is primarily determined by the use of the building. For instance, an utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-twentieth century to the present are utilitarian. The subject utilitarian building features no detailing or ornamentation outside of the modest Modern elements at the façade.

Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial and industrial development of the Van Nuys area, but research did not reveal that the building played a distinct or important role in the economic development of the area. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example or a type, period, or method of construction. The commercial building at 14704 Raymer Street is good example of a utilitarian commercial building with modest Modern details including the glass block windows and horizontal elements on the façade. The building retains a distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building does qualify for listing the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building does not appear to have been significantly altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 14704 Raymer St - AIN: 2210025010

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

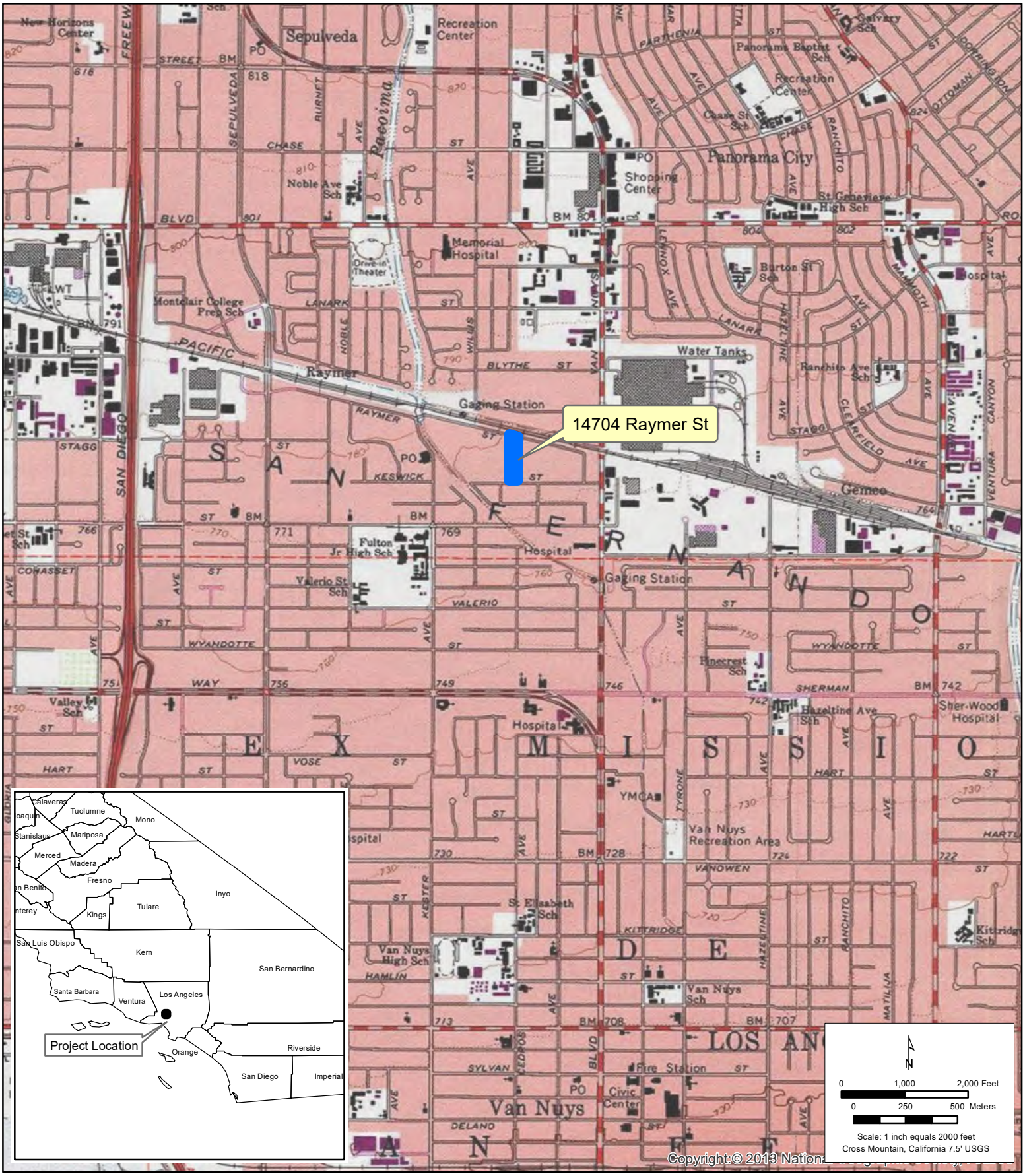
Page 5 of 5

*Resource Name or # (Assigned by recorder) 14704 Raymer St - AIN: 2210025010

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Chatam Restaurant

P1. Other Identifier: 10930 Weyburn Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **T** 1S; **R** 15W; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 10930 Weyburn Avenue **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366517.68 mE/ 3770016.71 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363018019

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

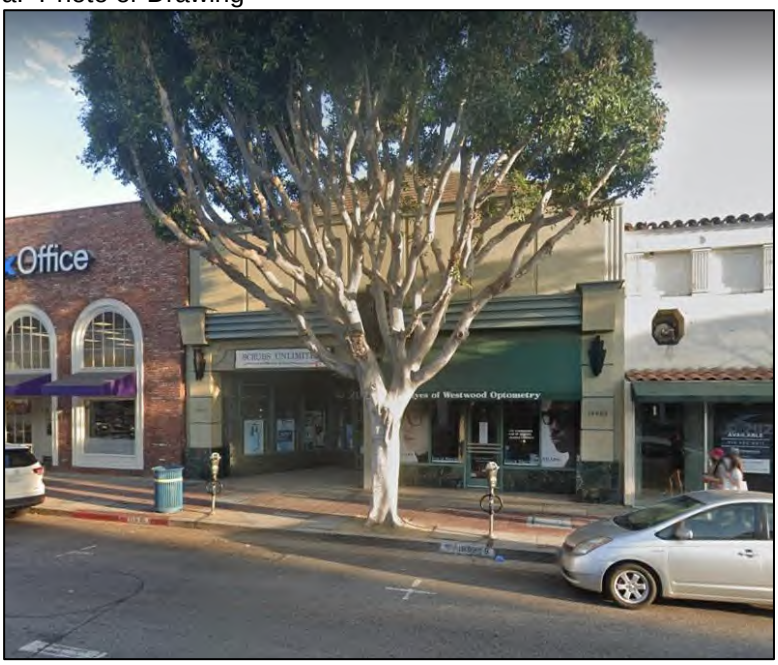
The Two-Part Commercial Block building at 10930 Weyburn Avenue was constructed in 1940 with Art Deco-style influences. The roof is flat with parapets with a hipped roof section at the façade. The flat roof is clad with built-up material and the hipped roof is covered with asphalt composition shingles. The exterior walls are concrete clad with stucco. Windows include the aluminum-framed storefront systems.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the north facing facade, camera facing south. (Google Image Capture 08/2022).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1940 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Chatam Restaurant

B1. Historic Name: Chatam Restaurant
B2. Common Name: Scrubs Unlimited; Eyes of Westwood Optometry
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Art Deco; Two-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1940. Storefront altered in 1969.

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1940 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 10930 Weyburn Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces north, and the façade an open plan of seven concrete panels on the second level. A belt course with horizontal fluting separates the second level form the ground level storefront. The belt course terminates at an engaged column at either end of the façade. Both columns include a flat decorative concrete entablature, horizontal lines in the concrete, and an ornate sunburst feature. A third engaged column is centrally located on the façade and separates two storefronts. The central column includes a larger ornate sunburst feature that interrupts the belt course, as well as a projecting tiered concrete element in bas relief. The east storefront includes a recessed, asymmetrical entrance with a glazed single-entry door with a transom flanked by fixed display windows. A commercial sign within a stepped concrete design reads, "SCRUBS UNLIMITED." The west storefront includes a glazed single-entry door flanked by fixed display windows. The storefront is covered by a vinyl awning that reads, "Eyes of Westwood Optometry." Both storefronts include a marble veneer along the foundation. The east and west elevations are connected to the adjacent buildings, and the rear (south) elevation is not visible to the public right-of-way.

***B10. Significance (continued):**

The building at 10930 Weyburn Avenue was constructed in 1940 and historically operated as the Chatam Restaurant (*West Los Angeles Independent* 1945). The restaurant operated until the late 1980s or early 1990s, when the building reopened as Durasot Colors (*LA Weekly* 1992). Currently, the building operates as two storefronts, which include Scrubs Unlimited and Eyes of Westwood Optometry.

The subject building demonstrates a Two-Part Commercial Block style with prominent Art Deco Influences. The Two-Part Commercial Block style, popular between circa 1850s and 1950s, was usually used for small and moderate-sized commercial buildings, generally limited to structures of two to four stories, and included a horizontal division into two distinct zones which reflects the differences of use inside (lower zones are street level and contain public spaces such as stores and upper zones suggest more private spaces for apartments and offices) (Longstreth 2000:24-53). The Art Deco style, popular between the 1920s and the commencement of World War II, is characterized by a linear, hard edge composition often with a vertical emphasis; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals (Blumenson 1981: 77; Gebhard and Winter 1985: 489).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the commercial development of Westwood and the greater Los Angeles area, but research did not reveal that the building played a distinct or important role that development. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The commercial building at 10930 Weyburn Avenue is an excellent example of a Two-Part Commercial Block building with Art Deco-style influences, and it retains a distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel does not feature any major exterior alterations and, therefore, retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Blumenson, John J.-G.
1981 *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945.* Revised Edition. New York: W.W. Norton & Company, Inc.

Gebhard, David and Robert Winter
1985 *Architecture in Los Angeles, a Complete Guide.* Salt Lake City, UT: Gibbs M. Smith, Inc.

Google Maps
2002 Google Maps street view. Accessed on April 18, 2023. https://www.google.com/maps.

LA Weekly
1992 Classified advertisement for Durasoft Colors. April 16, 1992. Accessed on April 20, 2023 via newspapers.com.

Longstreth, Richard W.
2000 The Buildings of Main Street, a Guide to American Commercial Architecture. Lanham, MD: Altamira Press.

West Los Angeles Independent
1945 Classified advertisement for Chatam Restaurant. March 30, 1945. Accessed on April 20, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 10930 Weyburn Ave - AIN: 4363018019

***Drawn By:** Alec Stevenson ***Date:** 5/2/2023

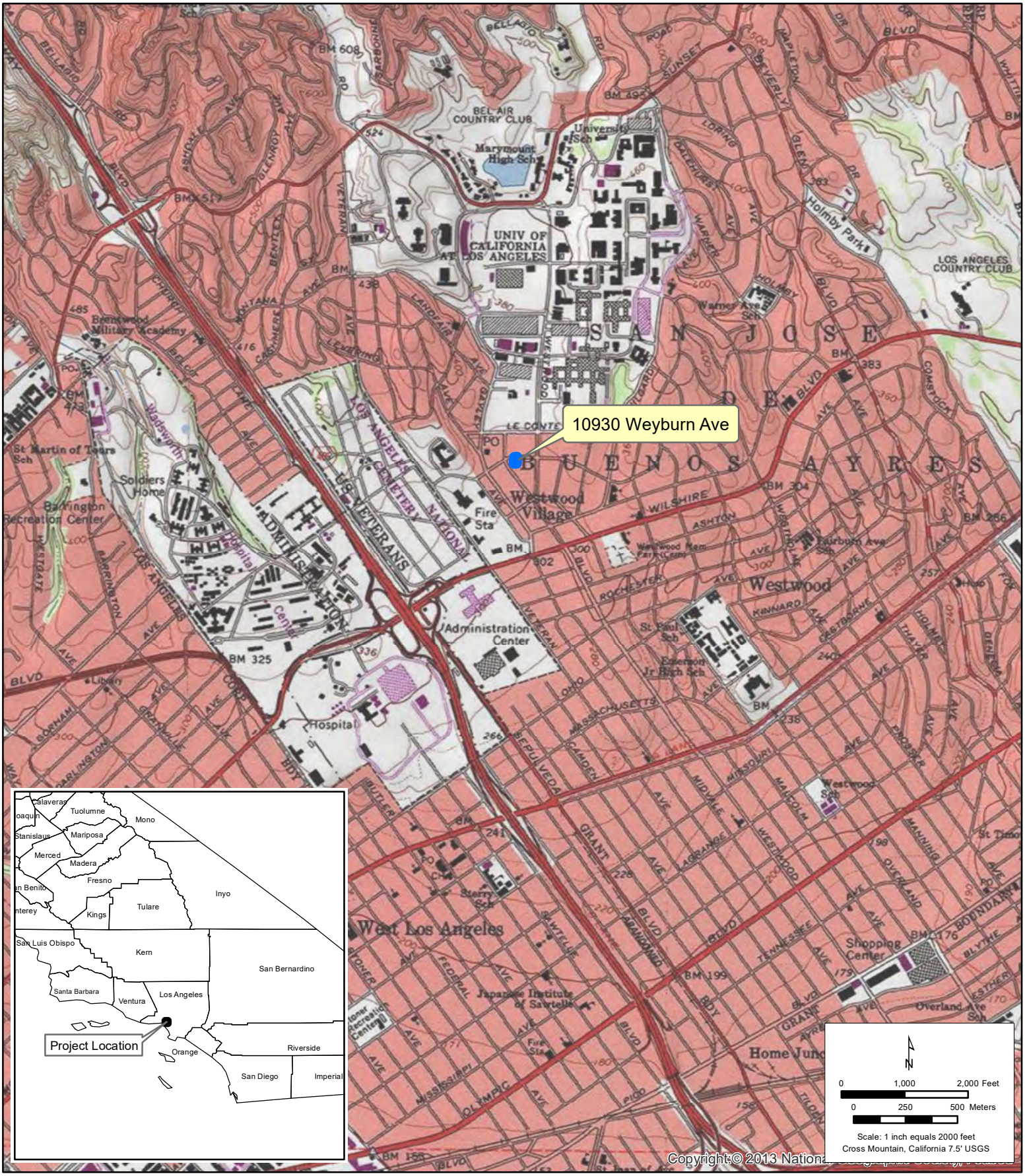
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 10930 Weyburn Ave - AIN: 4363018019

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) The Montaveda

P1. Other Identifier: 11284 Montana Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11284 Montana Avenue **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 365203.22 mE/ 3770574.23 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4366032010

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

The two-story, Stucco Box/ Dingbat apartment building at 11284 Montana Avenue was constructed in 1953 and features a rectangular plan on a concrete foundation. The low-pitched, cross-hipped roof features wide, overhanging eaves and is clad with asphalt composition shingles. The center of the roof is open above a courtyard. The exterior walls are wood frame clad in stucco. Decorative details include vertical engaged pilasters in groups of three and five that accent the corners of the building, as well as the façade. Windows include vinyl framed, one-over-one sash, horizontal sliding, and fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the northwest and southwest elevations, camera facing northeast.(Google Image Capture, 12/2022)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) The Montaveda

B1. Historic Name: undetermined
B2. Common Name: The Montaveda
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat; Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1953. Reroofed in 2015. Replacement windows added at an unknown date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached garage.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning and Development **Area** Los Angeles County
Period of Significance 1953 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 11284 Montana Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northwest, and the façade includes a centered entryway enclosed with a steel security fence with a single-entry door on the ground level. The second level above the entryway features a tripartite window composed of a central fixed window flanked by sliding windows and a Juliette balcony with a fabricated metal railing with floral designs. The entrance bay is flanked by three narrow, projecting, vertical columns. The facade southwest of the entrance bay features two-part sliding windows and two one-over-one sash windows in both the first and second levels. The west corner features sets of paired sliding corner windows on both levels with a wide surround flanked by four narrow, projecting vertical columns. The façade northeast of the entrance bay includes two sliding windows in the second level and a tripartite window, a single-entry door, and a sliding window in the ground level. The entrance is shaded by a hip-roofed entry porch accessed by a stoop with a fabricated metal railing. The northeast corner is identical to the west corner with pairs of sliding corner windows.

The southwest elevation includes vinyl framed windows of varying size along the second and ground levels. A wall sign that reads, "The Montaveda" is located at the northwest end of the southwest elevation. The northeast elevation also includes vinyl framed windows of varying size along the second and ground levels. A single-story, detached garage is adjacent to the northeast elevation; the garage features a jagged, irregular plan. The rear (southeast) elevation is not visible to the public right-of-way.

***B10. Significance (continued):**

Newspaper research did not reveal any information about the building. The building conveys character-defining features of the Stucco Box/Dingbat style. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

While the Stucco Box/Dingbat typically manifested alongside the popularity of Modernism. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with post-World War II residential development of the greater Los Angeles region. The Stucco Box/Dingbat development is significant in the area of Community Planning and Development as

an important building type that proliferated in various parts of Los Angeles between the 1950s and 1960s. Therefore, the building is recommended eligible for the NRHP and CRHR at the local level under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family property at 11284 Montana Avenue is an excellent example of the Stucco Box/Dingbat style with its simple rectangular form and minimal decoration on the façade. The building retains the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes minor alterations, like replacement windows. However, it still retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. “Survey LA: Los Angeles Historic Resources Survey.” Prepared for the City of Los Angeles, Department of City Planning.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 11284 Montana Ave - AIN: 4366032010

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

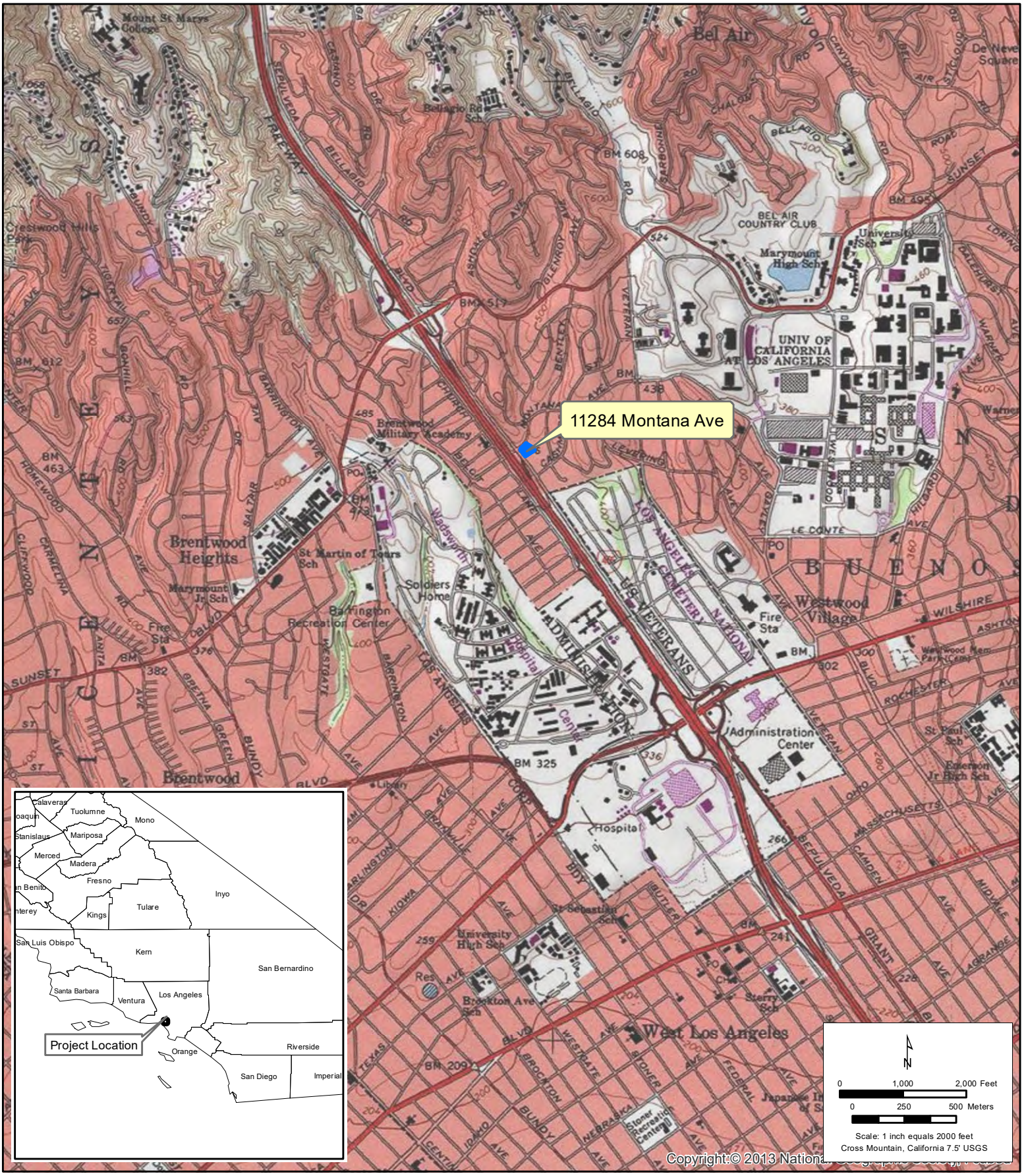
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 11284 Montana Ave - AIN: 4366032010

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11304 Isleta Street

P1. Other Identifier: 11304 Isleta Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11304 Isleta Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S_ ; 364854.86 mE/3770838.64 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4365028016

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

The one-story duplex at 11304 Isleta Street was constructed in 1948 features Modern design influences, a rectangular plan with minor irregularities, and a concrete foundation. The roof is flat with wide, overhanging eaves and is clad with a membrane material. The exterior walls are wood frame covered in a combination of vertical flush wood and board-and-batten siding. Fenestration details include fixed, one-over-one sash, and horizontal sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing south (Google Image Capture 06/2022)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) 11304 Isleta Street

B1. Historic Name: N/A
B2. Common Name: Casa Rina
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1948. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1948 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 11304 Isleta Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northwest, and the façade features an asymmetrical design composed of the two duplex units connected by a central hyphen. The façade of the connecting hyphen features two vinyl-framed sliding windows with simulated lights. The façade of the southwestern duplex unit includes a double-entry wood door, a ribbon of four vertical fixed window, and a projecting bay on its southwest end that includes another ribbon of four vertical fixed windows. The entrance is shaded by the overhanging eaves and is accessed by a red brick patio with planter boxes. The northeastern duplex unit features an inset porch with a wood post support that covers a single-entry door with a transom light and sidelight on the façade and a sliding glass door flanked by windows on the southwest-facing perpendicular return wall. The remainder of the façade of the northeastern duplex lacks fenestration and architectural detail.

The southwest elevation includes additional vinyl-framed sash windows, a single-entry door with a storm door, and a driveway. The northeast elevation does not include any additional fenestration and/or architectural detail. The rear (southeast) elevation is not visible to the public right-of-way.

***B10. Significance (continued):**

The building at 11304 Isleta Street is a duplex constructed in 1948. The building demonstrates a Modern style of architecture, which became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles in the postwar era, but research did not reveal that the building played a distinct or important role in the overall housing development of the period. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The building at 11304 Isleta Street is a an excellent example reflecting the twentieth century trends of the Modern style with its flat roof with wide, overhanging eaves; asymmetrical façade; board-and-batten siding; and minimal decorative detail. The building retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since its construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11304 Isleta Street - AIN: 4365028016

***Drawn By:** Alec Stevenson

***Date:** 6/1/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

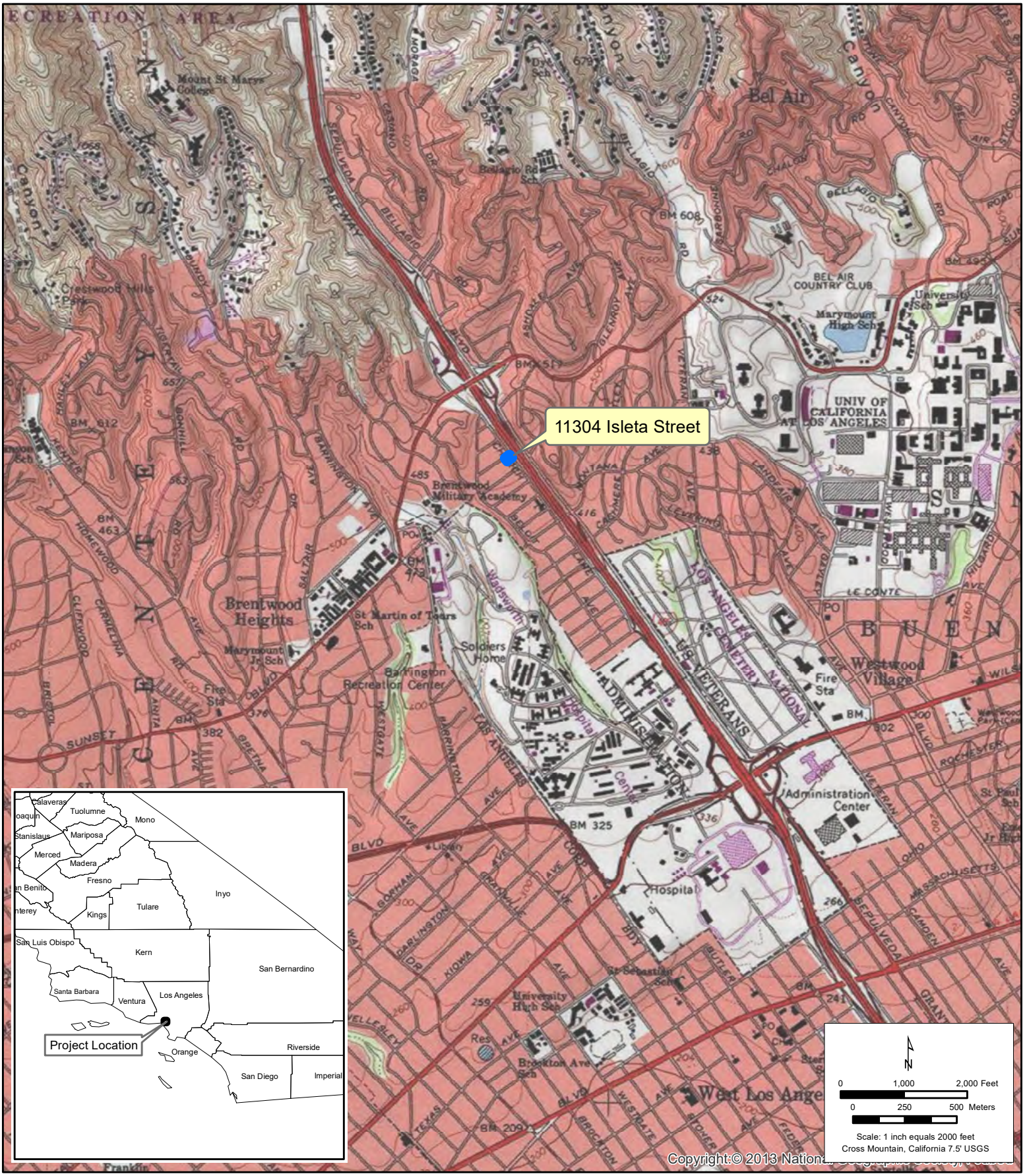
Page 6 of 6

*Resource Name or # (Assigned by recorder) 11304 Isleta Street - AIN: 4365028016

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11338 Kiel Street

P1. Other Identifier: 11338 Kiel Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11338 Kiel Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364739.98 mE/ 3770967.54 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4365030009

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

The two-story, single-family home at 11338 Kiel Street was constructed in 1937 and features Prairie-style influences and a rectangular plan with minor irregularities on a concrete foundation. The roof is primarily flat clad with wide, overhanging eaves and is clad with in a membrane material; a single-story wing at the southwest corner of the façade features a hipped roof clad in asphalt composition shingles. The exterior walls are wood frame clad with shiplap on the second level and smooth stucco on the ground level. Windows include wood-framed multi-light casement and fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing southeast (Google Image Capture 07/2022).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1937 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) 11338 Kiel Street

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Prairie
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1937. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1937 **Property Type** Single-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 11338 Kiel Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northwest, and building features a three-part stepped façade. The east end of the façade includes a multi-light fixed window flanked by casement windows its second level and a two-car garage by with a replacement paneled roll-up door in its lower level. An additional casement window is on the southwest elevation of the east end of the façade in the second level. The central section of the façade features a multi-light fixed window flanked by a casement windows in its second level, which overhangs the first to create an inset porch on the ground level that appears to be a single-entry door. Views of the door from the public right-of-way are obscured by a wooden fence and landscaped garden. The west end of the façade includes a casement window in its upper level and the one-story hip-roofed wing adjacent to its ground level. Visible fenestration on the hip-roofed wing includes a tripartite window composed of a central fixed unit flanked by casement windows.

The southwest elevation includes an end wall chimney constructed of brick; however, fenestration details are not visible to the public right-of-way. The northeast and rear (southeast) elevations are not visible to the public right-of-way.

***B10. Significance (continued):**

The building at 11338 Kiel Street was constructed in 1937 and is a single-family home with Prairie-style influences. The Prairie style originated in Chicago, particularly in Oak Park and River Forest, as well as other large midwestern cities. The style grew to national prominence between 1905 and 1920, although later examples can be found in the 1920s and 1930s. The style is characterized by low-pitched roofs, usually hipped, with widely overhanging eaves; two stories, with one story wings or porches; eaves, cornices, and façade detailing emphasizing horizontal lines; often with massive, square porch supports (McAlester and McAlester 1984:439).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development in Los Angeles, but research did not reveal that the building played a distinct or important role in the overall residential development of the area. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The single-family home at 11338 Kiel Street is an excellent example of a single-family home with Prairie-style influences with its flat roof with wide, overhanging eaves; a two-story plan with a single-story wing on the façade; and horizontal emphasis with its eaves and fenestration details. The building retains the distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR at the local level.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
2013 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

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

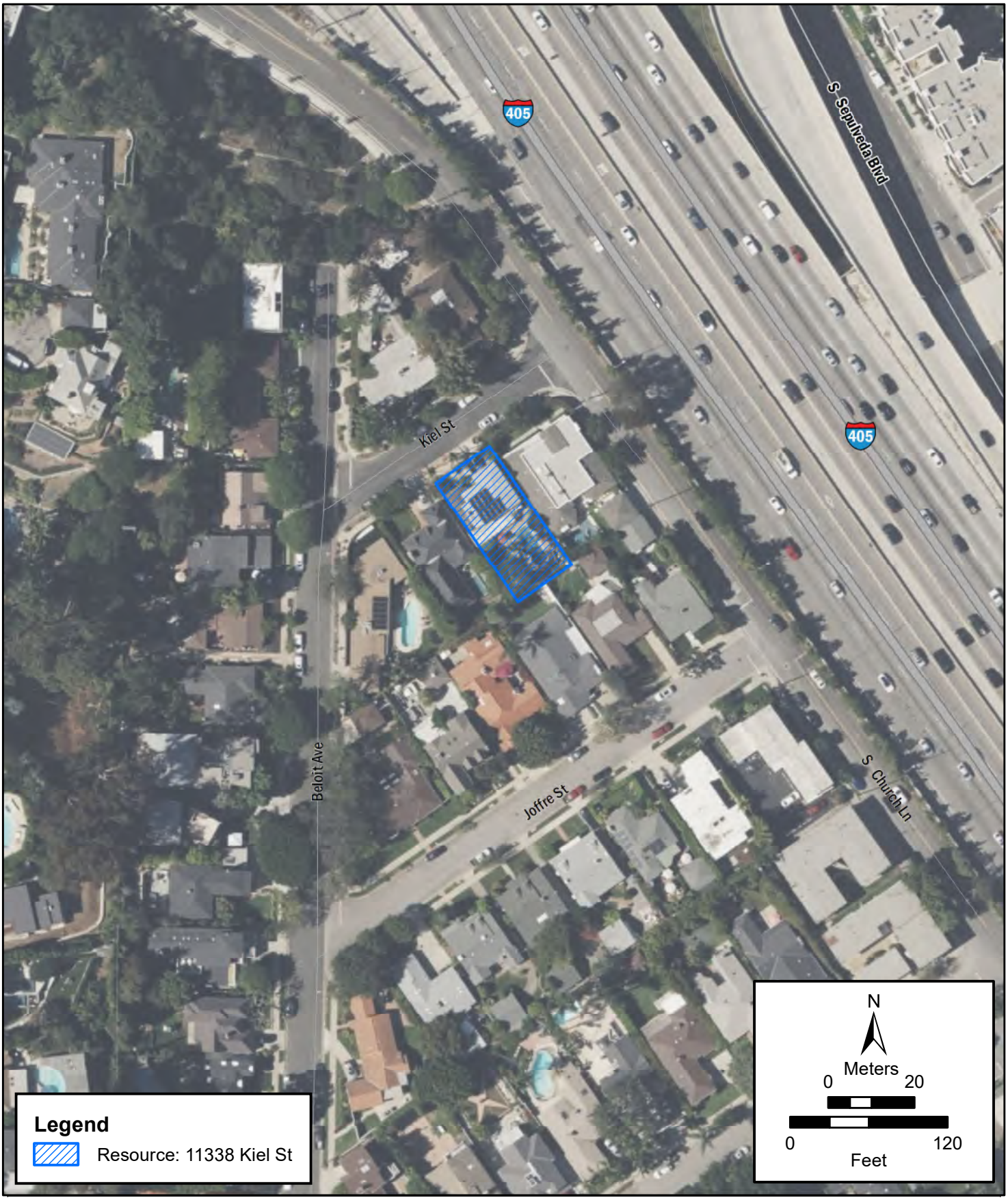
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11338 Kiel St - AIN: 4365030009

***Drawn By:** Alec Stevenson

***Date:** 6/1/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

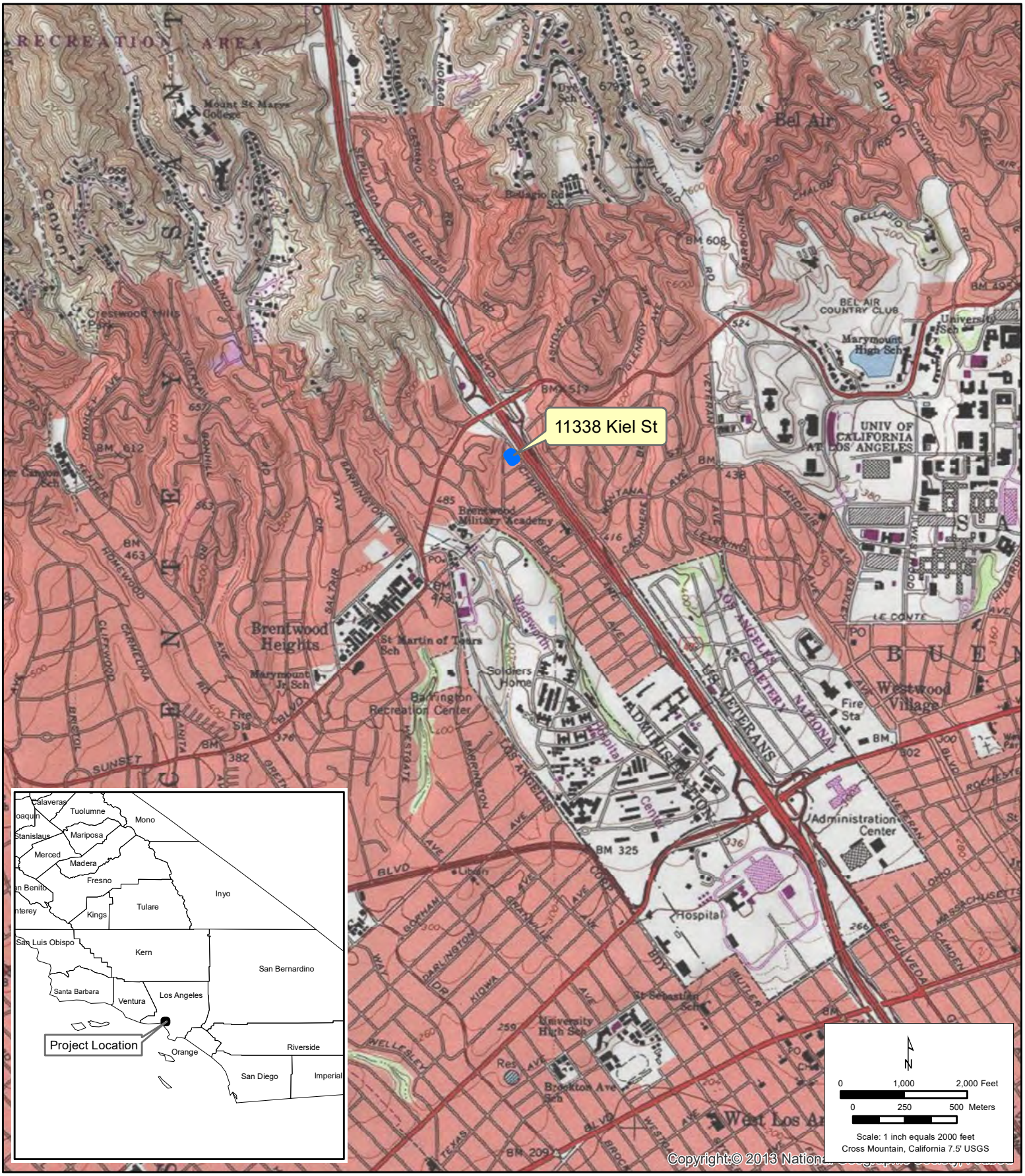
Page 5 of 5

*Resource Name or # (Assigned by recorder) 11338 Kiel St - AIN: 4365030009

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11371 Ovada Place

P1. Other Identifier: 11371 Ovada Place
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11371 Ovada Place **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 364569.85 mE/ 3771586.99 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016053

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

The multi-family residential property at 11371 Ovada Place includes three one-story, wood-frame residences and one two-story combination automobile garage and residential apartment. The buildings were constructed in 1952 in the Ranch style. Landscaping around and between the buildings includes brick walkways, staircases, and retaining walls with cast stone ornamentation.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing northwest. April 12. 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1952 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) 11371 Ovada Place

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multi-Family Property
B4. Present Use: Multi-Family Property
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1952.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Three one-story blocks and one two-story soft-story parking and residential unit.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1952 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 11371 Ovada Place appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

Only one single-story residential building was visible from the public right-of-way, but based on partial visibility it is assumed that the other buildings display similar design and materials. The visible building exhibits a side-gabled roof with exposed rafter ends and composition shingle cladding. The exterior walls are covered with wide horizontal wood siding. The building exhibits a rectangular plan with an exterior red brick chimney at one gable end. Fenestration details visible from the right-of-way include a fixed, 12-light, wood-framed picture window; a wood-framed six-light window; an 8/8 wood sash window; and a 3/3 wood sash window. A single secondary entry containing a wood and glazed door with a metal awning was observed on the northeast elevation and the primary entry, assumed to be on the northwest elevation, was not visible from the right-of-way.

The combination garage and residential apartment building exhibits a rectangular plan. The side gabled roof features exposed rafter ends and a centered, hip-roofed cupola. The roof is clad with composition shingles and the exterior walls are covered with wide horizontal wooden siding. The building faces south and the first level facade exhibits four garage bays containing wood tilt-up doors. Each door features vertical wooden siding with a small rectangular window in the center flanked by decorative louvered shutters. A shallow shed roof with composition cladding extends over the bay openings and is supported by five carved wooden brackets. The second-story facade exhibits sets of paired 4/4 wood sash units and an individual 4/4 sash unit. The west elevation was partially visible from the right-of way and visible elements include a single-entry wood door on the second level accessed by a staircase with a wooden railing and sheltered by the extended eave of the roof. A 12-pane fixed window unit and a 6/6 sash unit flank the entry. The east and north elevations were not visible from the right-of-way.

***B10. Significance (continued):**

The building at 1131 Ovada Place was constructed in 1952 in the Ranch style. The Ranch style is characterized by a horizontal emphasis with a low-pitched roof and a combination of cladding materials such as a brick and clapboard. Windows are typically double hung with horizontal glazing bars, or casement windows arranged in bands across the façade and other elevations. Picture windows are often present in the living rooms. Other elements included small terraces or patios in front or back, interior or exterior brick chimneys, and side or off-center entrances flush with the façade plane (Gottfried and Jennings 2009; Ames and McClelland 2002).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in important historic events. Therefore, the building is not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family building at 11371 Ovada Place is a rare, remarkable, and excellent example reflecting the multi-family housing trends of the Ranch style and conveys traditional and eclectic architectural details that manifested alongside Los Angeles's postwar housing boom. The building retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not eligible for the NRHP or CRHR under Criterion D/4.

The buildings do not appear to have been substantially altered since construction and appear to retain integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Gottfried, Herbert and Jan Jennings
2009 *American Vernacular Buildings and Interiors, 1870-1960.* New York: W.W. Norton & Company, Inc.

Ames, David and Linda Flint McClelland
2002 *National Register Bulletin: Historic Residential Suburbs*. Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11371 Ovada Pl - AIN: 4368016053

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

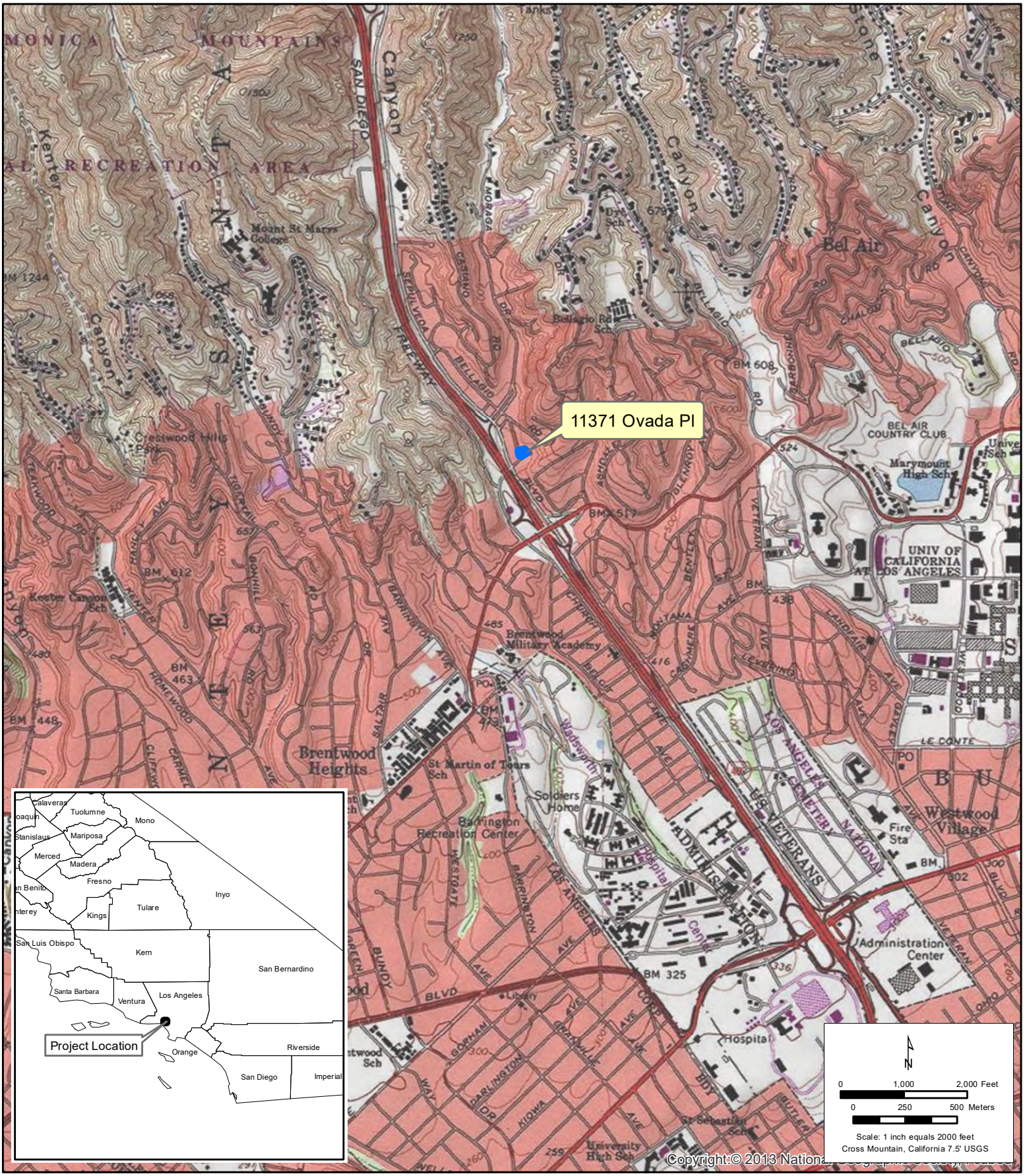
Page 6 of 6

*Resource Name or # (Assigned by recorder) 11371 Ovada Pl - AIN: 4368016053

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11378 Ovada Place

P1. Other Identifier: 11378 Ovada Place
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11378 Ovada Place **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 364579.45 mE/ 3771540.12 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016011

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

The two-story multi-family residence at 11378 Ovada Place was constructed in 1948 with modest Classical Revival-style influences. The building is currently in use as the Ovada Garden Terrace Apartments and exhibits an irregular plan with several hipped roof sections with overhanging eaves and composition shingle cladding. The exterior walls are covered with stucco, and most elevations exhibit applied cast stone pilasters at corners scored to emulate quoins.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing northeast. April 12. 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 11378 Ovada Place

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multi-Family Property
B4. Present Use: Multi-Family Property
***B5. Architectural Style:** Neo-Classical
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1948. Modern roof cladding and updated fenestration.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached parking at the rear.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1948 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 11378 Ovada Place appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest toward a paved driveway, and the façade is only partially visible from the right-of-way. The façade contains a central recessed entry on the first level. Steps leading to the entry are flanked by decorative metal railings. A pair of 6/6 sash window units are present to the left. The first-floor entry is sheltered by a second-story porch inset beneath the eave and exhibiting exposed rafter ends. A single entry leads from the second level to the porch and a decorative metal railing spans the porch opening. A pair of 6/6 sash window units are present to the left.

Fenestration on both levels appears to be original wood frame units consisting of a combination of 6/6 double-hung sash and tripartite units. Decorative wooden shutters flank some windows. First level windows typically exhibit articulated flat moldings above the units. The west and southeast elevations were not visible from the public right-of-way.

***B10. Significance (continued):**

The building at 11378 Ovada Place demonstrates a modest Classical Revival style. The Classical Revival style was prevalent between 1895 and 1955 and was a dominant architectural design for domestic building types throughout the country. The style experience two waves of popularity. Between 1900 and 1920, Classical Revival-style buildings emphasized hipped roofs and elaborate, correct columns and between 1925 and the 1940s, buildings of this style emphasized side-gabled roofs and simple, slender columns (McAlester 2013). The subject building, constructed in 1948, demonstrates elements of both phases; it includes a low-pitched hipped roof with simple columns in the form of cast stone pilasters.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in important historic events. Therefore, the building is not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family building at 11378 Ovada Place is a good example reflecting the multi-family housing trends of the Classical Revival style and the traditional and eclectic architectural details that manifested alongside Los Angeles's postwar housing boom. The building retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
2013 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11378 Ovada Pl - AIN: 4368016011

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

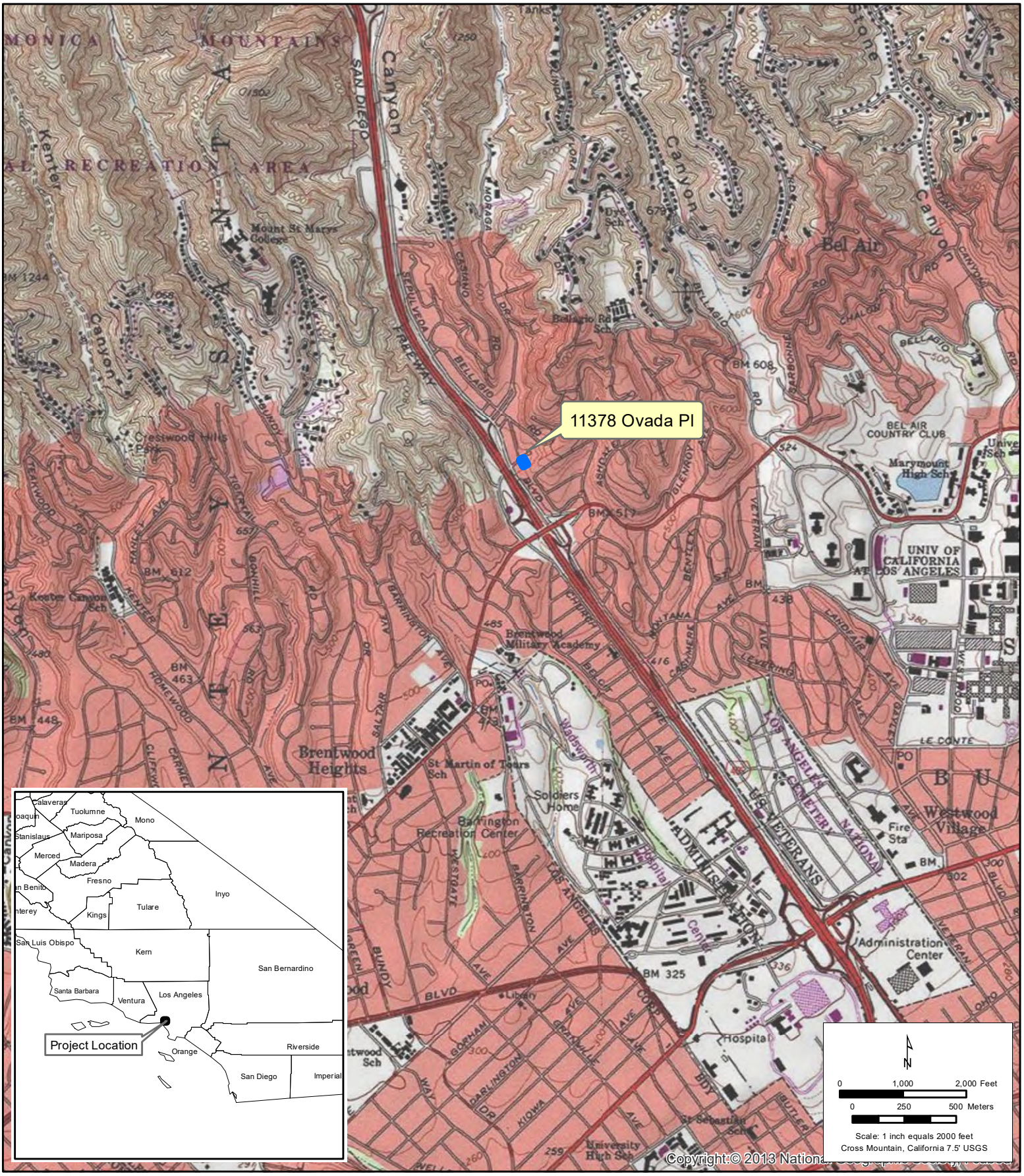
Page 5 of 5

*Resource Name or # (Assigned by recorder) 11378 Ovada Pl - AIN: 4368016011

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11398 Thurston Circle

P1. Other Identifier: 11398 Thurston Circle
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11398 Thurston Circle **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364674.65 mE/ 3771359.63 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4366010019

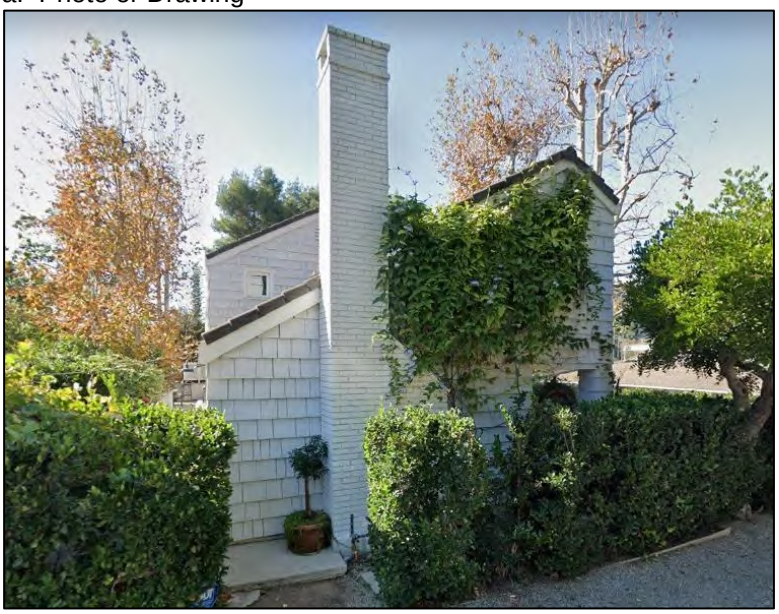
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story building at 11398 Thurston Avenue was constructed in 1976 and is a Split-Level building with Cape Cod-style influences. The building includes an L-shaped plan on a concrete foundation and features a salt box roof on its northeast end and a gabled roof in its central and southwestern sections. The roof surfaces are clad with asphalt composition shingles and the exterior walls are wood frame covered with wood shingles. Fenestration details include horizontal sliding sash windows. The building is not entirely visible to the public right-of-way because of landscaped foliage. Limited visibility identified the following character-defining features: a northwest-facing façade with two levels of horizontal sliding sash windows, as well as a bay window on the ground level; an end wall chimney constructed of brick clad in stucco at the northeast elevation; and a brick chimney and garage parking at the rear elevation.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the northeast elevation, camera facing southwest (Google Image Capture 12/2022)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1976 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 11398 Thurston Circle

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Cape Cod; Split-Level
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1976. Rear windows replaced in-kind in 2016.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1976 **Property Type** Single-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 11398 Thurston Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 11398 Thurston Circle was constructed in 1976 and is a contemporary example of a Split-Level residence with Cape Cod-style influences. The Cape Cod style originated in the New England colonies in the early eighteenth century. Early colonists initially constructed linear-plan houses with heavy timber frames covered by boards and shingles. By the early eighteenth century, colonists began to expand the house plans at the rear to provide increased interior space, resulting in the 1.5-room-deep saltbox and Cape Cod forms. By the mid- eighteenth century, the houses evolved into massed-plan buildings that dominated New England building types throughout the nineteenth century. These buildings were two-rooms in width and featured central chimneys. After the American Revolution, they included center-hall plans and end wall chimneys. In the early-nineteenth century, the Greek Revival style influenced Cape Cod homes with accentuated front gables; this trend increased in popularity after 1825 (McAlester 2013).

The Split-Level house became popular between 1935 and 1975 because it resembled a larger home. The subject building demonstrates a Tri-Level Split style, which is characterized by three distinct living stories that are each a half-level apart. The Tri-Level Split offered a practical way to incorporate a location for the automobile and the television; as a result, an elaborate theory of interior spatial planning grew around this form. The Tri-Level Split offered a quiet living space, sleeping space, and communal space; each space generally occurred on a separate level. Split-Level buildings most commonly occurred in Ranch, Styled Ranch, and Contemporary buildings; the subject building features a Split-Level Ranch style (McAlester 2013).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in the over development of the city and neighborhood. Therefore, the building is not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The single-family building at 11398 Thurston Avenue is a good example reflecting the twentieth century trends of the Tri-Level Split design and influences from the Cape Cod style. The building retains the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. The building is not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
2013 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11398 Thurston Cir - AIN: 4366010019

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

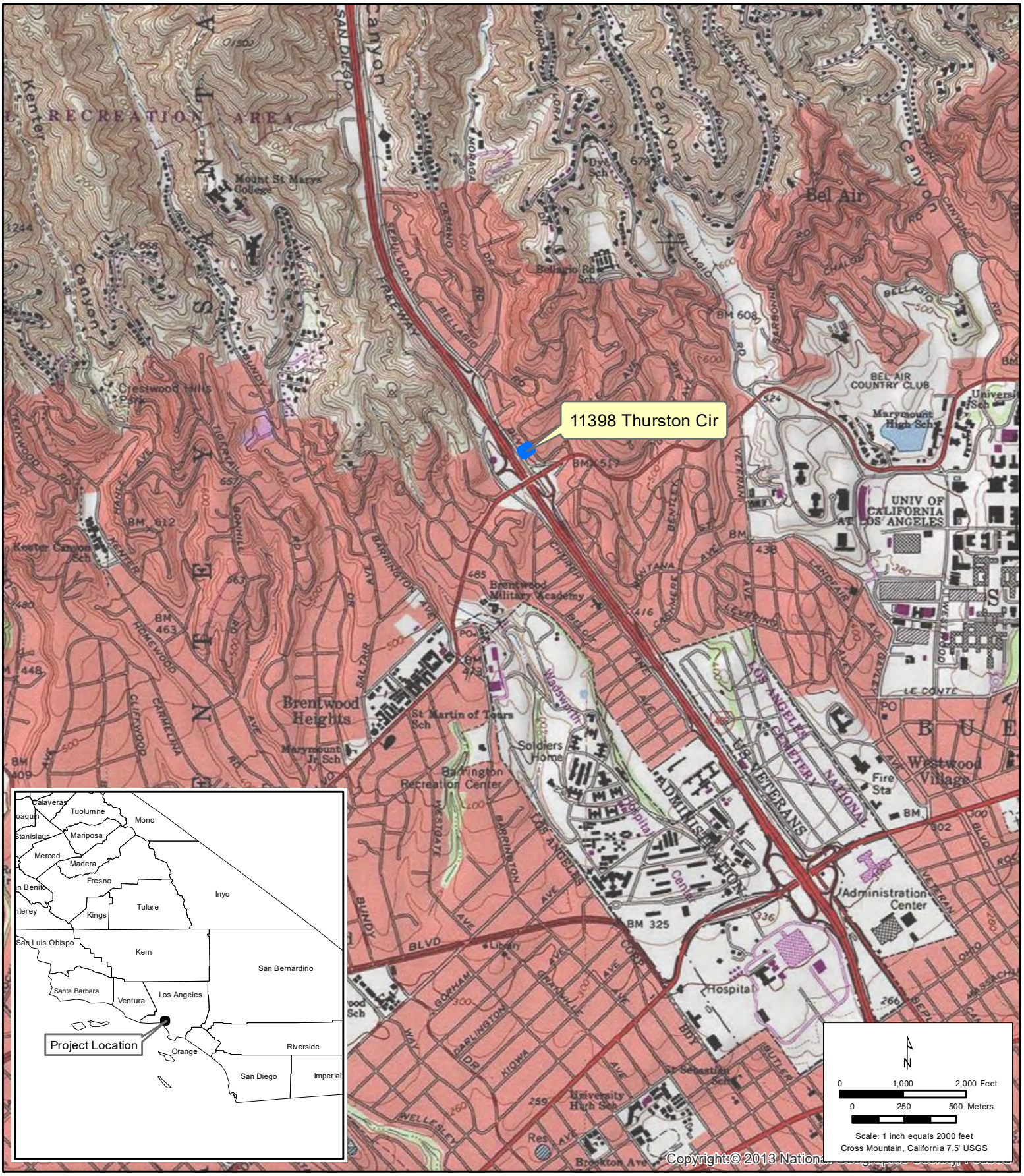
Page 5 of 5

*Resource Name or # (Assigned by recorder) 11398 Thurston Cir - AIN: 4366010019

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) John Thomas Dye School

P1. Other Identifier: 11414 Chalon Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11414 Chalon Road **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364978.47 mE/ 3772846.67 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4369027003

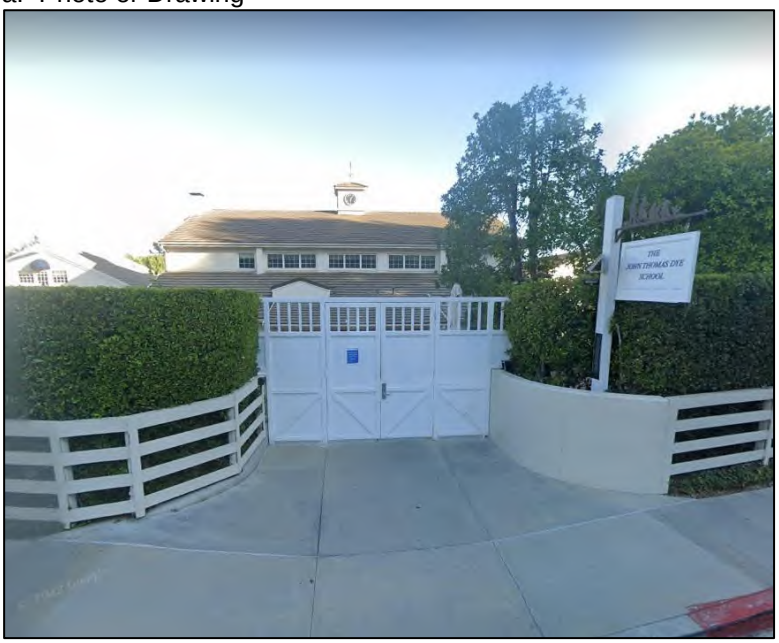
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 11414 Chalon Road is a Colonial Revival-style elementary school constructed in 1949. The main building faces north toward Chalon Road and features an irregular U-shaped plan with front-, side-, and cross-gabled roofs clad with asphalt composition shingles. Additional auxiliary buildings and a sports field are immediately south of the main building. The parcel is obstructed from the view of the right-of-way. Limited visibility identified a cupola with clocks on each elevation on the main building; vinyl sash windows; brick exterior walls with a running bond pattern clad in stucco; and an end wall chimney.

***P3b. Resource Attributes:** (List attributes and codes) HP15 – Educational building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Primary entrance, camera facing (Google Image Capture 08/2022)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1949 (JTD School n.d.)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) John Thomas Dye School

B1. Historic Name: Bel Air Town and Country School
B2. Common Name: John Thomas Dye School
B3. Original Use: Educational building
B4. Present Use: Educational building
***B5. Architectural Style:** Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1949. Expanded between 1949 and 1957. Routine maintenance at unknown dates, including updated roof cladding and fenestration details.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Education **Area** Los Angeles County
Period of Significance 1949 **Property Type** Educational building
Applicable Criteria NRHP Criteria A and B; CRHR Criteria 1 and 2

The building at 11414 Chalon Road appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A and B of the NRHP and Criterion 1 and 2 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The campus at 11414 Chalon Road is the John Thomas Dye School, which was founded by Cathryn Robberts Dye and John Thomas Dye II. The Dyes were both raised in the Midwest in the early 1900s and came from families with strong ties to education in New England and the Midwest. Cathryn graduated from the University of Iowa and John from the University of Wisconsin. John and Cathryn married in the early 1910s, immediately before John was sent to France to fight in World War I. After the war, John and Cathryn Dye gave birth to their only son, John Thomas Dye III, on January 24, 1923. Soon after, they moved to Santa Monica, California (JTD School N.d.).

In 1929, the Dyes opened the Brentwood Town and Country School. The grade school included a large play area, army cots for naps, and a living room with a large fireplace for morning assembly. Their son, John Thomas Dye III, became one the first graduates. Many families who treasured the school and the mission of the Dyes, urged John and Cathryn to expand into higher grades and relocate to a larger property. They intended to develop a tract of land at Mulholland Drive and Sepulveda Place; however, World War II interrupted their intentions, and the development plans were abandoned. Furthermore, John Thomas Dye III died in combat when he was shot down on a flight over Austria in 1945 and his death discouraged the Dyes ambitions to expand the school. However, by the late 1940s, land became available on the horseshoe ridge of Lind Flora Drive and Chalon Road. The loyalty and support of the families and students aided and encouraged the Dyes to acquire eleven acres of land that would development the extant school campus (JTD School n.d.).

The subject school, known then as the Bel Air Town and Country School, opened on February 1, 1949. The original building was a brick and frame building, currently called John Dye Hall. The school quickly became overcrowded with new students and the Dyes were forced to adopt non-profit status in 1951 to acquire financing to expand the school beyond their original student body. On May 1, 1952, the Dyes commissioned the construction of the west wing, and additional classrooms enabled the school to increase enrollment. In Fall 1952, they constructed a new play field and tennis court, and two years later the Dyes constructed the east wing. In 1957, the Dyes closed the original Brentwood Town and Country School and relocated the students to the current campus. In 1959, the Dyes officially adopted the current name, the John Thomas Dye School, in honor of their late son. They developed a school philosophy focused on the rights of each student to be different and unique while developing confidence, mutual respect, and a degree of cooperation, while allowing the student to strive for higher academic achievement, develop empathy for others, and grow in self-esteem (JTD School n.d.).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the campus is associated with the development of the John Thomas Dye School in the Bel Air neighborhood. The school continues to operate at the time of this evaluation and functions under the same principles developed in the 1940s and 1950s. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B and CRHR Criterion 2, the campus is significant for the association with the professional lives and careers of Cathryn Robberts Dye and John Thomas Dye II. The Dyes moved to California from the Midwest and quickly established the Brentwood Town and Country School. By 1949, they expanded to the extant campus at the John Thomas Dye School. The Dyes developed an educational philosophy that registered with the local Bel Air community. By the 1951, they adopted non-profit status and expanded their student enrollment. The Dyes philosophy garnered incredible community support and loyalty. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion B/2.

Under NRHP Criterion C and CRHR Criterion 3, the campus is likely significant because it is an important example of a type, period, or method of construction. However, the buildings are only partially visible to the public right-of-way and architectural significance could not be evaluated.

Under NRHP Criterion D or CRHR Criterion 4, the campus is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. The campus is not eligible for the NRHP or CRHR under Criterion D/4.

The campus does not appear to have been substantially altered since construction and it appears to retain integrity of location, setting, design, materials, workmanship, feeling, and association . Therefore, because it meets one of the

significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

John Thomas Dye (JTD) School
n.d. "History & Traditions." Accessed on May 4, 2023. Available: https://www.jtdschool.org/about/history-and-traditions.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11414 Chalon Rd - AIN: 4369027003

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

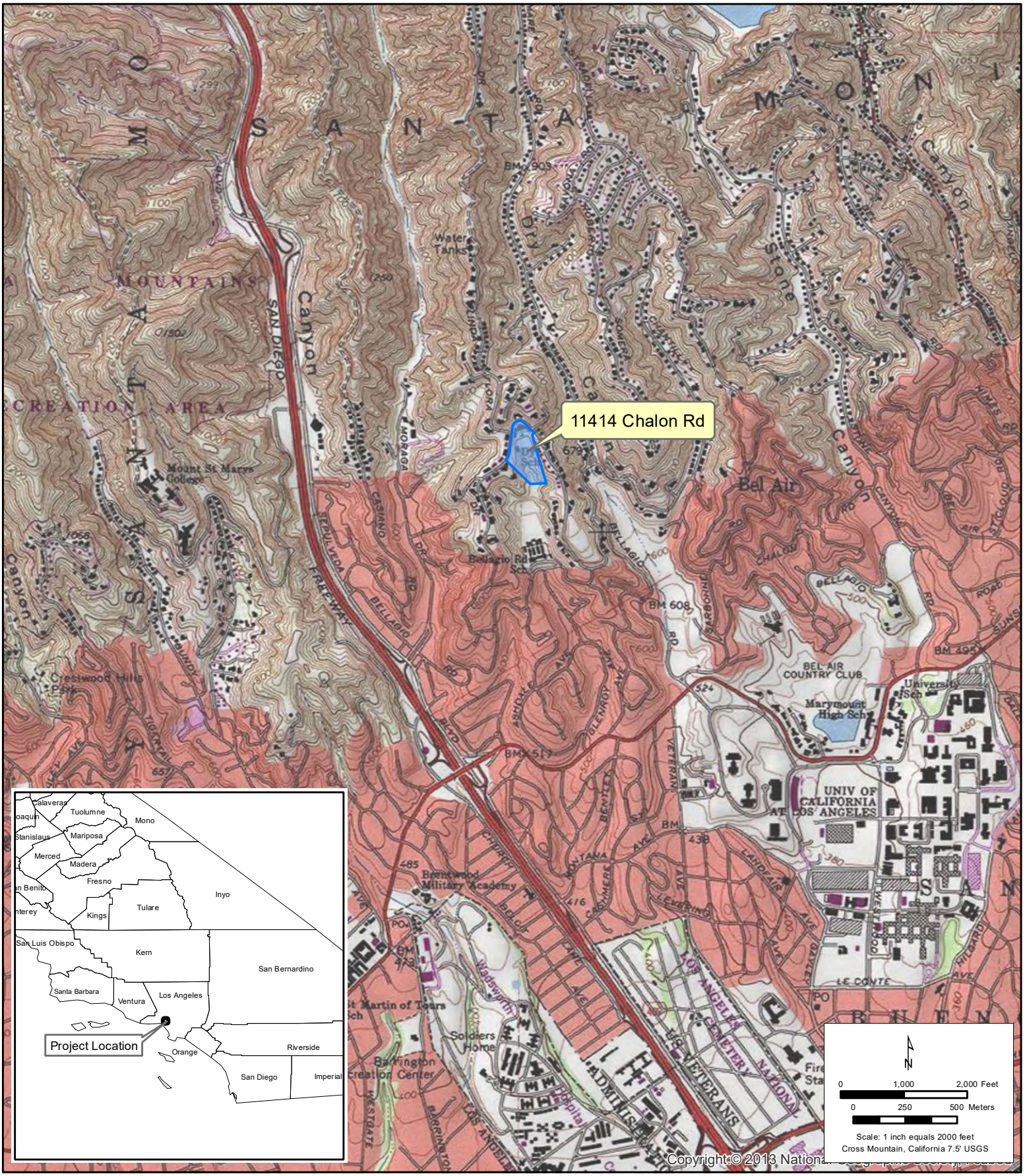
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 11414 Chalon Rd - AIN: 4369027003

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11728 Bellagio Road

P1. Other Identifier: 11728 Bellagio Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11728 Bellagio Road **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364357.89 mE/ 3771849.35 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368014023

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

The two-story, Stucco Box/Dingbat apartment building at 11728 Bellagio Road was constructed in 1953 and features a U-shaped plan on a concrete foundation. The cross-hipped roof includes wide, overhanging eaves and is clad with asphalt composition shingles. The exterior walls are wood frame sheathed in stucco with sections of clapboard and T1-11 siding. Windows include aluminum and vinyl-framed horizontal sliding sash units, fixed units, and jalousie units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing southwest. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 11728 Bellagio Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1953. Reroofed in 2000.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached garage.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning and Development **Area** Los Angeles County
Period of Significance 1953 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 11728 Bellagio Road appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northeast, and the façade is dominated by an angled, concrete projection that partially wraps the southeast elevation. The projection separates the second level fenestration details from the ground level. The ground level features two central jalouse windows flanked by tripartite windows and the second level includes two central sliding windows with a two-part sliding window to the southeast and a tripartite window to the northwest.

The northwest, southeast, and rear (southwest) elevations are not visible to the public right-of-way; however, limited visibility indicates they include similar fenestration details. The building is likely entered at the rear and/or southeast elevation. A detached garage with a flat roof is located immediately southwest of the rear elevation, however, it is not visible to the public right-of-way.

***B10. Significance (continued):**

The building at 11728 Bellagio Road was constructed in 1953 and exhibits character-defining features of a Stucco Box/Dingbat style. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with post-war residential development of the greater Los Angeles region. Stucco Box/Dingbat-style buildings are significant in the area of Community Planning and Development as an important building type that proliferated in various parts of Los Angeles between the 1950s and 1960s, which manifested in response to the end of World War II, when an increase in returning veterans increased the demand for affordable housing. Therefore, the building is recommended eligible for the NRHP and CRHR at the local level under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family property at 11728 Bellagio Road is reflects the twentieth century trends of the Stucco Box/Dingbat style with its simple rectangular form and minimal decoration on the façade. The building retains the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11728 Bellagio Rd - AIN: 4368014023

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

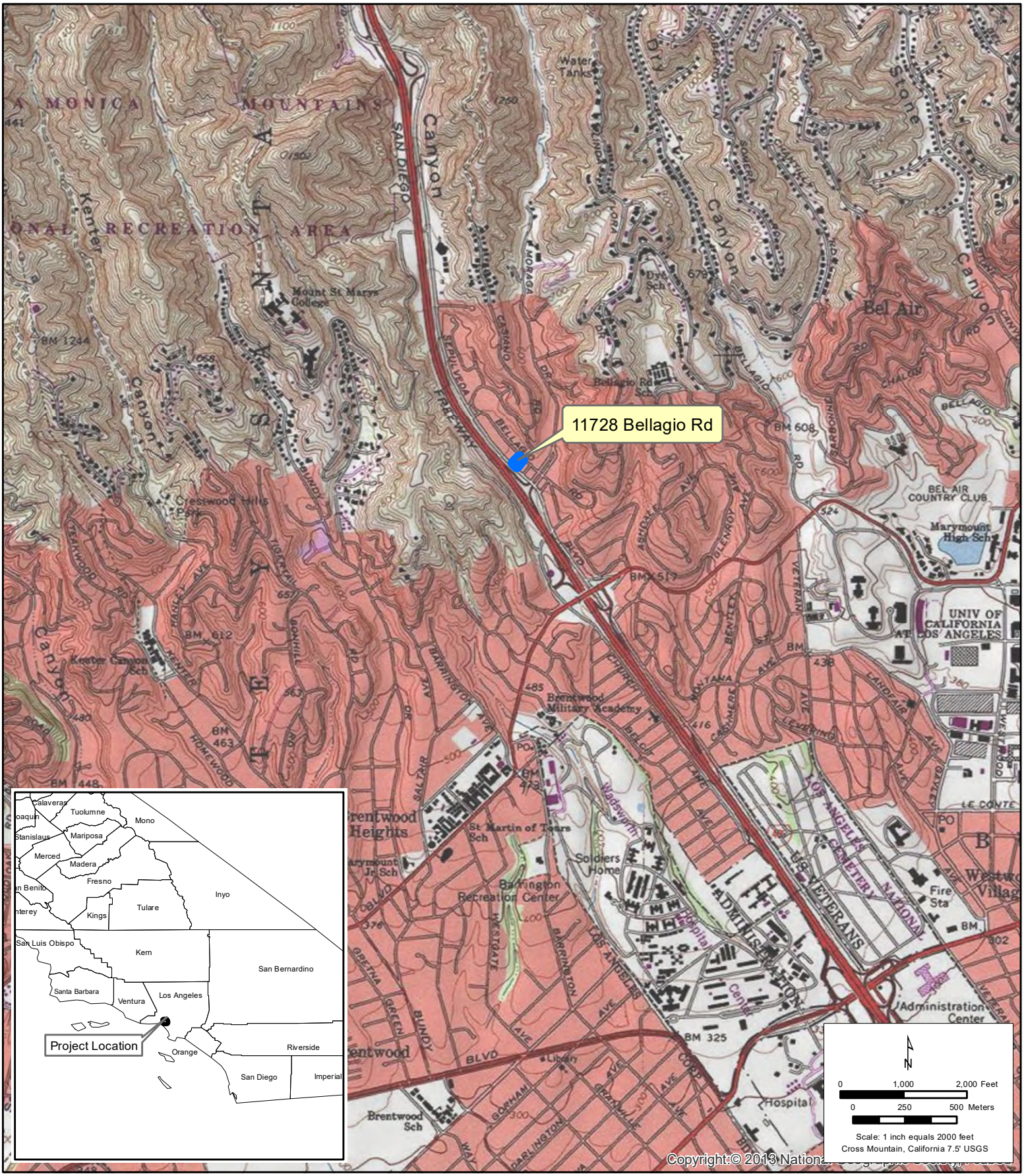
Page 6 of 6

*Resource Name or # (Assigned by recorder) 11728 Bellagio Rd - AIN: 4368014023

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11734 Bellagio Road

P1. Other Identifier: 11734 Bellagio Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 11734 Bellagio Road **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364350.26 mE/ 3771861.99 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368014024

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

The two-story, Stucco Box/ Dingbat apartment building at 11734 Bellagio Road was constructed in 1951 and features a U-shaped plan on a concrete foundation. The low pitched, cross-hipped roof includes wide, overhanging eaves and is clad with asphalt composition shingles. The exterior walls are wood frame sheathed in stucco. Windows include steel-framed fixed and casement units and 1/1 aluminum sash units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing southeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 11734 Bellagio Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1951. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached garage.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning and Development **Area** Los Angeles County
Period of Significance 1951 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 11734 Bellagio Road appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northeast, and the façade features an applied decorative wood-frame geometric grid on its northwest end that wraps around to the northwest elevation. The upper level features a 1/1 aluminum sash window and two sets of paired one-light casement windows and the lower level includes two one-light casement windows The windows in both the ground and upper levels are located within the grid.

The northwest elevation is only partially visible to the public right-of-way; however, tripartite windows composed of fixed picture windows flanked 1/1 sash windows, multi-light casement windows, an inset porch or patio, and a fenced interior courtyard were observed. The southeast and rear (southwest) elevations are not visible to the public right-of-way but likely include similar fenestration details. A flat roof detached garage is located immediately southwest of the rear elevation.

***B10. Significance (continued):**

The building at 11734 Bellagio Road was constructed in 1951 and exhibits character-defining features of a Stucco Box/Dingbat style. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with post-war residential development of the greater Los Angeles region. Stucco Box/Dingbat-style buildings are significant in the area of Community Planning and Development as an important building type that proliferated in various parts of Los Angeles between the 1950s and 1960s, which manifested in response to the end of World War II, when an increase in returning veterans increased the demand for affordable housing. Therefore, the building is recommended eligible for the NRHP and CRHR at the local level under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family property at 11728 Bellagio Road is reflects the twentieth century trends of the Stucco Box/Dingbat style with its simple rectangular form and minimal decoration on the façade. The building retains the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11734 Bellagio Rd - AIN: 4368014024

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

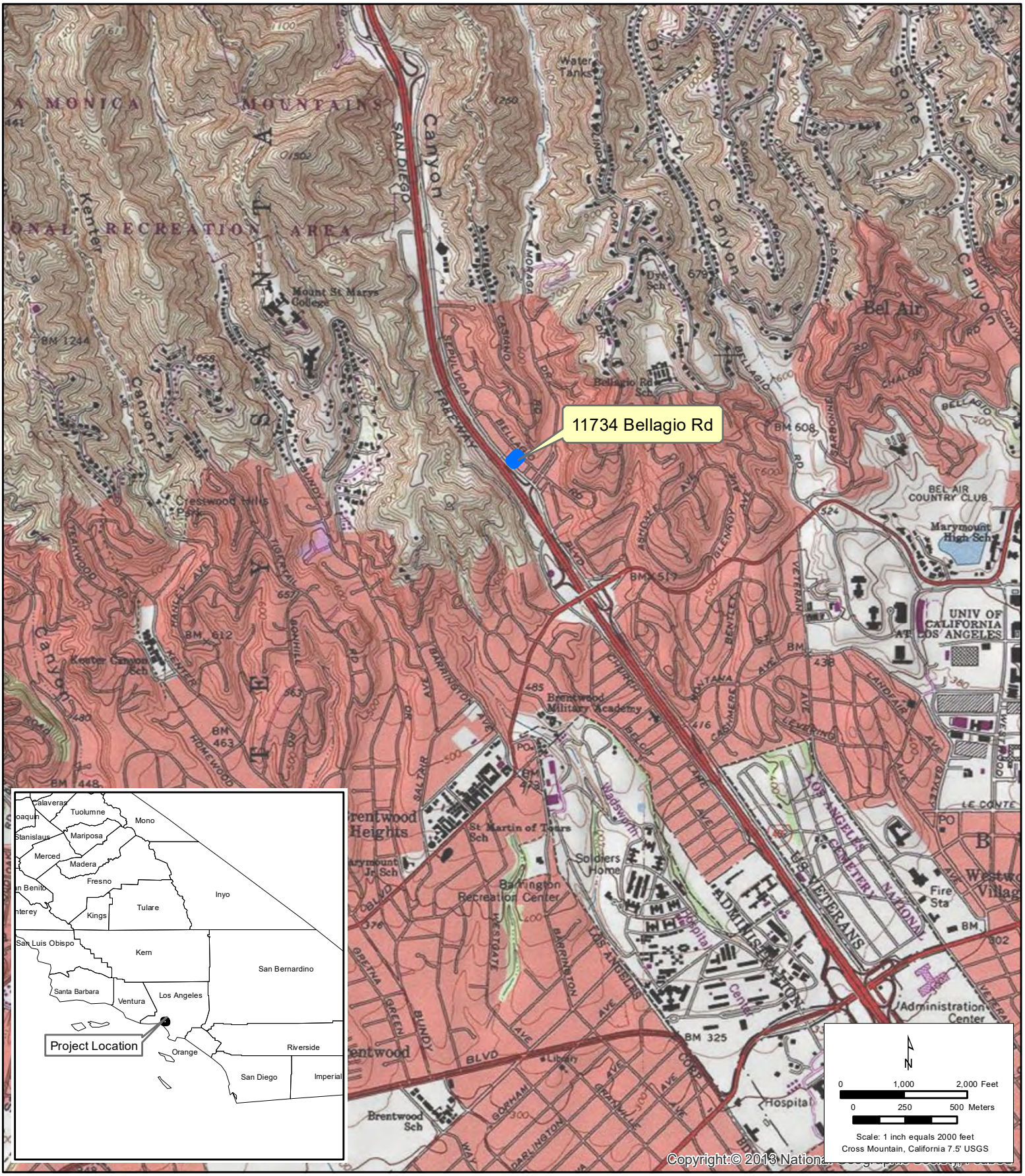
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 11734 Bellagio Rd - AIN: 4368014024

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95) *Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 11752 Bellagio Road

P1. Other Identifier: 11752 Bellagio Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S; **R** 15W; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 11752 Bellagio Road **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364299.78 mE/ 3771908.71 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368014033; 4368014032; 4368014031; 4368014030; 4368014029; 4368014028; 4368014027

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

The three-story, Stucco Box/Dingbat apartment building at 11752 Bellagio Road was constructed in 1974 and features Contemporary-style influences and a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up material. HVAC units and other mechanical equipment is located on the rooftop. The exterior walls are wood frame clad with stucco and vertical siding. Fenestration details include fixed and sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing west. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1974 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 11752 Bellagio Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat; Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1974. Interior and minor exterior alterations performed on fenestration details in early 2000s and 2010s. Reroofed in 2015.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning and Development **Area** Los Angeles County
Period of Significance 1974 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 11752 Bellagio Road appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northeast, and the façade features a central bay with rounded edges and vertical wood cladding that projects above the main roof line. The central bay is flanked by two-story boxed sections that project above the ground level. The section on the southeast end of the façade is supported by a recessed, rounded wall clad with the same vertical siding as the central bay. A space between the southeastern ground level wall and the central bay serves as an open corridor to access the interior of the building. The section on the northwest end of the façade features an apartment unit with fixed windows in its ground level. Each of the boxed sections features six-part fixed windows in the second and third levels and inset porches in the second level with wood railings. The porches include sliding glass doors and fixed windows.

The northwest, southeast, and rear (southwest) elevations are not visible to the public right-of-way; however, they likely include similar fenestration details. The parking is likely located at the rear and is accessed by a paved driveway on the southeast elevation.

***B10. Significance (continued):**

The building at 11734 Bellagio Road was constructed in 1951 and exhibits character-defining features of a Stucco Box/Dingbat style. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

The building also exhibits elements of the Contemporary style. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; “eyebrow” overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with post-war residential development of the greater Los Angeles region. Stucco Box/Dingbat-style buildings are significant in the area of Community Planning and Development as an important building type that proliferated in various parts of Los Angeles between the 1950s and 1960s, which manifested in response to the end of World War II, when an increase in returning veterans increased the demand for affordable housing. Therefore, the building is recommended eligible for the NRHP and CRHR at the local level under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family property at 11752 Bellagio Road is reflects the twentieth century trends of the Stucco Box/Dingbat and Contemporary styles with its simple rectangular form, minimal decoration on the façade, non-traditional exterior finishes, and strong roof forms with deep overhangs. The building retains the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic

construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been significantly altered since the date of construction. Minor alterations include updated fenestration details and re-roofing in 2015. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 11752 Bellagio Rd - AIN: 4368014027 to 033

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

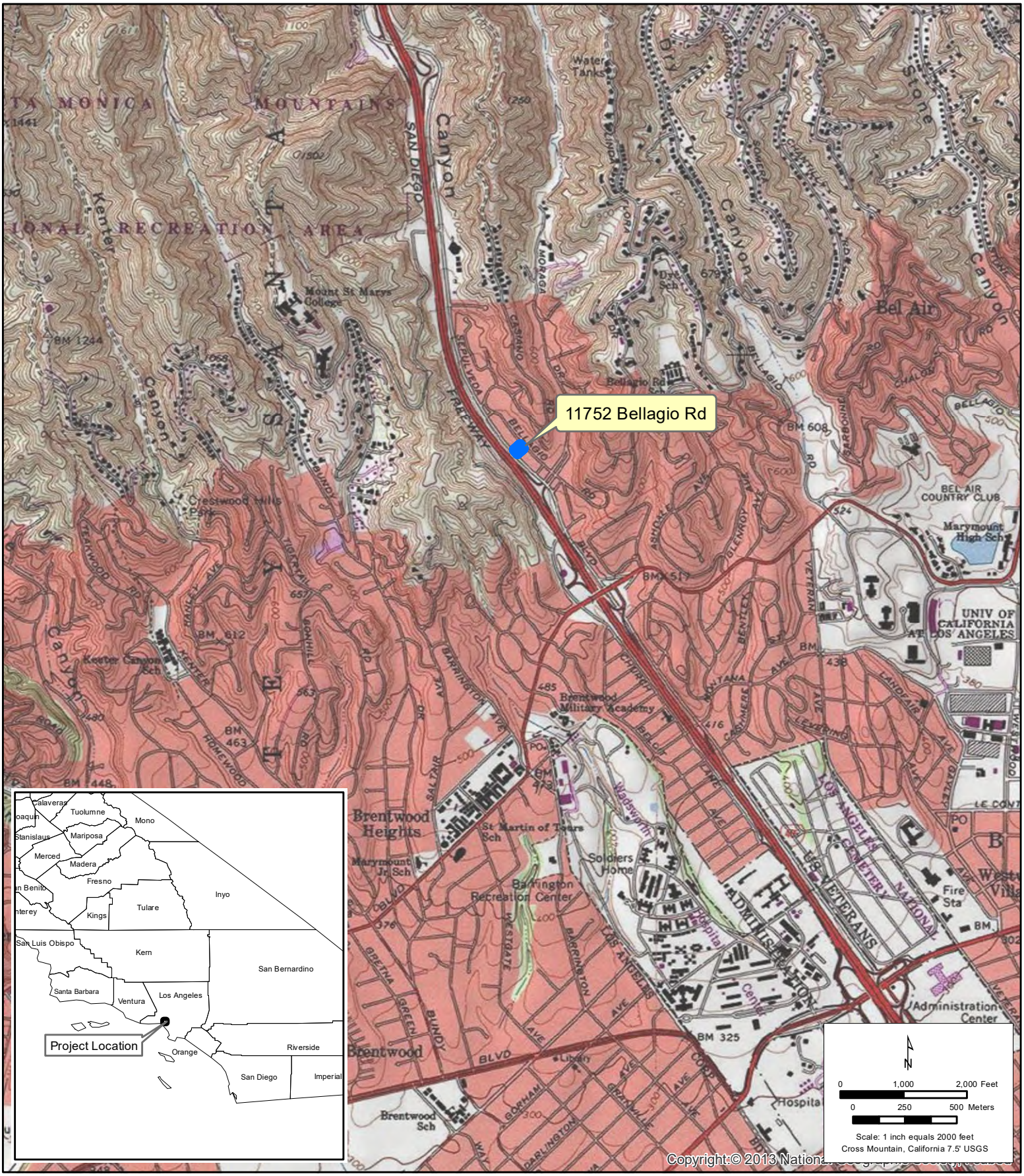
Page 6 of 6

*Resource Name or # (Assigned by recorder) 11752 Bellagio Rd - AIN: 4368014027 to 033

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 13812 Saticoy Street

P1. Other Identifier: 13812 Saticoy Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 13812 Saticoy Street **City** Panorama City **Zip** 91402
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 367905.70 mE/3786321.17 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2214023004

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

The one-story utilitarian commercial building at 13812 Saticoy Street was constructed in 1956 with Modern influences. The building features a concrete foundation and a rectangular plan composed of the original footprint with a two-story addition in the rear. The roof is flat with parapets and is clad with built-up material, and the exterior walls are concrete covered with stucco. Windows include steel-framed, multi-light industrial casement units, glass block units, and two-part, metal-framed sliding units.

The building faces north, and the façade is recessed within the concrete frame and features an off-center, single-entry metal door with a transom light and sidelights. The door is shaded by a banded, cantilevered awning. The façade features evenly spaced and sized insets and projecting shadow blocks. Approximately eight of the insets each feature two glass block windows. Additional details include Roman brick planter boxes. The west elevation is connected to the adjacent building, and the east elevation includes two casement windows, two sliding windows, a single-entry door, and two vehicle bays with roll-up garage doors. The rear (south) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and east elevation view, camera facing west. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1956 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 13812 Saticoy Street

B1. Historic Name: N/A
B2. Common Name: All Town Ambulance
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Utilitarian; Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) The building was constructed in 1956. The rear two-story addition was added in 1974. No other major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1956 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 13812 Saticoy Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 13812 Saticoy Street was constructed in 1956. It historically operated as Weiss Print from the 1970s through 1980s. By 1997, the building operated as Magellan Enterprises Inc. (*The Los Angeles Times* 1986, 1997). The building currently operates as All Town Ambulance.

The subject building demonstrates both utilitarian and Modern styles. The architecture of utilitarian buildings is significantly determined by the use of the building. For instance, a utilitarian manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-twentieth century to the present are utilitarian. The subject utilitarian building features no detailing or ornamentation other than the modest Modern elements on the façade.

Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial and industrial development of the Van Nuys area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example or a type, period, or method of construction. The commercial building at 13812 Saticoy Street is an excellent example of utilitarian building with modest Modern influences with its glass block, concrete insets, shadow block, and other horizontal elements on the façade. The building retains a distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building does meet eligibility for the NRHP and CRHR under Criterion C/3 because it demonstrates the type, period, and method of construction.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building on this parcel does not retain its integrity of design due to the two-story rear addition constructed in 1974. However, the addition does not diminish the overall building's integrity of location, setting, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR at the local level.

***B12. References (continued):**

Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1986 "Printing." Classified advertisement. May 24, 1986. Accessed on March 30, 2023.

1997 "Magellan Enterprises Inc." Classified advertisement. December 23, 1997. Accessed on March 30, 2023.

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

SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 13812 Saticoy St - AIN: 2214023004

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023

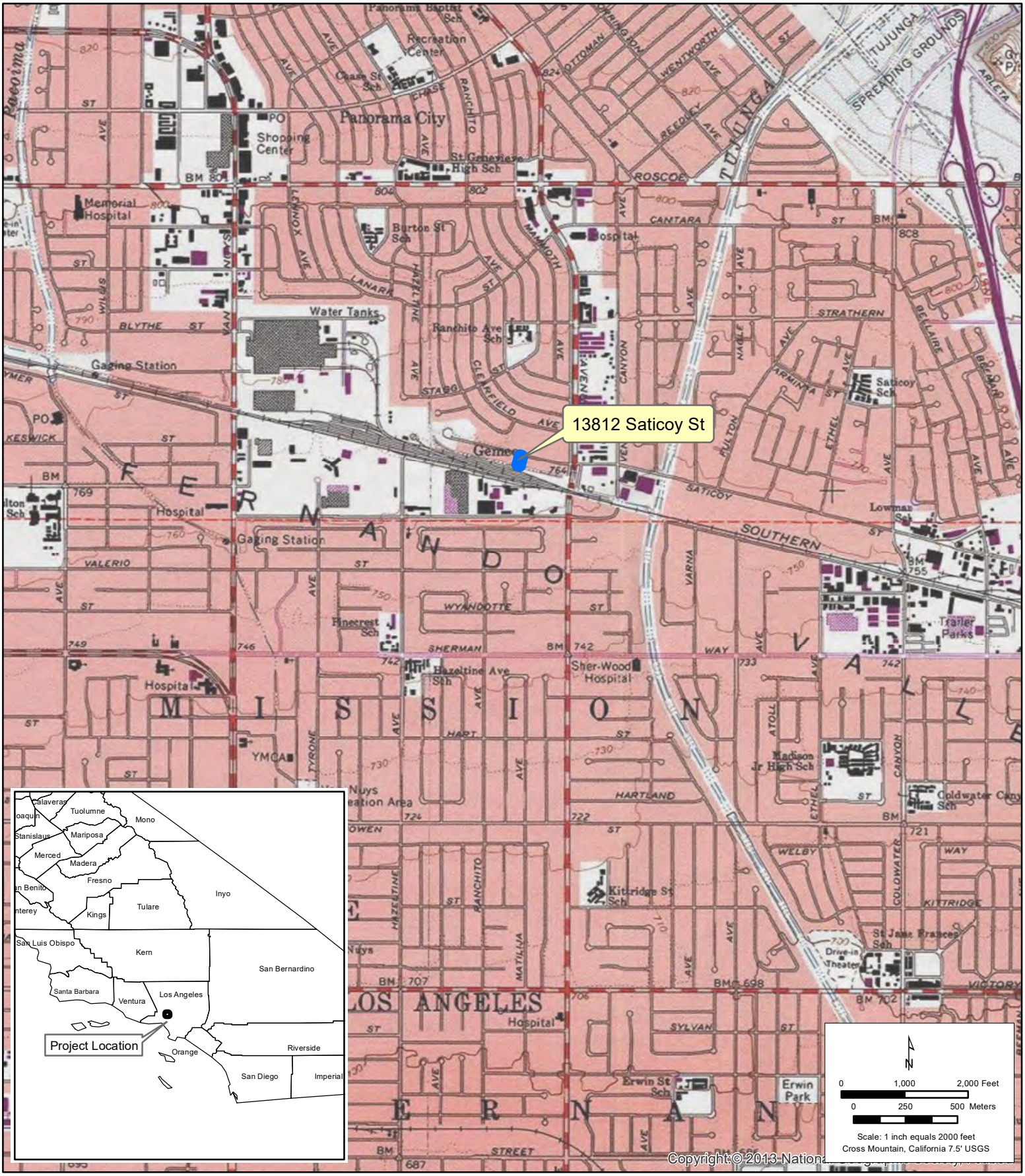
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 13812 Saticoy St - AIN: 2214023004

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) M & T Co.

P1. Other Identifier: 13914 Saticoy Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 13914 Saticoy Street **City** Panorama City **Zip** 91402
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367700.21 mE/ 3786383.31 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2214023019

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

The one-story commercial building at 13914 Saticoy Street was constructed in 1958 and features Modern influences, a rectangular plan, and a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are constructed of painted concrete block. Windows include glass block, jalousie, and steel industrial units.

The building faces north, and the façade is slightly recessed with a concrete frame and features an off-center, single-entry door with a transom light and an exterior security grille. The entrance is shaded by a cantilevered awning and is flanked by ashlar veneer. The façade east of the door features four columns of windows. Each column includes a jalousie window with a concrete sill with two sets of paired glass block windows above and below. One column of the same configuration is located on the façade west of the door. Concrete block planter boxes are located beneath the windows. The east elevation is connected to the adjacent building. Visible sections of the west elevation include a steel-framed industrial window and a double-entry door. The rear (south) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing southwest. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1958 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023.*Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) M & T Co.

B1. Historic Name: M & T Co.
B2. Common Name: MJ Lighting
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1958. Reroofed in 2021.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1958 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 13914 Saticoy Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 13914 Saticoy Street was constructed in 1958 and historically operated as the M & T Co. The building is currently occupied by MJ Lighting.

The building is a utilitarian structure with Modern design influences. Modern architecture became in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the industrial development in Van Nuys that followed World War II. However, research did not reveal that the building played a distinct or important role that development. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The commercial building at 13914 Saticoy Street is a good example of a utilitarian commercial building with modest Modern influences, including the jalousie and glass block windows and simple details exhibited by the use of ashlar and concrete block. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion D/4.

The building does not appear to have been significantly altered since construction and retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1959 Classified advertisement for the M & T Co. August 31, 1959. Accessed on April 25, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 13914 Saticoy St - AIN: 2214023019

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

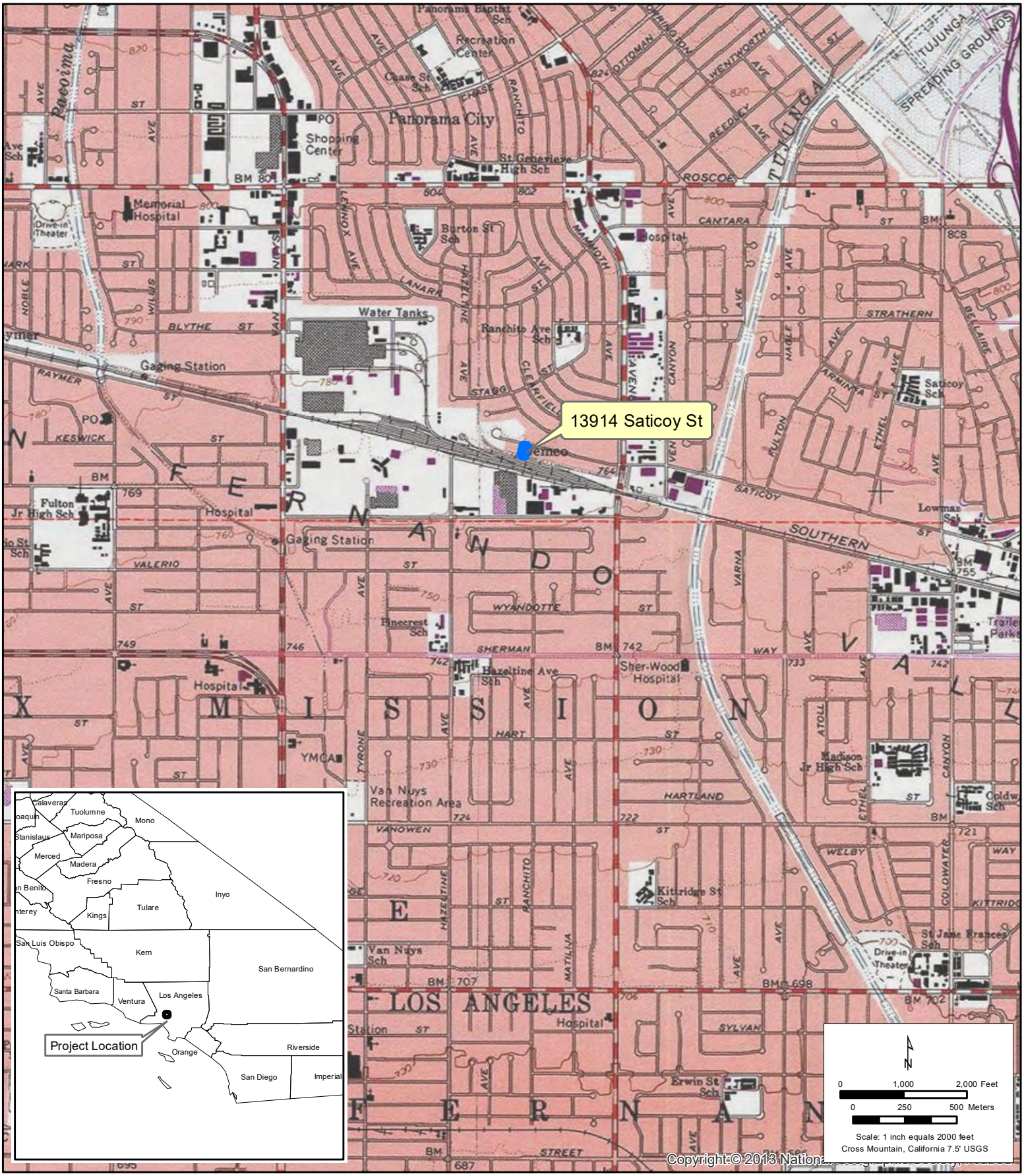
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 13914 Saticoy St - AIN: 2214023019

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) H E B Machine Tools

P1. Other Identifier: 13938 Saticoy Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 13938 Saticoy Street **City** Panorama City **Zip** 91402
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367628.65 mE/ 3786405.04 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2214023024

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

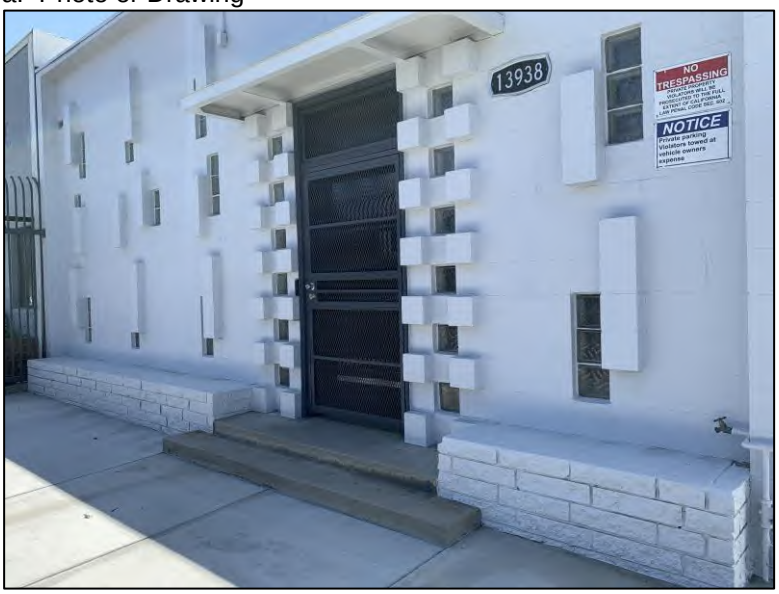
The one-story, utilitarian commercial building at 13938 Saticoy Street was constructed in 1959 and features Modern design influences and a rectangular plan on a concrete foundation. The roof is flat with parapets and clad with built-up material. The exterior walls are concrete block. Windows include jalousie, glass block, and fixed metal-framed units.

The building faces north, and the recessed façade is framed by projecting concrete block and features an off-center single-entry glazed door with a metal kick plate and a transom light. The door is shaded by a banded cantilevered awning and is flanked by columns of glass block windows framed by concrete shadow block. The façade east of the entrance includes one jalousie window and glass block windows grouped in twos and threes accented by projecting shadow blocks. The façade west of the entrance includes glass block windows grouped in threes with projecting shadow block accents. The entrance is accessed by a concrete stoop and brick planters span the façade. The west elevation features fixed window and a vehicle bay with a roll-up door. The east elevation does not include any fenestration and/or architectural detail. The rear (south) elevation is not visible from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing south. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1959 (Los Angeles County Assessor)

***P7. Owner and Address:**
(private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) H E B Machine Tools

B1. Historic Name: H E B Machine Tools
B2. Common Name: Riggins Engineering
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1959. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1959 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 13938 Saticoy Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 13928 Saticoy Street was constructed in 1959 and historically operated as H E B Machine Tools. By 1968, it was occupied by Wrightco Products, Inc (*Valley Times* 1960; *The Van Nuys News* 1968). The building appears to be currently occupied by Riggins Engineering.

The utilitarian commercial building features influences of Modern architecture. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the industrial development in Van Nuys that followed World War II. However, research did not reveal that the building played a distinct or important role in that development. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The commercial building at 13938 Saticoy Street is good example of a utilitarian commercial building with Modern design features including the glass block windows and simple details expressed by the exposed concrete block and shadow block projections. The building on retains a distinctive design that merits listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion D/4.

The building does not appear to have been significantly altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

Valley Times
1960 Classified advertisement for H E B Machine Tools. December 14, 1960. Accessed on April 25, 2023 via newspapers.com.

The Van Nuys News
1968 Classified advertisement for Wrightco Products, Inc. January 4, 1968. Accessed on April 25, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 13938 Saticoy St - AIN: 2214023024

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

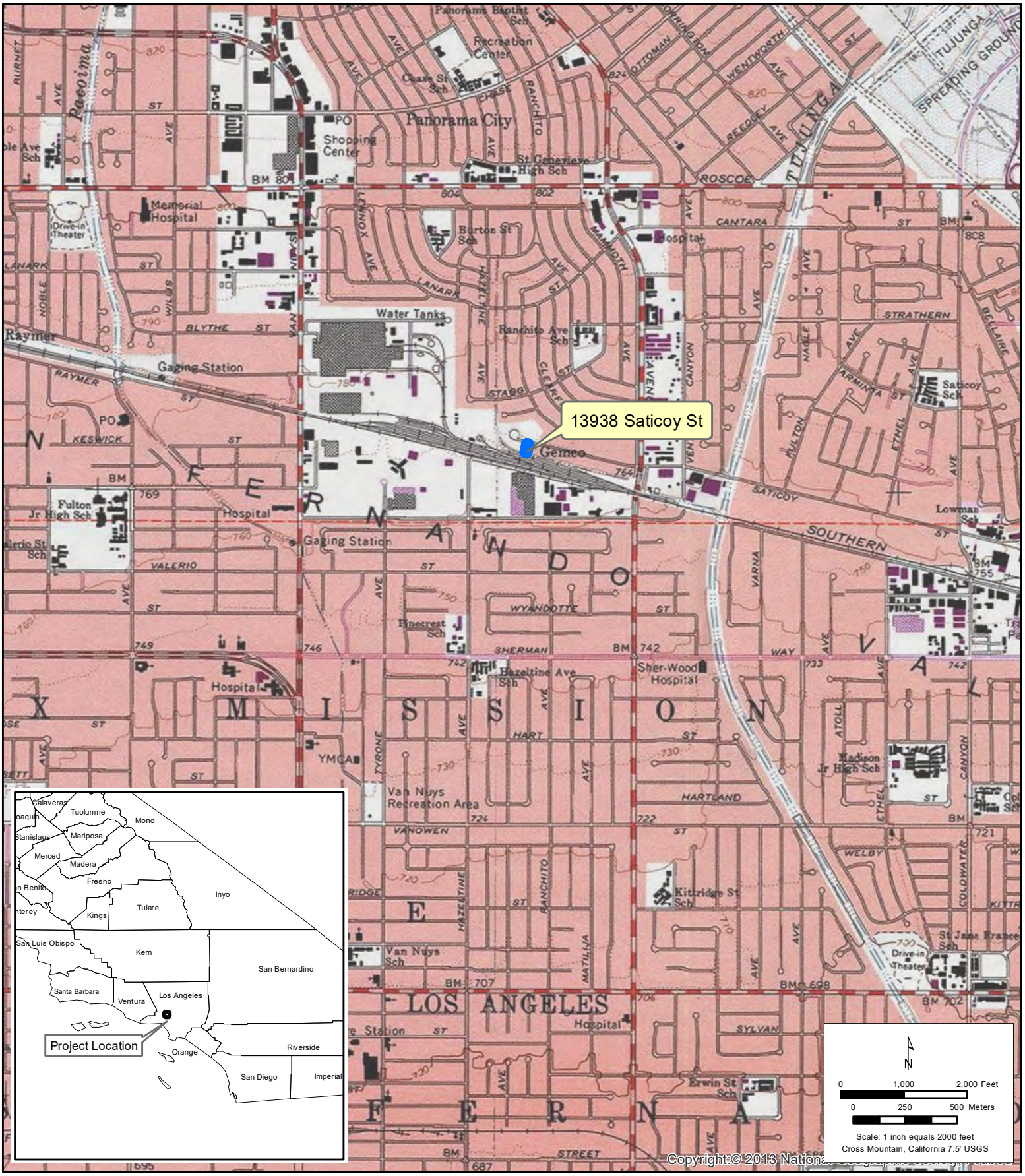
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 13938 Saticoy St - AIN: 2214023024

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Spec-tronics

P1. Other Identifier: 13942 Saticoy Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 13942 Saticoy Street **City** Panorama City **Zip** 91402
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367613.54 mE/ 3786407.85 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2214023025

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

The one-story, utilitarian commercial building at 13942 Saticoy Street was constructed in 1959 and features Modern design influences and a rectangular plan on a concrete foundation. The roof is flat with parapets and clad with built-up material. The exterior walls are concrete block. Windows include glass block and steel-framed industrial units.

The building faces north, and the recessed façade is framed by projecting concrete block and features an off-center single-entry flush door with a transom light. The door is shaded by a cantilevered awning and is flanked by columns of concrete shadow block. The façade west of the entrance includes glass block windows grouped in twos and threes accented by projecting shadow blocks. The façade east of the entrance includes glass block windows grouped in threes with projecting shadow block accents. The entrance is accessed by a concrete stoop and brick planters span the façade. The east elevation features fixed window and a vehicle bay with a roll-up door. The west elevation does not include any fenestration and/or architectural detail. The rear (south) elevation is not visible from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade and east elevation, camera facing west. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1959 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Spec-tronics

B1. Historic Name: Spec-tronics
B2. Common Name: undetermined
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1959. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1959 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 13942 Saticoy Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 13942 Saticoy Street was constructed in 1959 and historically operated as Spec-tronics. By 1979, the company called Fiberglass J E occupied the building (*The Los Angeles Times* 1960, 1979). Currently, the building appears to be vacant.

The utilitarian commercial building features influences of Modern architecture. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on is associated with the industrial development in Van Nuys that followed World War II. However, research did not reveal that the building played a distinct or important role in that development. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The commercial building at 13942 Saticoy Street is good example of a utilitarian commercial building with Modern design features including the glass block windows and simple details expressed by the exposed concrete block and shadow block projections. The building on retains a distinctive design that merits listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for listing in the NRHP or CRHR under Criterion D/4.

The building does not appear to have been significantly altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1960 Classified advertisement for Spec-tronics. January 5, 1960. Accessed on April 25, 2023 via newspapers.com.

1979 Classified advertisement for Fiberglass J E. November 21, 1979. Accessed on April 25, 2023 via newspapers.com.

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

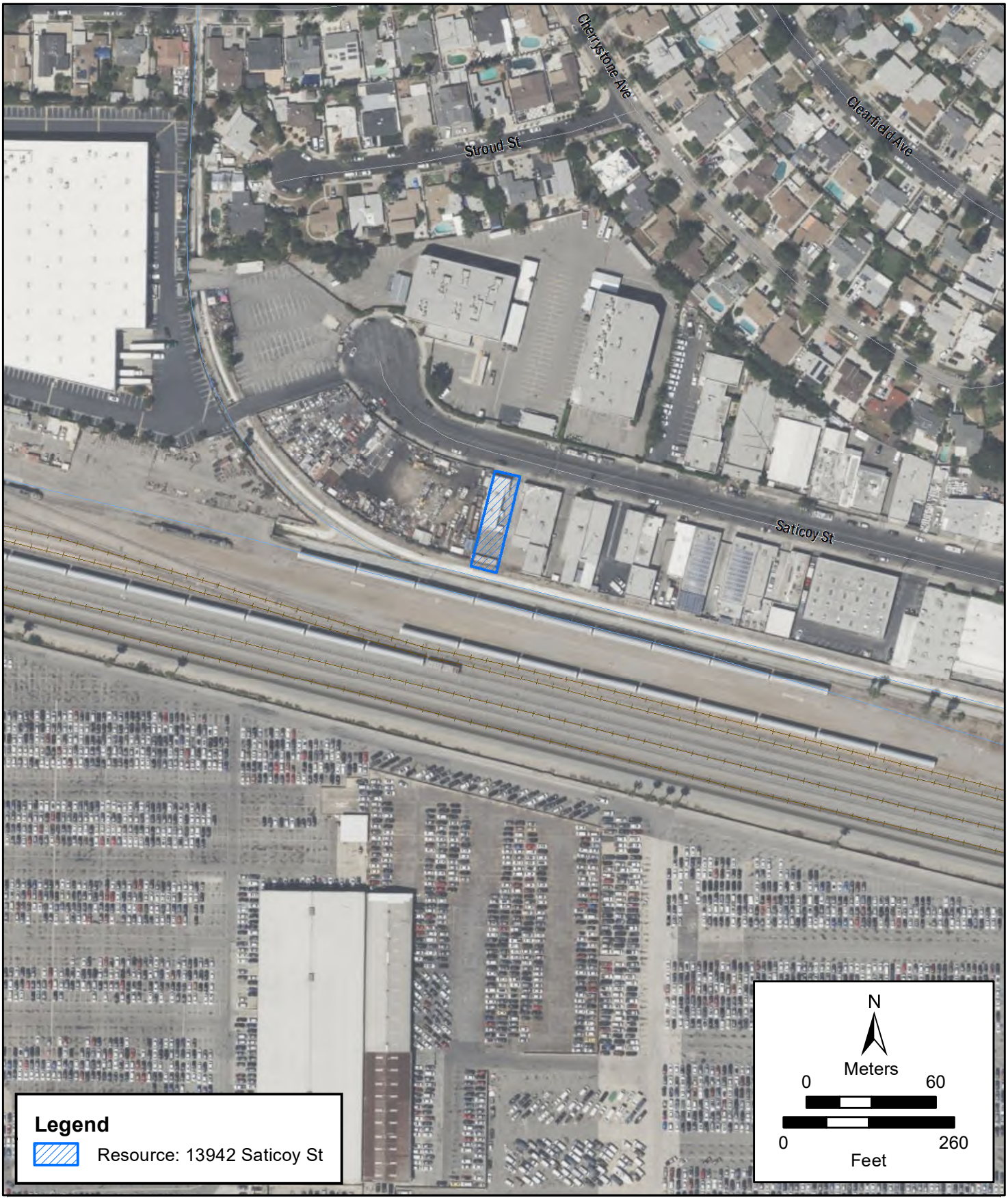
SKETCH MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 13942 Saticoy St - AIN: 2214023025

*Drawn By: Alec Stevenson

*Date: 5/8/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

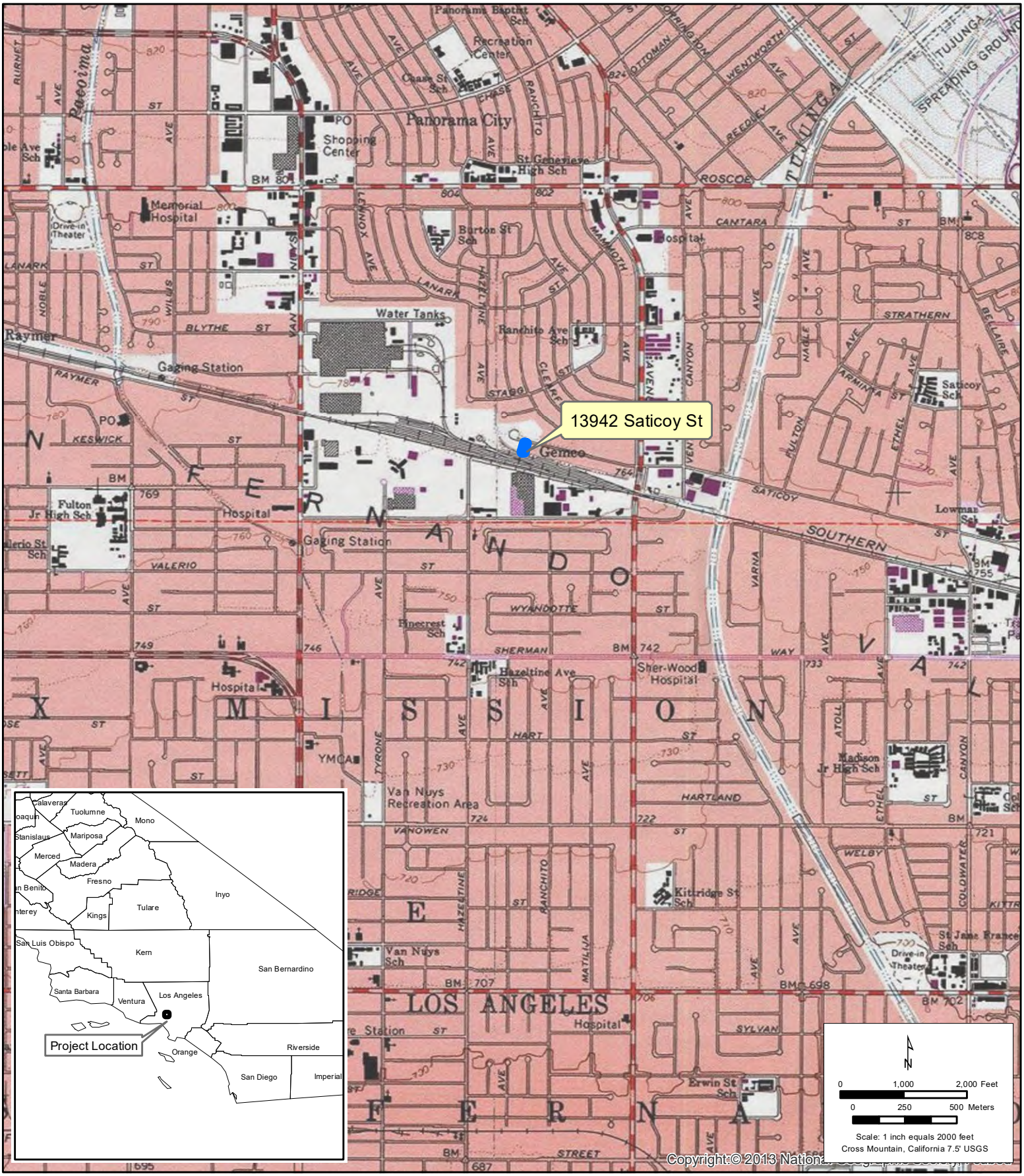
Page 4 of 5

*Resource Name or # (Assigned by recorder) 13942 Saticoy St - AIN: 2214023025

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 14704 Raymer Street

P1. Other Identifier: 14704 Raymer Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 14704 Raymer Street **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S_ ; 366104.70 mE/3786620.44 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2210025010

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

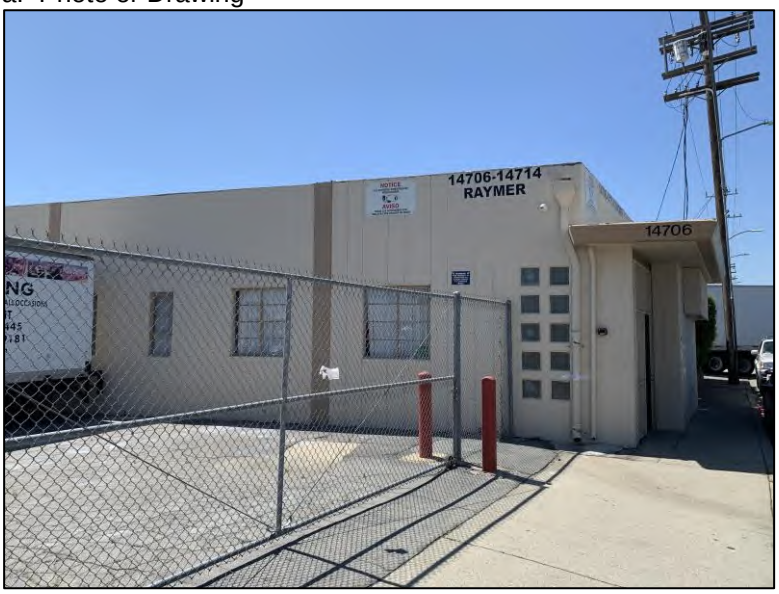
The single-story, utilitarian commercial warehouse building located at 14704 Raymer Street was constructed in 1954 and features Modern architectural influences, a rectangular plan, and a concrete foundation. The low-pitched, front-gabled roof is concealed from street level views by parapets and is clad with built-up material. The exterior walls are painted concrete. Windows include glass block and steel-framed industrial casement units.

The building faces north, and the primary entrance is on the east side of the façade. The entrance is within a flat-roofed vestibule with wide, overhanging eaves. The façade of the vestibule includes an open doorway with a steel security gage and two columns of glass block windows. The east elevation features two columns of glass block windows, multiple steel-framed industrial casement windows, and three vehicle bays with roll-up doors. The west elevation features a row of evenly spaced steel-framed industrial casement windows. The rear (south) elevation is not visible to the public right-of-way. A detached rectangular building is located near the rear elevation and includes two vehicle bays with roll-up doors and another vehicle bay infilled with framing and two single-entry doors.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and east elevation view, camera facing west. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1954 (Los Angeles County Assessor)

***P7. Owner and Address:**
(private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 14704 Raymer Street

B1. Historic Name: undetermined
B2. Common Name: Avalanche Air; Sit Catering and Event Rentals
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Utilitarian; Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) The building was constructed in 1954. Records do not indicate any significant alterations since its original construction date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1954 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 14704 Raymer Street appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The historical occupants of the building were not determined. The building is currently occupied by Avalanche Air and Sit Catering and Event Rentals. The building demonstrates a utilitarian design with modest Modern architectural influences.

Utilitarian architecture is primarily determined by the use of the building. For instance, an utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-twentieth century to the present are utilitarian. The subject utilitarian building features no detailing or ornamentation outside of the modest Modern elements at the façade.

Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect) (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial and industrial development of the Van Nuys area, but research did not reveal that the building played a distinct or important role in the economic development of the area. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example or a type, period, or method of construction. The commercial building at 14704 Raymer Street is good example of a utilitarian commercial building with modest Modern details including the glass block windows and horizontal elements on the façade. The building retains a distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building does qualify for listing the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building does not appear to have been significantly altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 14704 Raymer St - AIN: 2210025010

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

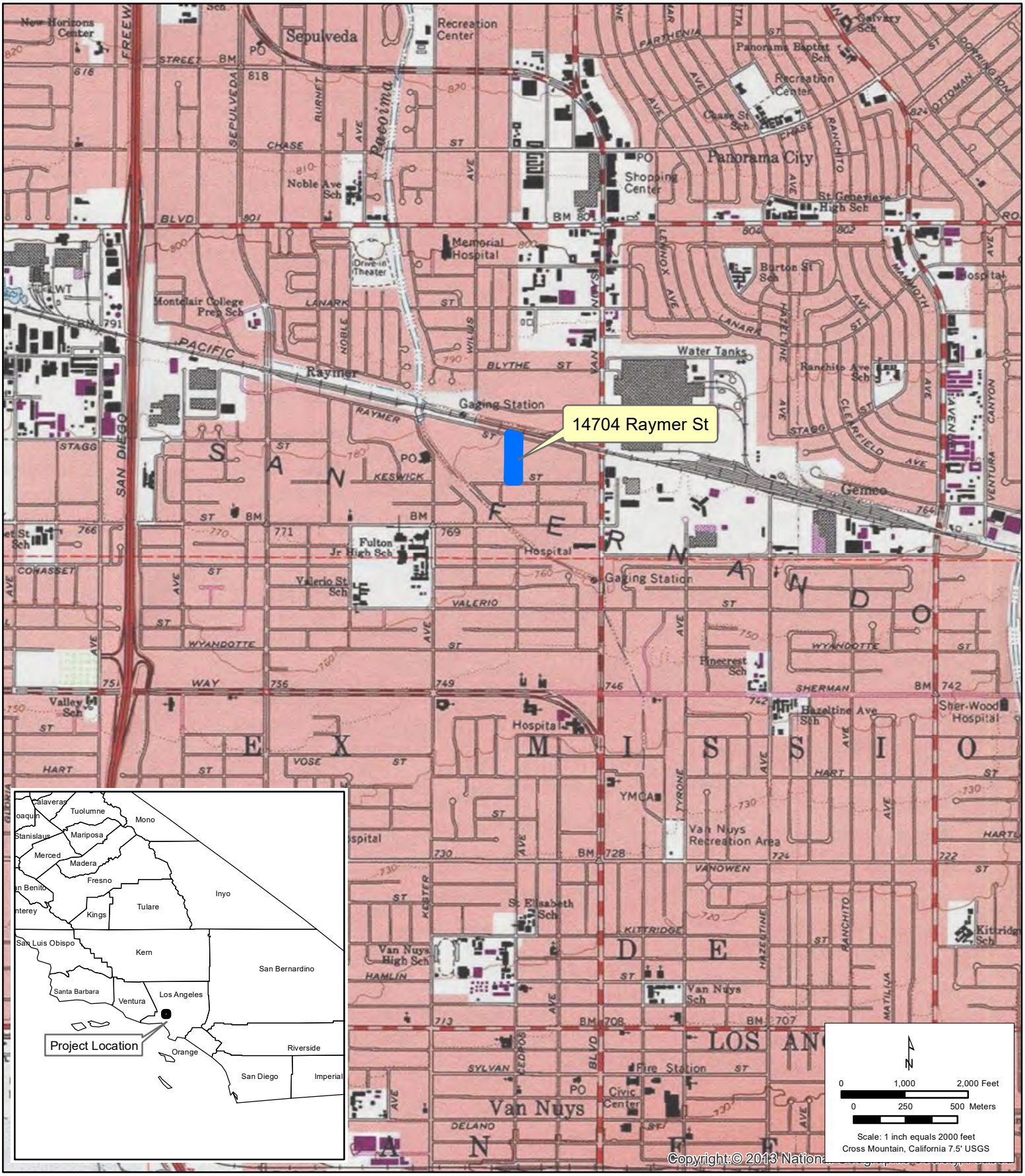
Page 5 of 5

*Resource Name or # (Assigned by recorder) 14704 Raymer St - AIN: 2210025010

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS; 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 4714 Orion Avenue

P1. Other Identifier: 4714 Orion Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4714 Orion Avenue **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364547.56 mE/ 3780428.29 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324016029

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

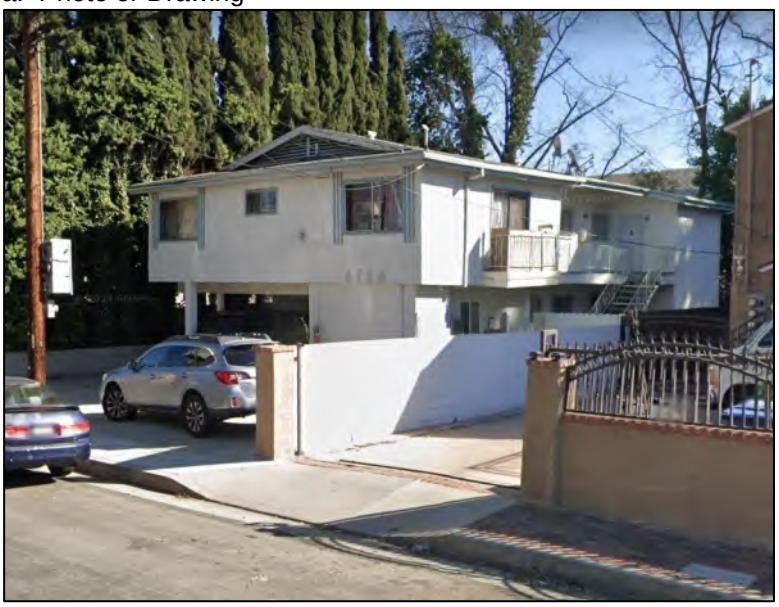
The two-story, Stucco Box/Dingbat apartment building at 4714 Orion Avenue was constructed in 1964 and features a rectangular plan and a concrete foundation. The low-pitched, front-gabled roof features pent roofs on its façade and rear elevations, louvered vents in its gable ends, and a wide eave overhang. The roof is clad with a membrane material, and the exterior walls are covered with stucco. Windows include original, aluminum-framed, horizontal sliding sash windows.

The building faces west, and the façade features soft-story parking supported by a single column on its ground level. The second level includes a small, horizontal sliding sash window flanked by a larger horizontal sliding sash windows accented with engaged, vertical elements. The building is entered at the south elevation, which includes additional fenestration details, including single-entry doors, sliding doors, and sliding windows, as well as a metal floating staircase that provides access to the second level units. The north and rear (east) elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and south elevation view, camera facing northeast. February 2023 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S2

***Resource Name or #** (Assigned by recorder) 4714 Orion Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1964 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 4714 Orion Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the local register at the local level and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 4714 Orion Avenue, constructed in 1964, features a Stucco Box/Dingbat architectural style with Modern influences.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscaping helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/ Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/ Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR at the local level.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 4714 Orion Avenue is reflects the mid-twentieth century trends of this style because it retains its soft-story parking, simplistic rectangular plan that covers a majority of the parcel, and Modern design elements on the façade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3 at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction building and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR, as well as the local register, at the local level.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. “Survey LA: Los Angeles Historic Resources Survey.” Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 4714 Orion Ave - AIN: 2261040001

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

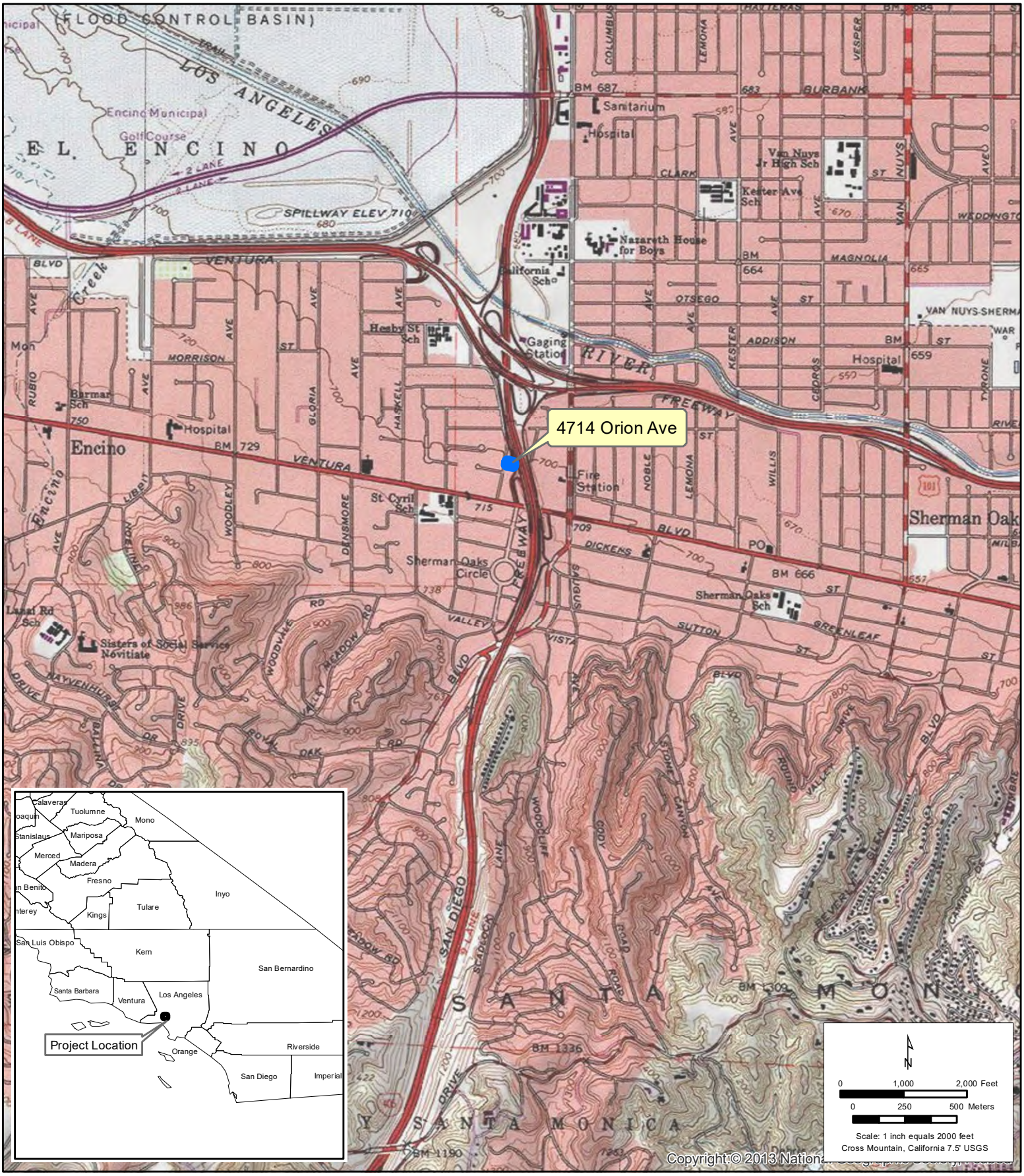
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 4714 Orion Ave - AIN: 2261040001

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 4737 Orion Avenue

P1. Other Identifier: 4737 Orion Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4737 Orion Avenue **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364503.67 mE/ 3780518.75 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2261038049

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

The three-story, Stucco Box/ Dingbat apartment building at 4737 Orion Avenue was constructed in 1964 and features a complex rectangular plan on a concrete foundation. The roof is flat with parapets on the side and rear elevations and a wide eave overhang on the façade. The roof is clad with built-up material and the exterior walls are primarily covered with smooth stucco; a section of brick veneer is located on the facade. Windows include aluminum-framed, horizontal sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing west. February 2023 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 4737 Orion Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. Reroofed in 2022.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1964 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 4737 Orion Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east, and the façade features an asymmetrical, tiered design that focuses on the primary entrance. The entrance is characterized by four, vertically orientated engaged pilasters with concrete arches and a mansard roof clad in wood shingles. The arches are reminiscent of New Formalism. The building is entered at the ground level through a single-entry aluminum-framed glass door with a sidelight covered by a vinyl awning. The façade south of the entrance bay includes soft-story parking on the ground level and two balconies accessed from the interior by sliding glass doors on the second and third levels. The façade north of the entrance bay also includes balconies on the second and third levels.

The north and south elevations include additional horizontal sliding sash windows along the third, second, and ground levels, as well as boxed bay windows. The rear (west) elevation is not visible to the public right-of-way. Aerial photos indicate the building includes an interior courtyard with a pool and landscaped spaces.

***B10. Significance (continued):**

The building located at 4737 Orion Avenue was constructed in 1964 and features a Stucco Box/Dingbat architectural style with elements of Modern and New Formalism.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 4737 Orion Avenue is an excellent example reflecting the mid-twentieth century trends of this style because it retains its soft-story parking, simplistic rectangular plan that covers a majority of the parcel, and Modern design elements on the façade. The building retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 4737 Orion Ave - AIN: 2261038049

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

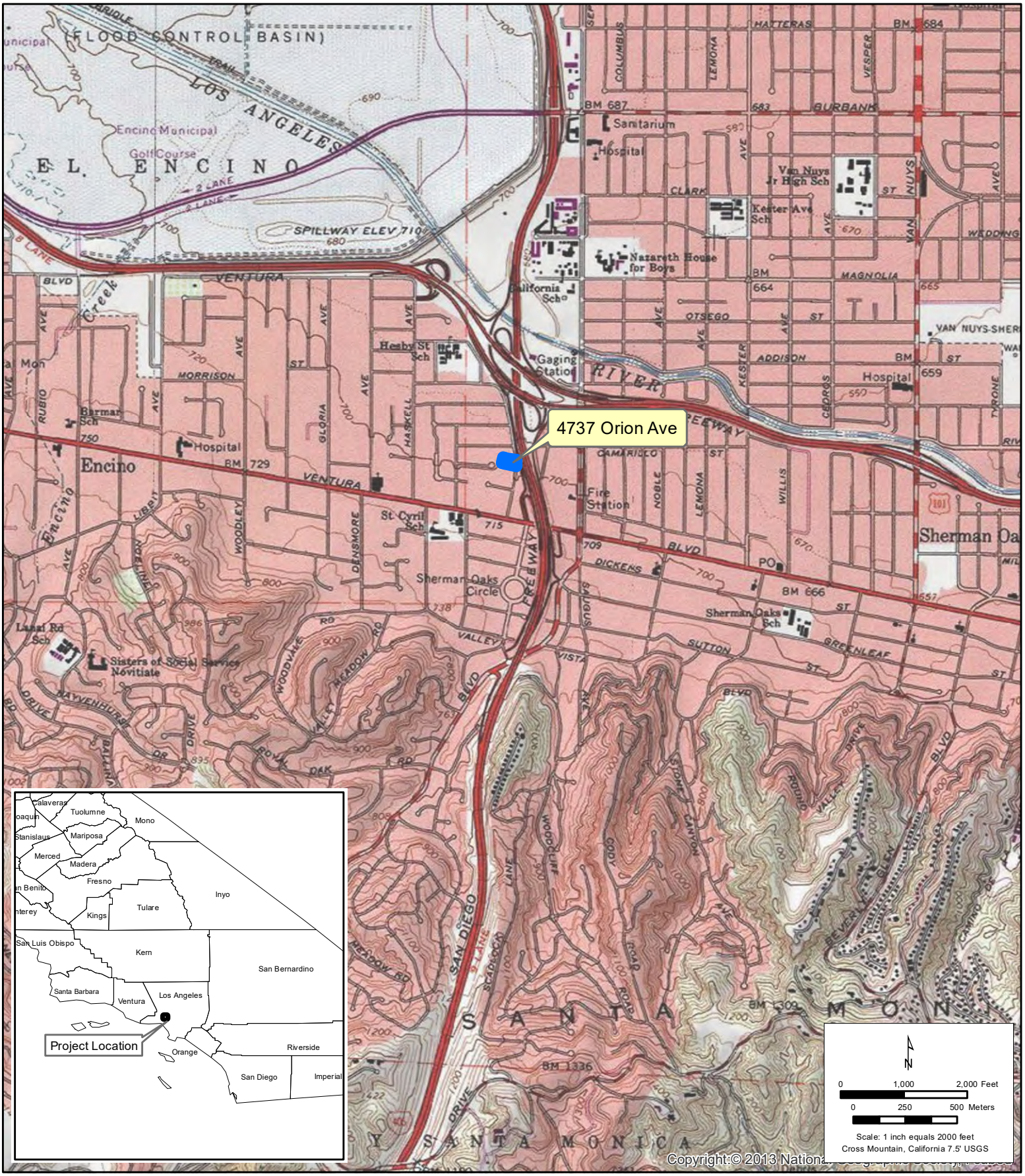
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 4737 Orion Ave - AIN: 2261038049

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Starlight Cottage Motel

P1. Other Identifier: 5450 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 5450 Sepulveda Boulevard **City** Sherman Oaks **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364913.80 mE; 3781963.35 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2250008016

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

The two-story motel at 5450 Sepulveda Boulevard was constructed in 1953 and is a Pyramidal Cottage with Monterey stylistic influences, a rectangular plan with minor irregularities, and a concrete foundation. The complex, tiered, pyramidal roof features vented gabled dormers and is clad with asphalt composition shingles. The exterior walls are wood frame clad in smooth stucco. Fenestration details include original multi-light sash windows recessed behind wrought iron security grilles. The building faces west and the motel office is entered through a single-entry door. The north elevation features a full-width cantilevered balcony on the second level with a wrought iron safety railing that provides access to the second story motel units. The south and rear (east) elevations are not visible to the public right-of-way. Other details include a freestanding pole sign along Sepulveda Boulevard that reads, "Starlight Cottage Motel."

***P3b. Resource Attributes:** (List attributes and codes HP5 – Hotel/motel

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Oblique view of the façade, camera facing east. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Starlight Cottage Motel

B1. Historic Name: undetermined
B2. Common Name: Starlight Cottage Motel
B3. Original Use: Motel building
B4. Present Use: Motel building
***B5. Architectural Style:** Monterey
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1953. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1953 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 5450 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 5450 Sepulveda Boulevard features a Pyramidal Cottage design with Monterey stylistic influence. The Monterey style gained popularity in California between 1925 and 1955. The style is an interpretation of the Anglo-influenced Spanish Colonial houses in Northern California. The key identifying feature of a Monterey residence is the full-width cantilevered balcony, sometimes a two-story porch, derived from the house forms built in the southeastern United States, Caribbean, and the Bahamas. California architect, Roland E. Coate Sr., revived the style between 1929 and 1932. He design at least two homes in Monterey and won the Better Homes in America Award for a Monterey home in Santa Barbara. Coate Sr.'s efforts helped increase the popularity of the architectural design in California. Some variants include Spanish detail, popular between 1925 and 1940, English Colonial details, popular in the 1940s and 1950s, and Creole French details, popular in the 1950s Extant examples of Monterey buildings remain scattered throughout the country, although, they are most popular in California and Texas (McAlester 2013).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1953, is associated with commercial development in the greater Los Angeles area however, research did not reveal that the building played a distinct or important role that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Monterey style became prolific in commercial and residential tracts throughout California between 1925 and 1955. The commercial building at 5450 Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its full-width cantilevered balcony. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

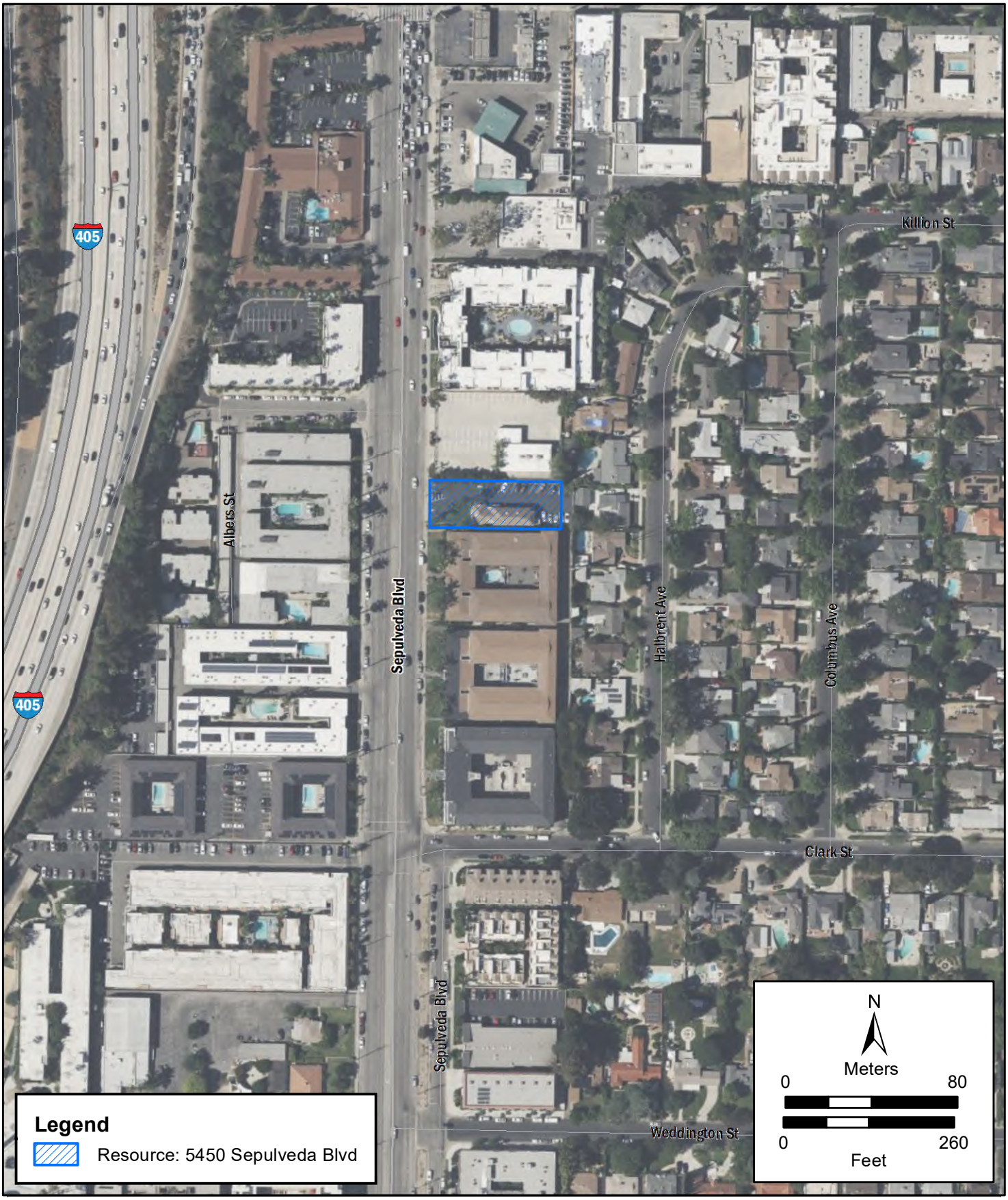
McAlester, Virginia and Lee McAlester
2013 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 5450 Sepulveda Blvd - AIN: 2250008016

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

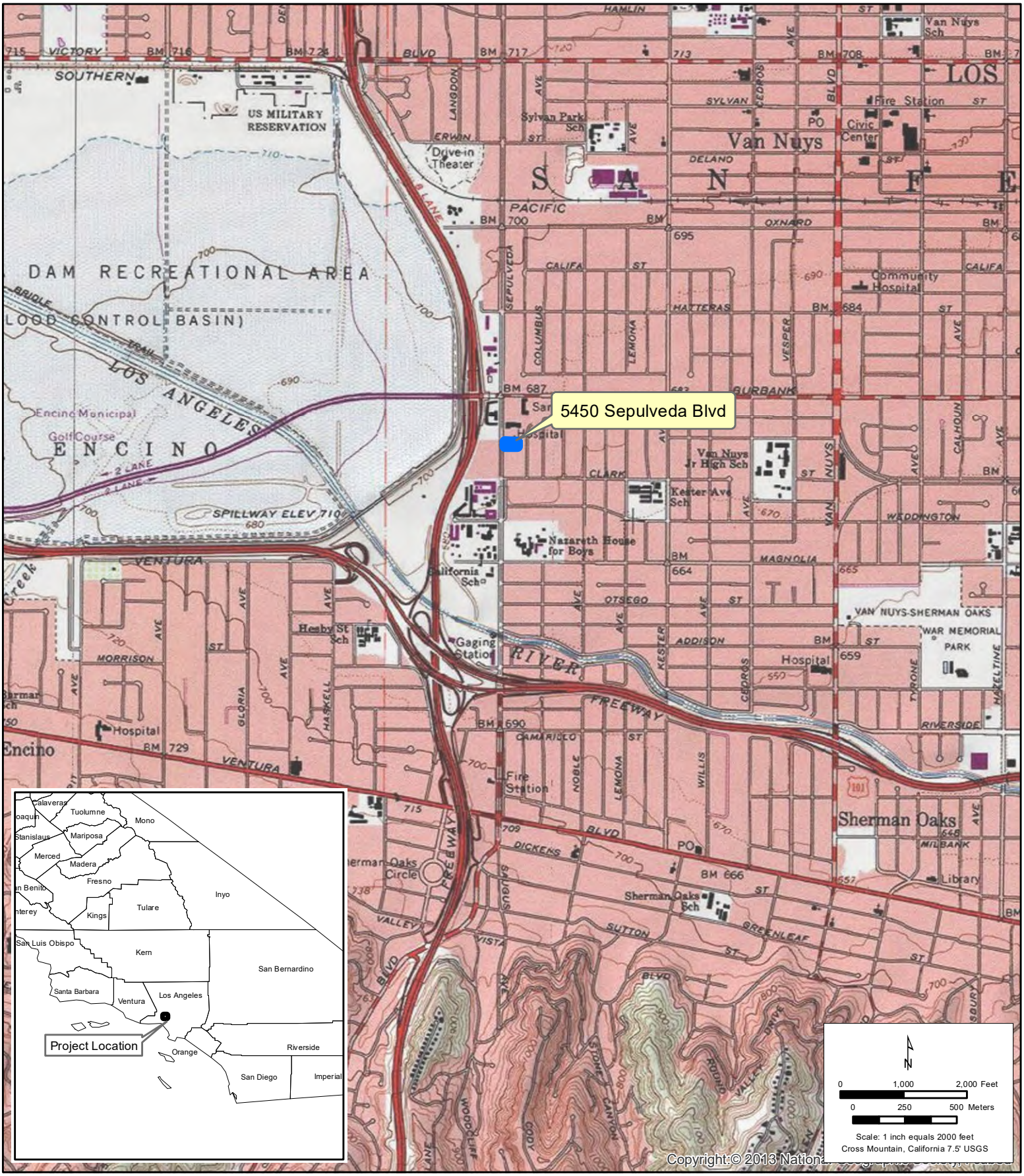
Page 5 of 5

*Resource Name or # (Assigned by recorder) 5450 Sepulveda Blvd - AIN: 2250008016

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) Caravan Motel & Apartments

P1. Other Identifier: 5724 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 5724 Sepulveda Boulevard **City** Van Nuys **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364915.78 mE/3782492.94 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2243004020

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

The two-story motel and apartment building at 5724 Sepulveda Boulevard was constructed in 1959 in the Stucco Box/Dingbat style with Creole Townhouse influences. The building features a rectangular plan with minor irregularities and a concrete foundation. The roof is flat with a wide overhang and is clad in built-up material. The exterior walls are sheathed in smooth stucco on the north, south, and rear (east) elevations, and the façade is covered with rough stucco. Fenestration details include original, aluminum-framed, horizontal sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing east. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1959 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Caravan Motel & Apartments

B1. Historic Name: Caravan Motel & Apartments
B2. Common Name: Alexander Apartments
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Creole Townhouse; Stucco Box/Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1959. Re-stuccoed in 2012.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1959 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 5724 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces west, and the façade features a full-width cantilevered balcony used to access the second level motel/apartment unit. The north half of the façade features rows of arched colonnades on both levels, and the south half includes a wrought iron balcony on the second level and wood pilasters on the ground level that partition original horizontal sliding sash windows. The primary entrance is centrally located on the ground level and includes an arched recessed entry with a glazed single-entry door. The arched entry is flanked on each side by horizontal sliding sash windows; the second level includes similar fenestration details. Additional details include a pole sign along Sepulveda Boulevard that reads, "Alexander Apts."

The south elevation includes additional horizontal sliding sash windows on the second and ground levels. The north elevation includes a porte-cochere that provides access to the rear parking. The parking and north elevation is not visible to the public right-of-way; however, it likely includes similar fenestration details and shaded parking. The rear (east) elevation is not visible from the public right-of-way.

***B10. Significance (continued):**

The building historically operated as the Caravan Motel & Apartments, owned by Robert C. Harrington (*Valley Times* 1959). Research did reveal how long the Caravan Motel & Apartments stayed in business. By 2007, the building opened as the current multi-family property, the Alexander Apartments.

The subject building demonstrates a Stucco Box/Dingbat architectural design with Creole Townhouse stylistic influences on the façade. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018). The Creole Cottage influence is apparent in the arched colonnades and wrought iron balconies, while the Stucco Box/ Dingbat is conveyed in the exterior stucco cladding and soft story parking recessed into the side of the building.

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/Dingbat style building proliferated on main streets and residential

corridors throughout the California between the 1950s and 1960s. The multi-family property at 5724 Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of this style with its boxed plan with little to no usable outdoor space, exterior stucco cladding, soft story parking, and Creole Cottage design elements on the façade. The building retains the distinctive design or that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended for listing in the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. “Survey LA: Los Angeles Historic Resources Survey.” Prepared for the City of Los Angeles, Department of City Planning.

Valley Times
1959 “Public Notices.” Published notice for Caravan Motel & Apartments. December 18, 1959. Accessed on April 7, 2023 via newspapers.com.

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

SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 5724 Sepulveda Blvd - AIN: 2243004020

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

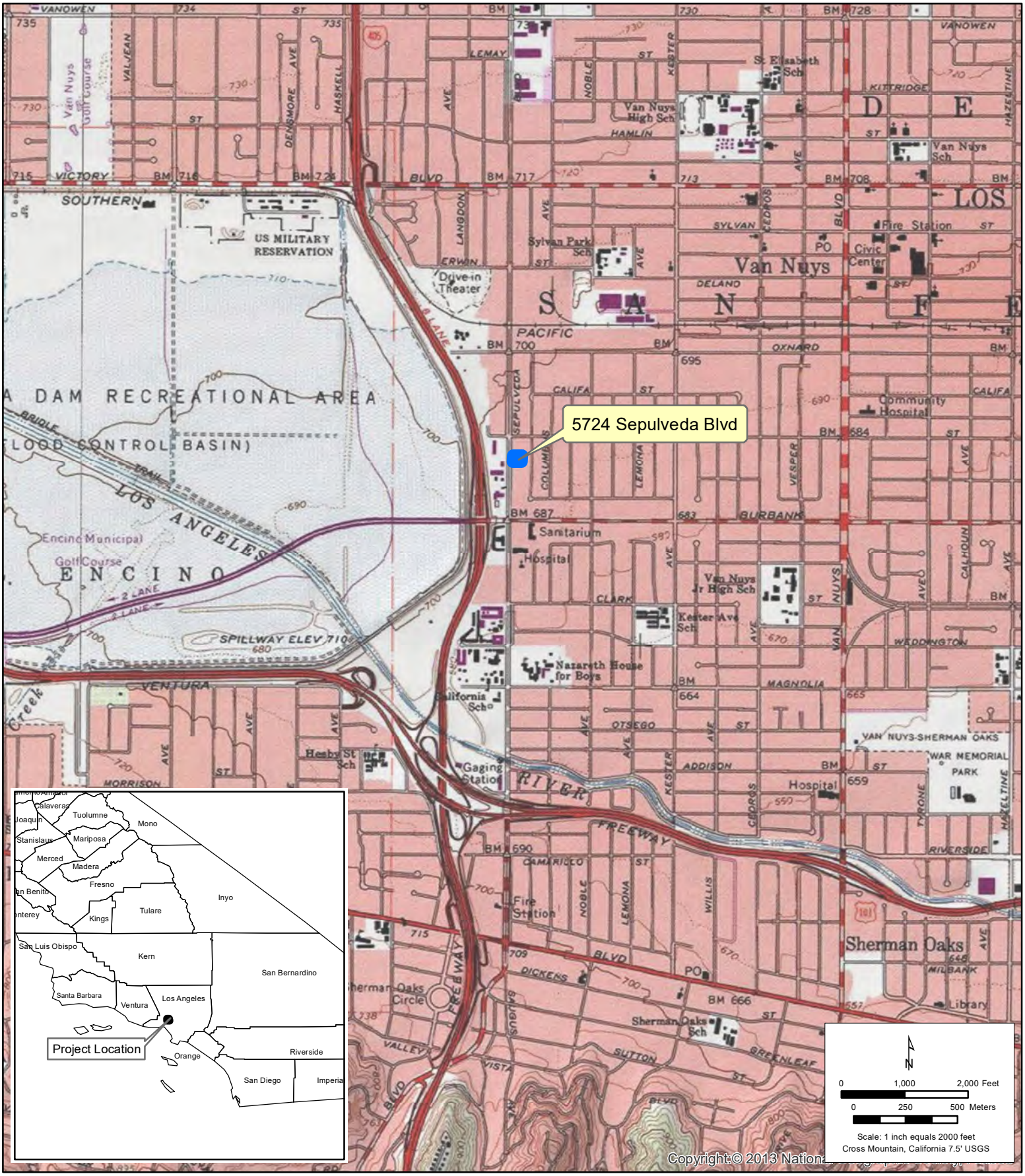
Page 6 of 6

*Resource Name or # (Assigned by recorder) 5724 Sepulveda Blvd - AIN: 2243004020

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1994



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS; 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) El Cortez Motel

P1. Other Identifier: 5746 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 5746 Sepulveda Boulevard **City** Van Nuys **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364929.40 mE/3782557.00 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2243004004

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

The property at 5746 Sepulveda Boulevard is a motel constructed in 1949 and includes four separate buildings. The one- and two-story buildings feature Spanish Eclectic-style influences. The buildings are single-story, with two-story sections with gable-on-hipped roofs clad with asphalt composition shingles. The exterior walls are wood framed clad with stucco. Fenestration details features horizontal sliding sash windows with wood surrounds and sills. The buildings face inward toward a central motor court. The inward-facing elevations include entrance porches with shed roofs and arched wood supports. Other details include exterior circular designs on the two-story sections. The two-story sections feature balconies with metal railings and staircases. A freestanding pole sign is located along Sepulveda Boulevard that reads, "El Cortez Motel."

***P3b. Resource Attributes:** (List attributes and codes) HP5 – Hotel/ motel

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the west facing façade/ entrance, camera facing east. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1949 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S2
***Resource Name or #** (Assigned by recorder) El Cortez Motel

B1. Historic Name: undetermined
B2. Common Name: El Cortez Motel
B3. Original Use: Hotel/ motel
B4. Present Use: Hotel/ motel
***B5. Architectural Style:** Spanish Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1949. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commerce; Architecture **Area** Los Angeles County
Period of Significance 1949 **Property Type** Commercial/ Lodging – Motel
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 5746 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the local register at the local level and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The motel-type property originated in the 1920s in response to increased personal automobile ownership in the U.S. and the rising popularity of auto tourism. Early auto tourist camps were operated by municipalities, but soon private tourist camps emerged. Private camps typically included a collection of modest cabins and/or a house that could offer rooms for rent, along with a general store and a gas station (HRG 2018). In the late 1920s and early 1930s, proprietors began constructing full-service motor courts, which retained the domestic appearance of a collection of cottages, occasionally using historic or regional forms, but generally remaining extremely modest in scale. The pattern was set of a primary building in front, perhaps an older residence still occupied by the owner of the property, and cottages behind (HRG 2018). Cottages were often arranged in a U-shape with central common areas with parking, landscaping, and centrally located office. During World War II, motel properties transitioned from individual, detached units to a more streamlined, inline rooms within a common building. The motel at 5746 Sepulveda Boulevard includes character-defining features of both the pre- and post-World War II period with its central motor court and its inline rooms within common buildings (HRG 2018).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1949, is associated with commercial development of roadside motels in the postwar period, as well as Los Angeles's emerging automobile culture. The subject building illustrates the evolution of the motel as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. The building demonstrates how a building type's design is shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The building at 5746 Sepulveda Boulevard is a good example of a roadside motel that demonstrates pre-World War II design with its central motor court, and post-war design with its attached units and simple design with modest Spanish Eclectic-style details. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP, CRHR, or the local register under Criterion C/3 at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning.

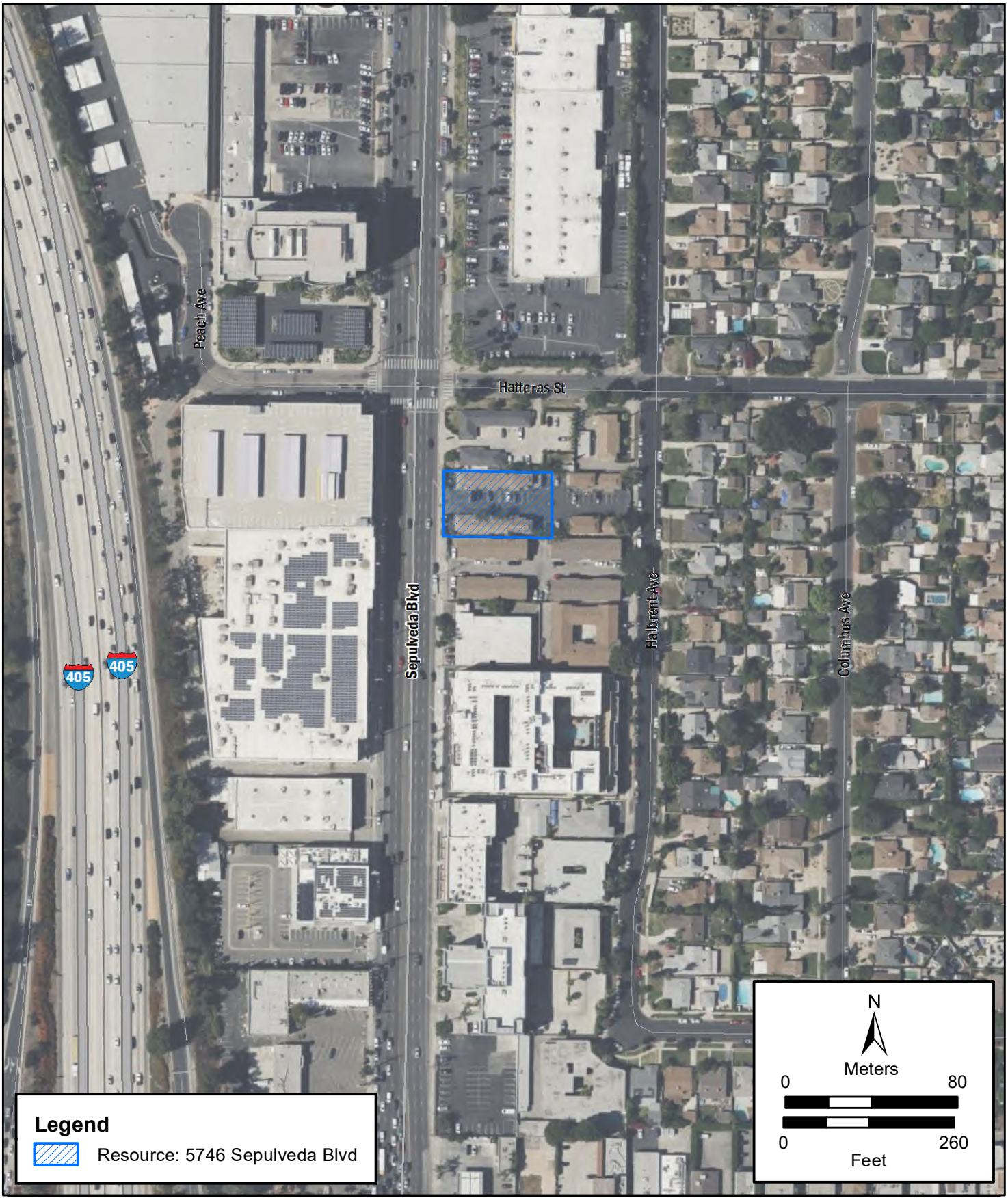
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 5746 Sepulveda Blvd - AIN: 2243004004

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

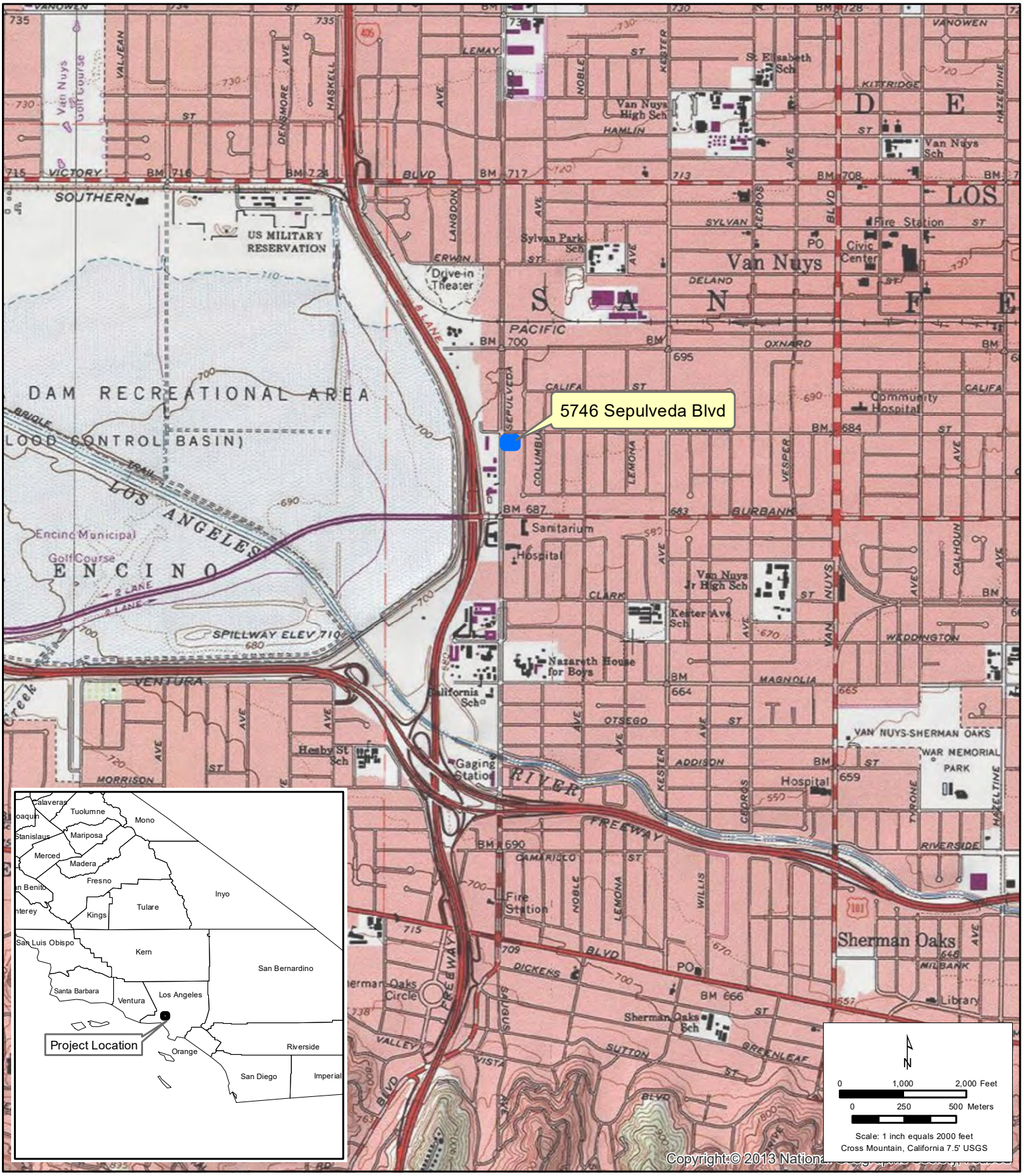
Page 5 of 5

*Resource Name or # (Assigned by recorder) 5746 Sepulveda Blvd - AIN: 2243004004

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS; 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Take-It-EZ Motel

P1. Other Identifier: 5764 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 5764 Sepulveda Boulevard **City** Van Nuys **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364918.37 mE/3782587.03 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2243004018

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

The building at 5764 Sepulveda Boulevard was constructed in 1946, is a Modern-style motel composed of two main buildings on the same parcel. The northern building features an L-shaped plan while the southern features a rectangular plan with minor irregularities; both sit on concrete foundations. The northern building features a cross-hipped roof while the south building features a tiered hipped roof; both roofs are clad with asphalt composition shingles. Their exterior walls are wood frame clad in stucco and fenestration details include horizontal sliding sash windows.

The buildings face inward towards a motor court. Additional details include decorative diamond-shaped elements along the west elevation and engaged columns along the north elevation. A freestanding pole sign is located along Sepulveda Boulevard that reads, "Cabana Motel."

***P3b. Resource Attributes:** (List attributes and codes) HP5 – Hotel/ motel

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the west facing façade/ entrance, camera facing east. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1946 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S2
***Resource Name or #** (Assigned by recorder) Take-It-EZ Motel

B1. Historic Name: Take-It-EZ Motel
B2. Common Name: Cabana Motel
B3. Original Use: Hotel/motel
B4. Present Use: Hotel/motel
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1946. Garage converted to guest room in 1966. No major recorded alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Historic-period pole sign at façade.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commerce; Architecture **Area** Los Angeles County
Period of Significance 1946 **Property Type** Commercial/ Lodging – Motel
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 5764 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), at the local register at the local level and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The motel-type property originated in the 1920s in response to increased personal automobile ownership in the U.S. and the rising popularity of auto tourism. Early auto tourist camps were operated by municipalities, but soon private tourist camps emerged. Private camps typically included a collection of modest cabins and/or a house that could offer rooms for rent, along with a general store and a gas station (HRG 2018). In the late 1920s and early 1930s, proprietors began constructing full-service motor courts, which retained the domestic appearance of a collection of cottages, occasionally using historic or regional forms, but generally remaining extremely modest in scale. The pattern was set of a primary building in front, perhaps an older residence still occupied by the owner of the property, and cottages behind (HRG 2018). Cottages were often arranged in a U-shape with central common areas with parking, landscaping, and centrally located office. During World War II, motel properties transitioned from individual, detached units to a more streamlined, inline rooms within a common building. The motel at 5764 Sepulveda Boulevard includes character-defining features of both the pre- and post-World War II period with its low-pitched hipped roofs and continuous porches, motor court placed at the center of the courtyard, and inline rooms within common buildings (HRG 2018).

The subject building, constructed in 1946, historically operated as the Take-It-EZ Motel. The building changed ownership in 1947, when it sold to Mr. and Mrs. R. Friedman. The Friedman family purchased the property for $80,000 (*Valley Times* 1947). In 1971, the building as the Cabana Motel (*Valley Times* 1971). The Cabana Motel continues to operate at the time of this evaluation.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1946, is associated with commercial development of roadside motels in the post-World War II period, as well as Los Angeles's emerging automobile culture. The subject building illustrates the evolution of the motel as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. The building demonstrates how a building type's design is shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The building at 5764 Sepulveda Boulevard is a good example of a roadside motel that demonstrates pre-World War II design with its central motor court, and post-war design with its attached units and simple design with modest Modern-style details. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP, CRHR, or the local register under Criterion C/3 at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning.

Valley Times
1947 "Motel Changes Hands." Editorial. April 12, 1947. Accessed on April 26, 2023 via newspapers.com.

1971 Public notice for the Cabana Motel. May 2, 1971. Accessed on April 26, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 5764 Sepulveda Blvd - AIN: 2243004018

***Drawn By:** Alec Stevenson ***Date:** 5/4/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

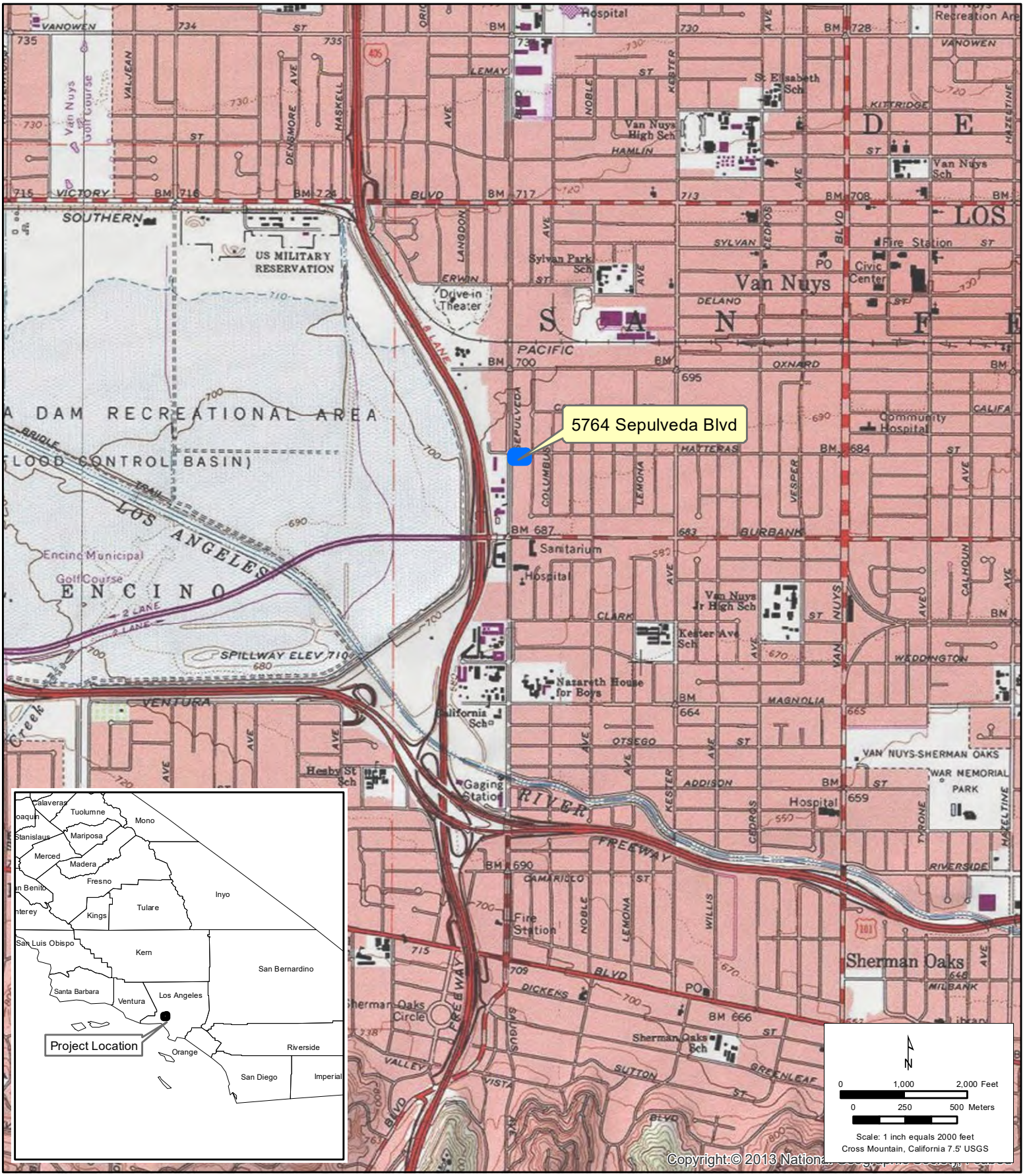
Page 6 of 6

*Resource Name or # (Assigned by recorder) 5764 Sepulveda Blvd - AIN: 2243004018

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 5958 Van Nuys Boulevard

P1. Other Identifier: 5958 Van Nuys Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 5958 Van Nuys Boulevard **City** Sherman Oaks **Zip** 91401
d. UTM: (Give more than one for large and/or linear resources) Zone 11S_ ; 366527.53 mE/3782954.12 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2245002005

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

The one-story Art Deco commercial building at 5958 Van Nuys Boulevard was constructed in 1937 and features a rectangular plan and a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are covered with stucco and fenestration details include fixed, replacement, anodized aluminum-framed storefront windows.

The building faces west, and the façade is dominated by a large, fluted vertical projection at the southwest corner of the roofline. The projection includes south facing signage that reads, "Bail Bonds," and a north facing circular blade sign that also reads, "Bail Bonds." An illuminated, light box wall sign is located above the storefront system that reads, "Bail Bonds." The storefront system includes an anodized metal framed, glazed single-entry door with a transom flanked on both sides by fixed windows. Addition details include a rough cut stone veneer on the north half of the façade. The south elevation includes an additional fixed window, and the north elevation is connected to the adjacent building. The rear (east) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing northeast. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1937 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 5S2

***Resource Name or #** (Assigned by recorder) 5958 Van Nuys Boulevard

B1. Historic Name: undetermined
B2. Common Name: Bail Bonds
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations) The building was constructed in 1937. Fenestration details on façade altered between 2007 and 2011. The extant illuminated wall sign was added in 2001.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1937 **Property Type** Commercial Building
Applicable Criteria n/a

The building at 5958 Van Nuys Boulevard appears to meet the criteria for listing in the local register and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building includes some alterations to the façade, including the modern fenestration details; however, it retains its overall integrity for listing in the local register. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

Research did not reveal significant information about the building at the time of its original in construction. In the 1940s and 1950s, the building operated as a used car lot for both private and public sales. By 2007, the building operated as the current business, Bail Bonds (*San Fernando Valley Times* 1940; *The Van Nuys News and Valley Green Sheet* 1950; Google Maps N.d.).

The subject building demonstrates elements of the Art Deco architectural design. The Art Deco style, popular between the 1920s and the commencement of World War II, is characterized by a linear, hard edge composition often with a vertical emphasis; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals (Blumenson 1981: 77; Gebhard and Winter 1985: 489). Character-defining features of the building at 5958 Van Nuys Boulevard include the fluted projection at the southwest corner.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development of the Van Nuys and Sherman Oaks Area, but research did not reveal that the building played a distinct or important role that development. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example or a type, period, or method of construction. The Art Deco style was prolific on main streets and commercial rows throughout the nation between the 1920s and late 1930s. The commercial building at 5958 Van Nuys Boulevard is an excellent example reflecting the commercial, twentieth century trends of this style because it demonstrates character-defining features indicative of Art Deco design, including the fluted vertical projection on the façade. The building on this parcel retains its distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building does meet eligibility for the NRHP and CRHR under Criterion C/3 because it demonstrates the type, period, and method of construction of Art Deco design.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building on this parcel includes alterations to the fenestration details on the façade; this includes altering the rough cut stone veneer to include an additional storefront window. Therefore, the building lacks integrity of materials and design and is, therefore, not eligible for the NRHP or CRHR. However, it retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association; therefore, it is recommended for listing in the local register as a significant type, period, and method of constructed related to Art Deco commercial buildings.

***B12. References (continued):**

Blumenson, John J.-G.
1981 *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945.* Revised Edition. New York: W.W. Norton & Company, Inc.

Gebhard, David and Robert Winter
1985 *Architecture in Los Angeles, a Complete Guide.* Salt Lake City, UT: Gibbs M. Smith, Inc.

Google Maps

n.d. Google Maps street view. 2007. Accessed on February 14, 2023. https://www.google.com/maps.

San Fernando Valley Times
1940 "Ford Buyers." Classified advertisement. Accessed on March 29, 2023 via newspapers.com

The Van Nuys News and Valley Green Sheet
1950 Classified advertisement. Accessed on March 29, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 5958 Van Nuys Blvd - AIN: 2245002005

***Drawn By:** Alec Stevenson

***Date:** 5/4/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

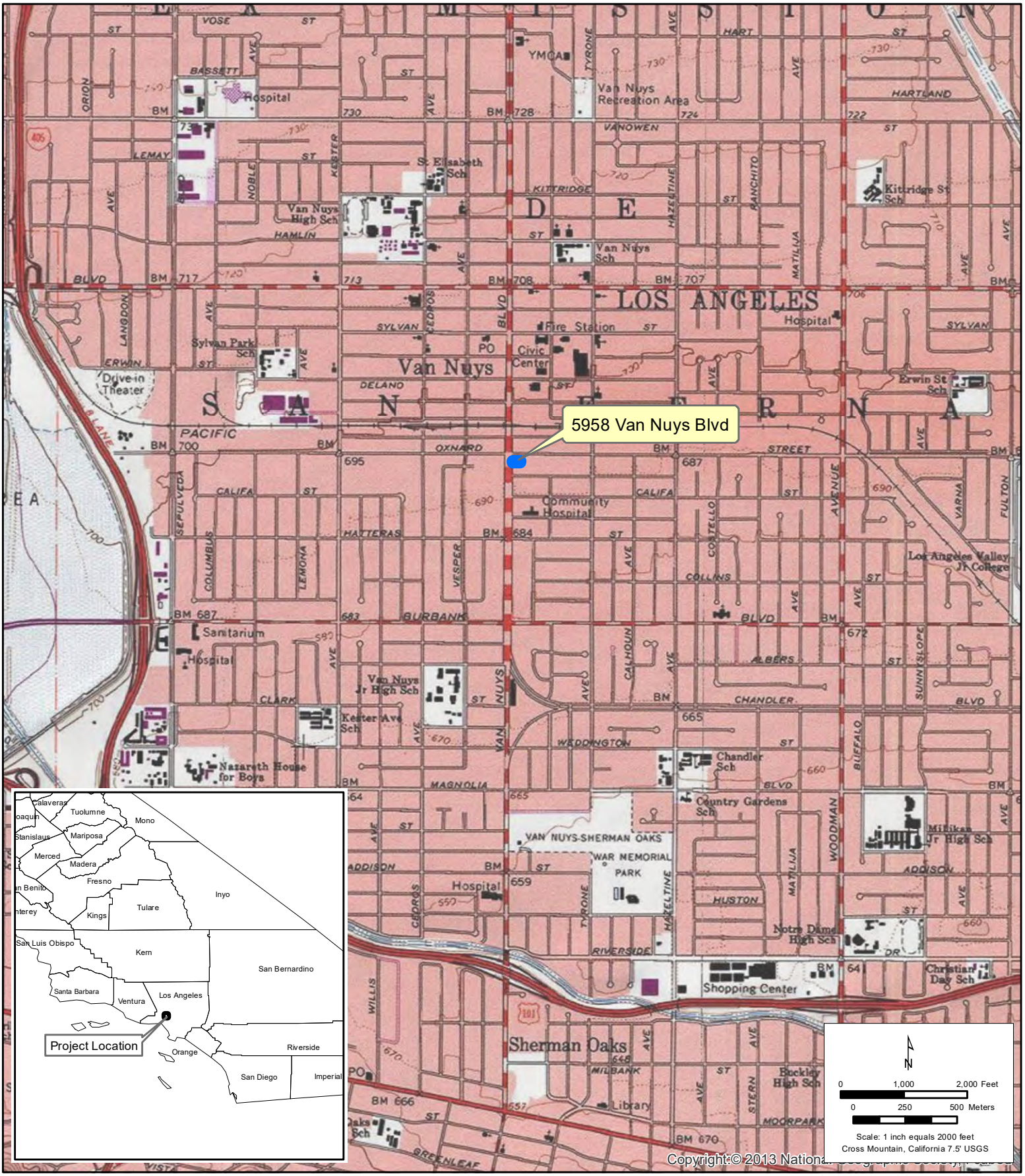
Page 6 of 6

*Resource Name or # (Assigned by recorder) 5958 Van Nuys Blvd - AIN: 2245002005

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Allied Trailer Sales

P1. Other Identifier: 6160 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 6160 Sepulveda Boulevard **City** Van Nuys **Zip** 91411
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364935.29 mE/ 3783346.57 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2242025004

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

The one-story utilitarian commercial building at 6160 Sepulveda Boulevard was constructed in 1953 and features a rectangular plan and a concrete foundation. The front section of the building features a low-pitched, front-gabled roof concealed from street level views by parapets and the roofs of the rear sections are flat with parapets. All roof surfaces are clad with built-up material. The exterior walls are constructed of concrete block that is painted on the side elevations and clad with stucco on the façade.

The building faces west, and the façade features an aluminum and glass storefront system composed of a single-entry door flanked by paired windows with stone veneer bulkheads. A vertical ribbon of six jalousie windows is located above the storefront system. The north end of the façade includes an individual fixed window. Commercial signage above the storefront system reads, "6160 MARBLE." The south elevation features a painted wall sign that reads, "VAN NUYS MARBLE & GRANITE; Phone: (818) 781-2923." The rear (east) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade and south elevation camera facing northeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Allied Trailer Sales

B1. Historic Name: Allied Trailer Sales
B2. Common Name: Van Nuys Marble & Granite Inc.
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1953. Rear addition added in 1966 to use as a Marble shop. Façade likely altered for Marble shop sometime in the early to mid-1960s; converted to show room.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commerce **Area** Los Angeles County
Period of Significance 1953 to 1966 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion A and CRHR Criterion 1

The building at 6160 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A of the NRHP and Criterion 1 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building is in the community Van Nuys, a neighborhood located in the central San Fernando Valley region of greater Los Angeles. In February 1911, *The Los Angeles Times* published a classified advertisement featuring the newly platted "Van Nuys Townsite," located directly south of present-day Panorama City in the San Fernando Valley (Van Nuys Neighborhood Council n.d.). Developers named the townsite after Isaac Van Nuys, the previous landowner who ranched half of the townsite location in the open space south of present-day Roscoe Boulevard. Among buyers included rich land speculators who recognized that the Los Angeles aqueduct from the Owens Valley would provide sufficient and consistent water for ranchers and farmers who settled in the new townsite (Van Nuys Neighborhood Council N.d.). After a February 22, 1911 land auction, people purchased lots, pitched tents, and began to construct their homes. In 1932, Van Nuys became the second center for Los Angeles city services when it constructed the Van Nuys City Hall building as a place for federal, state, and city services, as well as other county courts. Prior to World War II, the economy of Van Nuys remained agriculturally based (Van Nuys Neighborhood Council N.d.).

In the post-war period, between the late 1940s and 1950s, airplane manufacturing boomed as commercial aviation became the new mode of travel. In 1946, General Motors constructed its Chevrolet assembly plan in Van Nuys. Housing tracts increasingly replaced farmland and orchards as Van Nuys shifted from commercial agriculture to more industrial based commerce (Van Nuys Neighborhood Council N.d.).

The building historically operated as the Allied Trailer Sales, owned and operated by Jack Houser. Houser sold, installed, and serviced anything related to hauling of vacation trailers, including hitches, overload springs, wiring for lights, and electric breaks. Houser opened his business after he returned from World War II, where he served as an American Marine (*The Van Nuys News and Valley Green Sheet* 1954). In 1965, House closed his business and the building briefly reopened as Cosma Investment (*Valley News* 1965). However, by 1966, the building opened as Van Nuys Granite & Marble. The marble company renovated the façade to use as a show room and constructed a rear addition for a marble and granite shop (*Valley News* 1968).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building was constructed in 1953 and is associated with industrial and commercial development that occurred in Van Nuys during the post-World War II period and the shift from agriculturally based products to industrial-based products in Van Nuys. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The utilitarian commercial building at 6160 Sepulveda Boulevard is a typical and unremarkable example reflecting the twentieth century trends and lacks distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is not eligible for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. The building is not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel features historic-period alterations that represent the shifting industrial and commercial nature of Van Nuys in the post-World War II period. Because the alterations occurred in the historic period, the building retains its overall integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

The Van Nuys News and Valley Green Sheet
1954 Illustration of Jack Houser and Allied Trailer Sales. August 1, 1954. Accessed on April 26, 2023 via newspapers.com.

Valley News
1965 Public notice of Cosma Investments. September 28, 1965. Accessed on April 26, 2023 via newspapers.com.

1968 "Member List Nears 800 in Van Nuys CC." Editorial. October 22, 1968. Accessed on April 26, 2023 via newspapers.com.

Van Nuys Neighborhood Council
N.d. "History." Accessed February 24, 2023. Available: https://vnnc.org/about/history/.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 6160 Sepulveda Blvd - AIN: 2242025004

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

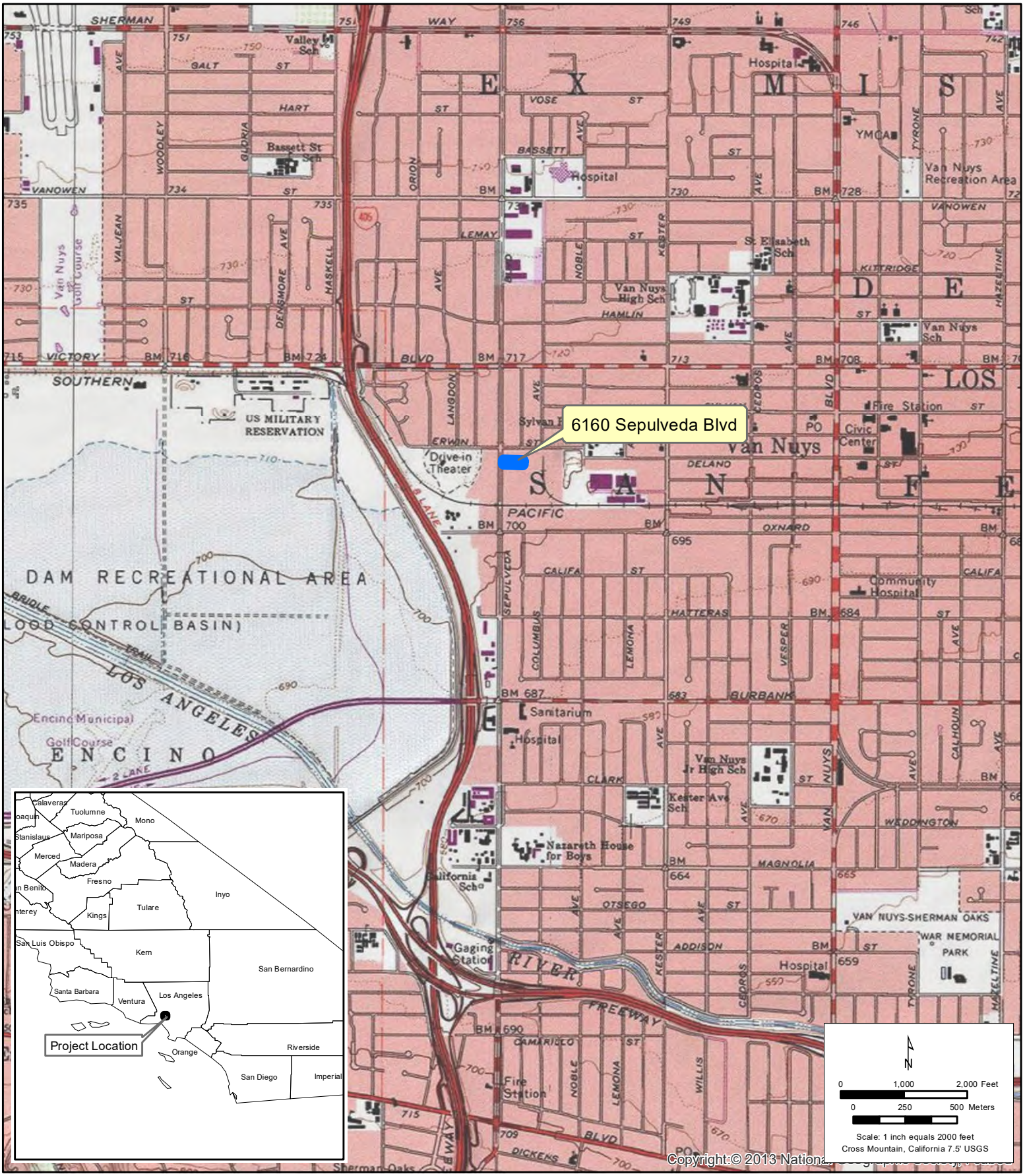
Page 6 of 6

*Resource Name or # (Assigned by recorder) 6160 Sepulveda Blvd - AIN: 2242025004

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 6833 Sepulveda Boulevard

P1. Other Identifier: 6833 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 6833 Sepulveda Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364844.21 mE/ 3784733.21 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2234024010

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

The multi-family, Stucco Box/Dingbat apartment building at 6833 Sepulveda Blvd was constructed in 1967 and is composed of three rectangular buildings of different sizes, each with a flat roof clad in built-up material. One building is two stories tall and the other two are three stories. Exterior walls are clad with a combination of Roman brick, natural stone veneer, and stucco with concrete trim.

The two-story building and one of the three-story buildings face east toward Sepulveda Boulevard. The two-story building includes four columns containing arched concrete hoods at the cornice separated by flanged concrete pilasters. The southern two columns include two-bay balconies accessed by two-part sliding doors and the other to columns lack fenestration. The exterior walls below the two balcony columns are clad with natural stone veneer. The south elevation of the two-story building includes an eave overhang, two rows of sliding windows, and covered parking.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing west. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1967 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 6833 Sepulveda Boulevard

B1. Historic Name: undetermined
B2. Common Name: n/a
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1967. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1967 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 6833 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The façade of the three-story building includes three columns containing arched concrete hoods at the cornice separated by flanged concrete pilasters. The southernmost column projects above the roofline but lacks fenestration and architectural detail, and the other two columns include two-bay balconies accessed by two-part sliding glass doors. The north elevation of the three-story building includes an eave overhang, three rows of sliding windows, and covered parking.

An interior courtyard created by the three buildings contains an inground swimming pool. The north and south elevations facing the courtyard exhibit concrete stairs with metal railings and second-story open balconies with plain metal railings. Entries to apartments are visible on both levels and contain solid doors. Two-part metal-frame sliding window units are visible on both levels between entries. The exterior north and south elevations exhibit rows of two-part metal frame slider window units. A paved driveway extends along both sides of the complex and leads to a parking lot in the rear. The driveway on the south side appears to have access to parking on the ground level underneath the building.

***B10. Significance (continued):**

The building at 6833 Sepulveda Boulevard was constructed in 1967 and features a Stucco Box/ Dingbat architectural style with Modern influences. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family building at 6833 Sepulveda Boulevard is an excellent example reflecting the mid-twentieth century trends of the Stucco Box/Dingbat style because it retains its soft-story parking, a rectangular plan that covers a majority of the parcel, and Modern design elements on the façade. The building retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building not appear to have been substantially altered since its construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 6833 Sepulveda Blvd - AIN: 2234024010

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

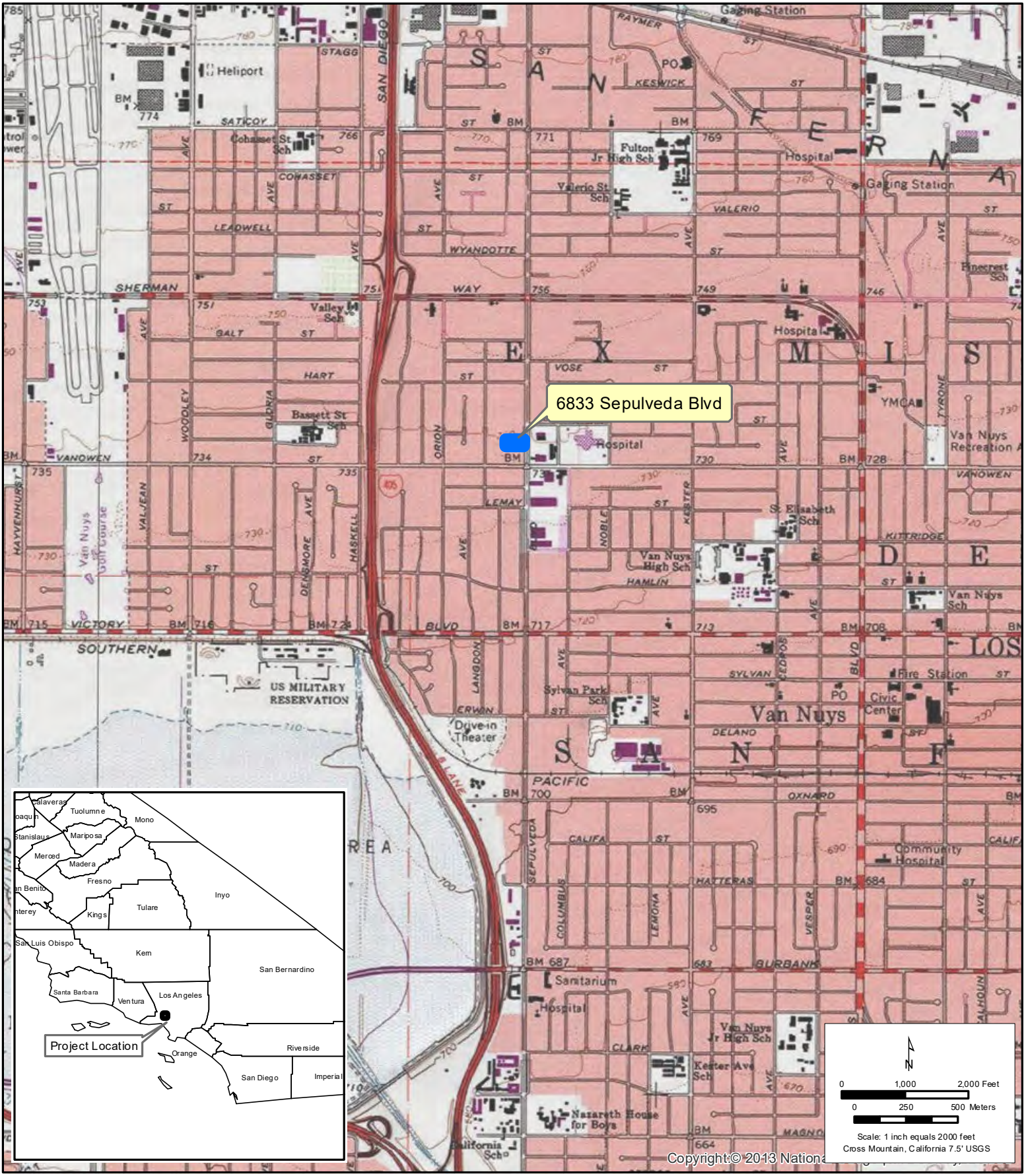
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 6833 Sepulveda Blvd - AIN: 2234024010

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Bill's Valley Car Wash

P1. Other Identifier: 7530 Van Nuys Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 7530 Van Nuys Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366565.03 mE/3786125.29 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2215001008

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

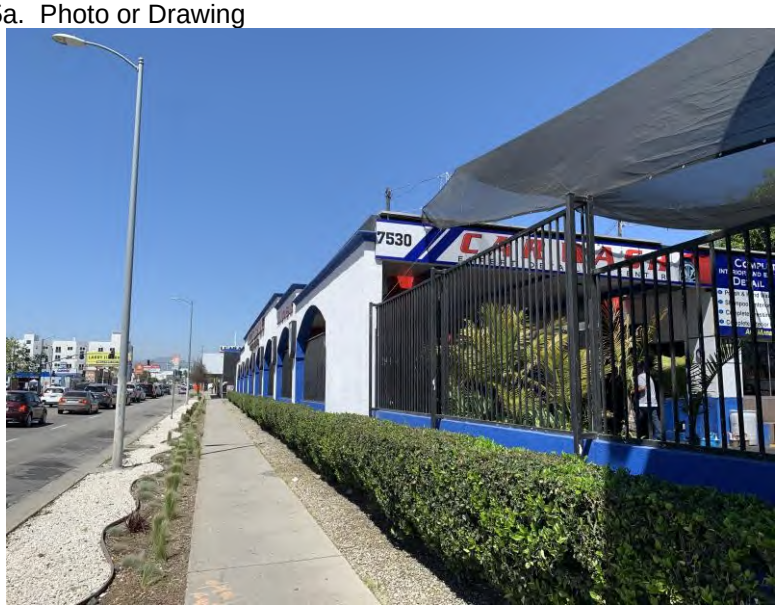
The building located at 7530 Van Nuys Boulevard is a one-story car wash constructed in 1962. , is a single-story car wash with Googie and Contemporary architectural design elements. The building features a rectangular plan, and a concrete foundation. The roof is flat with rows of solar panels. The exterior walls are constructed of reinforced concrete clad in stucco. Fenestration details include fixed and vertical sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. West elevation, camera facing north. April 10, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1962 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Bill's Valley Car Wash

B1. Historic Name: Bill's Valley Car Wash
B2. Common Name: Valley Var Wash
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Googie-Futurist; Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1962. Solar panels added to roof in 2006. Exterior commercial wall sign added in 2007.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached lube and mechanic shop(s).

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commercial development **Area** Los Angeles County
Period of Significance 1962 **Property Type** Commercial Building
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 7530 Van Nuys Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east, and the façade is characterized by a primary entrance and a car detailing center. The building is entered at the south through a boxed entrance with a shed roof clad in asphalt composition shingles. The boxed entrance includes a glazed single entry door with a sidelight; an additional single-entry door is facing north. The boxed entrance is bordered to the south by a glazed double entry door and immediately north by a pointed wall projection with two fixed windows flanked on each side by one-over-one sash windows. The central portion of the façade includes a single-entry door, concrete bollards, electrical utility boxes, and exterior metal piping. The northmost portion includes a concrete awning with commercial signage that reads, "Expert Auto Detail Center." The awning covers a multi-car garage with fixed windows a single-entry door. The detail center is bordered to the north by an additional entrance with glazed double-entry doors, sidelights, a wood-framed gabled awning.

The north elevation includes the entrance to the car wash, characterized by an open bay with a boxed cornice. The bay is bordered to east by two single-entry doors and utility equipment enclosed behind a sliding security gate constructed of metal lattice work. The south elevation includes the exit of the car wash, which features an open bay topped with commercial signage that reads, "7530 CAR WASH." The bay is bordered on the east by a ribbon of four fixed windows, a concrete bench, and additional commercial signage that details the various commercial services. The north and south elevation bays are supported by interior angled metal I-beam supports with decorative circular holes.

The west elevation is characterized by stepped parapets and eight arched bays enclosed with metal fencing. The arched bays provide visual access to the interior car washing tunnel. Additional details include commercial signage that reads, "VALLEY CAR WASH; VALLEY LUBE & OIL; SNA AUTO REPAIR."

An auxiliary lube and oil shop was constructed on the southeast corner of the parcel between 1967 and 1972; a mechanic shop is located at the northeast corner of the parcel, constructed between 1989 and 1992, and expanded to its current size between 1997 and 1998. The lube and oil shop includes a corrugated shed roof awning and side-gabled awning that covers the mechanical equipment, as well as a small square office building. The mechanic shop is a rectangular building with a corrugate flat roof and five large industrial bay doors. A freestanding canopy is located between the mechanic shop and original car was building.

***B10. Significance (continued):**

The building is in the community Van Nuys, a neighborhood located in the central San Fernando Valley region of greater Los Angeles. In February 1911, *The Los Angeles Times* published a classified advertisement featuring the newly platted "Van Nuys Townsite," located directly south of present-day Panorama City in the San Fernando Valley (Van Nuys Neighborhood Council n.d.). Developers named the townsite after Isaac Van Nuys, the previous landowner who ranched half of the townsite location in the open space south of present-day Roscoe Boulevard. Among buyers included rich land speculators who recognized that the Los Angeles aqueduct from the Owens Valley would provide sufficient and consistent water for ranchers and farmers who settled in the new townsite (Van Nuys Neighborhood Council N.d.). After a February 22, 1911 land auction, people purchased lots, pitched tents, and began to construct their homes. In 1932, Van Nuys became the second center for Los Angeles city services when it constructed the Van Nuys City Hall building as a place for federal, state, and city services, as well as other county courts. Prior to World War II, the economy of Van Nuys remained agriculturally based (Van Nuys Neighborhood Council N.d.).

In the post-war period, between the late 1940s and 1950s, airplane manufacturing boomed as commercial aviation became the new mode of travel. In 1946, General Motors constructed its Chevrolet assembly plan in Van Nuys. Housing tracts increasingly replaced farmland and orchards as Van Nuys shifted from commercial agriculture to more industrial based commerce (Van Nuys Neighborhood Council N.d.).

The building at 7530 Van Nuys Boulevard was constructed in 1962 and historically operated as Bill's Valley Car Wash along Van Nuys Boulevard, the main north-south arterial roadway in Van Nuys. Sometime between 1965 and 1968, the car wash dropped the name, "Bill's," and continued as the "Valley Car Wash." The business offered free car washes with 10 gallon gas purchases, as well as wax and polish services (*Valley Times* 1965; *The Van Nuys Times* 1968). Sometime between 1967 and 1972, the property opened the Lube Pit Stop, a lube and oil auxiliary building located at the southwest corner of the parcel. In 1972, the Lube Pit Stop offered lube, oil, and filter services promised in a "10 minute" period (*The Los Angeles Times* 1972). Between 1989 and 1992, a mechanic shop was constructed at the northeast corner. Research did not reveal significant information about the mechanic shop, but it continues to

operate on the parcel as the SNA Auto & Mechanic. The car wash continues to operate as the Valley Car Wash, and the lube and oil shop operates as the Valley Lube & Oil.

The original car wash building demonstrates a Googie architectural design. Googie (Futurist/Populuxe), popular from after World War II to the late 1960s, is characterized by abstract, angular or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large plate glass window walls (aluminum framed), prominent signage (neon or lighted) commonly integrated into the roofline; variety of exterior finishes including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; porte cocheres and other automobile-friendly features; and asymmetrical façades (City of Los Angeles 2003:34). The subject car wash features bright colored details and horizontal line elements, as well as angled wall projections and decorative I-beam supports inside the car washing tunnel.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on is associated with the post-war commercial and industrial development of Van Nuys, specifically along Van Nuys Boulevard, the main thoroughfare of the town. When Van Nuys was founded in 1911, Van Nuys Boulevard was named Sherman Way. Sometime in the early to mid-twentieth century, the road name changed to the current Van Nuys Boulevard. During the post-war period, General Motors constructed its Chevrolet assembly plan in Van Nuys (1946), and housing tracts increasingly replaced farmland and orchards as the town shifted from commercial agriculture to more industrial based commerce. Bill's Valley Car Wash, located at 7530 Van Nuys Boulevard, reflects the post-war development and increasing dependency on the automobile. The car wash, located on the major north-south arterial road, began as car wash, but added its lube and oil services between 1967 and 1972. By the late 1980s and early 1990s, the car wash expanded to include mechanical services. Therefore, research revealed that the building played a distinct and important role in the commercial and industrial development of Van Nuys because it reflects developmental trends in automobile dependency at the local level. Bill's Valley Car Wash is recommended eligible at the local level for the NRHP and CRHR under Criterion A/1 at the local level.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Googie style was common on main streets and commercial rows throughout the nation between the late 1940s and late 1960s. The commercial building at 7530 Van Nuys Boulevard is an excellent example reflecting the twentieth century trends of this style because it features character-defining features like bright exterior colors, angled wall projections, and decorative elements on the interior I-Beam supports. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible at the local level for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The building includes alterations, such as updated fenestration details and solar panels. Settings changes include the non-historic period mechanic shop. However, the car wash historically existed in a heavily urbanized setting, and exterior alterations do not detract from the overall Googie architecture design. Therefore, the retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

City of Los Angeles
2003 Preservation Plan Workbook. http://www.preservation.lacity.org/hpoz/plan. Accessed June 25, 2012.

The Los Angeles Times
1965 Classified advertisement for Bill's Valley Car Wash. March 10, 1965. Accessed April 3, 2023.

1972 Classified advertisement for the Lube Pit Stop. June 16, 1972. Accessed April 3, 2023.

The Van Nuys Times
1968 Classified advertisement for the Valley Car Wash. March 31, 1968. Accessed April 3, 2023.

Van Nuys Neighborhood Council
N.d. "History." Accessed February 24, 2023. Available: https://vnnc.org/about/history/.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 7350 Van Nuys Blvd - AIN: 2215001008

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

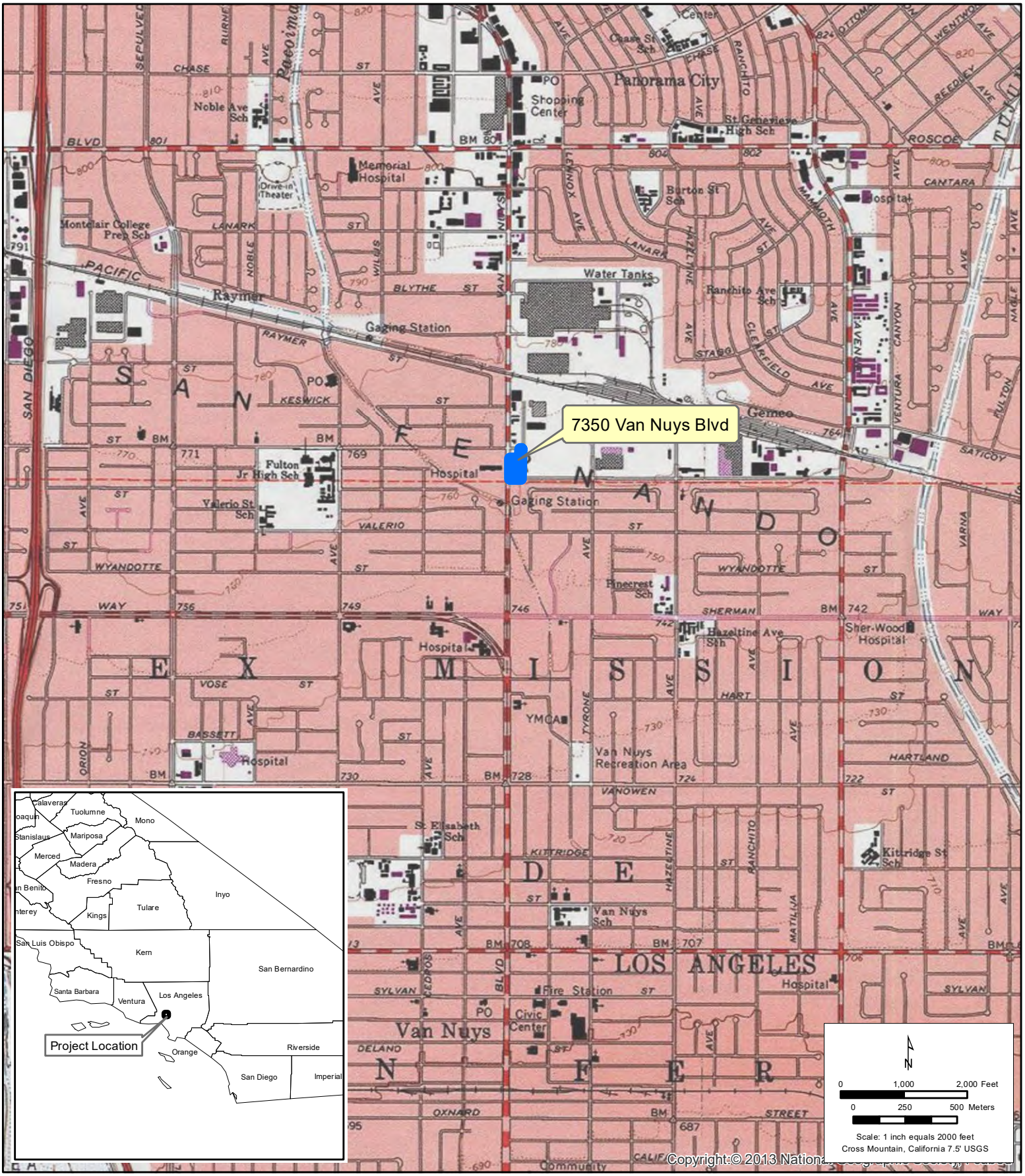
Page 7 of 7

*Resource Name or # (Assigned by recorder) 7350 Van Nuys Blvd - AIN: 2215001008

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Lancer Lion II Apartments

P1. Other Identifier: 7657 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 7657 Sepulveda Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364880.09 mE/ 3786422.41mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2222013015

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

The two-story building located at 7657 Sepulveda Boulevard was constructed in 1964 and is a multi-family apartment complex with Modern architectural design elements. The building features a rectangular plan with a central courtyard and a concrete foundation. The flat roof is clad with built-up material and the exterior walls are concrete clad with stucco. Windows include original sliding sash units with wood surrounds.

(SEE CONTUNUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing west. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964YEARS (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Lancer Lion II Apartments

B1. Historic Name: Lancer Lion II
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Vacant
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: Lancer Development Company b. Builder: Lancer Development Company
***B10. Significance: Theme** Residential development **Area** Los Angeles County
Period of Significance 1964 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

The building at 7657 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A of the NRHP and Criterion 1 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east and the façade is characterized by symmetrically designed Modern elements, including a boxed concrete frame that accents the second level of the building. The building is entered through a centrally placed, recessed, gated entry with a metal double-entry gate by single-entry gates. The metal gates include decorative floral designs and provide access to the interior courtyard. The entrance bay is flanked by a two-story boxed concrete projections with original picture windows covered by awnings. The picture windows include wood surrounds and sills. Each concrete projection is flanked by concrete masonry unit (CMU) block wall with projecting shadow block and metal security fencing in the open areas. Additional details include original exterior metal lanterns at the north and south ends of the façade.

The north and south elevations include additional fenestration details on the second level and resident parking on the ground level. The rear (west) elevation is not visible to the public right-of-way.

***B10. Significance (continued):**

The multi-family building at 7657 Sepulveda Boulevard is located in Van Nuys, a neighborhood located in the central San Fernando Valley region of greater Los Angeles. In February 1911, *The Los Angeles Times* published a classified advertisement featuring the newly platted "Van Nuys Townsite," located directly south of present-day Panorama City in the San Fernando Valley (Van Nuys Neighborhood Council n.d.). Developers named the townsite after Isaac Van Nuys, the previous landowner who ranched half of the townsite location in the open space south of present-day Roscoe Boulevard. Among buyers included rich land speculators who recognized that the Los Angeles aqueduct from the Owens Valley would provide sufficient and consistent water for ranchers and farmers who settled in the new townsite (Van Nuys Neighborhood Council N.d.). After a February 22, 1911 land auction, people purchased lots, pitched tents, and began to construct their homes. In 1932, Van Nuys became the second center for Los Angeles city services when it constructed the Van Nuys City Hall building as a place for federal, state, and city services, as well as other county courts. Prior to World War II, the economy of Van Nuys remained agriculturally based (Van Nuys Neighborhood Council N.d.). In the post-war period, between the late 1940s and 1950s, airplane manufacturing boomed as commercial aviation became the new mode of travel. In 1946, General Motors constructed its Chevrolet assembly plan in Van Nuys. Housing tracts increasingly replaced farmland and orchards as Van Nuys shifted from commercial agriculture to more industrial based commerce (Van Nuys Neighborhood Council N.d.).

In 1964, the Lancer Development Company constructed the Lancer Lion II, the subject building, as a Medallion Home, a recognition of the larger Live Better Electrically (LBE) program. The LBE program began in the mid-1950s when the General Electric and Westinghouse corporations co-sponsored a multi-million dollar nationwide campaign to promote electric household appliances and the benefits of electric power. General Electric provided the main support for the LBE program, which officially launched in March 1956 (Houser 2023). By October 1957, the National Electrical Manufactures Association expanded the LBE program and launched the "Medallion Homes" campaign. The campaign intended to sell 20,000 all-electric homes nationwide within the first year. Goals included the following: to provide prospective homebuyers with a recognized symbol of electrical excellence for new home construction; to raise the electrical standards in new construction; to help builders sell homes by educating their customers to the benefits of electrical living; to show existing homeowners electrical features and fixtures that were needed in their present homes; and to give national support to existing programs that were being sponsored by local utilities to upgrade existing home electrification (Houser 2023).

In the late 1950s and early 1960s, magazines, newspapers, television, and radio heavily promoted the LBE and Medallion Homes program. To earn an LBE Medallion emblem on a house or apartment, the building had to be fully sourced with electricity for heat, light, and power. A residence also needed to include an electric range or built-in oven and surface units, as well as an electric refrigerator and/or refrigerator/freezer in the kitchen. Additional requirements included an electric water heater, plus at least one more electric appliance, such as a dishwasher, food waster disposer, clothes dryer, or air conditioner. Lastly, a requirement for full "modern living" included built-in illumination throughout the residence (Houser 2023). Single and multi-family residences that met these requirements were awarded a 3" inch brass plaque emblazed with the "Live Better Electrically" logo (**Figure 1**). The LBE Medallion was typically located near the front entry door, embedded in the concrete sidewalk, patio, or doorstep, or affixed to the wall as a stand-alone marker (Houser 2023).

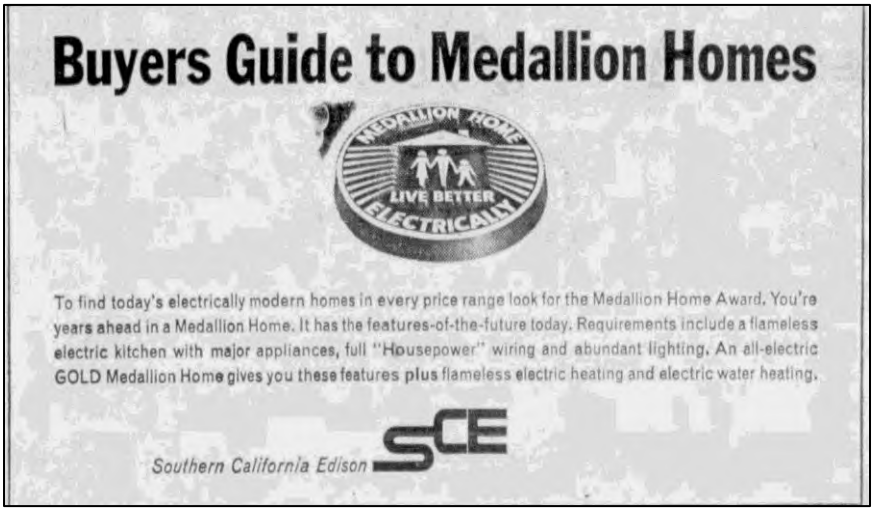


Figure 1. Newspaper advertisement for the LBE Medallion Homes program (*The Los Angeles Times* 1965).

In 1965, the Lancer Development Company published classified advertisements for the Lancer Lion II apartments in local newspapers like the *Valley Times* and *The Los Angeles Times*. Advertisements in *The Los Angeles Times* indicated that the Lancer Lion II was for "single people only," and included 46 fully furnished dwelling units with all-electric kitchens (**Figure 2**) (*The Los Angeles Times* 1965). Advertisements in the *Valley Times* indicated that the Lancer Lion II included a recreation room, a bar for private parties, a sauna bath, putting green, color televisions, and a pool (*Valley Times* 1965). The all-electric kitchen, as well as the other electrical household appliances, qualified the Lancer Lion II apartments to receive a Bronze Medallion in the LBE Medallion Homes program. Research did not reveal how long the Lancer Lion II apartments operated; however, by 2007, the building became vacant. The building remains vacant at the time of this evaluation.

Figure 2. Interior view of the Lancer Lion II courtyard, published in *The Los Angeles Times*. (*The Los Angeles Times* 1965).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1964, is associated with the LBE and Medallion Homes program. The program began in 1956 when the General Electric and Westinghouse corporations co-sponsored a multi-million dollar nationwide campaign to promote electric household appliances and the benefits of electric power. The program expanded in 1957 when the National Electric Manufacturers Association launched the "Medallion Homes" campaign, which intended to sell 20,000 all-electric homes nationwide within the first year. The subject building, the Lancer Lion II apartments, opened as a Bronze Medallion complex because it offered all-electric kitchens, as well as other electrical amenities. Therefore, research revealed that the building played a distinct and important role in in the LBE Medallion Homes program because it reflects the broad patterns and themes of this early residential and marketing campaign. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1 for its association with the LBE and Medallion Homes program(s).

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The multi-family residence at 7657 Sepulveda Boulevard is a typical and unremarkable of its type and also lacks the high artistic value and distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building does not meet eligibility for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since its construction and retains a good level of integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Houser, Michael
2023 "Live Better Electrically: The Gold Medallion Electric Home Campaign." Department of Archaeology + Historic Preservation. Accessed April 4, 2023. Available: https://dahp.wa.gov/historic-preservation/historic-buildings/historic-building-survey-and-inventory/live-better-electrically-the-gold-medallion-electric-home-campaign.

The Los Angeles Times
1965 Illustration of the Lancer Lion II apartments. April 9, 1965. Accessed on April 4, 2023 via newspapers.com.

Valley Times
1965 Classified advertisement for the Lancer Lion II apartments. March 12, 1965. Accessed on April 4, 2023 via newspapers.com.

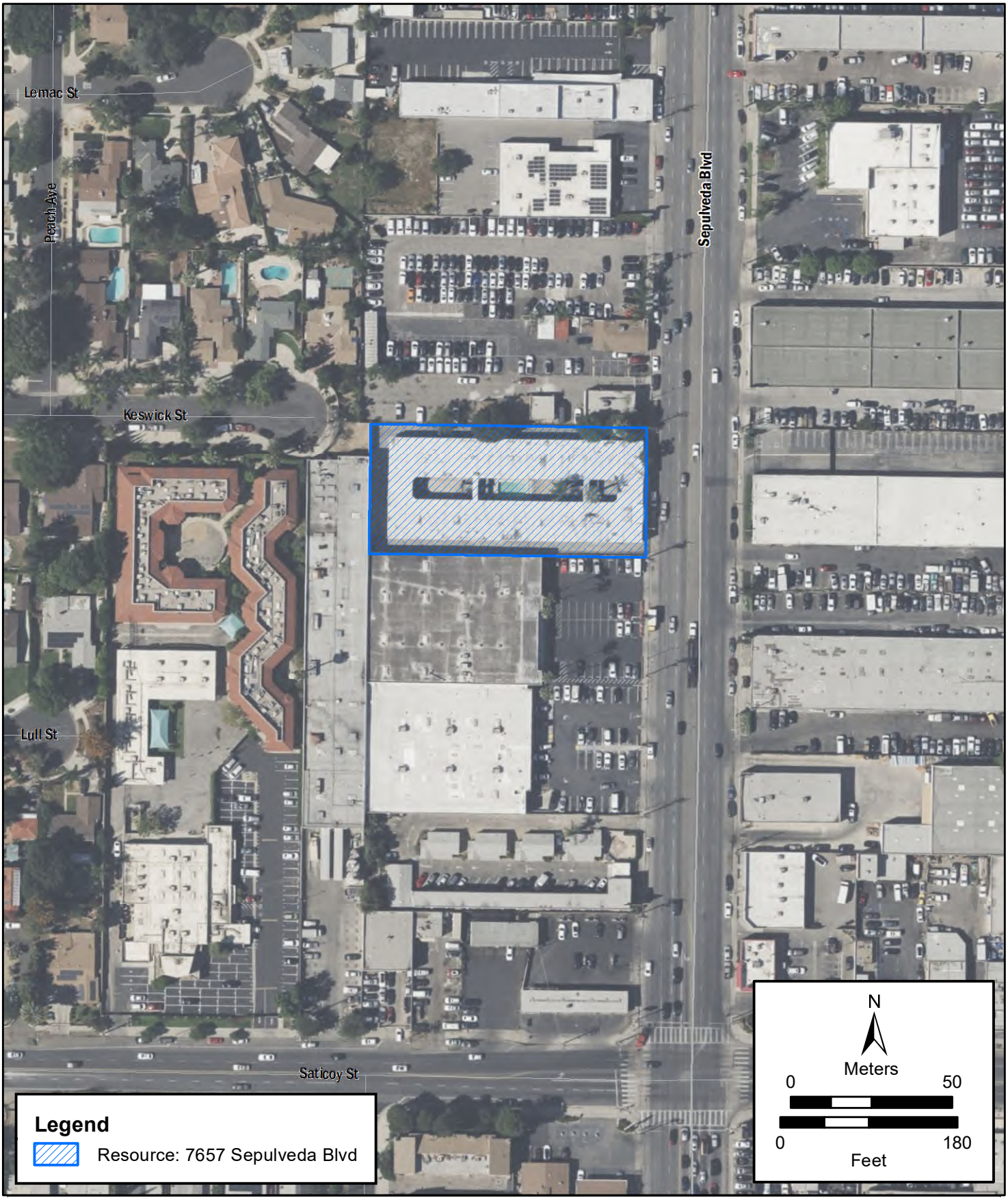
Van Nuys Neighborhood Council
n.d. "History." Accessed February 24, 2023. Available: https://vnnc.org/about/history/.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) 7657 Sepulveda Blvd - AIN: 2222013015

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023



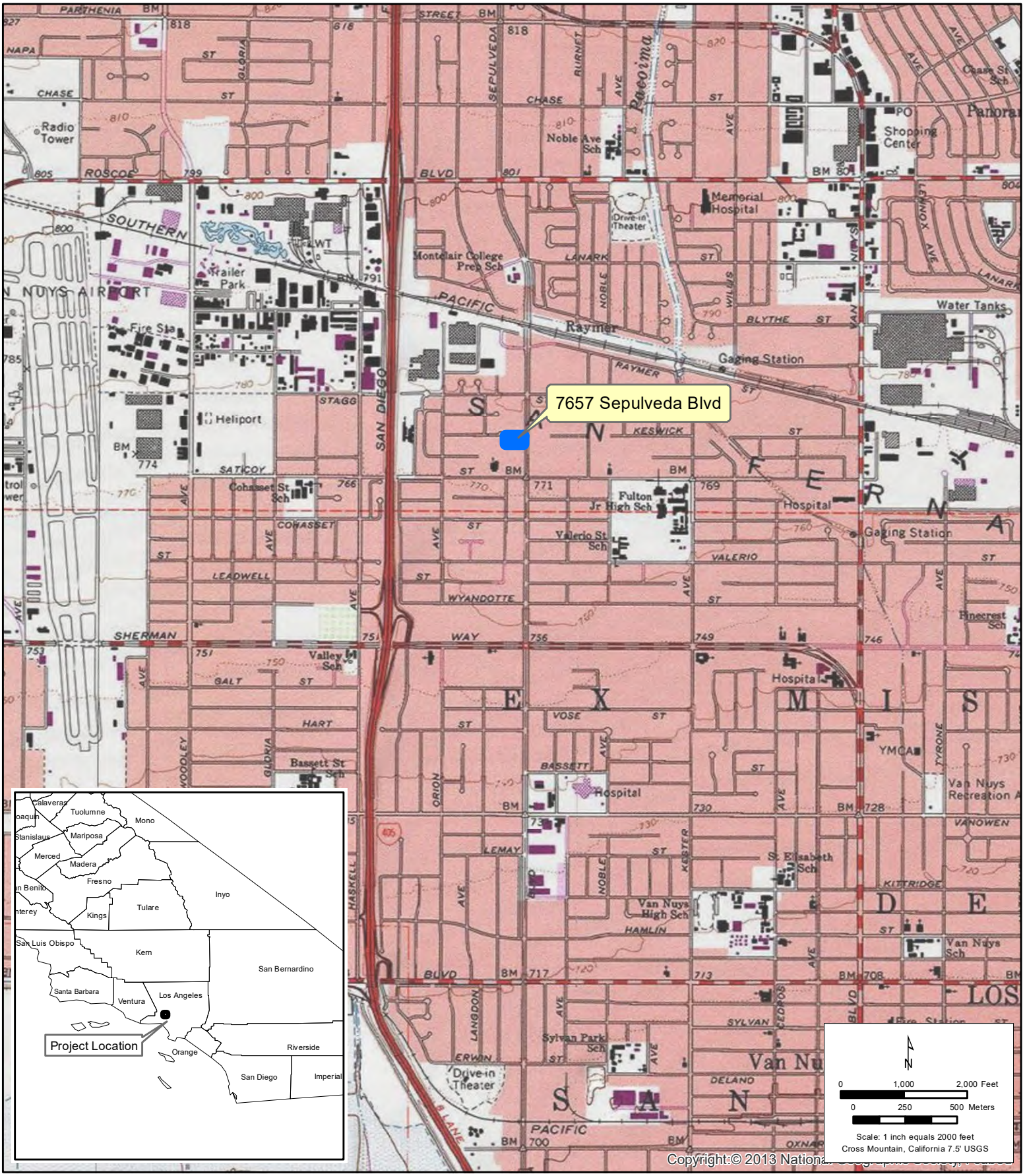
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 7 of 7 *Resource Name or # (Assigned by recorder) 7657 Sepulveda Blvd - AIN: 2222013015

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Valley Animal Hospital

P1. Other Identifier: 7721 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 7721 Sepulveda Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364882.29 mE 3786519.01 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2222013020

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

The one-story commercial building at 7721 Sepulveda Blvd was constructed in 1968 exhibits modest Modern architectural stylistic influence and a generally rectangular plan. The roof is flat with parapets on its façade and side elevations, and its exterior cladding is a combination of painted Roman brick in stacked bond and painted stucco.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and north elevation view, camera facing southwest. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1968 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Valley Animal Hospital

B1. Historic Name: undetermined
B2. Common Name: Valley Animal Hospital
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1968. No major exterior alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1968 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 7721 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east, and the center of the façade is recessed and shaded by a broad flat awning spans this section and extends above the roofline. The center of the façade features four, evenly spaced, narrow, full-height windows with fixed panes separated by painted Roman brick wall cladding. The primary entrance appears to be on the north elevation of the central section and is likely an aluminum and glass storefront. A curved low brick planter topped with metal security fencing extends across this section and contains shrubbery.

The south end of the facade exhibits a broad flat awning at the roofline, two ribbons of aluminum-framed sliding windows, and a brick half-wall topped with metal security fencing. The north end of the façade is two bays wide and exhibits a broad flat awning at the roofline. The bays are separated by narrow, concrete block walls that project above the awning's roofline. The rear (west) elevation was not visible from the public right-of-way.

***B10. Significance (continued):**

The building at 7721 Sepulveda Boulevard was constructed in 1968 and appears to have historically operated as a veterinary clinic. The building currently operates as the Valley Animal Hospital.

The building demonstrates a Modern architectural design exhibited by the exposed brick work, which was used in place of decorative details, aluminum windows, and its use of both vertical and horizontal elements. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Modern style building was prolific on main streets and commercial rows throughout the nation the 1920s and 1970s; although, it is heavily associated with the two decades that followed World War II. The commercial building at 7721 Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its exposed concrete brick cladding, curved planter box, aluminum windows, geometric emphasis, and simplistic decorative detail. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since its construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

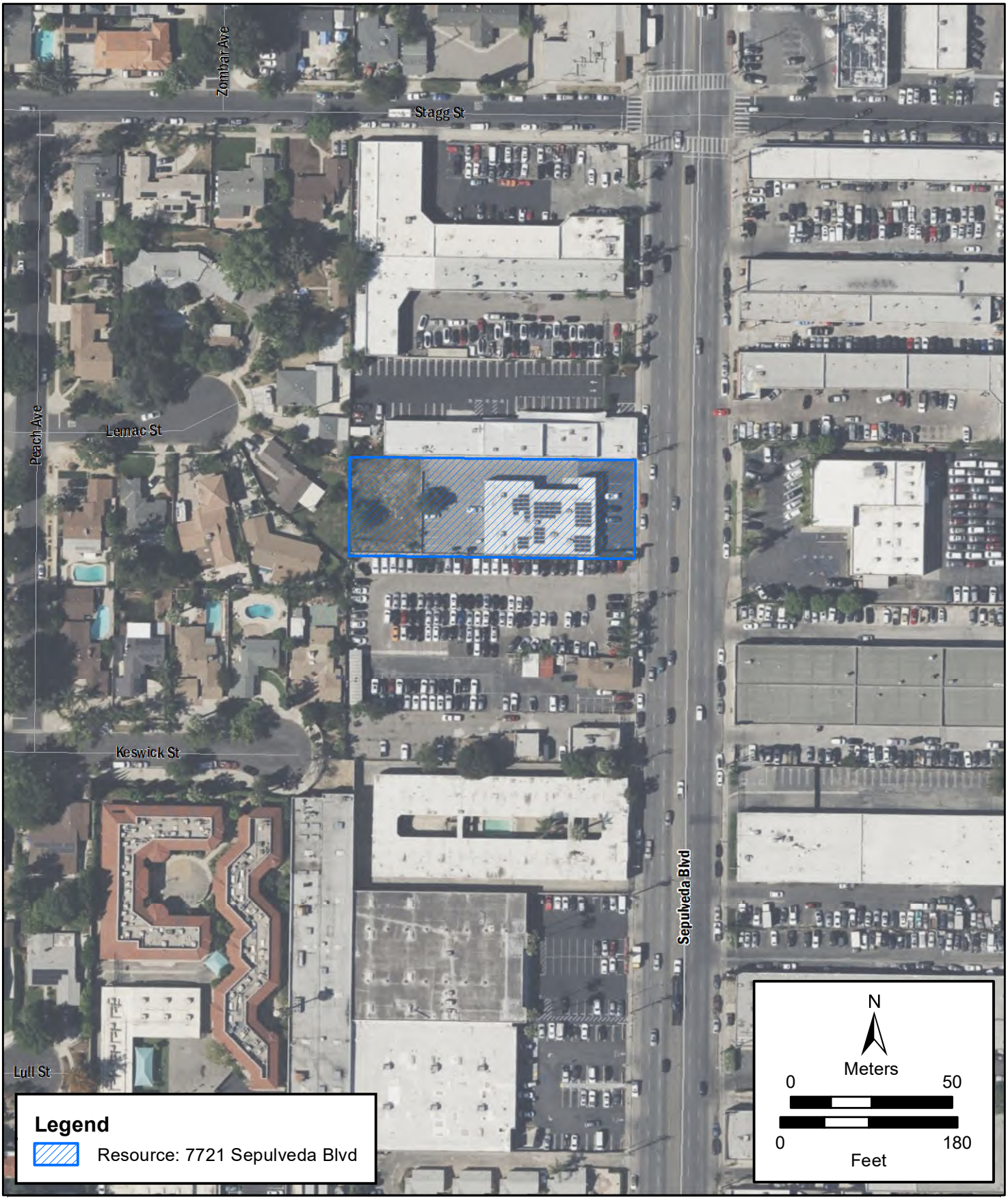
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 7721 Sepulveda Blvd - AIN: 2222013020

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023



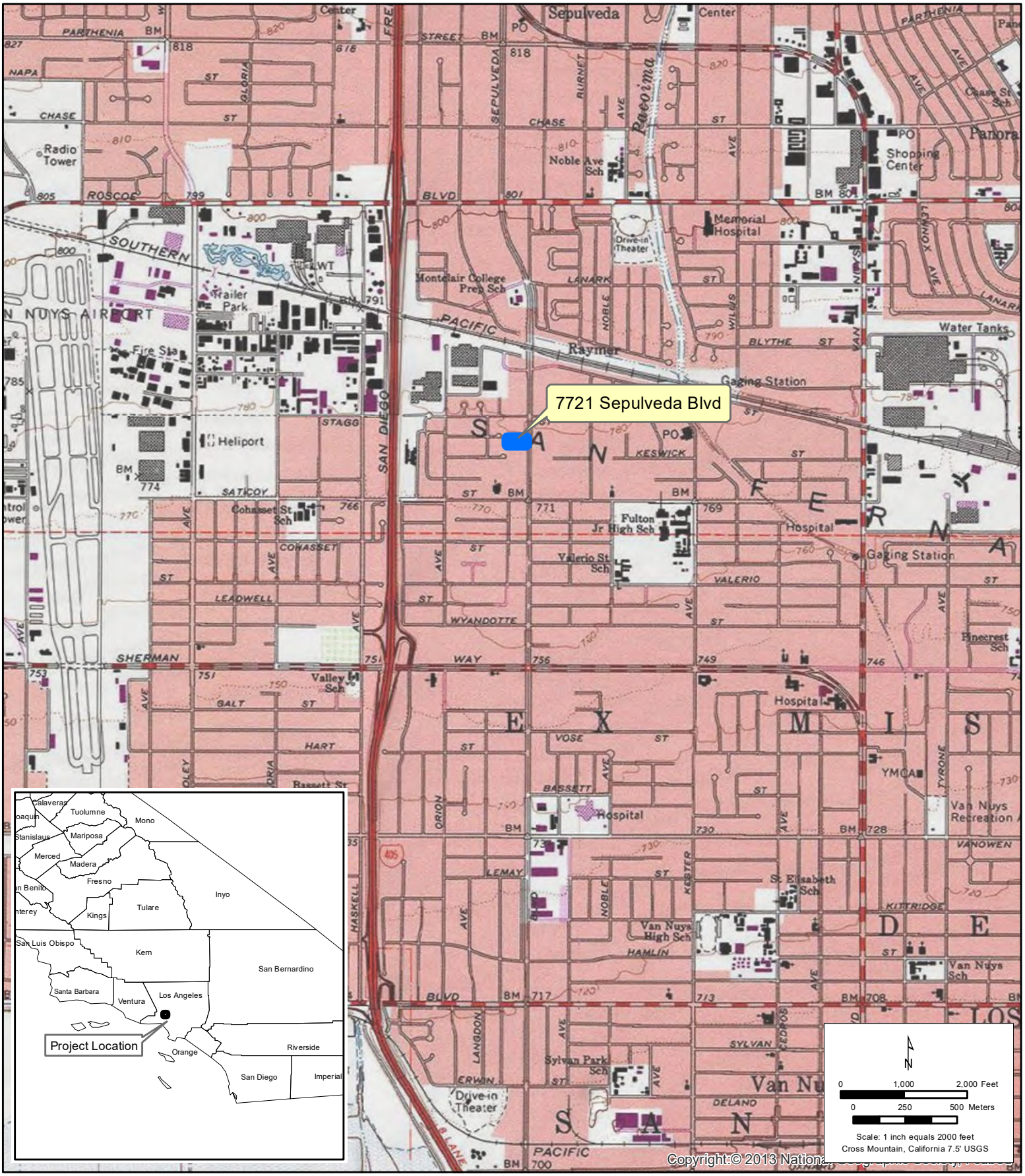
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 7721 Sepulveda Blvd - AIN: 2222013020

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 7735 Sepulveda Boulevard

P1. Other Identifier: 7735 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 7735 Sepulveda Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 364885.03 mE 3786543.47 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2222013021

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

The one-story commercial building at 7735 Sepulveda Boulevard was constructed in 1961 and exhibits modest Googie/Modern-style influences and a generally rectangular plan composed of four sections with varying roof profiles. The flat roofs feature parapets on all elevations accept the façade, which includes a wide eave overhang. The roof is clad with built-up material and the exterior walls are a combination of painted concrete block and stucco.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and north elevation view, camera facing southwest. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1961 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 7735 Sepulveda Boulevard

B1. Historic Name: Firestone Tires
B2. Common Name: The Performing Arts Center
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern; Googie
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1961. No major exterior alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1961 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 7735 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The east end of the building features a flat roof with a banded overhang. Its east elevation, which faces Sepulveda Boulevard includes a section of wall clad with square tile veneer and four fixed, full-length aluminum-framed windows. The north elevation of this section includes an aluminum-framed window wall and a single-entry aluminum and glass door with a transom.

The north elevation of the central sections of the building feature ribbons of clerestory windows visible above a projecting wing with a curved wall and upswept roof. Three fixed paned metal frame windows and a single-entry are located within the addition. The west end of the north elevation includes two single-entry doors and two vehicle bays with roll-up doors. The south elevation exhibits no fenestration and is clad with smooth stucco. The west elevation was not visible from the public right-of-way.

***B10. Significance (continued):**

The building at 7735 Sepulveda Boulevard was constructed in 1961 and historically operated as a Firestone tire shop (*The Van Nuys and Valley Green Sheet* 1962). By 1978, it operated as the Globe Tire Co. (*Ventura County Star* 1978). Sometime in the late 1990s or early 2000s, it opened as the extant dance studio, the Performing Arts Center.

The subject building conveys both Modern and Googie-style architectural influences. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Googie (Futurist/Populuxe), popular from after World War II to the late 1960s, is characterized by abstract, angular or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large plate glass window walls (aluminum framed), prominent signage (neon or lighted) commonly integrated into the roofline; variety of exterior finishes including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; porte cocheres and other automobile-friendly features; and asymmetrical façades (City of Los Angeles 2003:34).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The commercial building at 7735 Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of both the Modern and Googie styles because it retains character-defining features like expressive roof forms and a full-height metal-frame and fixed pane window system. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

City of Los Angeles
2003 Preservation Plan Workbook. http://www.preservation.lacity.org/hpoz/plan. Accessed June 25, 2012.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Van Nuys News and Valley Green Sheet
1962 Classified advertisement for Firestone Tires. July 5, 1962. Accessed on May 10, 2023 via newspapers.com.

Ventura County Star
1978 Classified advertisement for the Globe Tire Co. March 2, 1978. Accessed on May 10, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 7735 Sepulveda Blvd - AIN: 2222013021

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

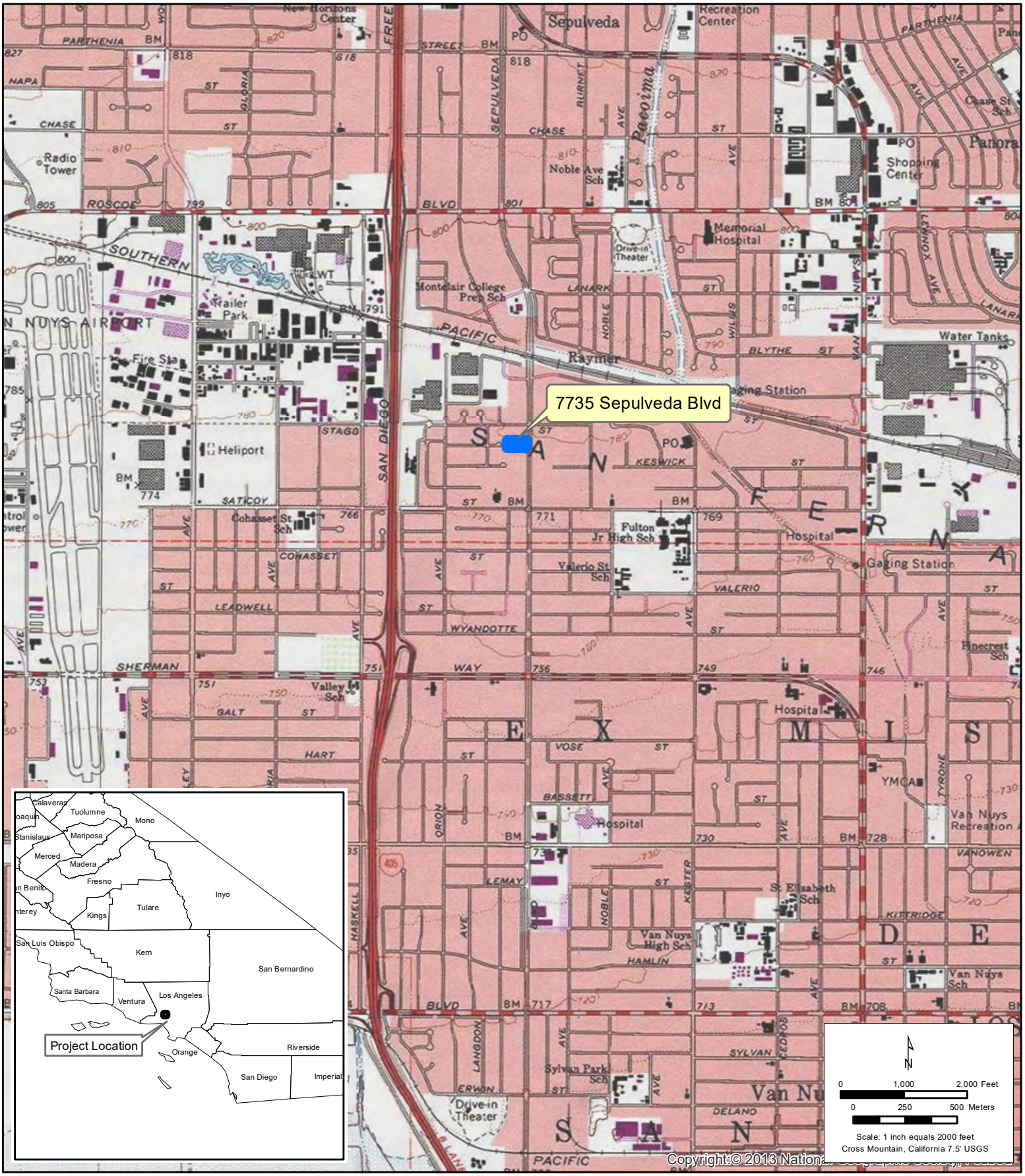
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 7735 Sepulveda Blvd - AIN: 2222013021

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Southern Pacific Railroad Warehouse

P1. Other Identifier: 7766 Van Nuys Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 2N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 7766 Van Nuys Boulevard **City** Van Nuys **Zip** 91405
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367353.32 mE/ 3786446.59 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2212001805

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

The single-story, utilitarian warehouse building at 7766 Van Nuys Boulevard was constructed in 1947 and features a rectangular plan and a concrete foundation. The moderately pitched, side-gabled roof features a slight eave overhang and is clad with sheet metal. The exterior walls are clad with smooth stucco. Windows includes original six-over-six wood sash units and two-over-two hopper units. Other details are not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP17 – Railroad depot

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Rear elevation view, camera facing south. January 2021 (Google Maps).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1947 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Southern Pacific Railroad Warehouse

B1. Historic Name: Southern Pacific Railroad
B2. Common Name: Southern Pacific Railroad
B3. Original Use: Railroad property
B4. Present Use: Railroad property
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1947. No exterior alterations observed.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1947 **Property Type** Railroad property
Applicable Criteria NRHP Criterion A; CRHR Criterion 1

The building at 7766 Van Nuys Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A of the NRHP and Criterion 1 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The subject building historically operated, and continues to operate, as a warehouse along the former Southern Pacific Rail Road (SPRR). The SPRR originated in Texas about a decade prior to the American Civil War. In 1853, an early railroad, known as the Buffalo Bayou, Brazos & Colorado began operations; three years prior, the Sacramento Valley Railroad operated its first train in California. Both rail companies eventually became part of the SPRR when it was incorporated in 1865. By 1874, the SPRR extended south to Bakersfield, California. In 1877, it completed its route into Yuma, Arizona and, in 1881, it reached El Paso, Texas. In 1901, the Union Pacific Railroad assumed ownership of the SPRR after the death of Collis Huntington, the last founder of the Central Pacific Railroad and SPRR. Between 1901 and 1969, the SPRR assumed control and financial interests of several other rail lines, like the St. Louis Southwestern Railway Company and Texas and New Orleans Railroad. In 1969, the Southern Pacific Transportation Company (SPTC) officially absorbed all the previous corporate names of the railroad into one entity. In the 1980s, the SPTC was sold to Rio Grande Industries, the parent company of the Denver and Rio Grande Western Railroad. On September 11, 1996, the Union Pacific Railroad merged with the SPRR; the name was officially changed from SPTC to the new Union Pacific Railroad (Southern Pacific Railroad Historic Center n.d.).

The building demonstrates a utilitarian architectural style. The utilitarian industrial style is found in buildings whose architecture is significantly determined by the use of the building. For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-twentieth century to the present are utilitarian.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building, constructed in 1947, is associated with the post-World War II railroad development and is an extant representation of the railroad's operations in Los Angeles in the decades that followed World War II. Therefore, the building is recommended eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction. The utilitarian building at 7766 Van Nuys Boulevard is a typical and unremarkable example of its type and lacks the high artistic value that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is not recommended eligible or the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press.

Southern Pacific Railroad History Center
n.d. "The Southern Pacific Story." Accessed May 11, 2023. Available: https://www.splives.org/the-southern-pacific-story.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 7766 Sepulveda Blvd - AIN: 2212001805

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

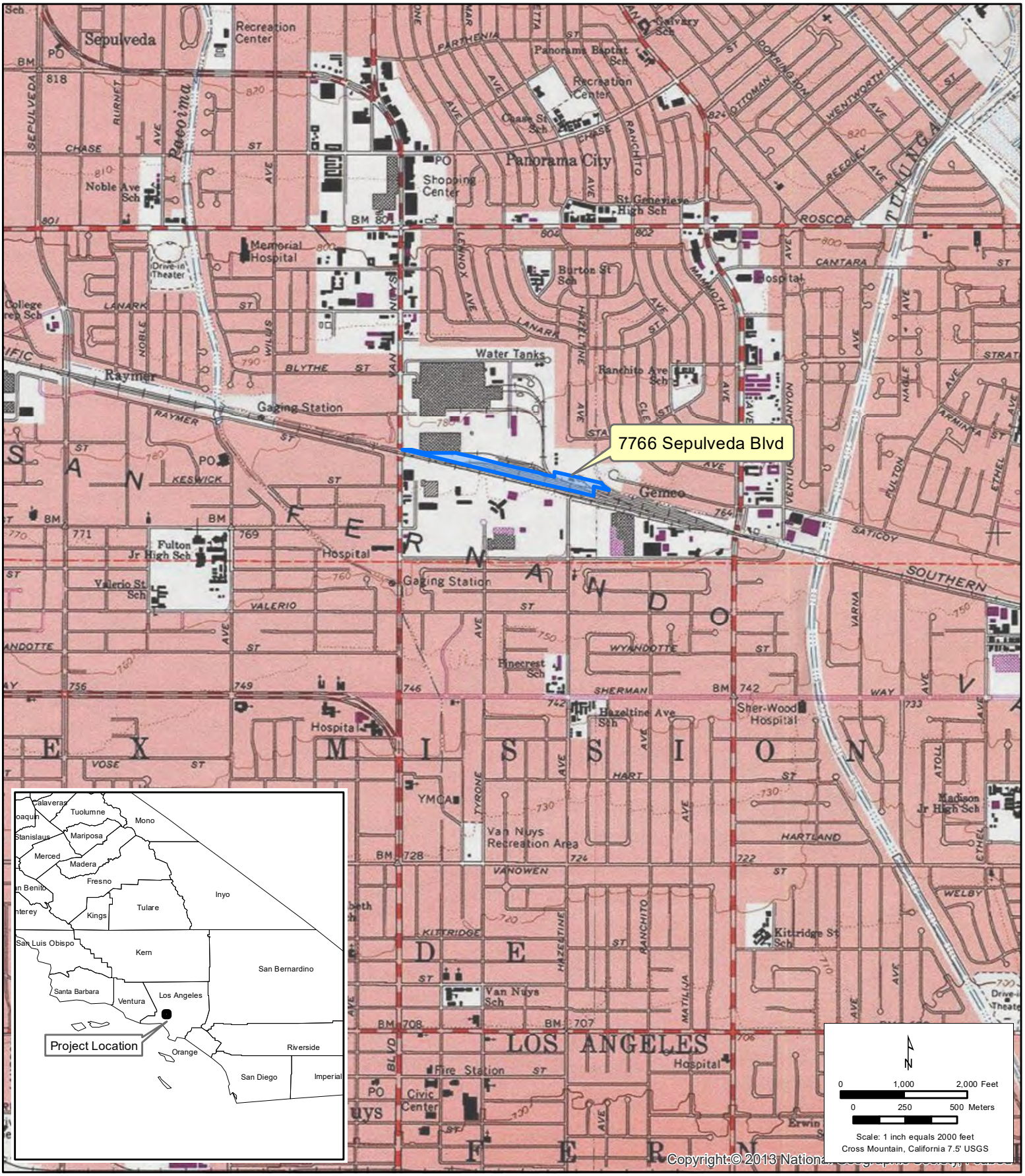
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 7766 Sepulveda Blvd - AIN: 2212001805

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Campbell's Book Store

P1. Other Identifier: 10918 Le Conte Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **T** 1S; **R** 15W; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 10918 Le Conte Avenue **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366559.38 mE/ 3770135.20 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363018033

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

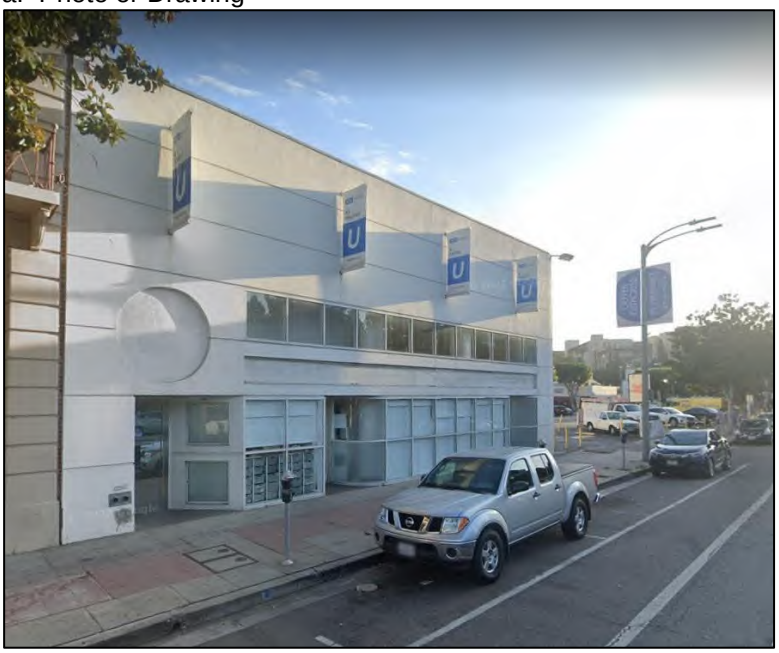
The two-story. Streamline Moderne-style commercial building at 10918 Le Conte Avenue was constructed circa 1929 and features a rectangular plan and a concrete foundation. The bowstring roof is concealed from street level view by parapets and is clad with built-up material. The exterior walls are concrete clad with stucco. Windows include aluminum-framed fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the north facing facade, camera facing west. (Google Image Capture 08/2022).
***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both Ca. 1929 (*Los Angeles Evening Express* 1929)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Campbell's Book Store

B1. Historic Name: Campbell's Book Store
B2. Common Name: UCLA Health Insomnia Clinic
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Streamline Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed circa 1929. No major exterior alterations.

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1929 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 10918 Le Conte Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces north, and the ground level façade features an aluminum-framed storefront system composed of three recessed entrances. The east end of the façade features two single-entry doors separated by four, two-part fixed windows. Two of these windows face north and the other two façade northeast and northwest, respectively, and are angled towards the entrances. The façade west of the center entry includes a ribbon of eight, two-part fixed windows. The window immediately adjacent to the center entrance is curved and the window adjacent to the westernmost entrance is angled. The westernmost entrance is also a single-entry door and features a curved two-part window adjacent to the west. The northwest corner of the façade is curved. A ribbon of twelve fixed windows located above the storefront system. A recessed circular element in bas relief flanks the ribbons to the east, and a recessed horizontal element, which likely functioned as space for commercial signage, is located between the ribbon of windows and the storefront.

The west elevation includes five fixed windows on the second level of the south end. The rear (south) elevation includes six fixed windows on the second level, seven concrete circular design elements on the mid-level, and two secondary entrances on the ground level.

***B10. Significance (continued):**

The building at 10918 Le Conte Avenue was constructed circa 1929 and historically operated as Campbell's Book Store (*Los Angeles Evening Express* 1929). Sometime around 1974, the building reopened as another bookstore called, "Bretano's" (*The Los Angeles Times* 1974). By 1988, the building was occupied by an ice cream parlor (*The Los Angeles Times* 1988). Sometime in the early 2000s, the building opened as the UCLA Health Insomnia Clinic (Google Maps 2022).

The building demonstrates a Streamline Moderne architectural design. Streamline Moderne (or Art Moderne), popular from 1920 to the commencement of World War II, is characterized by smooth stucco wall surfaces; rounded corners, parapets; emphasis on the horizontal through the use of banded surfaces and banded windows; curved projecting wings; glass block; round windows (ship portholes); steel (ship) railing and door and window trim; and an asymmetrical façade (McAlester and McAlester 1984:465; Blumenson 1981:79).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the commercial development of Westwood and the greater Los Angeles area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Streamline Moderne style was prolific on main streets and commercial rows throughout the nation between the 1920s and late 1930s. The commercial building at 10918 Le Conte Avenue is an excellent example reflecting the early to mid-twentieth century trends of this style because it retains its overall character-defining features including its horizontal design elements and curved corners and windows. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel does not feature any major exterior alterations and, therefore, retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance

criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Blumenson, John J.-G
1981 *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945.* Revised Edition. New York: W.W. Norton & Company, Inc.

Google Maps
2022 Google Maps street view. Accessed on April 18, 2023. https://www.google.com/maps.

Los Angeles Evening Express
1929 Classified advertisement for Campbell's Book Store. September 7, 1929. Accessed on April 18, 2023 via newspapers.com.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

The Los Angeles Times
1974 Classified advertisement for Brentano's. March 21, 1974. Accessed on April 18, 2023 via newspapers.com.

1988 Classified advertisement for Ice Cream Parlor. June 19, 1988. Accessed on April 18, 2023 via newspapers.com.

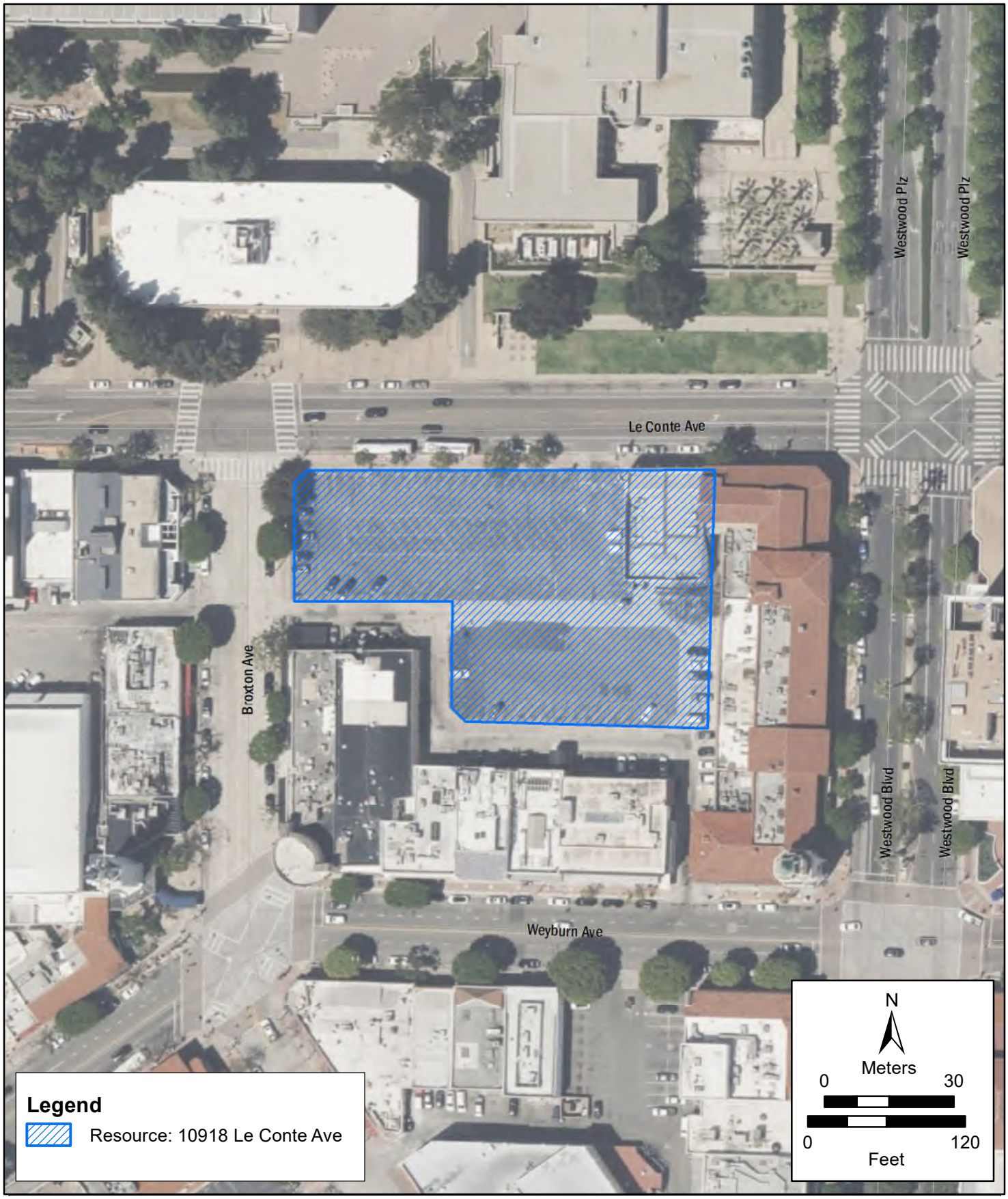
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 10918 Le Conte Ave - AIN: 4363018033

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023



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

LOCATION MAP

Primary #
HRI#
Trinomial

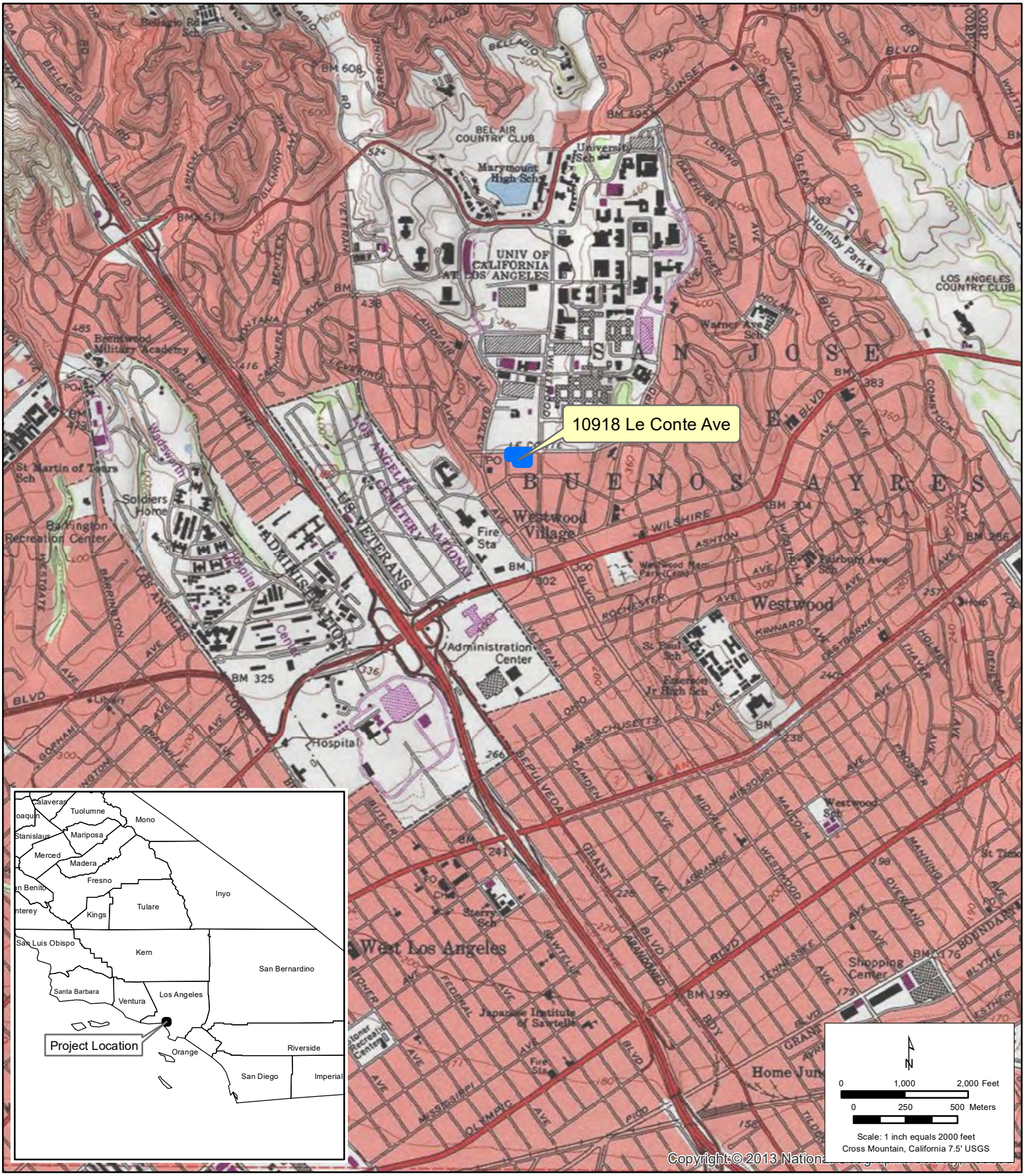
Page 6 of 6

*Resource Name or # (Assigned by recorder) 10918 Le Conte Ave - AIN: 4363018033

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 4700 Sepulveda Boulevard

P1. Other Identifier: 4700 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4700 Sepulveda Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364888.55 mE/ 3780399.30 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2264004006

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

The building at 4700 Sepulveda Boulevard was in 1952 with French Eclectic-style influences, a rectangular plan, and a concrete foundation. The pyramidal hipped roof features a slight overhang, exposed rafter tails, and several arched dormer vents. The roof is clad with asphalt composition shingles and the exterior walls are red brick. Windows include multi-light, steel-framed casement units, glass block units, and fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple family property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. South elevation and oblique view of the façade, camera facing north. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1952 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023,*Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multi-family property
B4. Present Use: Multi-family property
***B5. Architectural Style:** French Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1951. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1952 **Property Type** Multiple-family property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 4700 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces west, and the façade features a central entrance bay. The ground level includes a single-entry wood paneled door with a fixed arched light and a glass block window framed by a blond brick surround. The second level features two round openings with brick surrounds containing small, square fixed windows. The entrance bay is flanked by two-story, projecting, rounded, half towers with conical roofs designed to mimic the rounded towers prevalent on more ornate examples of the French Eclectic style. The roofs of the clad with sheet metal and both the ground and second levels feature bow windows composed of four, five-light steel casement windows. The bow windows are slightly recessed and feature brick sills.

The north elevation features additional multi-light casement windows and a secondary entry on the ground level, and a glass block window and three casement windows in the second level. The south and rear (east) elevations are not visible to the public right-of-way. Aerial photographs show a detached, flat roof garage is located at the rear.

***B10. Significance (continued):**

The building at 4700 Sepulveda Boulevard constructed in 1952, is an apartment building with both French Eclectic and Modern stylistic influences. Period Revival or Eclectic architecture became popular in the United States in the late nineteenth and early twentieth century. The eclectic style, intended to mimic designs of earlier revival styles, typically manifested in the forms of the Spanish Colonial, Mediterranean, Tudor, French Provincial, and Colonial styles. Architects evoked a number of revival influences to design facades that demonstrated a unification of materials, setback, massing, and form. The Period Revival style experienced its peak in the 1920s. During World War I, American soldiers were exposed to the architecture of the rural European countryside, and postcards sent home introduced those designs to a wider audience. Until about the 1950s, magazines advertised "Old War charm," and architects designed residential homes that combined the aesthetic of castles and chateaus with medieval designs and elements of a vernacular European style (Brown 2013).

Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The buildings is associated with residential development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The apartment building at 4700 Sepulveda Boulevard features design elements of both the French Eclectic and Modern architectural styles. Character-defining features representative of the French Eclectic style include its hipped roof, brick wall cladding, rounded half towers, dormered vents, and brick window and door surrounds. Influences of the modern style include its use of blond brick accents, the rounded window openings on the façade, and its glass block and steel casement windows. The building on this parcel retains a distinctive design that merits listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore,

it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been significantly altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Brown, Mary
2013 "Sunset District Residential Builders, 1925-1950." Historic Context Statement. Prepared for the San Francisco City and County, Planning Department.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 4700 Sepulveda Blvd - AIN: 2264004006

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

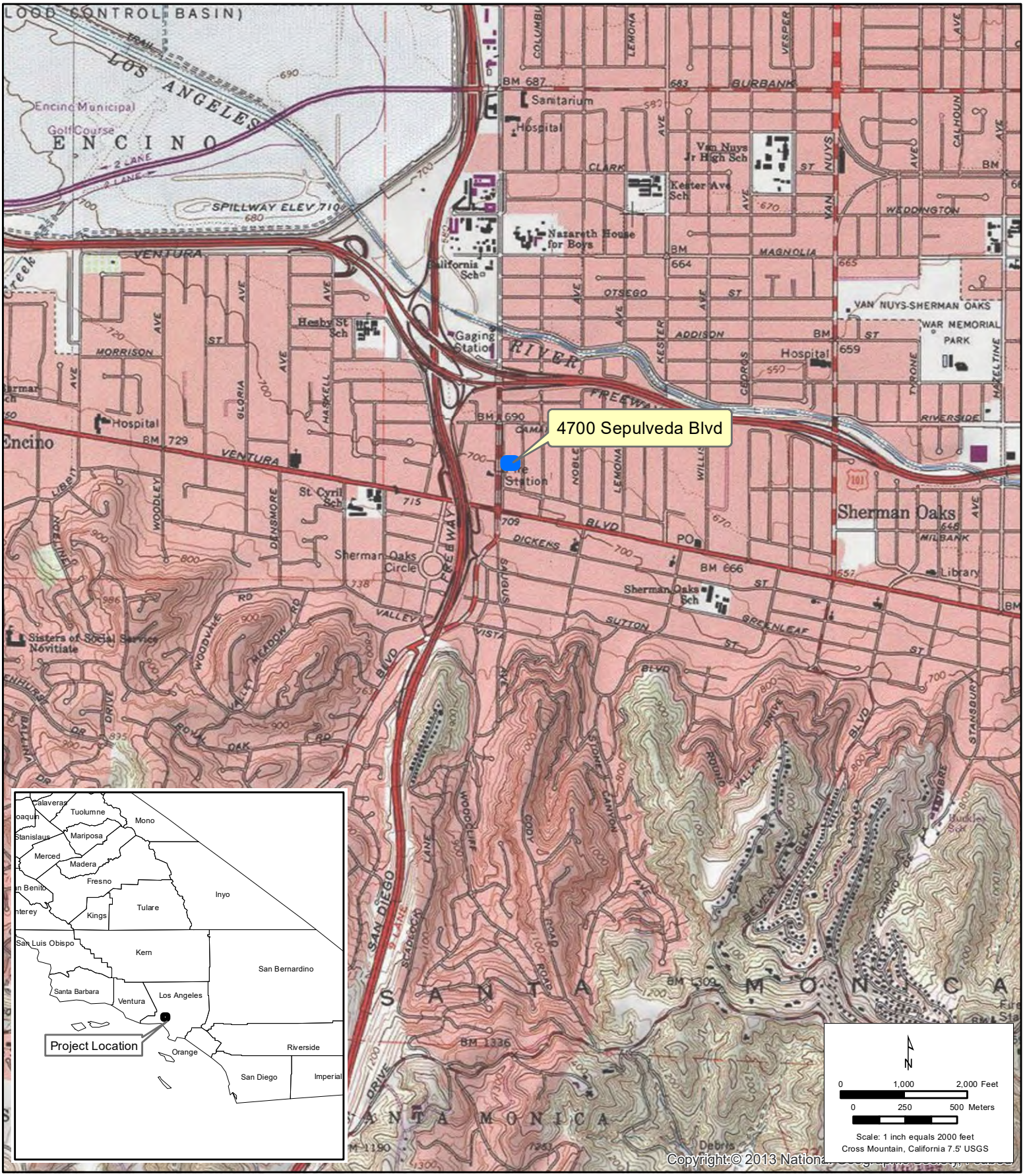
Page 6 of 6

*Resource Name or # (Assigned by recorder) 4700 Sepulveda Blvd - AIN: 2264004006

*Map Name: Van Nuys

*Scale: 1:24,000

*Date of Map: 1987



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DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) Sherwood Coiffeurs

P1. Other Identifier: 4511 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4511 Sepulveda Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364752.69 mE/ 3780002.10 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2276040005

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

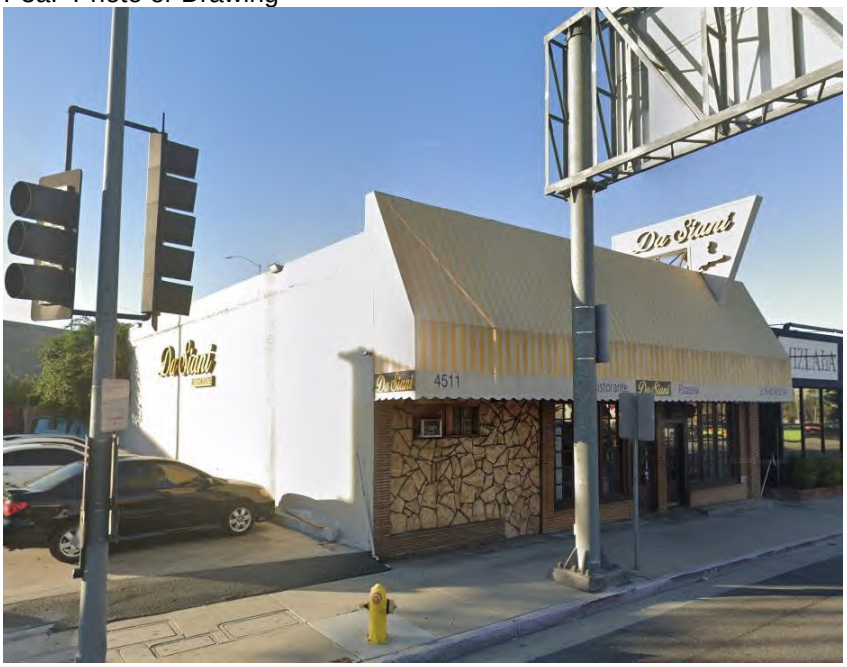
The One-Part Commercial Block building at 4511 Sepulveda Boulevard was constructed in 1950 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are concrete clad in stucco.

The building faces southeast, and the façade features a full width vinyl awning that covers a storefront system that includes two single-entry, wood paneled and glazed doors with transoms flanked by ribbons of three, vertically oriented, multi-light wood-framed windows. A set of paired windows is located southwest of the storefront. One of the windows is a four-light unit and the other has been infilled with plywood and an air conditioning unit. The exterior walls of the façade are covered with rough cut stone veneer with Roman brick pilasters and bulkheads. A blade sign attached to the façade parapet reads, "Da Siani Ristorante." The southwest elevation includes a wall sign that reads, "Da Siani Ristorante." The northeast elevation is not visible to the public right-of-way. Views of the rear (northwest) elevation from the public right-of-way are limited, but it appears to include a shed-roofed extension with a corrugated metal roof.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 story commercial building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Oblique view of the southwest elevation and facade. Google Image Capture 09/2022.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1950 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** Ma*P9. D

***P10. Survey Type:** Reconnaissance
***P11. Report Citation**: HTA Partners, 2023,*Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

 ***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Sherwood Coiffeurs

B1. Historic Name: Sherwood Coiffeurs
B2. Common Name: Da Siani Ristorante
B3. Original Use: Commercial property
B4. Present Use: Commercial property
***B5. Architectural Style:** One-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1950. Blade sign added in 1971. Vinyl cover added in 1998.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1950 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 4511 Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 4511 Sepulveda Boulevard was constructed in 1950 as a hair salon known as Sherwood Coiffeurs (*The Van Nuys News* 1951). The building is currently occupied by a restaurant known as Da Siani.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the commercial development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The commercial block building was prolific on commercial rows between the 1850s and 1950s. The commercial building at 4511 Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its single-story massing and storefront system. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3 at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building includes minor alterations, like the blade sign added in 1977 and the vinyl added in 1998. Overall, the building does not appear to have substantially altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

The Van Nuys News
1951 Classified advertisement for Sherwood Coiffeurs. November 29, 1951. Accessed on May 10, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 4511 Sepulveda Blvd - AIN: 2276040005

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

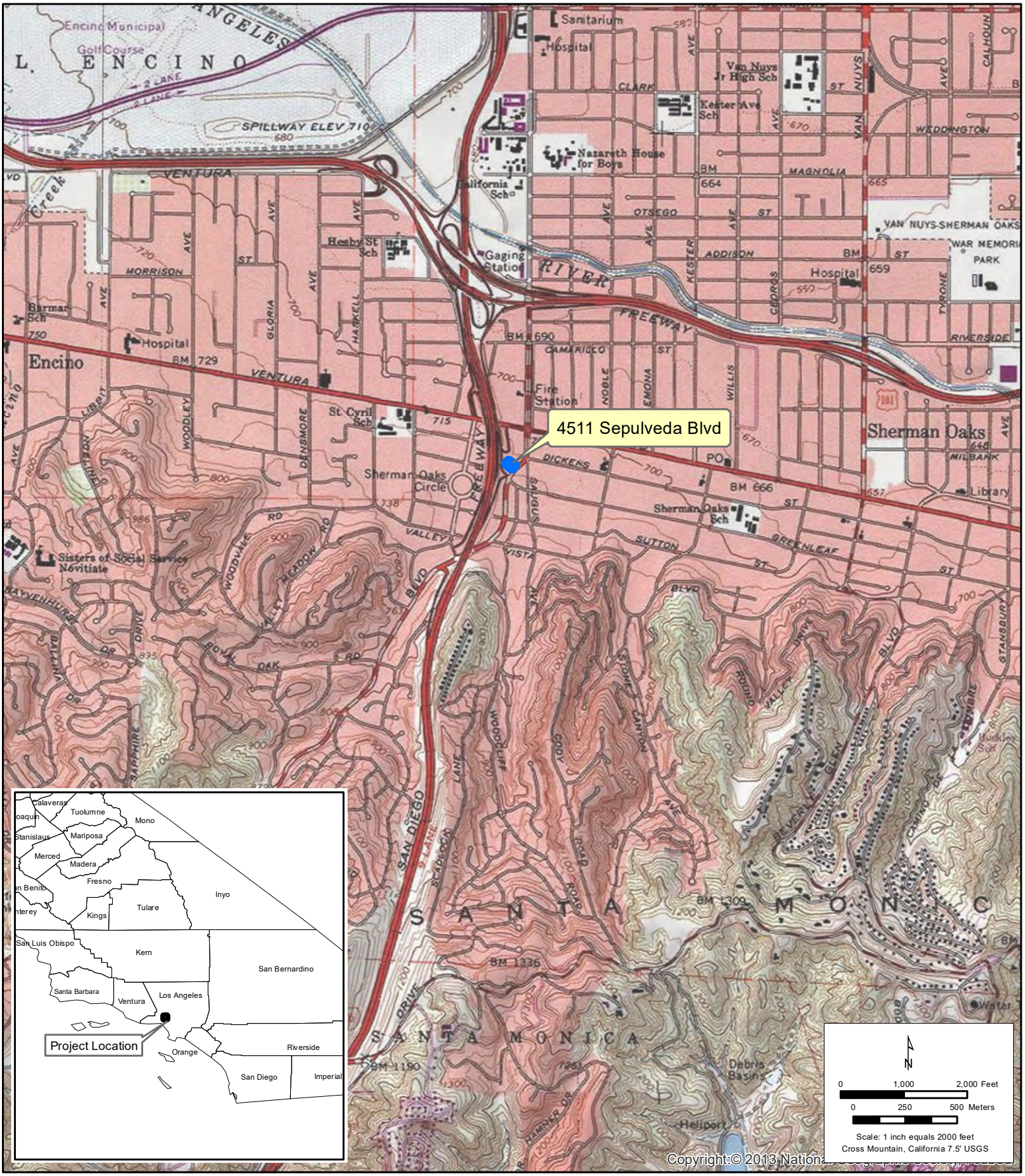
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 4511 Sepulveda Blvd - AIN: 2276040005

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 4700 Sepulveda Boulevard

P1. Other Identifier: 4700 Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4700 Sepulveda Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364888.55 mE/ 3780399.30 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2264004006

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

The building at 4700 Sepulveda Boulevard was in 1952 with French Eclectic-style influences, a rectangular plan, and a concrete foundation. The pyramidal hipped roof features a slight overhang, exposed rafter tails, and several arched dormer vents. The roof is clad with asphalt composition shingles and the exterior walls are red brick. Windows include multi-light, steel-framed casement units, glass block units, and fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple family property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. South elevation and oblique view of the façade, camera facing north. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1952 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101 and 2020 L Street, Suite 300, Sacramento, CA 95811

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS; 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 313 S. Church Lane

P1. Other Identifier: 313 S. Church Lane
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 313 S. Church Lane **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364971.74 mE/ 3770674.93 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4365026013

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

The two-story, Modern apartment building at 313 S. Church Lane was constructed in 1949 and features a U-shaped plan on a concrete foundation. The cross-hipped roof includes wide, overhanging eaves and is clad in asphalt composition shingles. The northeast-facing façade features a gabled pediment, and the rear (southwest) elevation includes two gabled pediments. The exterior walls are wood frame, clad with stucco on the ground level and vertical wood siding on the second level of the façade and side elevations. The entirety of the rear elevation is clad with stucco. Fenestration details include original steel-framed, multi-light sash, casement and fixed windows with wood sills.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Oblique view of the façade, camera facing west. July 2022 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1949 (Los Angeles County Assessor)

***P7. Owner and Address:**

Private

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S2
***Resource Name or #** (Assigned by recorder) 313 S. Church Lane

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1949. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1949 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 313 S. Church Lane appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR at the local level, as well as the local register. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces northeast, and the façade features a recessed entrance with the U-shape of the overall plan. Sets of stairs are located on both sides of the façade and provide access to the second-level apartment units. Each apartment unit includes a single-entry door flanked by multi-light casement and sash windows with wood frames. The ground level includes two single-entry doors located beneath the staircases. Other details include multi-light fixed windows on the second and ground level on the portion of the façade closest to the street (S. Church Lane). The northwest and southeast elevations include wood-framed, multi-light sash windows on the second and ground level. The rear (southwest) elevation includes original casement windows and sash windows on the second and ground level; wood-frame staircases and single-entry doors that provide secondary access to the apartment units; vinyl awnings that cover fenestration details; and a single-story, shed roof element on the ground level.

***B10. Significance (continued):**

The building at 313 S. Church Lane, constructed in 1949 has historically operated as a multi-family building its construction.

The building demonstrates a Modern style of architecture. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1949, is associated with residential development of Los Angeles in the postwar era. Many residents occupied this building and research did not reveal that the building played a distinct or important role in the overall housing development of the period. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, such as residents, related to the development and use of this building, made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Modern. The Modern style building was prolific on residential tracts throughout the nation between the 1920s and 1970s; although, the style is most closely associated with the decades that followed World War II. The multi-family building at 313 S. Church Lane is a remarkable and excellent example reflecting the twentieth century trends of this style because it retains character-defining features like a cross hipped roof, original steel-framed casement and sash windows, vertical wood siding and stucco, and an asymmetrical façade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3, as well as the local register, at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR

under Criterion D/4.

The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been altered since the date of construction. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

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

SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 313 S. Church Ln - AIN: 4365026013

***Drawn By:** Alec Stevenson

***Date:** 6/1/2023

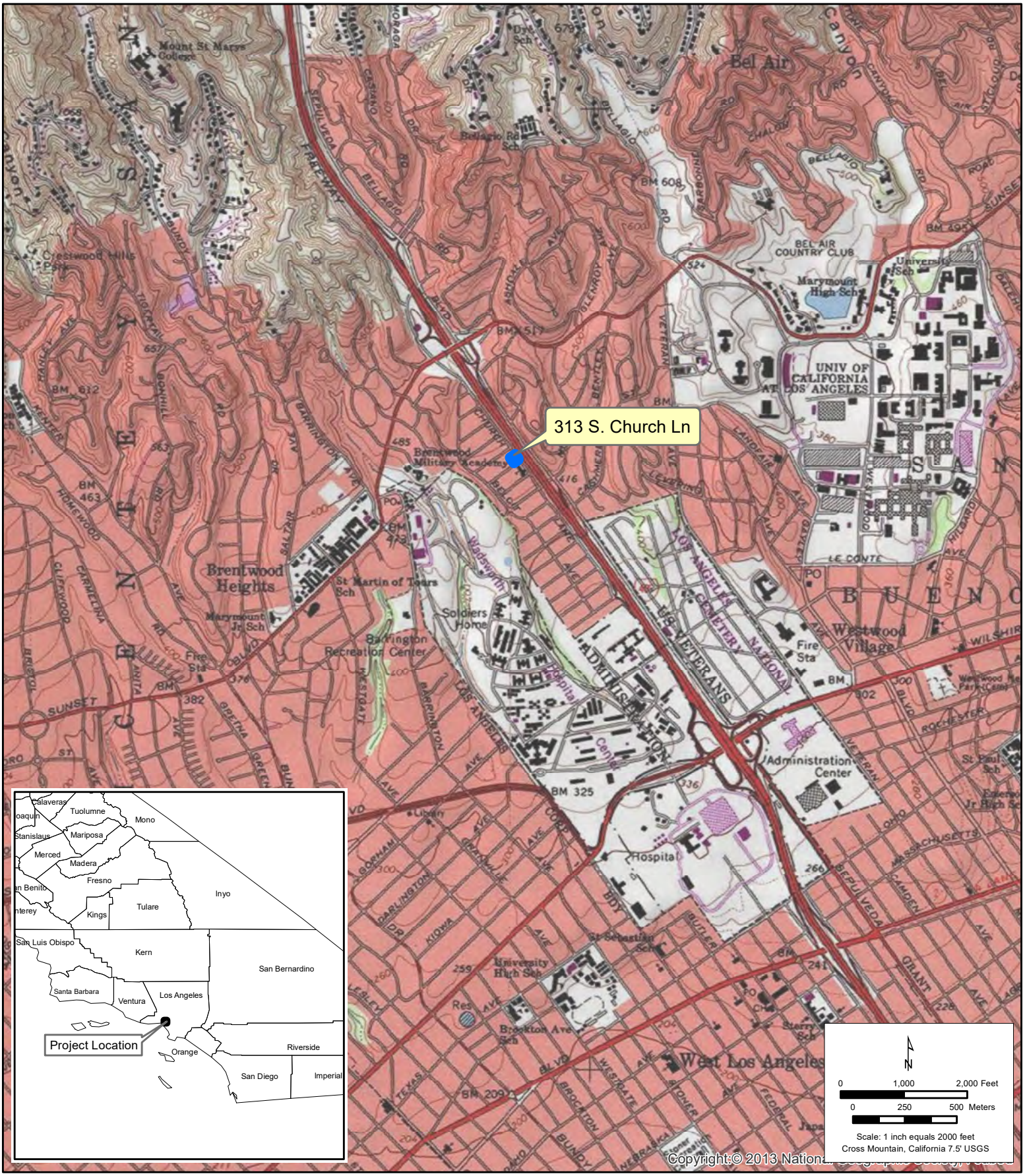
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 313 S. Church Ln - AIN: 4365026013

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS; 5S2

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 522 S. Sepulveda Boulevard

P1. Other Identifier: 522 S. Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 522 S. Sepulveda Boulevard **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 365318.91 mE; 3770401.14 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4366033005

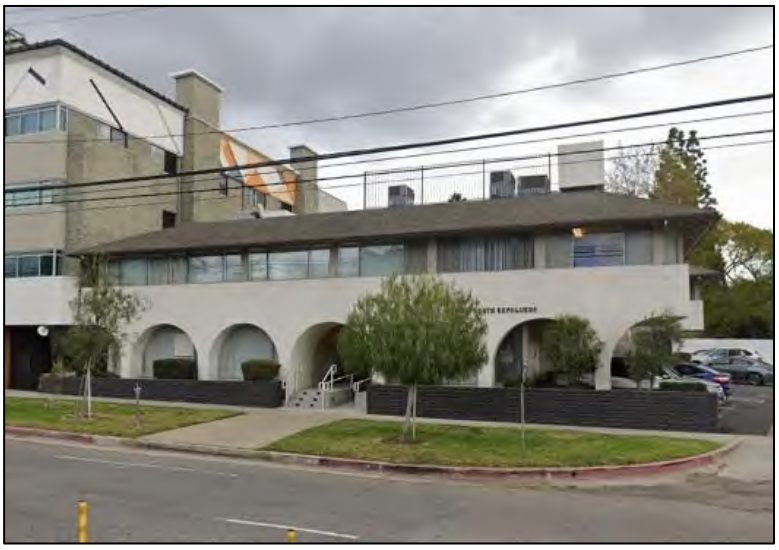
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story, Modern commercial office building at 522 S. Sepulveda Boulevard was constructed in 1968 and features a U-shaped plan on a concrete foundation. The cross-hipped roof features wide, overhanging eaves and is clad in asphalt composition shingles. The roof includes a flat roof section along the ridge that includes fenced HVAC units. The exterior walls are constructed of concrete clad in stucco and fenestration details include aluminum-framed fixed and sliding windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing northeast. February 2023 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
1968 (Los Angeles County Assessor)

***P7. Owner and Address:**
Private

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS; 5S2

***Resource Name or #** (Assigned by recorder) 522 S. Sepulveda Boulevard

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1968. Reroofed in 2009. ADA accessible stair added at interior in 2018.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1968 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 522 S. Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR at the local level, as well as the local register. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building is characterized by arched, concrete colonnades along the southwest facing elevation that frame fixed, arched windows on the ground level and create a recessed partial porch entry on the façade. The colonnades are cantilevered on the southeast elevations . The upper level includes ribbons of aluminum-framed, fixed and horizontal sliding sash windows. Other details include a planter box constructed of brick along the façade. The interior of the U-shaped plan is accessed by an adjacent parking lot and includes paved walkways and a set of stairs that provides access to the ground level and second story office units. The northwest and rear (northeast) elevations are not visible from the public right-of-way. However, limited visibility suggests that fenestration details are similar to that of the façade.

***B10. Significance (continued):**

The building at 522 S. Sepulveda Boulevard, constructed in 1968, features a Modern architectural style defined by its simplistic U-shaped plan and arched, concrete colonnades. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation
Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1968, is associated with commercial development in the greater Los Angeles area. However, many commercial offices likely operated at this building, and research did not reveal that the building played a distinct or important role in their respective industries. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, such as business owners, related to the development and use of this building, made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction: Modern. The Modern style building were prolific on main streets and commercial rows throughout the nation in the decades that followed World War II. The commercial building at 522 S. Sepulveda Boulevard is a remarkable and excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its simplistic U-shaped plan, aluminum framing, and arched, concrete colonnades. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR at the local level. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3, as well as the local register, at the local level.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes some alterations, which include modern roof cladding and interior ADA accessible elements. However, they do not diminish from the overall integrity and the building appears to retain its integrity of

location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been altered since the date of construction. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 522 S Sepulveda Blvd - AIN: 4366033005

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

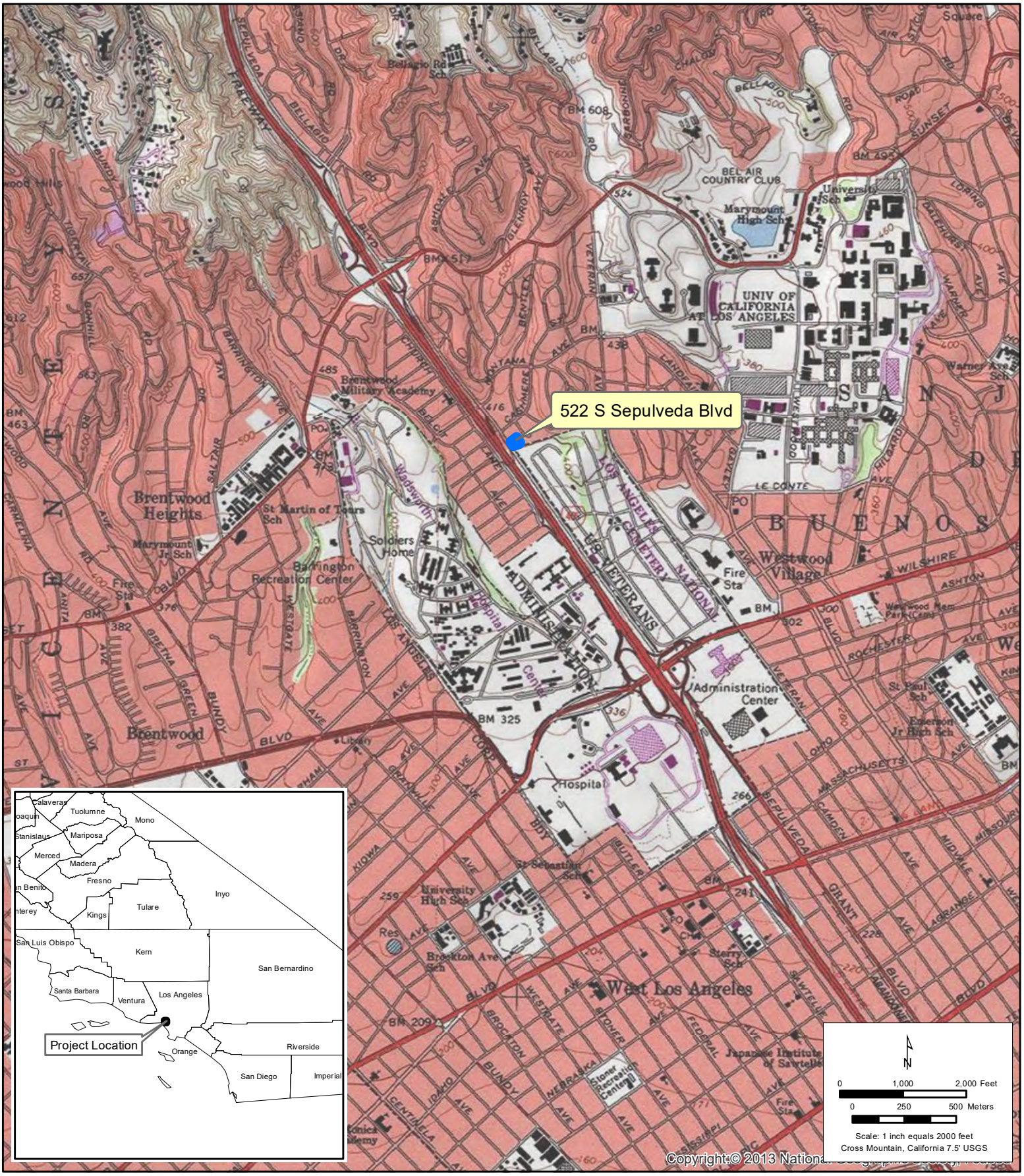
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 522 S Sepulveda Blvd - AIN: 4366033005

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) 619 Sarbonne Road

P1. Other Identifier: 619 Sarbonne Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 619 Sarbonne Road **City** Los Angeles **Zip** 90077
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 365881.83 mE/ 3771961.43 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4362005011

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

The two-story, Colonial Revival residence at 619 Sarbonne Road was constructed in 1941. It features a compound rectangular plan with minor irregularities on a concrete foundation. The low-pitched, tiered, hipped roofs have no overhang and are clad in asphalt composition shingles. The exterior walls are clad in smooth stucco and fenestration details include vinyl framed, horizontal sliding sash windows, fixed porthole window at the south end of the façade, and ornate bay windows. An entry gate and a landscaped wall of shrubbery limit views from the public right-of-way. Limited visibility identified the following character defining features along the east facing façade: horizontal banding along the cornice; decorative motifs that surround the primary entrance; fixed porthole windows and bay windows; and concrete end wall chimneys. Aerial photos suggest similar fenestration details on the rear (west) elevation, as well as a modern deck at the south elevation. The north elevation includes an attached garage.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single-family property

P5a. Photo or Drawing

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

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the east facing façade, camera facing west. December 2022 (Google Maps).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1941 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) 619 Sarbonne Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-family property
B4. Present Use: Single-family property
***B5. Architectural Style:** Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1941. Exterior deck added on south elevation in 2010.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A.

B9a. Architect: unknown b. Builder: unknown
***B10. Significance:** **Theme** Architecture **Area** Los Angeles County
Period of Significance 1941 **Property Type** Single-family property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 619 Sarbonne Road appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 619 Sarbonne Road, constructed in 1941, demonstrates a Colonial Revival style. The Colonial Revival style, most popular between circa 1880 and 1950, is typically one to three-story, symmetrical block characterized by an accentuated front door, typically with a pediment supported by pilasters or columns; gabled or hip roofs; balanced dispensing of windows and doors; surfacing of clapboard or brick (shingles earlier); classical, colonial detailing such as columns, engaged piers, cornices, and entablatures; shuttered windows; and double hung, small paned double-hung window sashes, frequently in adjacent pairs; and overhead fanlights or sidelights on doors (McAlester and McAlester 1984:321; Foster 2004:284).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1941, is associated with residential development of Los Angeles; however, research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Colonial Revival. The Colonial Revival building was prolific throughout commercial and residential tracts between 1880 and 1950. The single-family building at 619 Sarbonne Road is an excellent example reflecting the later twentieth century trends of this style because it retains character-defining features a symmetrical block with an accentuated front door; classical, colonial detailing like ornate bay windows and end chimneys; and classical banding along the cornices. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building includes a modern deck at the south elevation; however, it does not diminish from the overall design. The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Foster, Gerald
2004 *American Houses: a Field Guide to the Architecture of the Home.* Boston and New York: Houghton Mifflin Company.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 619 Sarbonne Rd - AIN: 4362005011

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

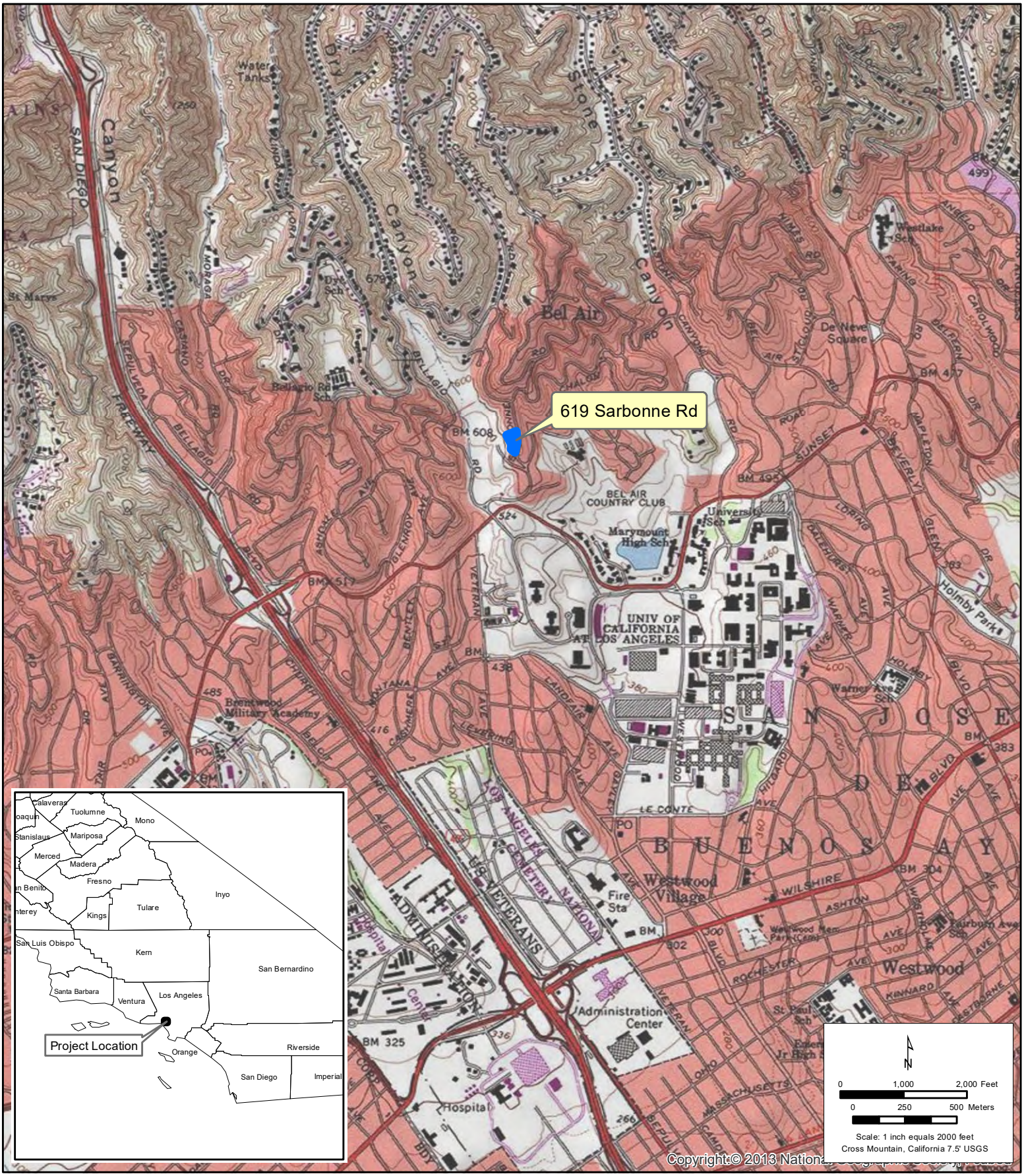
Page 5 of 5

*Resource Name or # (Assigned by recorder) 619 Sarbonne Rd - AIN: 4362005011

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 650 N. Sepulveda Boulevard

P1. Other Identifier: 650 N. Sepulveda Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 650 N. Sepulveda Boulevard **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364494.79 mE/ 3771685.92 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016007

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

The one-story commercial office building located at 650 N Sepulveda Blvd was constructed in 1947 and features a general rectangular plan and modest classical architectural stylistic influences. A hipped roof section is present on the east side of the parcel with a front gabled section extends west. The hipped section exhibits a louvered cupola topped with a metal cap and weathervane. Exterior cladding is stucco with brick details.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 story commercial building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing east. April 12, 2023.
***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1947 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 650 N. Sepulveda Boulevard

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Commercial property
B4. Present Use: Commercial property
***B5. Architectural Style:** Period Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1947. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1947 **Property Type** Commercial building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 650 N. Sepulveda Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east and the hip-roofed façade is exhibits a slightly recessed central entry with a classical surround consisting of a wooden triangular pediment with a pair of square wooden pilasters extending to a small red brick stoop. The entrance is a solid wood paneled door. Fenestration flanks the entry and consists of tri-part, wood-frame picture windows. Each unit consists of a center part with 16 fixed panes flanked by casement sections with four fixed panes on each side. The window on the south side projects slightly from the façade and exhibits a cascading brick sill with five rows. The only visible portion of the front gabled section is a louvered vent in the top of the gable end. A wall, constructed of large, square-cut, rubble course stones, extends from the façade to the east side of the parcel and contains an arched opening with a wooden door.

The west (rear) elevation is only partially visible. A louvered vent can be seen in the top portion of the gable end and a shed roof with wood shingle cladding projects from the elevation below the cornice. No other details of the building were visible from the public right-of-way. A wall, constructed of large, square-cut, rubble course stones, extends across the width of the west side of the parcel and has a center opening containing a two-part wooden side-hinged gate. The north and south elevations were not visible from the public right-of-way.

***B10. Significance (continued):**

The building at 650 N. Sepulveda Boulevard, constructed in 1947, historically operated as a commercial office building. Research did not reveal what business occupy the building at the time of this survey.

The building demonstrates modest period revival architecture. Period Revival architecture became popular in the United States in the late nineteenth and early twentieth century. The eclectic style, which intended to mimic designs of earlier revival styles, typically manifested in the form of Spanish Colonial, Mediterranean, Tudor, French Provincial, and Colonial. Architects evoked a number of revival influences to design facades that demonstrated a unification of materials, setback, massing, and form. The Period Revival style experienced its peak in the 1920s as a result of World War I veterans. The war exposed American soldiers to rural European countryside architecture, in addition to postcards that depicted the designs to a wider audience. Until about the 1950s, magazines advertised “Old War charm,” and architects designed residential homes that combined the aesthetic of castles and chateaus with medieval designs and elements of a vernacular European style (Sunset District Historic Context Statement, 2013).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1947, is associated with commercial development of Los Angeles. Research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, such as business owners, related to the development and use of this building, made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Period Revival. The Period Revival style building was prolific on main streets and commercial corridors throughout the nation in the decades that followed World War I. The commercial building at 650 N. Sepulveda Boulevard is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like classical surrounds, a louvered cupola, and rubble course stones. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel does not include any apparent alterations and retains its integrity of location, design, setting, material, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Mary Brown, Preservation Planner
April 3, 2013 "Sunset District Residential Builders, 1925-1950." Historic Context Statement. Prepared for the San Francisco City and County, Planning Department.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 650 N Sepulveda Blvd - AIN: 4368016007

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

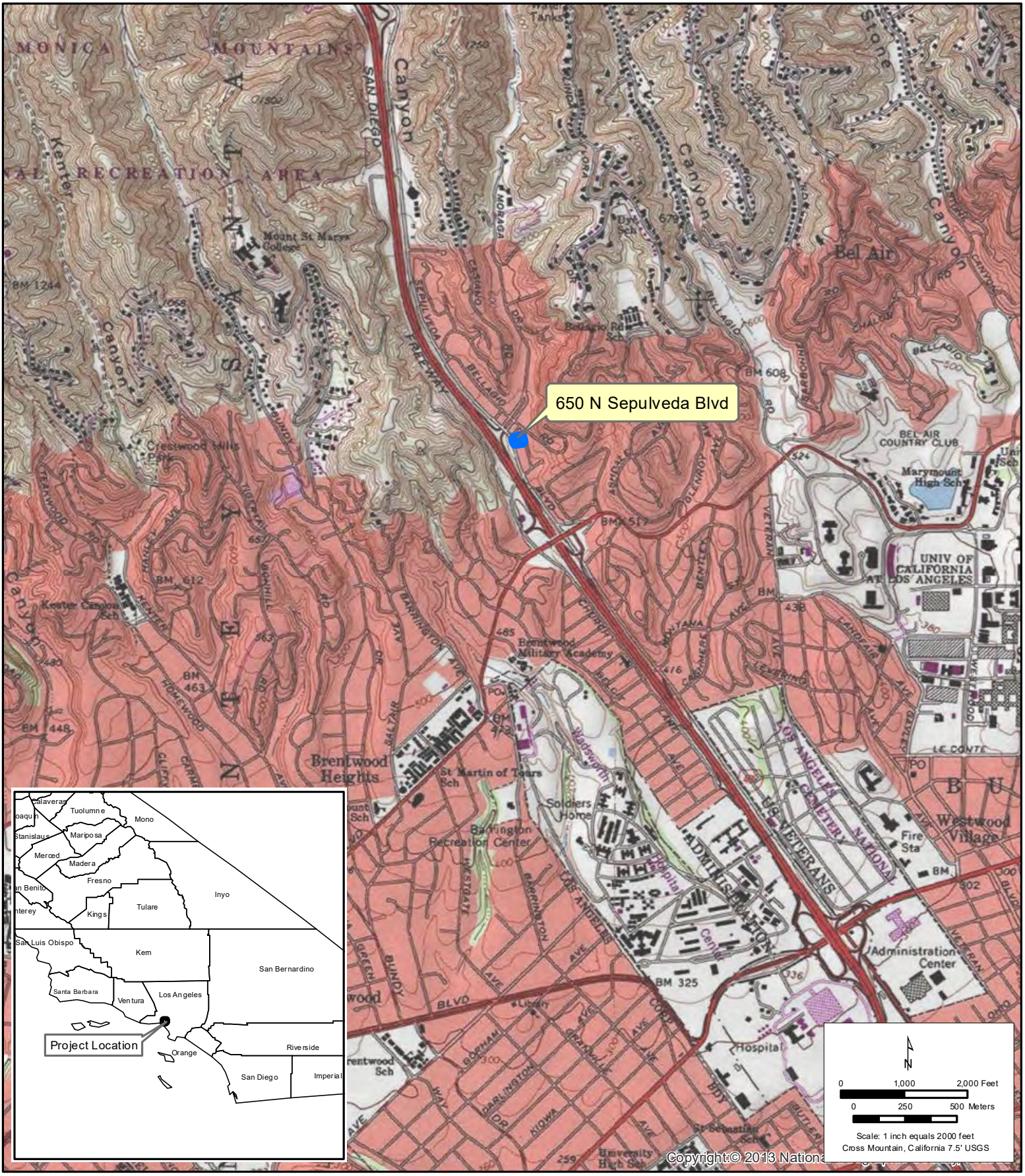
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 650 N Sepulveda Blvd - AIN: 4368016007

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Desmond's

P1. Other Identifier: 1001 Westwood Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1001 Westwood Boulevard **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366582.80 mE/ 3770009.67mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363018026

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

The three-story Spanish Colonial Revival commercial building at 1001 Westwood Boulevard was constructed circa 1938 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and clad in built-up material. The cornices on the north and east elevations feature hipped and gabled roof formations clad in red Spanish tile shingles. Additional roof details include HVAC units, as well as a belt course in bas relief located beneath the wide, overhanging eaves of the cornices. An additional belt course in bas relief is located beneath the second story level. The exterior walls are concrete sheathed in stucco, and fenestration details include fixed storefront windows, casement windows, and octagonal fixed windows. A concrete entablature is located directly above the ground level fenestration details

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the north elevation, camera facing south. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both Ca. 1938 (*The Los Angeles Times* 1938)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Desmond's

B1. Historic Name: Desmond's
B2. Common Name: CVS Pharmacy
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Spanish Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed circa 1938. Several interior alterations throughout the mid-twentieth century. Exterior storefront updated in 1990. Re-roofed in 1999. Interior remodels completed in 2011 for the extant CVS Pharmacy.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1938 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 1001 Westwood Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building features a northeast-facing orientation, and the primary entrance is on the corner of Weyburn Avenue and Westwood Boulevard. The primary entrance is characterized by a tall two-story, clipped-corner entry with a flat roof. The corner entry includes commercial signage that reads, "CVS Pharmacy." The commercial signage is mounted on a wall that features horizontal fluted details and an arched decorative design element clad in original ceramic tile. The entry system features glazed sliding electric doors with sidelights.

The east elevation features a pediment and colonnaded balcony on the third level and fixed fenestration details on the ground level. The pediment is located towards the north end of the east elevation and is characterized by an open gable. Three vertical casement windows with a balconette are located beneath the pediment, as well as a concrete octagonal design element in bas relief. The colonnaded balcony, located at the south end of the east elevation, includes a flat roof clad in red Spanish tile supported by seven Doric columns. The balcony features four vertical casement windows. Beneath the colonnaded balcony is commercial signage that reads, "CVS Pharmacy," as well as horizontal fluted details similar to the corner entry. The ground level includes a single-entry door flanked to the north by three fixed, metal-framed storefront window systems and a blade sign that reads, "CVS Pharmacy."

The north elevation includes seven original casement windows above a slight concrete projection on the third level. Five octagonal fixed windows with nine panes are located on the second level, and the ground level includes six fixed, metal-framed storefront window systems. The west elevation features three levels of multi-light casement windows, and its ground level includes an off-centered secondary entrance characterized by a flat concrete cantilevered awning and a glazed double-entry door with a transom and sidelights. The double-entry door is flanked on each side by a fixed octagonal window with nine lights. The north end of the west elevation features three fixed windows with decorative floral security grilles; the south end includes a roll up industrial door.

***B10. Significance (continued):**

The building at 1001 Westwood Boulevard was historically operated as Desmond's, a specialty hat shop that operated in the building from circa 1938 to the late 1970s (*The Los Angeles Times* 1938; *Westchester-Ladera Observe* 1975). The shop sold hats, and dress clothes, including sports coats, slacks, and dress shoes. Sometime between 1975 and 1983, Desmond's closed and the building re-opened as another clothing store called, "at-ease." A classified advertisement indicated that "at-ease" sold period clothing, like Victorian-era blouses and cardigans (*The Los Angeles Times* 1983). In 1995, the building operated as an architectural firm and, by 2007, it opened as the extant business, CVS Pharmacy (*The Los Angeles Times* 1995; Google Maps N.d.).

The subject building demonstrates the Spanish Colonial Revival architectural style. The Spanish Colonial Revival style, most popular between 1915 and the commencement of World War II, is typically characterized by stucco walls; low-pitched red barrel tile roofs with pent eaves or false gables and sometime low towers and decorative chimney caps; limited number of openings filled with rectangular and arched wooden casement windows and heavy, carved wooden doors; close relation to the outdoors through use of French doors, terraces, and pergolas; decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile for walls and floors; arcaded porches; and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta (Gebhard and Winter 1985:486; Massey and Maxwell 1996:232; Foster 2004:330).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed circa 1938, is associated with the commercial development of Westwood and the greater Los Angeles area. However, research did not reveal that the building played a distinct or important role in their respective industries. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, such as business owners, related to the development and use of this building, made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Spanish Colonial Revival. The Spanish Colonial Revival style building was prolific on main streets and commercial rows throughout the nation between 1915 and the start of World War II. The commercial building at 1001 Westwood Boulevard is a remarkable and excellent example reflecting the twentieth century trends of this style because it retains its overall character-defining features like stuccoed walls, red Spanish tile, and original casement windows. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes minor storefront alterations, which include modern fenestration details and commercial signage. However, the alterations do not diminish the building's overall integrity. Therefore, the building retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Foster, Gerald
2004 *American Houses: a Field Guide to the Architecture of the Home.* Boston and New York: Houghton Mifflin Company.

Gebhard, David and Robert Winter
1985 *Architecture in Los Angeles, a Complete Guide.* Salt Lake City, UT: Gibbs M. Smith, Inc.

Google Maps
N.d. Google Maps street view. 2007. Accessed on April 18, 2023. https://www.google.com/maps.

Massey, James C. and Shirley Maxwell
1996 *House Styles in America: the Old House Journal Guide to the Architecture of American Homes.* New York: Penguin Group.

The Los Angeles Times
1938 Classified advertisement for Desmond's. June 1, 1938. Accessed on April 18, 2023 via newspapers.com.

1983 Classified advertisement for at-ease. December 15, 1983. Accessed on April 18, 2023 via newspapers.com.

1995 Hiring advertisement for architectural firm. June 11, 1995. Accessed on April 18, 2023 via newspapers.com.

Westchester-Ladera Observer
1975 Classified advertisement for Desmond's. April 2, 1975. Accessed on April 18, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1001 Westwood Blvd - AIN: 4363018026

***Drawn By:** Alec Stevenson

***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

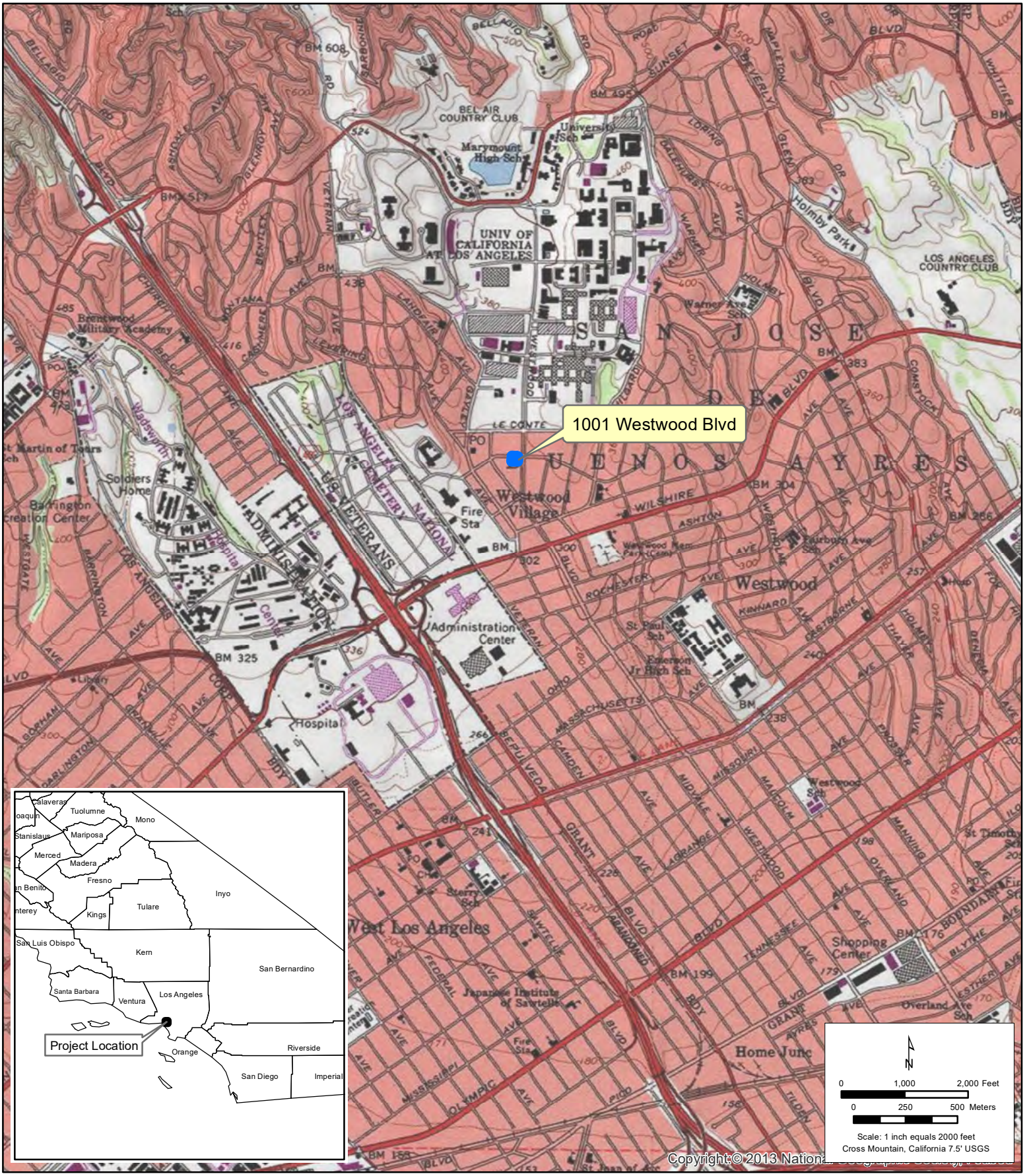
Page 6 of 6

*Resource Name or # (Assigned by recorder) 1001 Westwood Blvd - AIN: 4363018026

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Penney's

P1. Other Identifier: 1056 Westwood Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **T** 1S; **R** 15W; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 1056 Westwood Boulevard **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366646.49 mE/ 3769915.86 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363020010

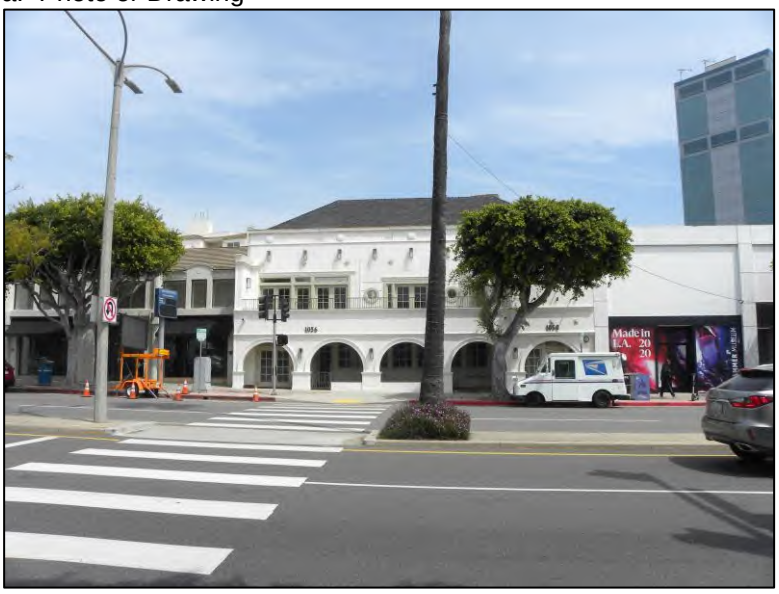
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The two-story Spanish Eclectic commercial building at 1056 Westwood Boulevard was constructed in 1937and features a rectangular plan on a concrete foundation. The roof of the façade is hipped and clad with asphalt composition shingles, and the roof of the remainder of the building is flat and clad with built-up material. The west-facing façade includes a decorative cornice characterized by five engaged column-like elements with circular designs in bas relief partitioned by vertical fluted details. The exterior walls are concrete clad in stucco. Fenestration details include wood-framed fixed and multi-light windows and circular fixed windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the west elevation, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1937 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Penney's

B1. Historic Name: Penney's
B2. Common Name: N/A
B3. Original Use: Commercial Building
B4. Present Use: Vacant
***B5. Architectural Style:** Spanish Eclectic; Period Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1937. Storefront updated in 2002.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1937 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 1056 Westwood Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces west and the façade is characterized by a second-story balcony. The north end of the balcony includes three entrances composed of two double-entry multi-light doors with transoms that flank a central single-entry multi-light door with a transom. Another multi-light double entry with sidelights is located south of the three entrances, which flanked on both sides by fixed circular windows. The south end of the balcony includes a projecting corner entry composed of a single-entry multi-light door that faces northwest with a circular window adjacent to the south. An entablature and belt court accent the corner entry. Additional details include exterior light fixtures, concrete diamond-shaped elements, and a concrete projection at the north end of the balcony with concrete entablature.

The ground level includes a five-arch colonnade that supports the second story balcony. The colonnade provides access to the storefront which includes glazed double-entry and single-entry doors, as well as fixed and multi-light windows. Exterior lights are located between each arch, which sit on individual concrete foundations. Other details include an entablature and belt course that separate the second and ground level.

The north and south elevations are connected to the adjacent buildings. The rear (east) elevation includes four sash windows with security grilles on the second level, and a boxed projection with two single-entry and one double-entry door on the ground level.

***B10. Significance (continued):**

The building located at 1056 Westwood Boulevard historically operated as Penney's, a budget-friendly retail store operated by JCPenney (*West Los Angeles Independent* 1941). By 1961, the building operated as Nobby Knit Shops, a lingerie department store. In 1970, the building was occupied by Raymond of London, a hair stylist business; however, by 1973, the building published hiring advertisements for a new restaurant (*The Los Angeles Times* 1970, 1973). The restaurant, called, "Yesterdays," operated throughout the 1980s and hosted live music (*LA Weekly* 1989). By 2007, the building briefly operated as Chili's; however, it became vacant circa 2011. The building remains vacant at the time of this evaluation.

The building demonstrates a Spanish Eclectic architectural style, which is a combination of Spanish Colonial Revival and Period Revival elements. Period Revival architecture became popular in the United States in the late nineteenth and early twentieth century. The eclectic style, which intended to mimic designs of earlier revival styles, typically manifested in the form of Spanish Colonial, Mediterranean, Tudor, French Provincial, and Colonial. Architects evoked a number of revival influences to design facades that demonstrated a unification of materials, setback, massing, and form. The Period Revival style experienced its peak in the 1920s as a result of World War I veterans. The war exposed American soldiers to rural European countryside architecture, in addition to postcards that depicted the designs to a wider audience. Until about the 1950s, magazines advertised "Old War charm," and architects designed residential homes that combined the aesthetic of castles and chateaus with medieval designs and elements of a vernacular European style (Sunset District Historic Context Statement, 2013).

Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is typically characterized by stucco walls; low-pitched red barrel tile roofs with pent eaves or false gables and sometime low towers and decorative chimney caps; limited number of openings filled with rectangular and arched wooden casement windows and heavy, carved wooden doors; close relation to the outdoors through use of French doors, terraces, and pergolas; decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile for walls and floors; arcaded porches; and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta (Gebhard and Winter 1985:486; Massey and Maxwell 1996:232; Foster 2004:330).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed circa 1937, is associated with the commercial development of Westwood and the greater Los Angeles area. However, many businesses occupied this building and research did not reveal that the building played a distinct or important role in their respective industries. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this

building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Spanish Eclectic and Period Revival. The Spanish Eclectic- and Period Revival-style buildings were prolific on main streets and commercial rows throughout the nation in the early and mid-twentieth century. The commercial building at 1056 Westwood Boulevard is a remarkable and excellent example reflecting the early twentieth century trends of these styles because it retains its overall character-defining features like stuccoed walls, decorative entablatures and cornices, and an arched colonnade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes minor storefront alterations, which include modern fenestration details updated in 2002. However, the alterations do not diminish the building's overall integrity. Therefore, the building retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Foster, Gerald
2004 *American Houses: a Field Guide to the Architecture of the Home.* Boston and New York: Houghton Mifflin Company.

Gebhard, David and Robert Winter
1985 *Architecture in Los Angeles, a Complete Guide.* Salt Lake City, UT: Gibbs M. Smith, Inc.

Google Maps
N.d. Google Maps street view. 2007, 2011. Accessed on April 18, 2023. https://www.google.com/maps.

LA Weekly
1989 "Yesterdays." Editorial. June 22, 1989. Accessed on April 18, 2023 via newspapers.com.

Massey, James C. and Shirley Maxwell
1996 *House Styles in America: the Old House Journal Guide to the Architecture of American Homes.* New York: Penguin Group.

Mary Brown, Preservation Planner
2013 "Sunset District Residential Builders, 1925-1950." Historic Context Statement. Prepared for the San Francisco City and County, Planning Department. April 3, 2013.

The Los Angeles Times
1961 Classified advertisement for Nobby Knit Shops. June 25, 1961. Accessed on April 18, 2023 via newspapers.com.

1970 Classified advertisement for Raymond of London. December 6, 1970. Accessed on April 18, 2023 via newspapers.com.

The Los Angeles Times
1975 Classified advertisement for Yesterdays. January 10,1975. Accessed on April 18, 2023 via newspapers.com.

West Los Angeles Independent
1941 Classified advertisement for Penney's. July 25, 1941. Accessed on April 18, 2023 via newspapers.com.

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

SKETCH MAP

Primary #
HRI#
Trinomial

Page 6 **of** 7 ***Resource Name or #** (Assigned by recorder) 1056 Westwood Blvd - AIN: 4363020010

***Drawn By:** Alec Stevenson ***Date:** 5/2/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

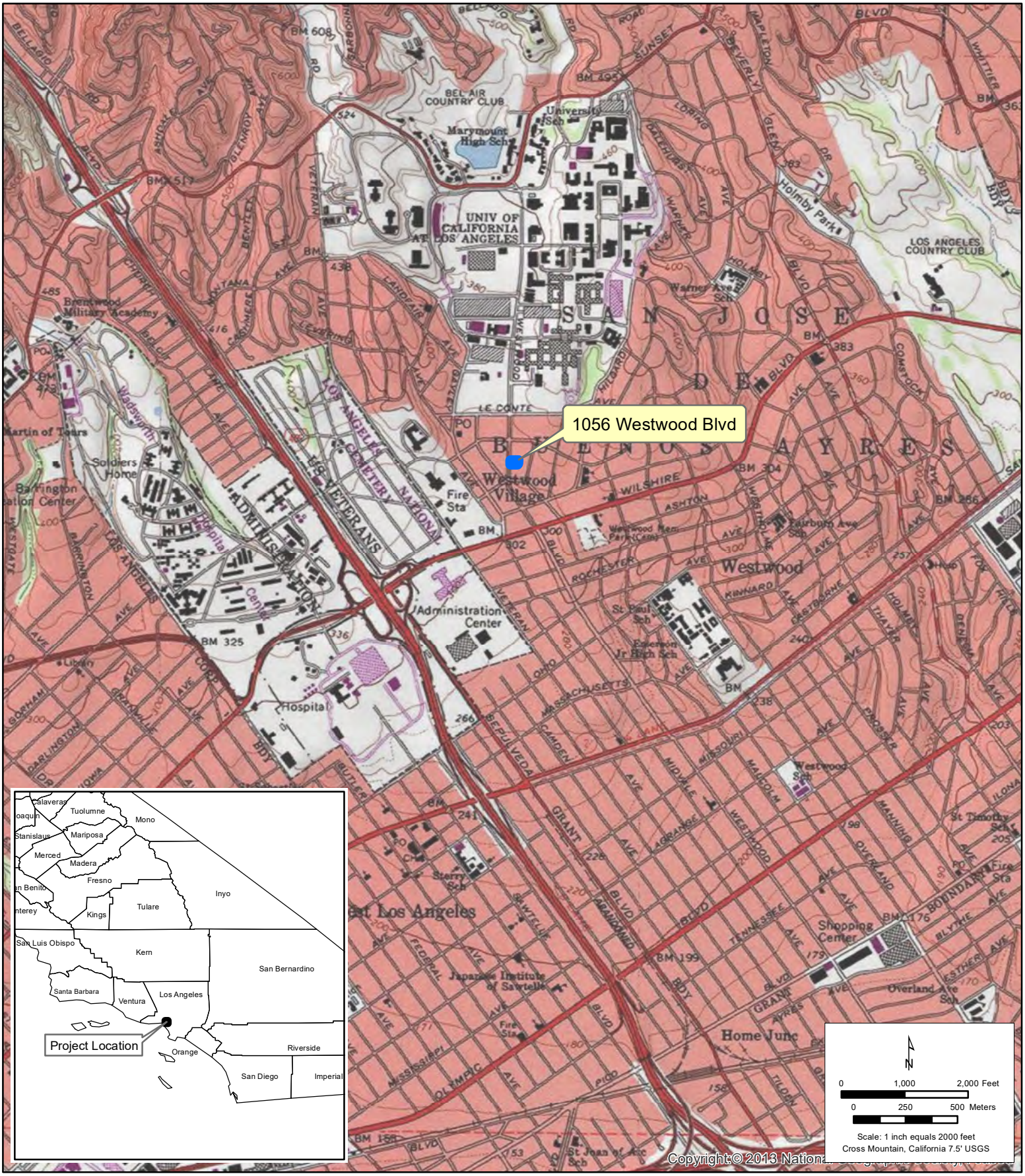
Page 7 of 7

*Resource Name or # (Assigned by recorder) 1056 Westwood Blvd - AIN: 4363020010

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Glendale Federal Savings and Loan Association

P1. Other Identifier: 1090 Westwood Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills **T** 1S; **R** 15W; _ ¼ **of** _ ¼ **of Sec** [X]__; **B.M.** San Bernardino
c. Address 1090 Westwood Boulevard **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366641.32 mE/ 3769860.98 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363020014

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

The two-story Googie commercial building at 1090 Westwood Boulevard was constructed in 1943 and features a rectangular plan on a concrete foundation. The main block includes a front-gabled roof with parapets and a flat roofed section with parapets on its façade. The roof surfaces appear to be clad with built-up material. The exterior walls are concrete masonry unit (CMU) block clad in stucco. Fenestration details include a combination of original and modern fixed and casement windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a.

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the west elevation, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1943 (Los Angeles County Assessor)

***P7. Owner and Address:**

(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Glendale Federal Savings and Loan Association

B1. Historic Name: Glendale Federal
B2. Common Name: Aahs! The Ultimate Gift Store
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Googie
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1943. Building re-roofed in 1972. Storefront display windows updated in 1988. Two new wall signs added in 1997.

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1943 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 1090 Westwood Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces west and the façade is characterized by an angled false front that partially wraps onto the south elevation. The false front, which operates as a marquee, is clad with metal panels, includes circular light fixtures on the façade, and features commercial signage on its south end that reads, "aahs!" Second level fenestration details include original wood framed fixed windows. The ground level includes a projecting storefront that spans the width of the façade. The roof of the storefront features a metal cornice and three skylights with metal-clad, Googie-style metal roofs with fixed panes. The skylight at the south end is topped with freestanding, commercial signage that reads, "aahs!" The building is entered through a glazed double-entry door flanked on both sides by ribbons of fixed display windows. The display windows are topped with horizontal decorative designs that mimic a movie reel.

The south elevation includes five window openings on the second level containing original steel casement windows with vertical wood infill below. The ground level includes a small, fixed window and a row of five modern fixed windows with individual awnings parallel to the second level windows. The rows of windows on the second and ground levels are partitioned by engaged concrete columns. A recessed, double-entry door with a cantilevered awning is located at the east end of the south elevation. The north elevation is connected to the adjacent building. The rear (east) elevation features metal stairs that provide access to a second story entrance located between the gabled and flat roof section of the building. Additional details include an original multi-light window and single-entry door with a metal awning.

***B10. Significance (continued):**

The building at 1090 Westwood Boulevard historically operated as a branch of the Glendale Federal Savings and Loan Association (*News-Pilot* 1961). By 1979, the Glendale Federal Savings and Loan Association had moved out of the subject building. Between 1979 and 2009, the building housed several commercial businesses. This included Ludwig & Co., Great Earth Vitamins, Compact Disc-Count, Westwood Drugs, and the extant business, Aahs! The Ultimate Gift Store (*The Los Angeles Times* 1979, 1986, 1989, 1994, 2009).

The subject building demonstrates an early example of the Googie architectural design. Googie (Futurist/Populuxe), popular from after World War II to the late 1960s, is characterized by abstract, angular or curved shapes; expressive roof forms (flat, gabled, upswept, butterfly, parabolic, boomerang, or folded); large plate glass window walls (aluminum framed), prominent signage (neon or lighted) commonly integrated into the roofline; variety of exterior finishes including stucco, concrete block, brick, stone, plastic, and wood siding; bright colors; screen block and shadow block accents; use of the building as a billboard; porte cocheres and other automobile-friendly features; and asymmetrical façades (City of Los Angeles 2003:34).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel is associated with the commercial development of Westwood and the greater Los Angeles area. However, many businesses occupied this building and research did not reveal that the building played a distinct or important role in their respective industries. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Googie. The Googie style building was prolific on main streets and commercial rows throughout the nation between the mid-1940s and 1960s. The commercial building at 1090 Westwood Boulevard is a remarkable and excellent example reflecting the mid-twentieth century trends of this style because it retains its overall character-defining features, including its angled skylights and false front. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes minor storefront alterations, which include modern fenestration details updated in 1988. However, it retains several examples of its original windows and the alterations do not diminish the building's overall integrity. Therefore, the building retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

City of Los Angeles
2003 Preservation Plan Workbook. http://www.preservation.lacity.org/hpoz/plan. Accessed June 25, 2012.

Google Maps
N.d. Google Maps street view. 2007, 2011. Accessed on April 18, 2023. https://www.google.com/maps.

News-Pilot
1961 Classified advertisement for the Glendale Federal Savings and Loan Association. December 28, 1961. Accessed on April 18, 2023 via newspapers.com.

The Los Angeles Times
1979 Classified advertisement for Ludwig & Co. August 27, 1979. Accessed on April 18, 2023 via newspapers.com.

1986 Classified advertisement for Good Earth Vitamins. November 6, 1986. Accessed on April 18, 2023 via newspapers.com.

1989 Classified advertisement for Compact Disc-Count. August 20, 1989. Accessed on April 18, 2023 via newspapers.com.

1994 Classified advertisement for Westwood Drugs. March 13, 1994. Accessed on April 18, 2023 via newspapers.com.

2009 Classified advertisement for Aahs! The Ultimate Gift Store. July 16, 2009. Accessed on April 18, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1090 Westwood Blvd - AIN: 4363020014

***Drawn By:** Alec Stevenson

***Date:** 6/1/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

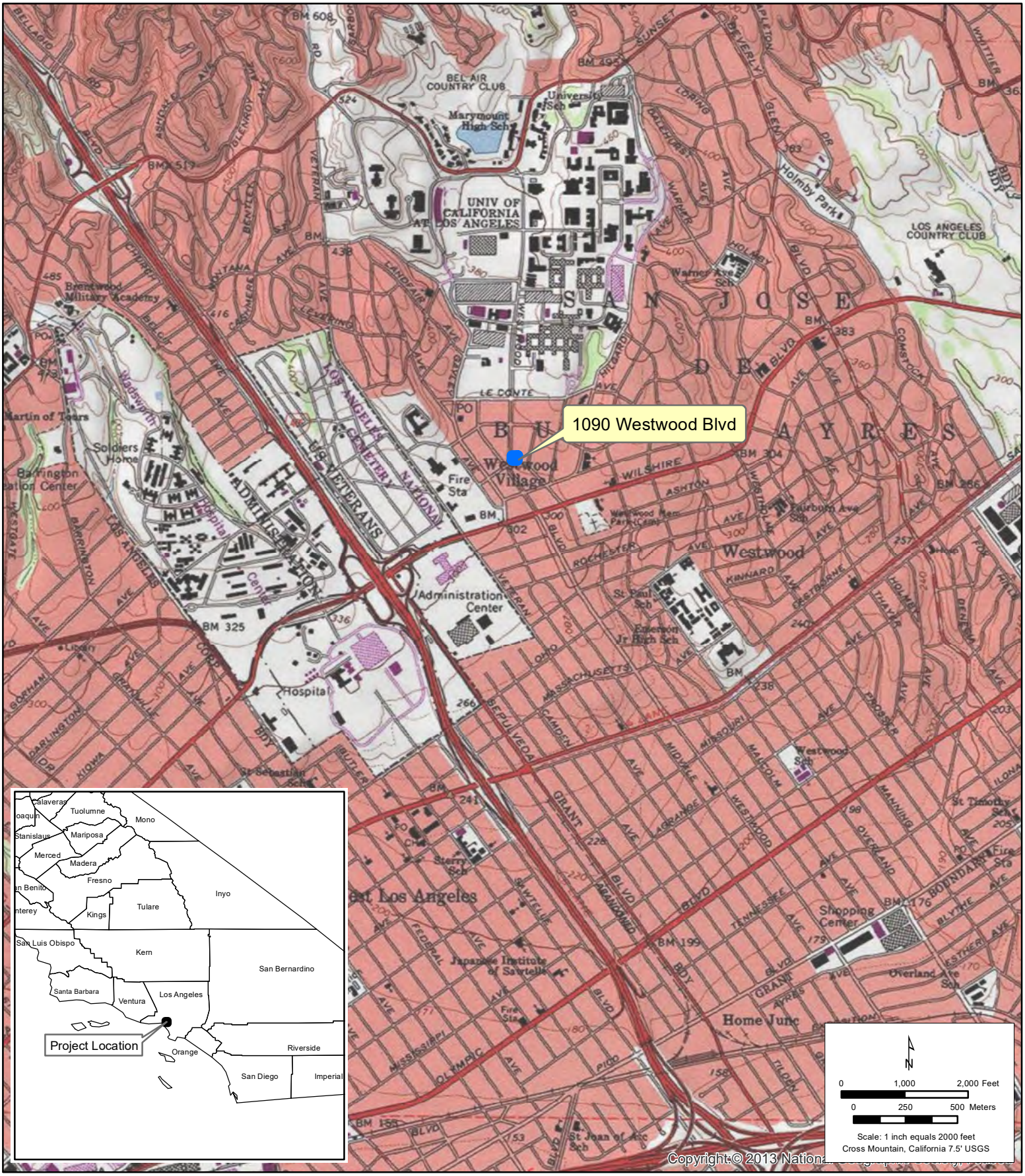
Page 6 of 6

*Resource Name or # (Assigned by recorder) 1090 Westwood Blvd - AIN: 4363020014

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1400 Greenfield Avenue

P1. Other Identifier: 1400 Greenfield Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1400 Greenfield Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366660.91 mE/ 3768979.01 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324013001

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

The two-story Stucco Box/ Dingbat apartment building at 1400 Greenfield Avenue was constructed in 1952 and features a U-shaped plan on a concrete foundation. The low-pitched hipped roof has wide, overhanging eaves and is clad in asphalt composition shingles. The exterior walls are wood frame clad in stucco, and fenestration details include original wood framed casement windows.

The building features primary entries on the southwest and southeast elevations. The entrances are single-entry doors covered by vinyl awnings. Additional decorative details include vertical engaged pilasters that flank the entry doors, as well as a vertical wood veneer that accents the recessed entrance on the southeast elevation. Soft story parking is located at the rear (northeast) elevation and is accessed by a driveway at the southeast elevation. Other details include landscaped foliage in a courtyard at the northwest elevation, as well as along the southwest elevation.

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing east. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1952 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 1400 Greenfield Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1952. Retrofit in 2019. No other major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1952 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 1400 Greenfield Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 1400 Greenfield Avenue features a Stucco Box/Dingbat architectural style with moderate influences from Modernism. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/ Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1952, is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/ Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Stucco Box/Dingbat. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 1400 Greenfield is an excellent example reflecting the mid-twentieth century trends of this style because it features a simple U-shaped plan with modest Modern decoration and rear soft-story parking. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been altered since the date of construction. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1400 Greenfield Ave - AIN: 4324013001

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

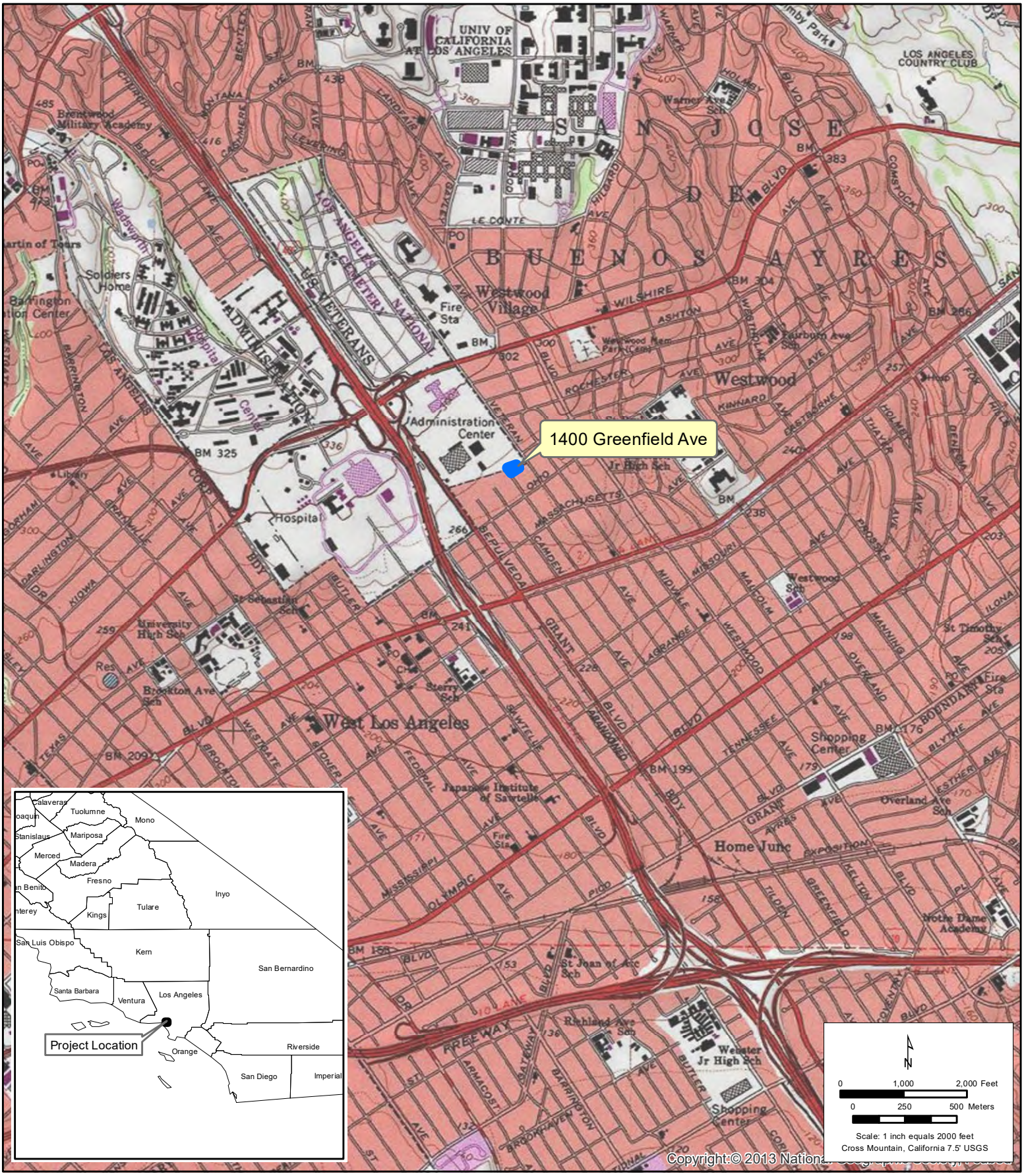
Page 6 of 6

*Resource Name or # (Assigned by recorder) 1400 Greenfield Ave - AIN: 4324013001

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



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*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1410 S. Bentley Avenue

P1. Other Identifier: 1410 S. Bentley Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1410 S. Bentley Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366520.41 mE/ 3768841.74 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324016071 to 092

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

The three-story, Stucco Box/ Dingbat apartment building at 1410 S. Bentley Avenue was constructed in 1964 and features a compound U-shaped plan on a concrete foundation. The roof is flat with parapets and is clad in built-up material. The southwest half of the roof includes a raised side-gabled section with a hipped awning clad in sheet metal that covers partially covers the façade. The exterior walls are concrete clad in stucco and fenestration details include fixed, sash, and casement windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing east. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 1410 S. Bentley Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. Reroofed in 2004.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1964 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 1410 S. Bentley Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest and the façade is characterized by an asymmetrical design focused on the centered entry and two-story bay window, which are covered by the hipped awning and accented by four engaged fluted Doric columns that extend from the roofline to the ground floor. A bay window is located on the second and third levels and includes original, steel-framed casement windows. The centered entry bay is flanked on both sides by identical fenestration details on the first, second, and third levels. The north side of the façade includes cantilevered balconies with metal safety railings on all three levels accessed by pairs of horizontal sliding glass doors. The south side of the façade includes cantilevered balconies on all three levels accessed by one horizontal sliding glass door. The sliding doors on the facade are accented with arched, concrete details. The building is entered on the ground level by a set of concrete stairs that provide access from the sidewalk to a recessed, arched entry containing a glazed double-entry door with a transom and sidelights. The concrete staircase is flanked north by the driveway entrance to the soft-story parking located beneath the building. Other façade details include original multi-light casement windows at the north and south ends of the façade, as well as tiered concrete projections in bas relief with exterior light fixtures. The south elevation is not visible to the public right-of-way; however, aerial photos suggests it includes additional fenestration details and a small courtyard centered around a pool. The north and rear (east) elevations are not visible to the public right-of-way.

***B10. Significance (continued):**

The building located at 1410 S. Bentley Avenue, constructed in 1964, features a Stucco Box/Dingbat architectural style. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1964, is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/ Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Stucco Box/Dingbat. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 1410 S. Bentley Avenue is an excellent example reflecting the mid-twentieth century trends of this style because it features a

U-shaped plan with modest Neoclassical decoration and soft-story parking on the façade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been altered since the date of construction. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. “Survey LA: Los Angeles Historic Resources Survey.” Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1410 S Bentley Ave - AIN: 4324016071 to 092

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

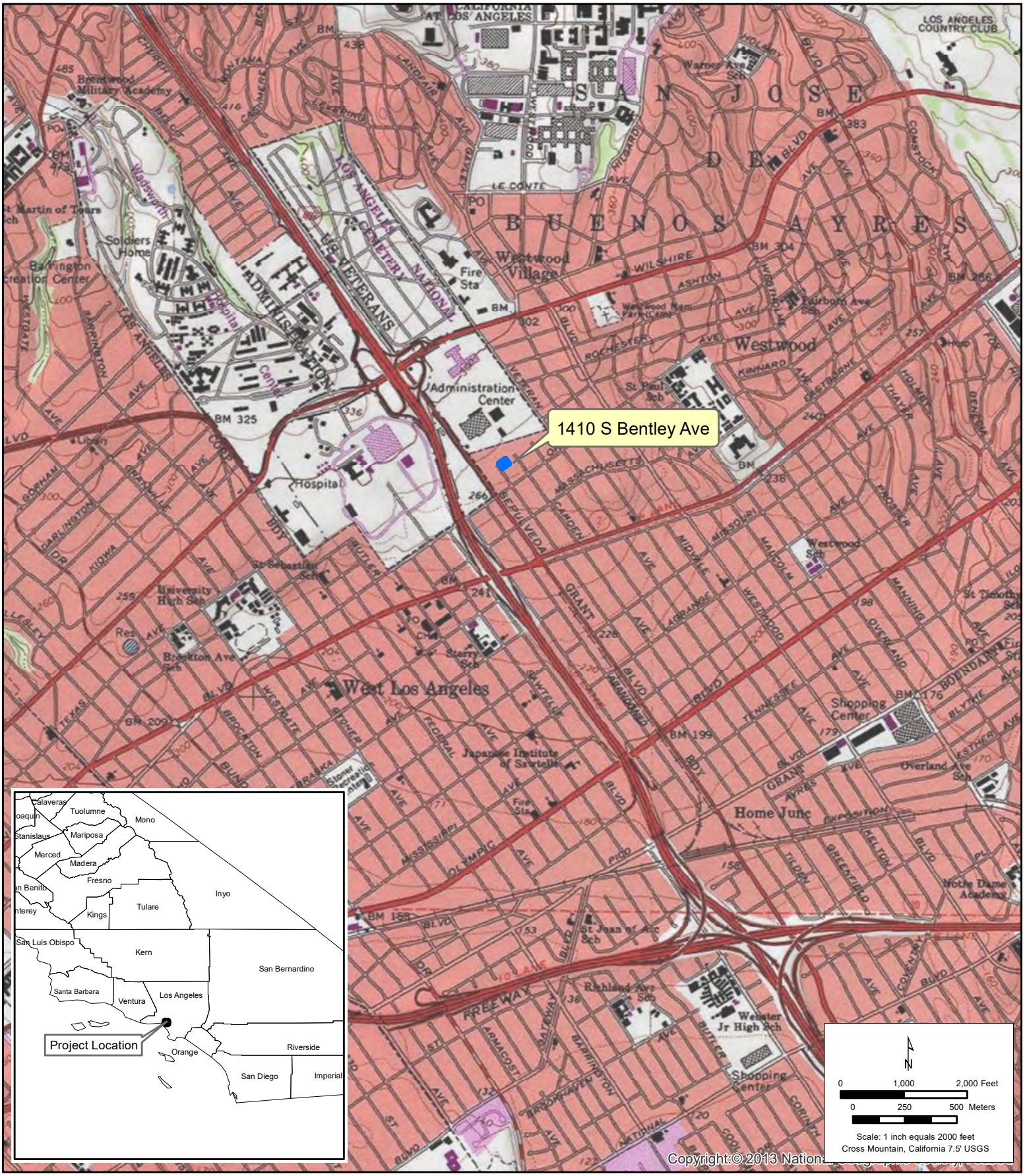
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 1410 S Bentley Ave - AIN: 4324016071 to 092

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1410 Camden Avenue

P1. Other Identifier: 1410 Camden Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1410 Camden Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366597.44 mE/ 3768887.95mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324014003

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

The two-story Colonial Revival duplex building at 1410 Camden Avenue was constructed in 1936 and features an L-shaped plan on a concrete foundation. The cross-gabled roof includes a slight, eave overhang and is clad with asphalt composition shingles. The exterior walls are wood frame clad in horizontal shiplap boards with vertical flush wood siding Windows include one-over-one sash units with vinyl frames and vinyl-framed casement, sliding, and fixed units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade and south elevation view, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1936 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 1410 Camden Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1936. Two-story rear addition added in 1978.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Detached garage

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1936 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 1410 Camden Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest, and the façade features a centered entry porch with a mansard roof supported by two wood posts and accented with engaged fluted Doric columns. The porch covers a single-entry door with sidelights featuring latticework and fluted pilasters. The ground-level façade south of the entrance includes a boxed bay window with a mansard roof and fixed windows accented by lattice work, and the ground-level façade north of the entrance features a one-over-one sash window with false shutters. The second level includes a one-over-one sash window with false shutters, a central casement window with shutters, and a multi-light sliding window with a vinyl awning and balconette.

The north elevation is not entirely visible to the public right-of-way but appears to include two rows of one-over-one sash windows. The south elevation features an end wall brick chimney flanked by louvered vents in the gable end and by vinyl framed, one-over-one sash windows on the ground and second levels. The rear (east) elevation is not visible to the public right-of-way. Building permits indicate it includes a two-story addition constructed in 1978.

A detached garage is located at the east boundary of the parcel. The garage has a side-gabled roof and likely includes room for two vehicles.

***B10. Significance (continued):**

Research did not reveal significant information about the building at 1410 Camden Avenue. The building demonstrates a Colonial Revival architectural design, a style that became popular in the United States between 1880 and 1955. The Colonial Revival-style buildings typically include a one to three-story symmetrical block characterized by an accented front door, typically with a pediment supported by pilasters or columns; gabled or hip roofs; balanced dispensing of windows and doors; surfacing of clapboard or brick (shingles earlier); classical, colonial detailing such as columns, engaged piers, cornices, and entablatures; shuttered windows; and double-hung, small paned windows, frequently in adjacent pairs; and overhead fanlights or sidelights on doors (McAlester and McAlester 1984:321; Foster 2004:284). Character-defining features at 1410 Camden Avenue include a symmetrical façade with a hipped entry porch, a bay window, decorative pilasters, shuttered windows, and an end wall chimney.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed circa 1936, is associated with the residential development of Westwood and the greater Los Angeles area; however, research did not reveal that building played a distinct or important role in the overall development of the area. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Colonial Revival style was prolific in residential corridors throughout the nation between the 1880s and 1950s. The multi-family building at 1410 Camden Avenue is an excellent example reflecting the twentieth century trends of this style because it retains its overall character-defining features like a symmetrical façade with a hipped partial porch entry, a bay window, decorative pilasters, shuttered windows, and an end wall chimney. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes a significant alteration at the rear: a 1978 two-story addition. The addition is not visible to the public right-of-way and appears to be compatible and subordinate to the overall Colonial Revival design.

Therefore, the addition does not diminish the overall integrity of the building. Other minor alterations include replacement windows and roof cladding. Overall, the building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Foster, Gerald
2004 *American Houses: a Field Guide to the Architecture of the Home.* Boston and New York: Houghton Mifflin Company.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1410 Camden Ave - AIN: 4324014003

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

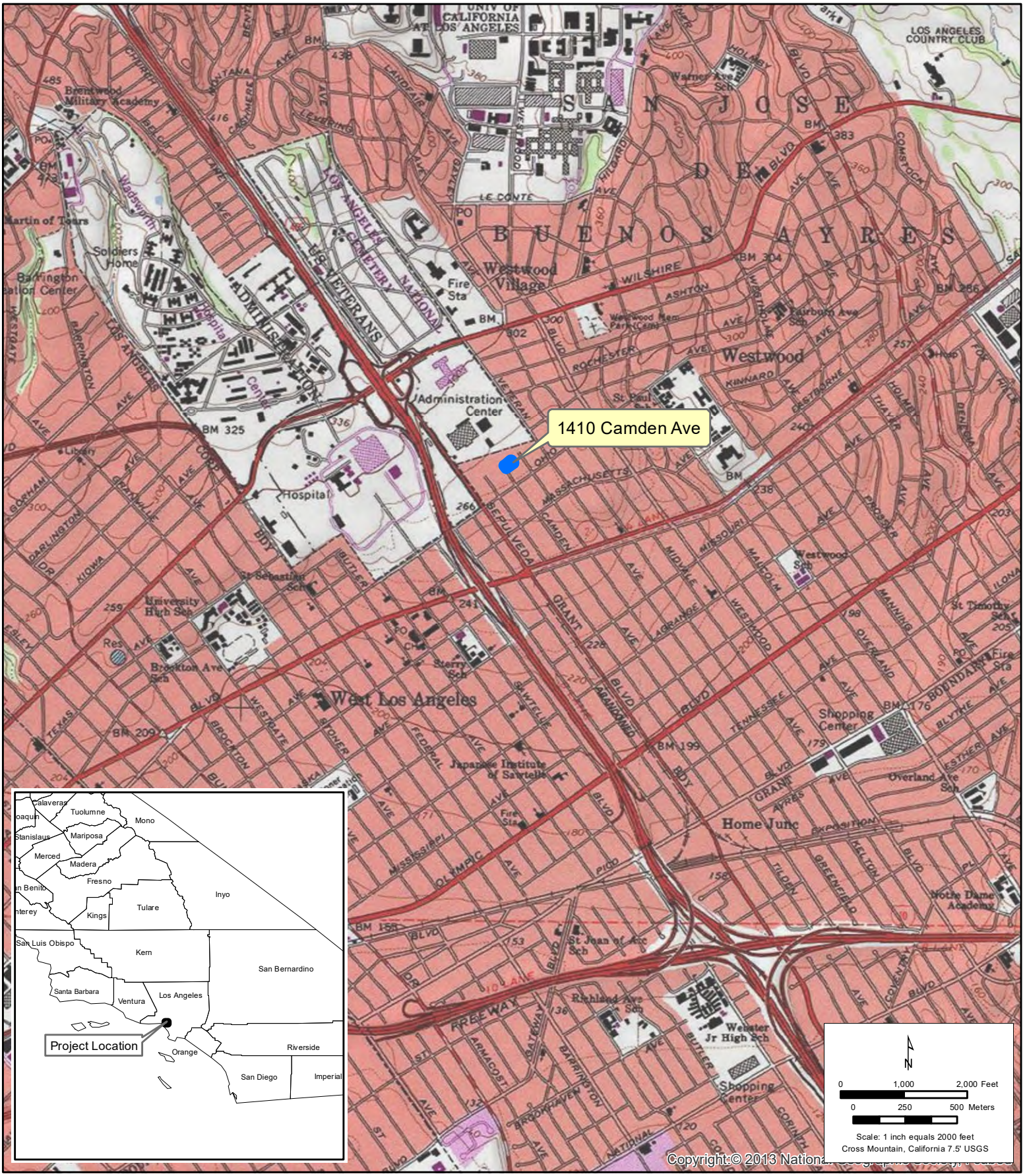
Page 6 of 6

*Resource Name or # (Assigned by recorder) 1410 Camden Ave - AIN: 4324014003

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1418 S. Bentley Avenue

P1. Other Identifier: 1418 S. Bentley Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1418 S. Bentley Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366531.44 mE/ 3768821.48 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324016029

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

The three-story, Stucco Box/ Dingbat apartment building at 1418 S. Bentley Avenue was constructed in 1965 and features a rectangular plan on a concrete foundation. The roof is flat and includes a parapet on the rear elevation and overhanging eaves on the side elevations. The façade includes a mansard-style cornice clad with sheet metal that wraps around to the side elevations and flanks a centered tower that projects above the roof line and conceals a rooftop penthouse or elevator tower from street level views. All roof surfaces appear to be clad with built up material. The exterior walls are painted masonry in a stacked bond. Windows include aluminum-framed horizontal sliding sash windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing east. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1965 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 1418 S. Bentley Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1965.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1965 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 1418 S. Bentley Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest, and the façade features a centered, vertical tower with an arched roof that extends from the second floor to above the roofline. The tower features a projecting surround and its walls are clad with vertically scored stucco. An oversized lantern-style light fixture is mounted to the tower's facade and is further secured with a dowel that extends from the above roofline.

The second and third levels of the façade flanking the tower feature recessed, sliding glass doors with arched surrounds and cantilevered balconies with fabricated metal railings. The first level includes a similar balcony with a sliding glass door on its north end, which is located above soft-story parking accessed by a paved driveway. The primary entrance is on the south end of the first level of the façade and features a double-entry anodized aluminum and glass door. A side panel south of the entrance and the central section of the façade include concrete details in bas relief. The central section of the first level and the entrance are shaded by a cantilevered awning accessed with scalloped eaves. The entrance is accessed by concrete stairs with fabricate metal railings and a concrete porch deck clad with brick veneer in stacked bound.

Views of the north elevation are obstructed from the public right-of-way, but it appears to include horizontal sliding sash windows. The second and third levels on the south elevation overhang the first, and include horizontal sliding sash windows. The rear (east) elevation is not visible to the public right-of-way but likely includes additional fenestration details and parking.

***B10. Significance (continued):**

The building located at 1410 S. Bentley Avenue features a Stucco Box/Dingbat architectural style with Modern influences. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat-style manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1965, is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis

that, in turn, influenced the construction of Stucco Box/ Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 1418 S. Bentley Avenue is an excellent example reflecting the mid-twentieth century trends of this style because it retains its soft-story parking, simplistic rectangular plan that covers a majority of the parcel, and Modern design elements on the façade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1418 S Bentley Ave - AIN: 4324016029

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

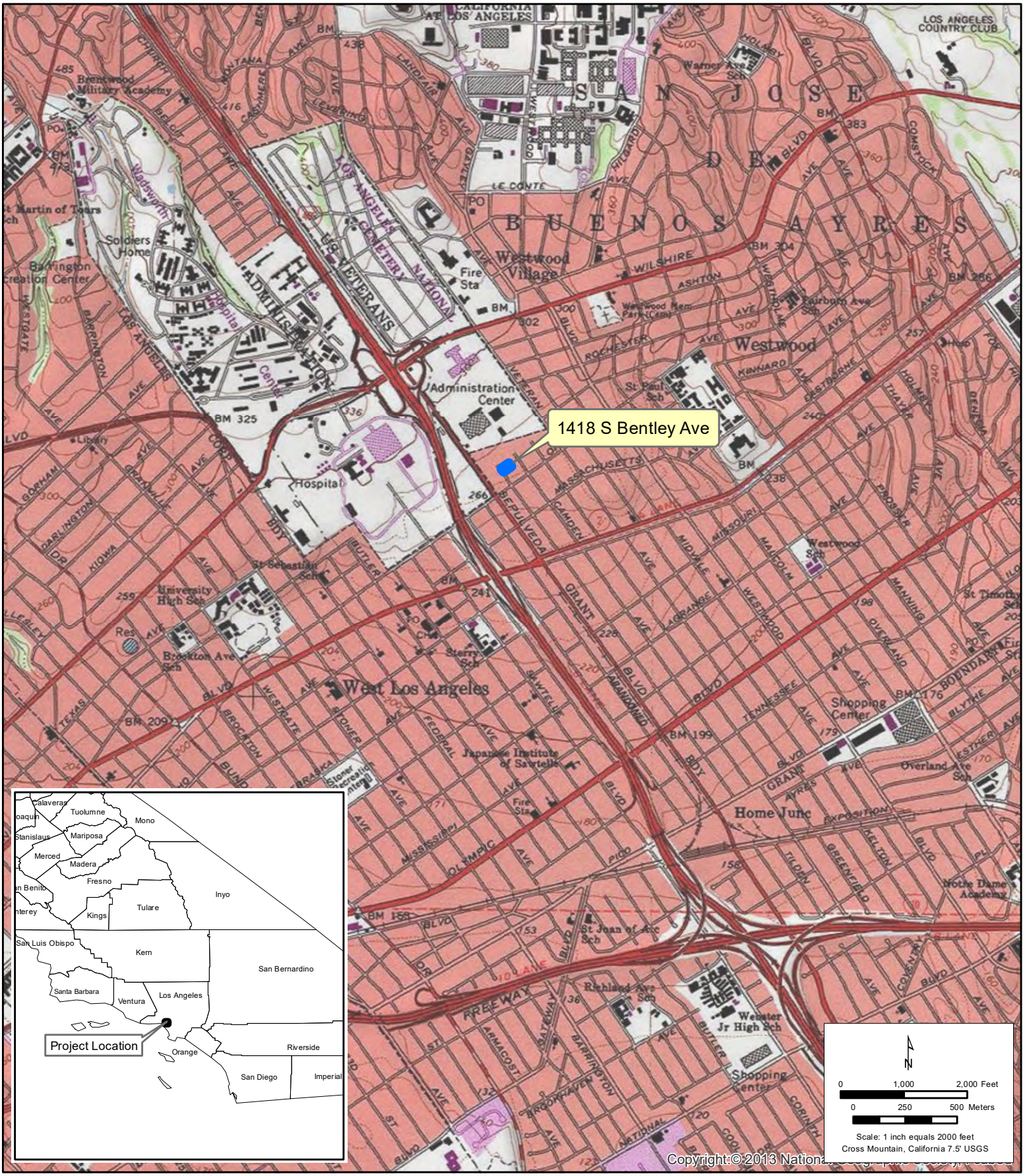
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 1418 S Bentley Ave - AIN: 4324016029

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1511 S. Bentley Avenue

P1. Other Identifier: 1511 S. Bentley Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1511 S. Bentley Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366559.17 mE/ 3768687.34 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324020019 to 022

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

The two-story, Stucco Box/Dingbat apartment building at 1511 S. Bentley Avenue was constructed in 1972 with a Contemporary, Shed-style architectural influence. The building features a rectangular plan on a concrete foundation and a flat roof with shed-roofed projections clad in asphalt composition shingles at the façade and rear. The exterior walls are wood frame clad in diagonally placed, flush wood board, as well as vertical and boxed concrete projections clad in stucco. Fenestration details include horizontal sliding sash windows.

The building faces northeast and the façade is characterized by vertical and boxed concrete. Fenestration details include horizontal sliding sash windows and a recessed primary entrance. Soft-story parking is located at the north end of the façade. The northwest, southeast, and rear (southwest) elevations are not visible to the public right-of-way; although, they likely include similar fenestration details.

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southwest. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1972 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 1511 S. Bentley Avenue

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1972. Reroofed in 1988 and 2002.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1972 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 1511 S. Bentley Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 1511 S. Bentley Avenue features a Stucco Box Dingbat architectural style with Contemporary and Shed-style influences. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

While the Stucco Box/ Dingbat typically manifested alongside the popularity of Modernism, later examples, like the building at 1511 S. Bentley Avenue, gained influence from the Contemporary design. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; "eyebrow" overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building on this parcel, constructed in 1972, is associated with community planning and development that manifested in Los Angeles during the postwar period; although the subject building is a late example, it demonstrates the trends associated with the period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/ Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/ Ding bat style building proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 1418 S. Bentley Avenue is an excellent example reflecting the mid-twentieth century trends of this style because it retains its soft-story parking, simplistic rectangular plan that covers a majority of the parcel, and Contemporary design elements on the façade. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic

construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since the date of construction and appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1511 S Bentley Ave - AIN: 4324020019 to 022

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

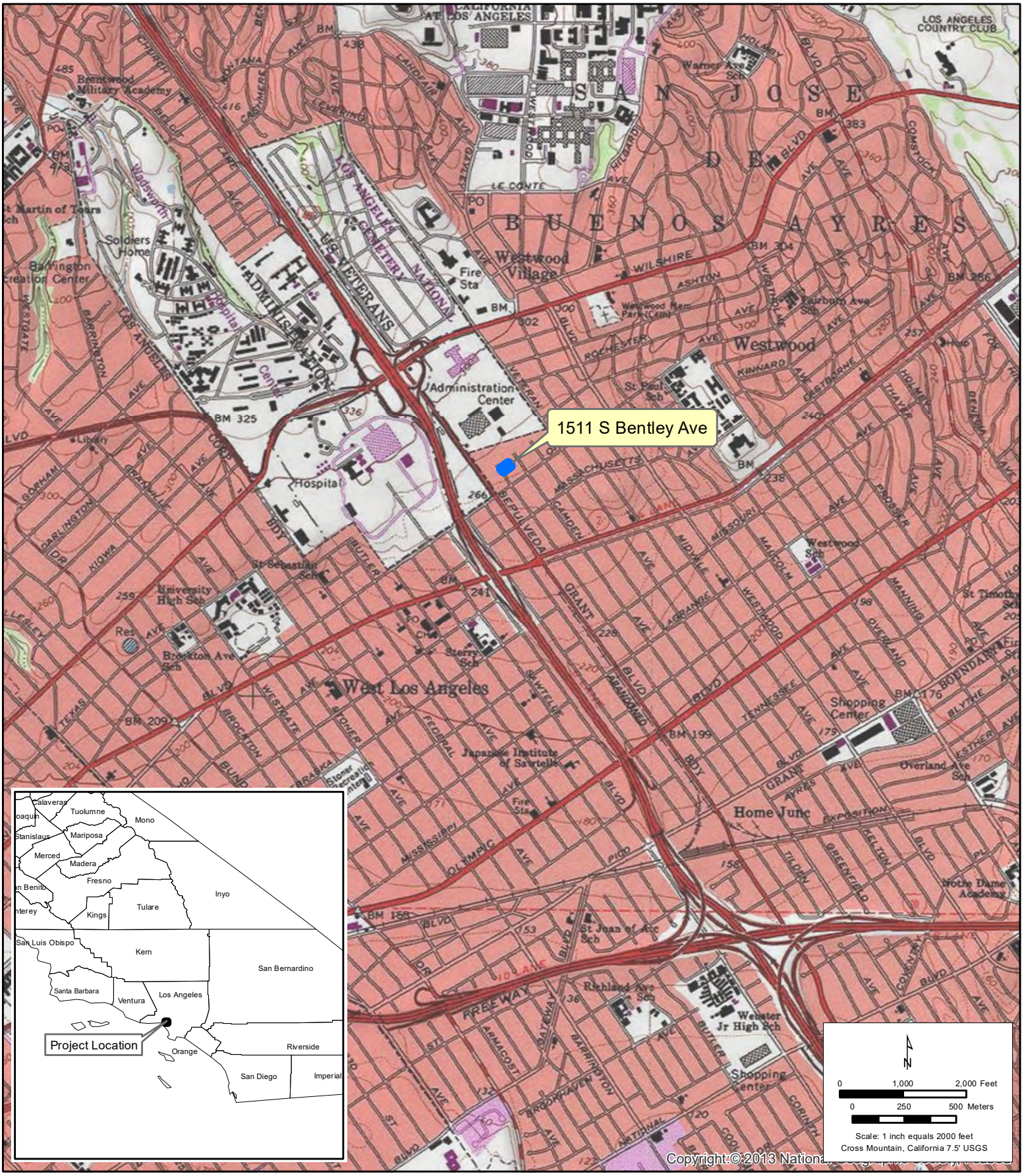
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 1511 S Bentley Ave - AIN: 4324020019 to 022

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) HDR Construction

P1. Other Identifier: 1516 Pontius Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1516 Pontius Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366480.45 mE/ 3768614.24mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324019004

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

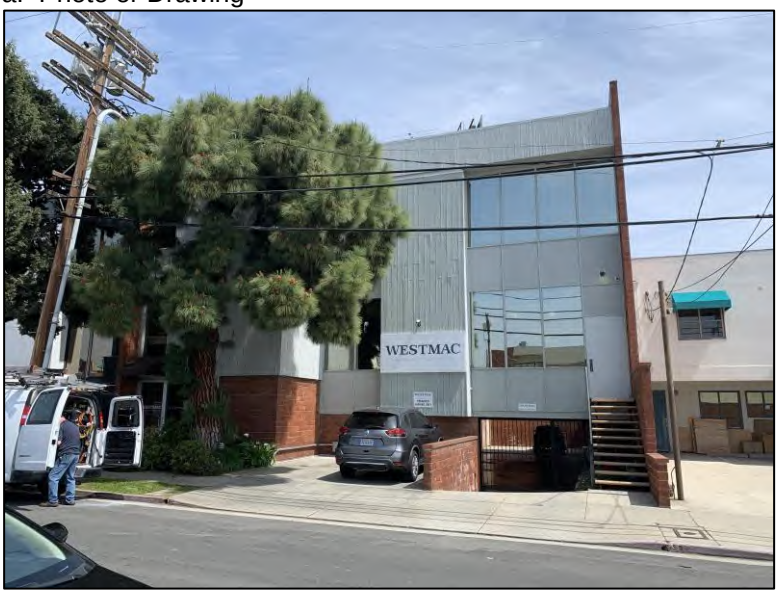
The two-story, Contemporary commercial building at 1516 Pontius Avenue was constructed in 1972 and features a rectangular plan on a concrete foundation. The roof is flat with parapets on its north and south elevations and is clad in built-up material. The exterior walls are covered with vertical flush wood siding and stucco on its façade and rear elevations, and brick veneer on its north and south elevations. Fenestration details include fixed windows.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1972 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) HDR Construction

B1. Historic Name: HDR Construction
B2. Common Name: Westmac Commercial Brokerage Company
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1972. Replaced fenestration on the east elevation in 2000. New stucco on façade in 2013.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1972 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 1516 Pontius Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest, and the façade includes vertical wood siding along the cornice and on two boxed projections and brick veneer on the ground level and along the foundation. The north end of the façade features a projecting bay containing a single-entry aluminum and glass door with two full-sized sidelights and a metal-framed fabric awning in its ground level, which is clad with brick veneer. The exterior walls of its second and third levels are covered with vertical wood siding, and the second level includes a fixed window. The central and southern sections of the façade feature an off-center boxed projection clad with vertical wood siding. The façade north of the projection includes sets of paired, fixed windows with lower spandrel panels in the second and third stories and the façade south of the projection features a ribbon of four fixed windows with lower spandrel panels in the third story and a ribbon of three fixed windows with lower spandrel panels and a single-entry flush door in its second level. The second level entrance is accessed by a concrete, floating staircase. The ground level of the central and southern sections of the façade is clad with brick veneer and features soft story parking. Commercial signage on the façade includes a wall sign that reads, "WESTMAC."

The rear (northeast) elevation includes similar fenestration and cladding details as the façade, with exception of the boxed projections which are clad in stucco. The rear entrance is accessed by a set of concrete stairs and includes a glazed, double-entry door covered by a flat awning. Other details include brick veneer and concrete planter boxes, as well as a commercial wall sign that reads, "WESTMAC Commercial Brokerage Company."

The northwest and southeast elevations appear to lack fenestration and architectural details. These elevations are covered with brick veneer which projects and frames the façade and rear elevation.

***B10. Significance (continued):**

The building at 1516 Pontius Avenue historically operated as the HDR Construction company (*The Los Angeles Times* 1973). Sometime between 1973 and 1989, the Growing Westside Co. occupied the building (*The Daily Breeze* 1989). In 1995, an unnamed marking and design company occupied the building (*The Los Angeles Times* 1995). By 2003, the Westmac Commercial Brokerage Company moved into the building and is the current occupant (*The Los Angeles Times* 2003).

The subject building demonstrates a Contemporary architectural design. The character-defining features include the vertical and boxed projections, as well as the fixed windows with spandrel panels. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; "eyebrow" overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area; however, many businesses occupied this building, but research did not reveal that the building played a distinct or important role in their respective industries. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Contemporary style was prolific on main streets and commercial rows throughout the nation between 1940 and 1980. The commercial building at 1516 Pontius Avenue is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like large, aluminum-framed windows, boxed projections, and a vertical emphasis. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated

with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been substantially altered since the date of construction and retains its integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

The Daily Breeze
1989 Classified advertisement for Growing Westside, Co. February 5, 1989. Accessed on April 27, 2023 via newspapers.com.

The Los Angeles Times
1973 Classified advertisement for HDR Construction. October 16, 1973. Accessed on April 27, 2023 via newspapers.com.

1995 Classified advertisement. August 27, 1995. Accessed on April 27, 2023 via newspapers.com.

2003 Classified advertisement for Westmac Commercial Brokerage Company. March 11, 2003. Accessed on April 27, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1516 Pontius Ave - AIN: 4324019004

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

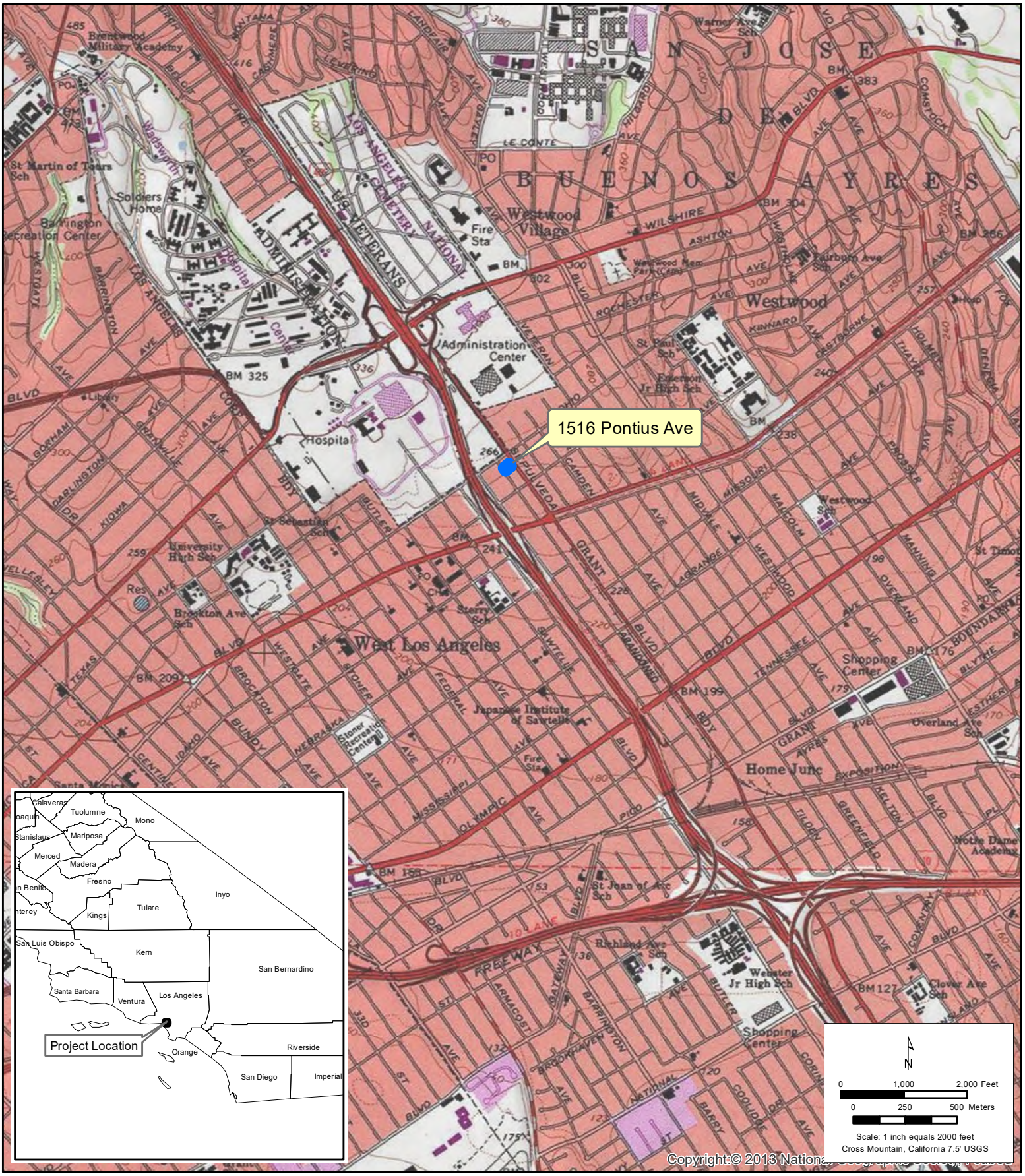
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 1516 Pontius Ave - AIN: 4324019004

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 1527 Pontius Avenue

P1. Other Identifier: 1527 Pontius Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1527 Pontius Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366454.11 mE / 3768557.72 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324018006

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

The One-Part Commercial Block building at 1527 Pontius Avenue was constructed in 1960 with Modern-style influences. The building features a rectangular plan on a concrete foundation. The northeastern section of its roof is flat with parapets and the southwestern section is side gabled with parapets. All roof surfaces appear to be clad with built-up material. The exterior walls are constructed of concrete masonry unit (CMU) block, and the northeast-facing façade is covered with brick veneer with a running bond pattern.

The northeast-facing façade includes a flat, full-width, cantilevered awning that shades a centered single-entry aluminum and glass door with sidelights flanked by rough cut stone veneer columns. The entrance is flanked on both sides by sets of paired, steel-framed industrial windows with six lights. Other details include a planter box with landscaped bushes that extend across the façade's foundation. The rear elevation includes a roll-up garage door bordered on the northwest by a roof ladder and single-entry flush door, and on the southeast by a pair of steel-framed industrial windows with a security grille and brick sill. The side elevations are connected to the adjacent buildings.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Façade view, camera facing southwest. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1960 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) 1527 Pontius Avenue

B1. Historic Name: N/A
B2. Common Name: Audio Command Systems
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern; One-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1960.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1960 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 1527 Pontius Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

Research did not reveal significant commercial history about the building. The building is currently occupied by Audio Command Systems.

The building features a One-Part Commercial Block design with Modern-style influences. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area; however research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Modern style building was prolific on main streets and commercial rows throughout the nation the 1920s and 1970s; although, it is heavily associated with the two decades that followed World War II. The commercial building at 1527 Pontius Avenue is a good example reflecting the twentieth century trends of this style because it retains character-defining features like its decorative brick veneer, horizontal emphasis with the awning, and original steel industrial windows. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association because it. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 4 **of** 5 ***Resource Name or #** (Assigned by recorder) 1527 Pontius Ave - AIN: 4324018006

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

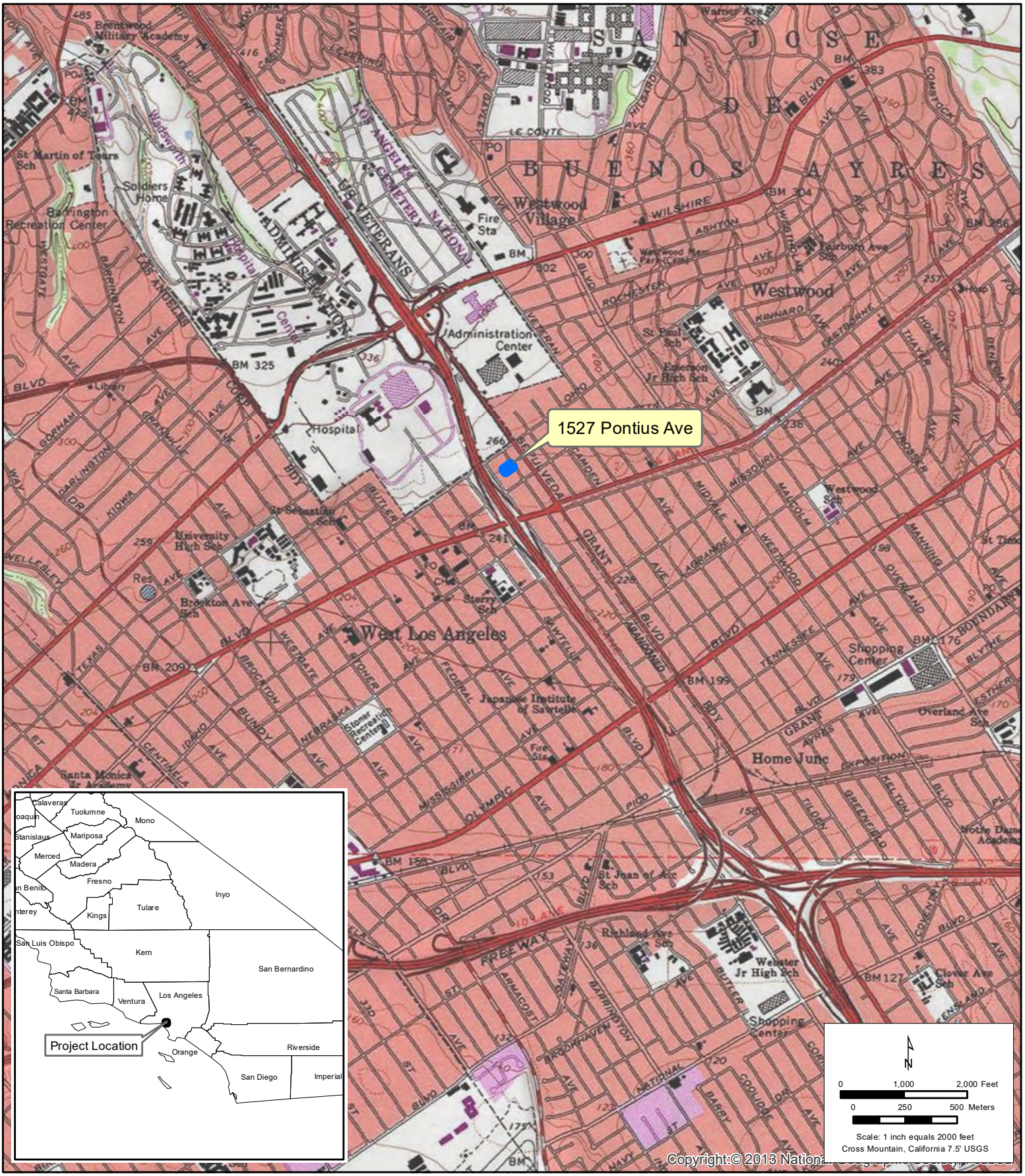
Page 5 of 5

*Resource Name or # (Assigned by recorder) 1527 Pontius Ave - AIN: 4324018006

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Associated Telephone Company Limited

P1. Other Identifier: 1544 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1544 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366434.37 mE/ 3768499.34mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324018802; 4324018801

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

The Art Deco industrial building at 1544 Cotner Avenue was constructed circa 1936 and features a concrete foundation and a rectangular plan composed of the original two-story footprint with a one-story addition. The roof is flat with parapets, is clad with built-up material and includes several HVAC units and industrial piping. The exterior walls are concrete clad in stucco; the southeast corner, at the intersection of Cotner Avenue and Massachusetts Avenue, is rounded. Windows include original, multi-pane steel industrial units, although, a majority are covered with decorative metal sunshades.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. Oblique view of façade and southeast elevation, camera facing northwest; Google Image Capture 08/2022.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both
circa 1936

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Associated Telephone Company Limited

B1. Historic Name: Associated Telephone Company Limited
B2. Common Name: Frontier Communications
B3. Original Use: Commercial Building; Industrial Building
B4. Present Use: Commercial Building; Industrial Building
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed circa 1936. One-story addition added on the northwest elevation in 1983. A penthouse structure on the roof demolished and reroofed in 1990. Roof remodeled for HVAC unit in 2000.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Feminism; Labor **Area** Los Angeles County
Period of Significance 1936-1966 **Property Type** Commercial Building; Industrial Building
Applicable Criteria NRHP Criterion A and C; CRHR Criterion 1 and 3

The building at 1544 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces southwest, and the façade is characterized by evenly spaced engaged concrete pilasters that extend the full width of the original façade and continue onto the southeast elevation. The pilasters extend slightly beyond the roofline, feature a stepped design, and vertically partition rows of windows that are horizontally separated by recessed rectangular panels with vertically scored stucco. The primary entrance on the southeast section of the façade is a single-entry flush door deeply recessed with an open vestibule shaded by a stepped concrete awning. The entrance bay is further defined by a vertical concrete projection with a stepped, pyramidal design in the second level that extends above the roofline. An additional, recessed single-entry door is located at the northwest end of the façade and is shaded by a cantilevered concrete awning. The façade of the one-story addition, which is attached to the northwest elevation of the original footprint, features vertically scored concrete between six pilasters.

The southeast elevation features stepped pilasters and original windows. The windows along the ground level are covered by the sunshades. A double-entry, metal, industrial door is located on the second level and provides access to a metal framed balcony. The rear (northwest) elevation includes original windows, a glazed double-entry door with a balconette on the second level, and four entry doors, one with a transom, on the ground level.

***B10. Significance (continued):**

The building historically operated as offices of Associated Telephone Company Limited, a high-volume, third-party call center for commercial businesses and corporations (*West Los Angeles Independent* 1936). Between 1936 and 1966, Associated Telephone Company Limited strictly hired female employees between the ages of 18 and 35, offering up to $36 per week (*West Los Angeles Independent* 1949). Research suggests that call centers of this type often employed females exclusively due to the assumption customers responded more positively to women's voices on the telephone. By 1957, the subject building continued call center operations but operated under the name, "General Telephone Company" (*Independent* 1957).

In 1966, the General Telephone Company became among the first call centers to extend their hiring process to male employees. Company officials began to onboard male employees on October 6, 1966, and quickly noticed a change in office culture. They stated, "morale in the office is said to be up, the women telephone operators are more careful of their appearance and most important of all, the male operators have been well accepted by customers" (*The Los Angeles Times* 1966). Other officials observed the change in body language and appearance among the younger female employees when faced with male coworkers. The introduction of male coworkers at the General Telephone Company, therefore, represented a cultural shift in the office that defined themes of mid-century feminism, workplace hostility, and overall labor in the work place.

The building features an Art Deco design defined by its fluted engaged pilasters and stepped parapets. The Art Deco style, popular between the 1920s and the commencement of World War II, is characterized by a linear, hard edge composition often with a vertical emphasis; windows arranged in sunken vertical panels; elimination of any classical or medieval termination at the top of the building; symmetry and balance for each elevation; frequent use of central tower, whose summit recedes in a stepped pattern; flat roof usually headed by parapets; tendency for buildings to be monumental, formal and heavy; and ornamentation of zigzags, chevrons, sun bursts, spirals, stylized plant motifs, and stylized animals (Blumenson 1981: 77; Gebhard and Winter 1985: 489).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with the commercial development of West Los Angeles and the greater region as a whole and conveys themes of mid-century feminism and labor as the General Telephone Company extended their hiring process to male employees. During this process, research observed the change in body language and appearance of female employees when forced to work their male counterparts. However, research did not reveal how male employees treated and interacted with their female counter parts; although, newspaper research suggests that it was with a sense of superiority. Therefore, the building is recommended eligible for the NRHP and CRHR at the local level under Criterion A/1 for its associated with mid-century feminism and labor in the workplace.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this

building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Art Deco style was prolific on main streets and commercial rows throughout the nation between the 1920s and late 1930s. The industrial building at 1544 Cotner Street is a remarkable and excellent example reflecting the twentieth century trends of this style because it retains character-defining features like engaged concrete pilasters, scored stucco, and vertical concrete projections with stepped and pyramidal formations. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3 because it displays a type, period, and method of construction indicative of the Art Deco architectural style.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible under Criterion D/4 of the NRHP or CRHR.

The building includes some significant exterior alterations, including the one-story addition at the northwest elevation constructed in 1983. However, the addition is compatible and subordinate to the original Art Deco design and it does not diminish the building's overall integrity. The building retains a good level of integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Blumenson, John J.-G.
1981 *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945.* Revised Edition. New York: W.W. Norton & Company, Inc.

Gebhard, David and Robert Winter
1985 *Architecture in Los Angeles, a Complete Guide.* Salt Lake City, UT: Gibbs M. Smith, Inc.

Independent
1957 Hiring advertisement for the General Telephone Company. October 20, 1957. Accessed on April 28, 2023 via newspapers.com.

West Los Angeles Independent
1936 Classified advertisement for the Associated Telephone Company Limited. February 14, 1936. Accessed on April 28, 2023 via newspapers.com.

1949 Hiring advertisement for the Associated Telephone Company Limited. March 3, 1949. Accessed on April 28, 2023 via newspapers.com.

The Los Angeles Times
1966 "Men Move Into Telephone Operator Posts." Editorial. December 8, 1966. Accessed on April 28, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 5 **of** 6 ***Resource Name or #** (Assigned by recorder) 1544 Cotner Ave - AIN: 4324018802; 4324018801

***Drawn By:** Alec Stevenson ***Date:** 5/8/2023

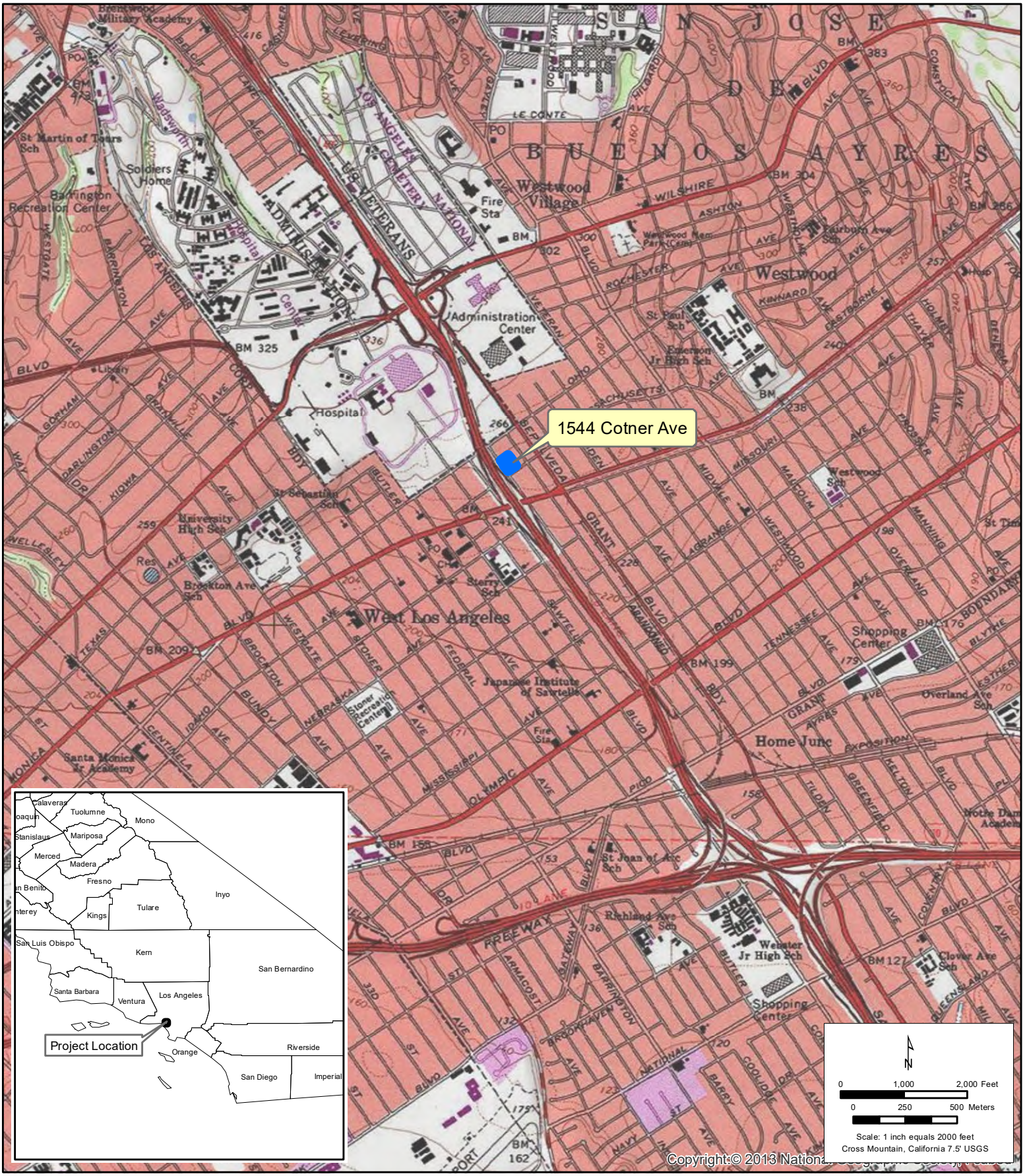
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 1544 Cotner Ave - AIN: 4324018802; 4324018801

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Tadon Graphics Inc.

P1. Other Identifier: 1616 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1616 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 366489.11 mE/ 3768413.99 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324035019

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

The two-story Contemporary-style commercial building at 1616 Cotner Avenue was constructed in 1964 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are constructed of concrete masonry unit (CMU) block with a façade clad with vertically scored brick veneer. The building faces southeast, and the façade features a wedge-shaped boxed cornice constructed of CMU in soldier bond. The cornice includes commercial signage that reads, 'Louise Green Millinery Co." The building is entered through an off-centered recessed entry that is accessed by a concrete stairs with an arched metal entry gate. The recessed entrance features large, double-entry, wood, paneled doors with sidelights flanked by inward facing fixed windows and two planter boxes. The façade northwest of the recessed entry features a curtain wall window and an air vent along the foundation, and to the façade southeast of the entry includes a four-pane fixed window above an entrance to soft-story parking. The southeast elevation does not include any additional fenestration and/or architectural detail. The northwest elevation is connected to the adjacent building. The rear (northeast) elevation includes a single-entry door accessed by concrete stairs. The door is flanked by a loading dock and entries/air vents with metal security grilles.

***P3b. Resource Attributes:** (List attributes and codes HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Tadon Graphics Inc.

B1. Historic Name: Tadon Graphics Inc.
B2. Common Name: Louise Green Millinery Co.; Soho Dance LA
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1973. Reroofed in 2023.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1973 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 1616 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 1616 Cotner Avenue was constructed in 1973 as Tadon Graphics Inc. (*The Los Angeles Times* 1979). By the early 2000s, Louise Green Millinery Co. occupied the building. The building is currently occupied by Soho Dance LA.

The building demonstrates a Contemporary architectural design, defined by its aluminum framed curtain wall windows and vertically scored brick façade. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; “eyebrow” overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in 1973, is associated with commercial development in the greater Los Angeles area; however, research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Contemporary style was prolific on main streets and commercial rows throughout the nation the 1940s and 1970s. The commercial building at 1616 Cotner Avenue is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its aluminum framed curtain wall windows and vertically scored brick veneer. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

The Los Angeles Times
1979 Hiring advertisement for Tadon Graphics Inc. January 28, 1979. Accessed on April 28, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1616 Cotner Ave - AIN: 4324035019

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

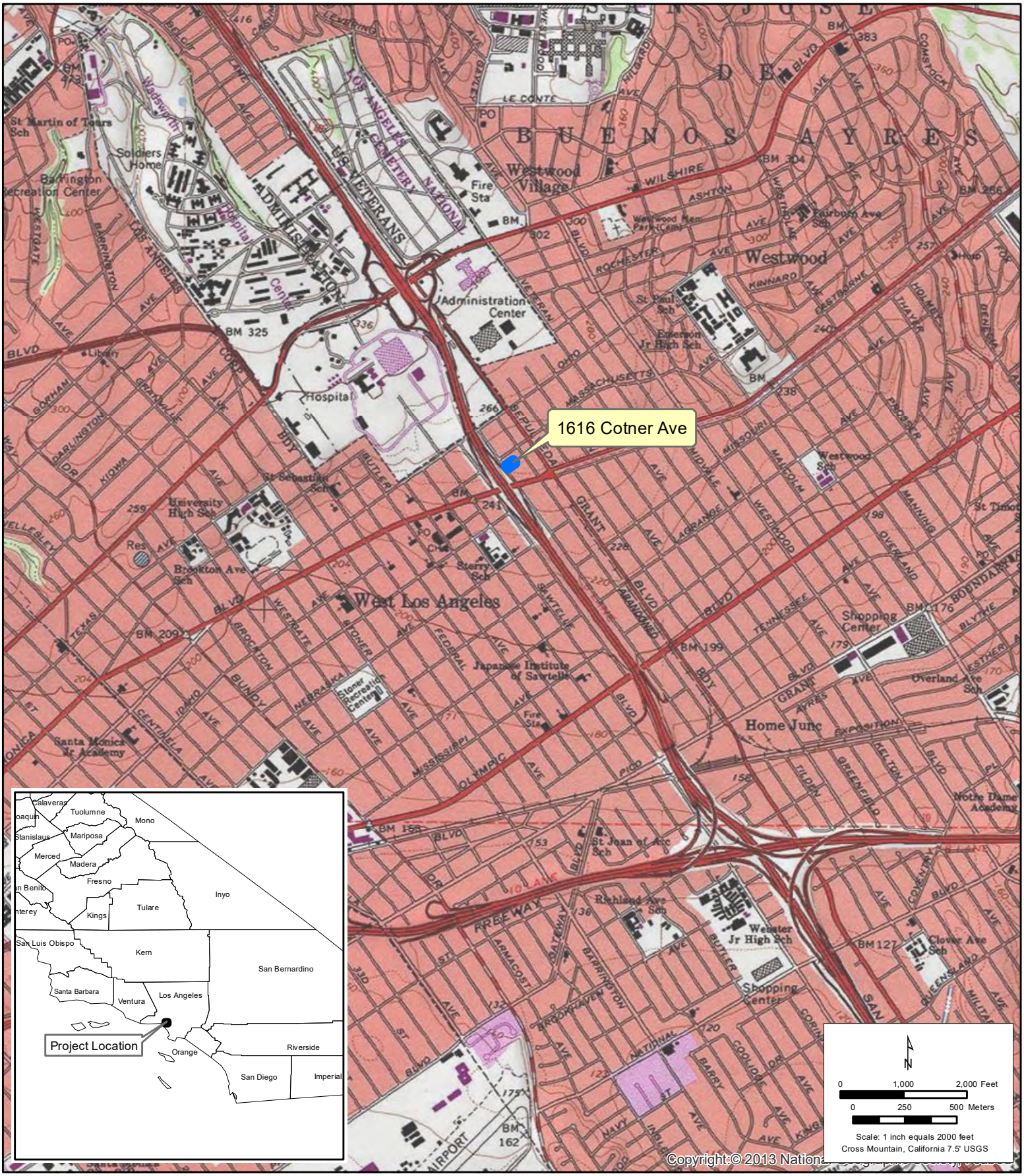
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 1616 Cotner Ave - AIN: 4324035019

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Cotner Motor Company

P1. Other Identifier: 1620 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1620 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366501.69 mE/ 3768403.49 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4324035018

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

The One-Part Commercial Block building at 1620 Cotner Avenue was constructed in 1966, with Modern-style influences. The building features a rectangular plan on a concrete foundation, and roof is flat with parapets and clad with built-up material. The exterior walls are constructed of painted brick. Windows include fixed, anodized aluminum-framed storefront windows.

The building faces southwest, and the façade includes a commercial sign on the parapet and a wall sign along the cornice that both read, "WESTERN ELECRIC SUPPLY." The primary entrance is recessed into the center of the façade and includes a anodized aluminum and glass storefront system. A metal security wall and gate cover the entrance. The entrance is flanked by engaged, brick pilasters. The bays flanking the centered entrance bay both include walls clad with rough cut stone and narrow, vertical, fixed windows behind metal security grilles. The side elevations are both connected to adjacent buildings. The rear (northeast) elevation includes a single-entry door and two vehicle bays with roll-up doors.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing southwest. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1966 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Cotner Motor Company

B1. Historic Name: Cotner Motor Company
B2. Common Name: Western Electric Supply
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern; One-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1966. No major exterior alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1966 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 1620 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 1620 Cotner Avenue was originally occupied by the Cotner Motor Company (*The Los Angeles* Times 1978). The building is currently occupied by Western Electric Supply.

The building features a One-Part Commercial Block design with Modern influences defined by its horizontal emphasis with a rough cut stone veneer. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area; however, research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Modern style was prolific on main streets and commercial rows throughout the nation the 1920s and 1970s; although, it is heavily associated with the two decades that followed World War II. The commercial building at 1620 Cotner Avenue is a remarkable and excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its horizontal emphasis and rough cut stone veneer. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1978 Classified advertisement for Cotner Motor Company. June 4, 1978. Accessed on April 28, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1620 Cotner Ave - AIN: 4324035018

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

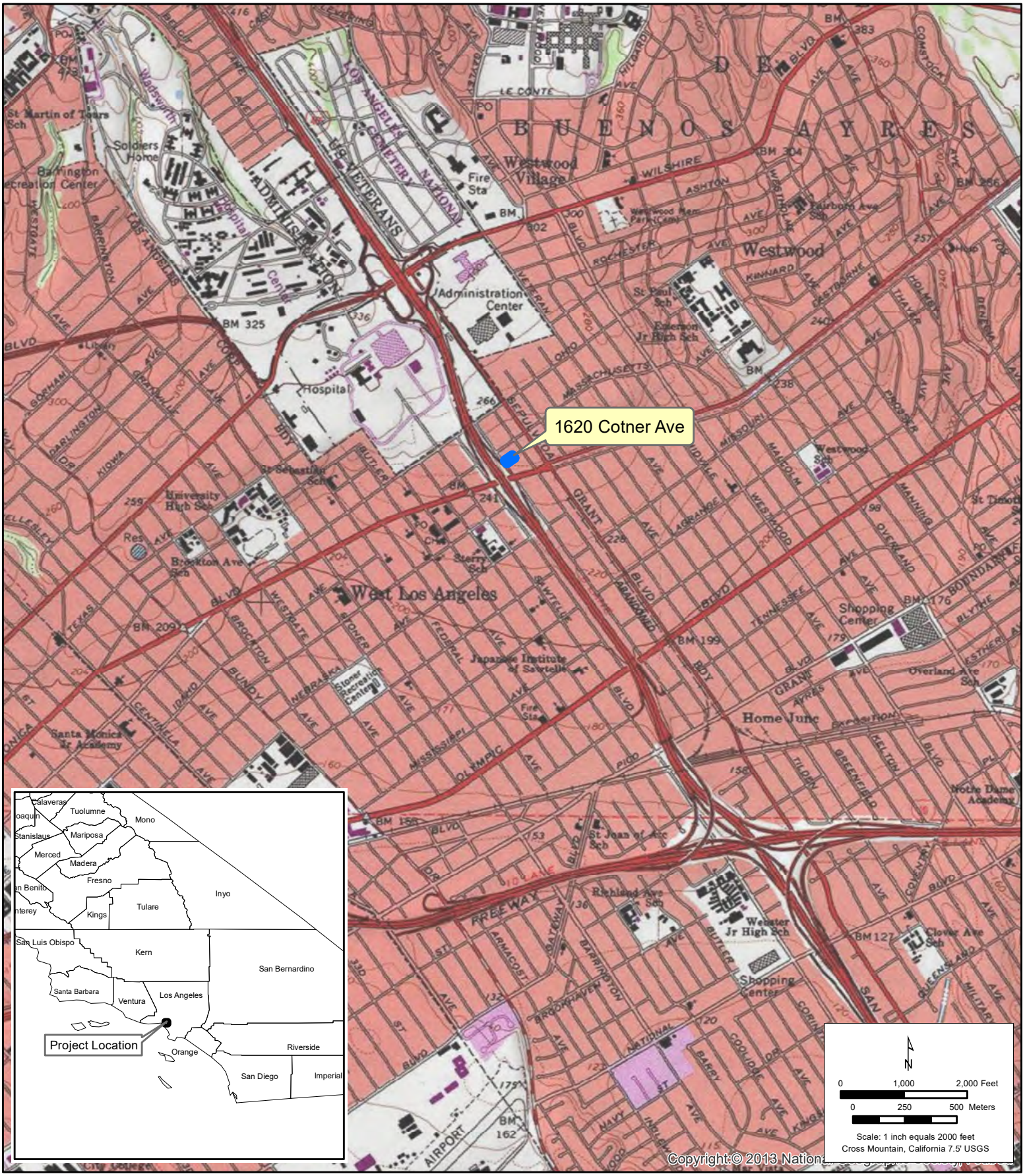
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) 1620 Cotner Ave - AIN: 4324035018

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Photo Electronics Corp.

P1. Other Identifier: 1944 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 1944 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone 11S; 366908.62 mE/ 3767824.25 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4323025029

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

The two-story Modern commercial building at 1944 Cotner Avenue was constructed in 1964 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and clad with built-up material. The exterior walls are constructed of brick with two columns of concrete block stacked bond header veneer on the façade. The building faces southwest, and features curtain wall column on its northwest end that includes a set of fixed, metal-framed windows flanked on the top and bottom by metal-framed spandrel panels in the second level and a double-entry door opening covered with sheet metal embossed with an "X" pattern in the ground level. The central section of the façade between the columns of concrete block features a narrow, vertical column that includes fixed windows and spandrel panels. The southeast end of the façade includes a single-entry aluminum and glass door with a transom and sidelights shaded by a cantilevered awning in the ground level and a wall of windows and spandrel panels in the second level. The north and south elevations are connected to the adjacent buildings. The rear (northeast) elevation includes a single-entry metal flush door, a vehicle bay with a roll-up door, and a horizontal window opening covered with embossed sheet metal.

***P3b. Resource Attributes:** (List attributes and codes HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing northeast. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1964 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Photo Electronics Corp.

B1. Historic Name: Photo Electronics Corp.
B2. Common Name: undetermined
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964. No major exterior alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1964 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 1944 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 1944 Cotner Avenue was constructed in 1964 as the Photo Electronics Corporation. Research did not reveal how long the business occupied the building. Currently, the building operates as an unnamed recording studio.

The building demonstrates the Modern style because it employs the use of materials, like concrete block, in place of decorative details, and curtain wall construction with emphasis on aluminum framing. Modern architecture began in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development in the greater Los Angeles area, however, research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The commercial building at 1944 Cotner Avenue is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like its decorative concrete block veneer and curtain wall construction with aluminum framing. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association because it. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1967 Hiring advertisement for Photo Electronics Corp. December 5, 1967. Accessed on April 28, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 1944 Cotner Ave - AIN: 4323025029

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

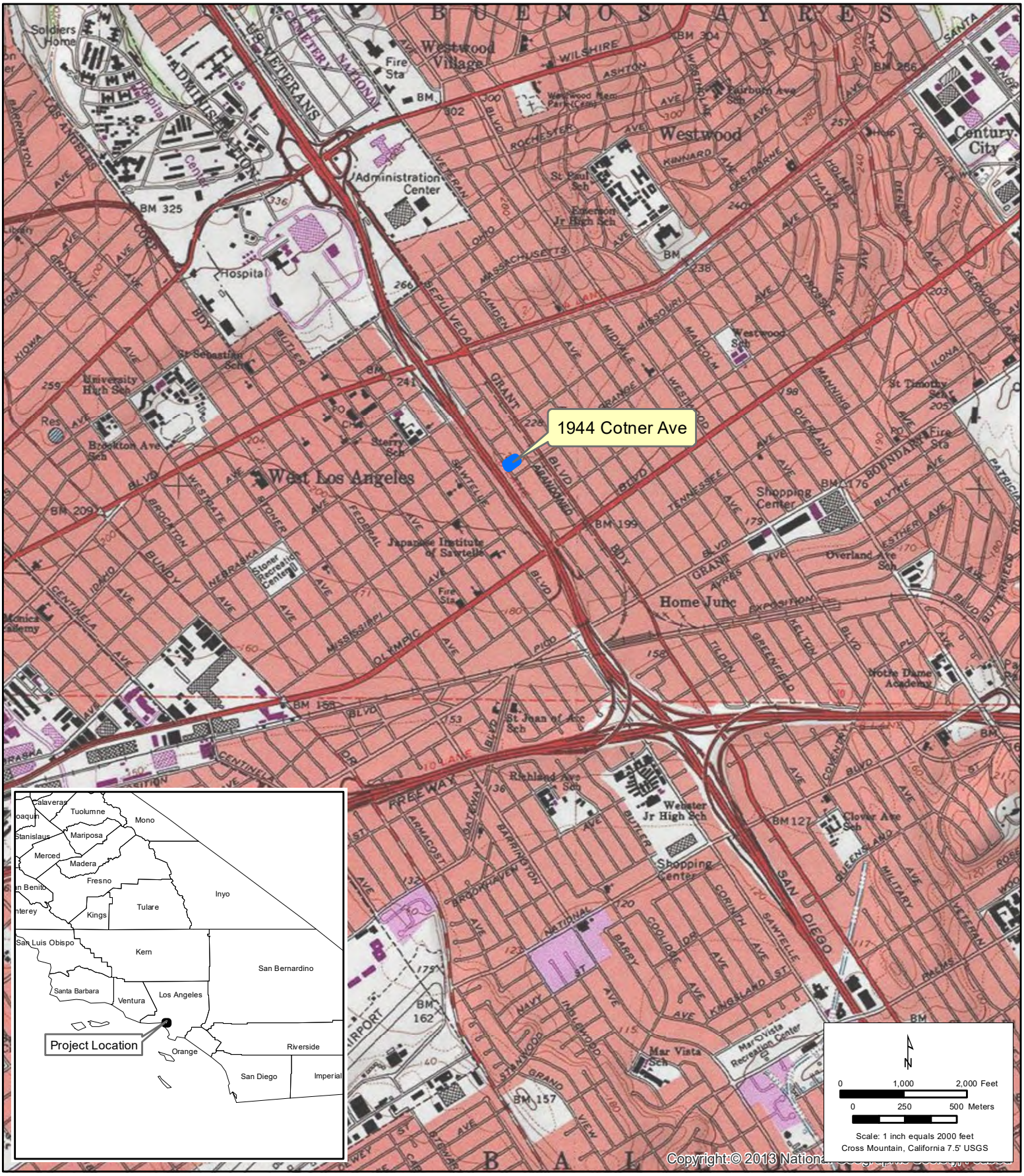
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 1944 Cotner Ave - AIN: 4323025029

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Fermodyl Laboratories, Inc.

P1. Other Identifier: 2020 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 2020 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 366971.39 mE/ 3767734.60 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4323024008, 4323024007

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

The Two-Part Commercial Block building at 2020 Cotner Avenue was constructed in 1966, with Modern-style influences. The building features a rectangular plan on a concrete foundation and roof is flat with parapets and clad with built-up material. The exterior walls are red brick. The building faces southwest. and the façade features a large, centered, wood-framed storefront. The five-part storefront includes three columns containing a ribbon of four, narrow, vertical fixed windows separated by two columns composed of wood panels clad with stucco. A horizontal panel is spans with width of the five columns at the cornice. The southernmost row of windows includes the primary entry at ground level, which is a double-entry door with two narrow fixed lights in each leaf and a four-light transom. The entrance is protected with a metal security gate and the lower level windows are protected by metal grilles. The southeast elevation is connected to the adjacent utilitarian building and the northwest elevation does not feature any additional fenestration and/or architectural detail. The rear (northeast) elevation features single-entry door on the second level accessed by a metal staircase.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing southwest. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1966 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Fermodyl Laboratories, Inc.

B1. Historic Name: Fermodyl Laboratories, Inc.
B2. Common Name: Dual Ultimate Pharmacy
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern; Two-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1966. No major exterior alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1966 **Property Type** Commercial Building
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 2020 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 2020 Cotner Avenue was constructed in 1966 to house Fermodyl Laboratories, Inc. (*The Los Angeles Times* 1975). By 1984, Natural Organics, Inc. occupied the building (*The Los Angeles Times* 1984). Sometime between 1984 and 1993, the Twenty-Twenty Wine Company moved into the building (*The Los Angeles Times* 1993). The wine company occupied the building until circa 2019 to 2020. The building is currently occupied by the Dual Ultimate Pharmacy.

The building features a Two-Part Commercial Block design with Modern influences defined by its vertical emphasis with the wood framed, fixed windows and red brick veneer. Modern architecture first became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel is associated with commercial development in the greater Los Angeles area, but research did not reveal that the building played a distinct or important role in that development. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, and method of construction. The Modern style was prolific on main streets and commercial rows throughout the nation the 1920s and 1970s; although, it is heavily associated with the two decades that followed World War II. The commercial building at 2020 Cotner Avenue is an excellent example reflecting the twentieth century trends of this style because it retains character-defining features like vertical fixed windows with original wood frame, as well as the red brick veneer. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1975 Hiring advertisement for Fermodyl Laboratories, Inc. September 13, 1975. Accessed on April 28, 2023 via newspapers.com.

1984 Hiring advertisement for Natural Organics, Inc. November 5, 1984. Accessed on April 28, 2023 via newspapers.com.

1993 Classified advertisement for Twenty-Twenty Wine Company. December 19, 1993. Accessed on April 28, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 2020 Cotner Ave - AIN: 4323024008, 4323024007

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

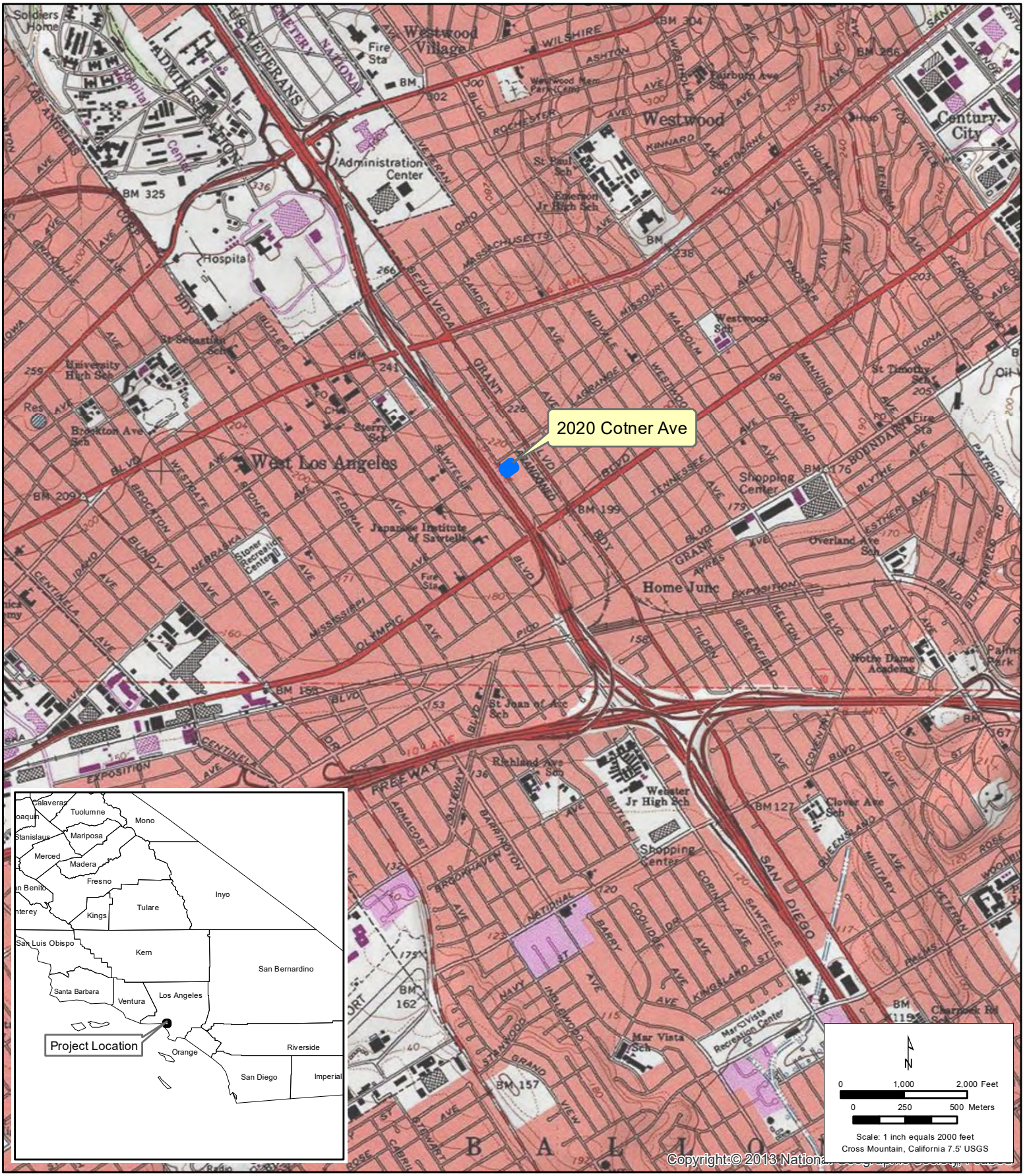
Page 6 of 6

*Resource Name or # (Assigned by recorder) 2020 Cotner Ave - AIN: 4323024008, 4323024007

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



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*Required information

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Laswell Company

P1. Other Identifier: 2114 Cotner Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 2114 Cotner Avenue **City** Los Angeles **Zip** 90025
d. UTM: (Give more than one for large and/or linear resources) Zone_11S_ ; 367087.94 mE/ 3767574.59 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4322025003

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

The two-story, Modern commercial building at 2114 Cotner Avenue was constructed in 1969 and features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up material. The exterior walls are brick with a smooth stucco façade. The building faces southwest, and the façade is divided into four equal, vertical bays by projecting engaged concrete pilasters. Three bays each feature columns of three fixed windows, and the entrance bay includes a double-entry aluminum and glass door shaded by an arched concrete awning. The space above the entrance includes a vertical block of decorative tile, which is repeated below the columns of windows in the other three bays. The southeast elevation does not feature any additional fenestration details. The rear (northeast) and northwest elevations are connected to the adjacent buildings.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing northeast. April 11, 2023

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1969 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS
***Resource Name or #** (Assigned by recorder) Laswell Company

B1. Historic Name: Laswell Company
B2. Common Name: N/A
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1969. No recorded alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1969 **Property Type** Commercial property
Applicable Criteria NRHP Criterion C; CRHR Criterion 3

The building at 2114 Cotner Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 2114 Cotner Avenue historically operated as a commercial building; however, research did not reveal the original commercial operations at the time of its 1969 construction. By 1981, the building operated as the Laswell Company, a third party company that offered office space (*The Los Angeles Times* 1981). At the time of this survey, the building appears to be vacant.

The subject building demonstrates influences of the Modern style. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with the commercial development of Los Angeles, but research did not reveal the building played a distinct or important role in that development. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Modern style proliferated on main streets and commercial rows throughout the nation between 1920s and 1970s. The commercial building at 2114 Cotner Avenue is an excellent example reflecting the twentieth century trends of this style. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Painter, Diana J
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1981 "Laswell Company." Classified advertisement. March 8, 1981. Accessed on May 3, 2023 via newspapers.com.

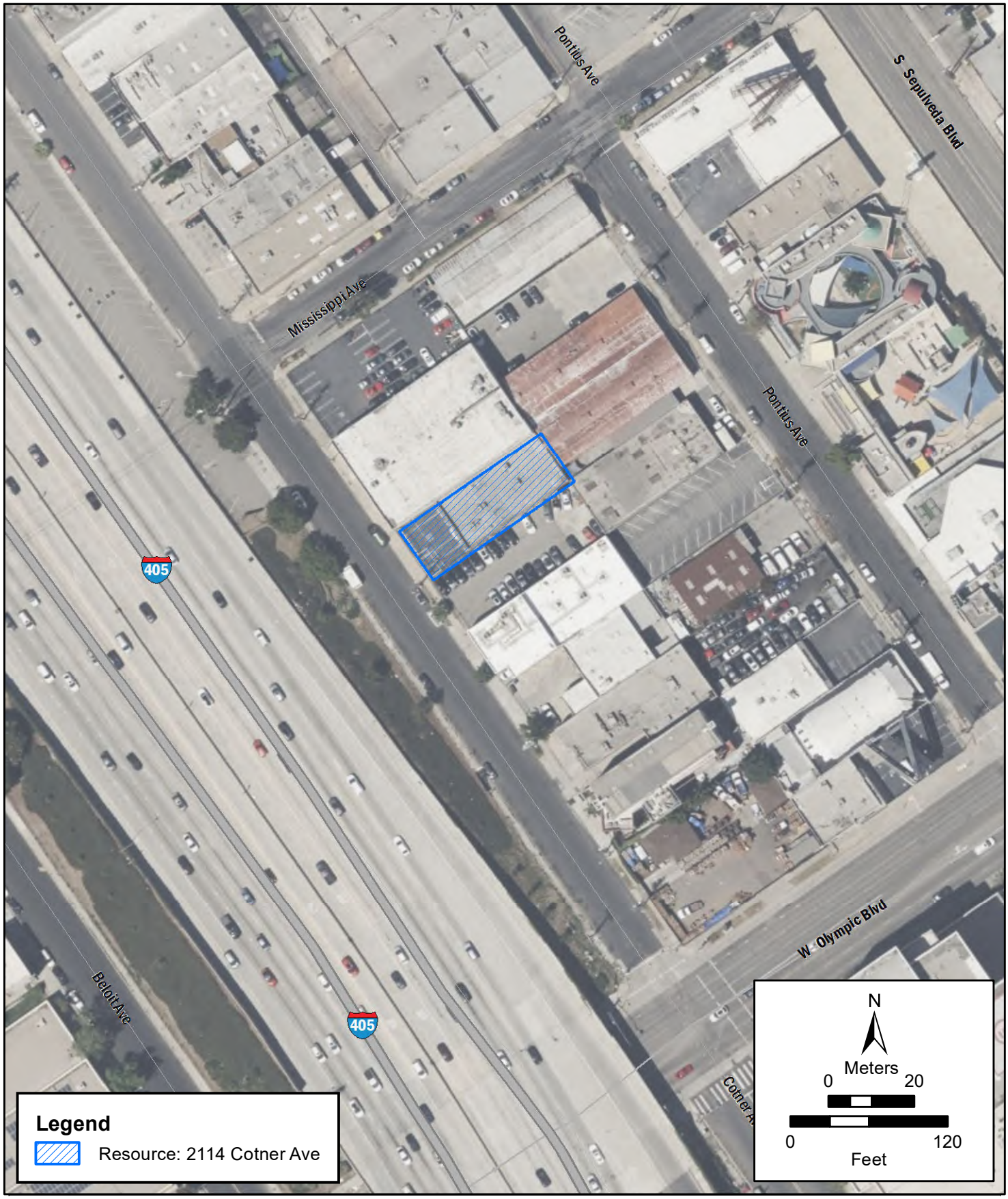
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 2114 Cotner Ave - AIN: 4322025003

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023



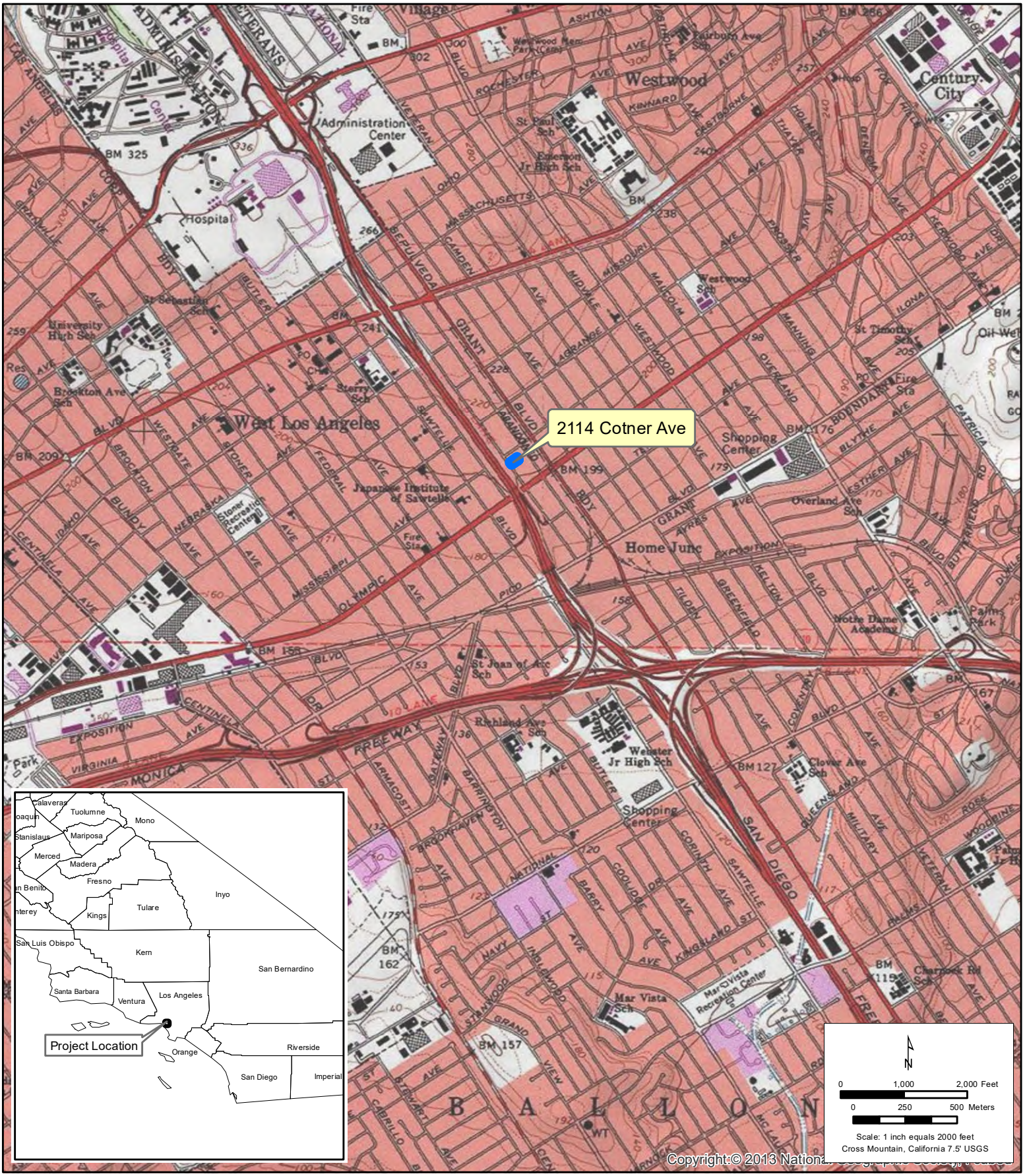
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 2114 Cotner Ave - AIN: 4322025003

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 5S2 _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 2435 Military Avenue

P1. Other Identifier: 2435 Military Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 2435 Military Avenue **City** Los Angeles **Zip** 90064
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367748.68 mE/ 3767217.92 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4256008002

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

The two-story commercial building at 2435 Military Avenue was constructed in 1960 with Modern-style influences. The budling features a rectangular plan on a concrete foundation. The roof is flat with parapets and is clad with built-up material, and the exterior walls are brick in a running bond pattern. Windows include fixed units with anodized aluminum frames and multi-light steel-framed industrial units. The building faces northeast, and the façade features a box-like concrete projection that frames the fenestration details of the second and ground level. The projection appears to have been added or altered in 1988. An off-centered commercial wall sign is on the projection that reads, "COASTAL." The north half the façade is painted yellow, which partially covers some of the fenestration details. The northwest elevation includes multi-light sash windows and secondary entrances, and the southeast elevation is covered by overgrown ivy. The rear (southwest) elevation is not visible to the public right-of-way but likely includes similar fenestration details.

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 story commercial building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing southeast. February 2023 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1960 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 5S2

***Resource Name or #** (Assigned by recorder) 2435 Military Avenue

B1. Historic Name: P.L. Porter Company
B2. Common Name: N/A
B3. Original Use: Commercial property
B4. Present Use: Commercial property
***B5. Architectural Style:** Modern; Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1960. Storage wing added at rear in 1960. HVAC units installed on roof in 1966. Contemporary façade addition added in 1988. Reroofed in 1989. Reroofed again in 2008.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1960 **Property Type** Commercial building
Applicable Criteria N/A

The building at 2435 Military Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it does not retain sufficient integrity to convey its significance. However, it is eligible for the local register (Los Angeles Historic Resources Inventory) because it demonstrates Modern and Contemporary commercial architecture in the latter half of the twentieth century. The building retains its integrity to its original construction, with exception of design. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 2435 Military Avenue was constructed in 1960 as the P.L. Porter Company, an appliance and machine company founded in 1947 (*The Los Angeles Times* 1966). By 1981, the building operated as the Cypress Industrial Mineral Research lab (*The Los Angeles Times* 1981). In 1997, the building housed a Los Angeles taxi service. Currently, the building operates as Coastal, a recreational and medical marijuana dispensary.

The subject building demonstrates Mid-Century Modern (Modern) design influences. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

In 1988, the building added Contemporary details on its façade. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; "eyebrow" overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482). While the subject building's addition came after the common Contemporary period, it still conveys horizontally oriented commercial details that represent Los Angeles's evolving architectural trends in the later twentieth century.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The buildings is associated with commercial development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is an example of a commercial warehouse with elements of the Modern style. However, there is no master architect or builder associated with this building, and a Contemporary-style addition, which included the horizontal decorative details that frame the building's fenestration details, was constructed in 1988 and compromised the building's integrity of design. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building lacks integrity of design and does not convey sufficient significance or integrity to qualify for listing in the NRHP and CRHR. However, the building maintains its original fenestration details, massing, and historical wall cladding and retains integrity of location, setting, materials, workmanship, feeling, and association. Therefore, it is eligible for the local register (Los Angeles Historic Resources Inventory) as an architectural representation of Los Angeles's Modern and Contemporary commercial architecture in the latter half of the twentieth century.

***B12. References (continued):**

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1966 Classified advertisement for P.L. Porter Company. November 19, 1966. Accessed on May 9, 2023 via newspapers.com.

1981 Classified advertisement for the Cypress Industrial Mineral Research lab. November 24, 1981. Accessed on May 9, 2023 via newspapers.com.

1997 Classified advertisement for the Los Angeles taxi service. August 28, 1997. Accessed on May 9, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 2435 Military Ave - AIN: 4256008002

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

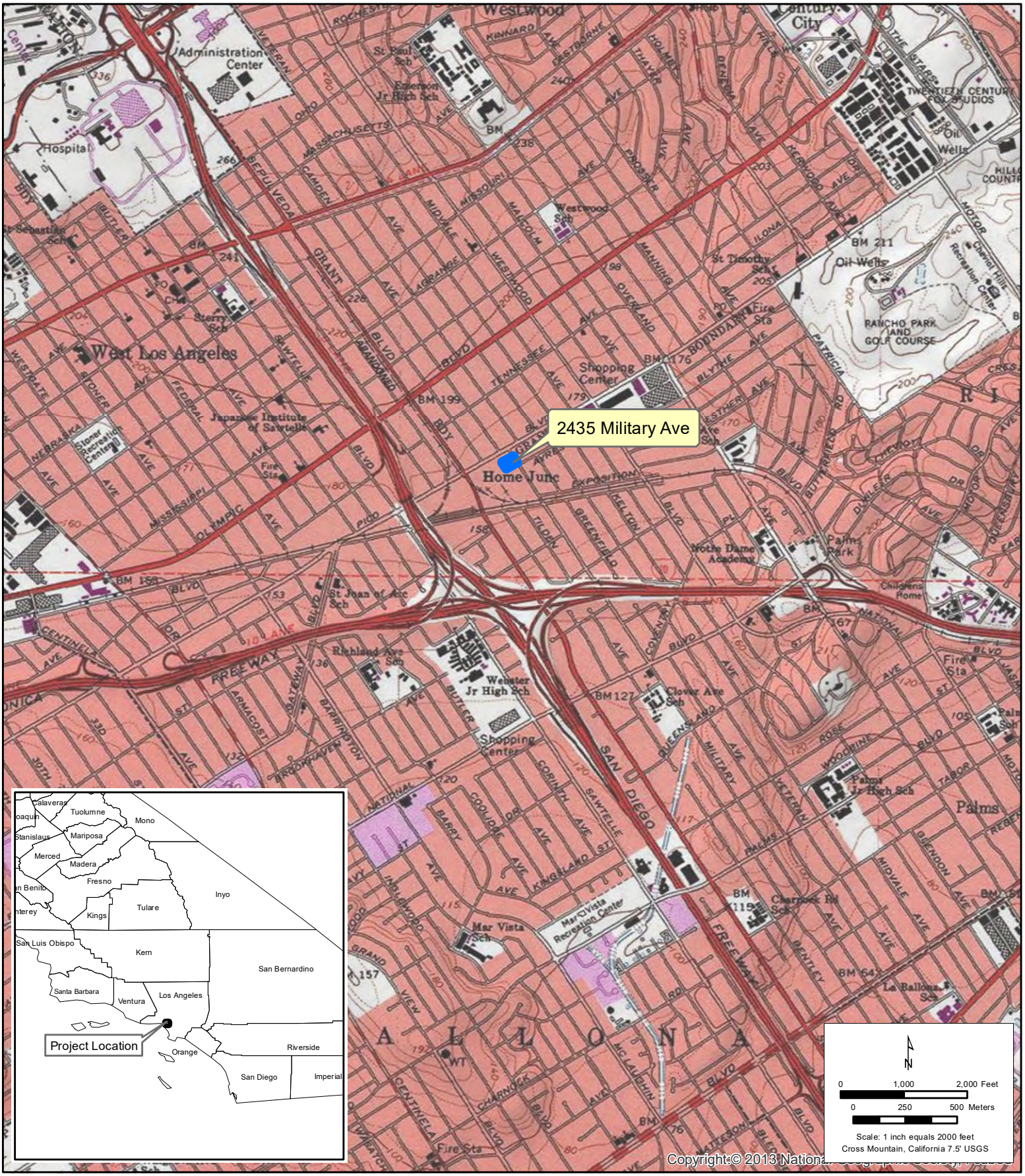
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 2435 Military Ave - AIN: 4256008002

*Map Name: Beverly Hills *Scale: 1:24,000 *Date of Map: 1994



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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 2467 Sawtelle Boulevard

P1. Other Identifier: 2467 Sawtelle Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 2467 Sawtelle Boulevard **City** Los Angeles **Zip** 90064
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 367276.90 mE/ 3766804.75 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4260040008

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

The two-story, Stucco Box/Dingbat apartment building at 2467 Sawtelle Boulevard was constructed in 1962 and features a rectangular plan on a concrete foundation. The flat roof has no parapets or overhang and is clad with built-up material. The exterior walls are wood frame clad in stucco; the stucco on the northeast facing façade is scored to resemble vertical wood siding. Fenestration details include horizontal sliding sash windows.

The building faces northeast, and the façade is characterized by soft-story parking covered by the overhang of the second level, which is supported by two vertical I-beams anchored in a brick planter. The overhang features a decorative mansard awning with a sharp pitch at the southern end and a Modern exterior light fixture at the northern end. The apartment units are accessed at the southeast elevation. The units span the second and ground levels and include floating staircases, two mansard awnings similar to the awning on the façade, aluminum awnings above the windows on the second level, single-entry doors, and horizontal sliding sash windows. The northwest and rear (southwest) elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes HP3 – Multiple Family Property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing east. April 11, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1962 (Los Angeles County Assessor)

***P7. Owner and Address:** (private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) 2467 Sawtelle Boulevard

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1962. No major alterations.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture; Community Planning & Development **Area** Los Angeles County
Period of Significance 1962 **Property Type** Multiple-Family Property
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

The building at 2467 Sawtelle Boulevard appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criteria A and C of the NRHP and Criterion 1 and 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building located at 2467 Sawtelle Boulevard features a Stucco Box/Dingbat architectural style with Modern influences. The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starburst, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat style manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building appears to have significant association with important historic events. The building is associated with community planning and development that manifested in Los Angeles during the postwar period. Los Angeles experienced a housing crisis that, in turn, influenced the construction of Stucco Box/Dingbat apartment buildings. Research revealed that the building played a distinct and important role in Los Angeles's housing boom because it represents the push to provide affordable, minimalistic multi-family housing. Therefore, the building is recommended eligible under Criterion A/1 of the NRHP and CRHR.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The Stucco Box/Dingbat style proliferated throughout commercial and residential corridors in Los Angeles during the postwar period. The multi-family building at 2467 Sawtelle Boulevard is a remarkable and excellent example reflecting the mid-twentieth century trends of this style due to its soft-story parking, simplistic rectangular plan, and Modern design elements on the façade, including mansard awnings and exterior light fixtures. The building on this parcel retains distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic

construction materials or technologies. Therefore, the building is not recommended eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been altered since the date of construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association . Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 December 2018. “Survey LA: Los Angeles Historic Resources Survey.” Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 2467 Sawtelle Blvd - AIN: 4260040008

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

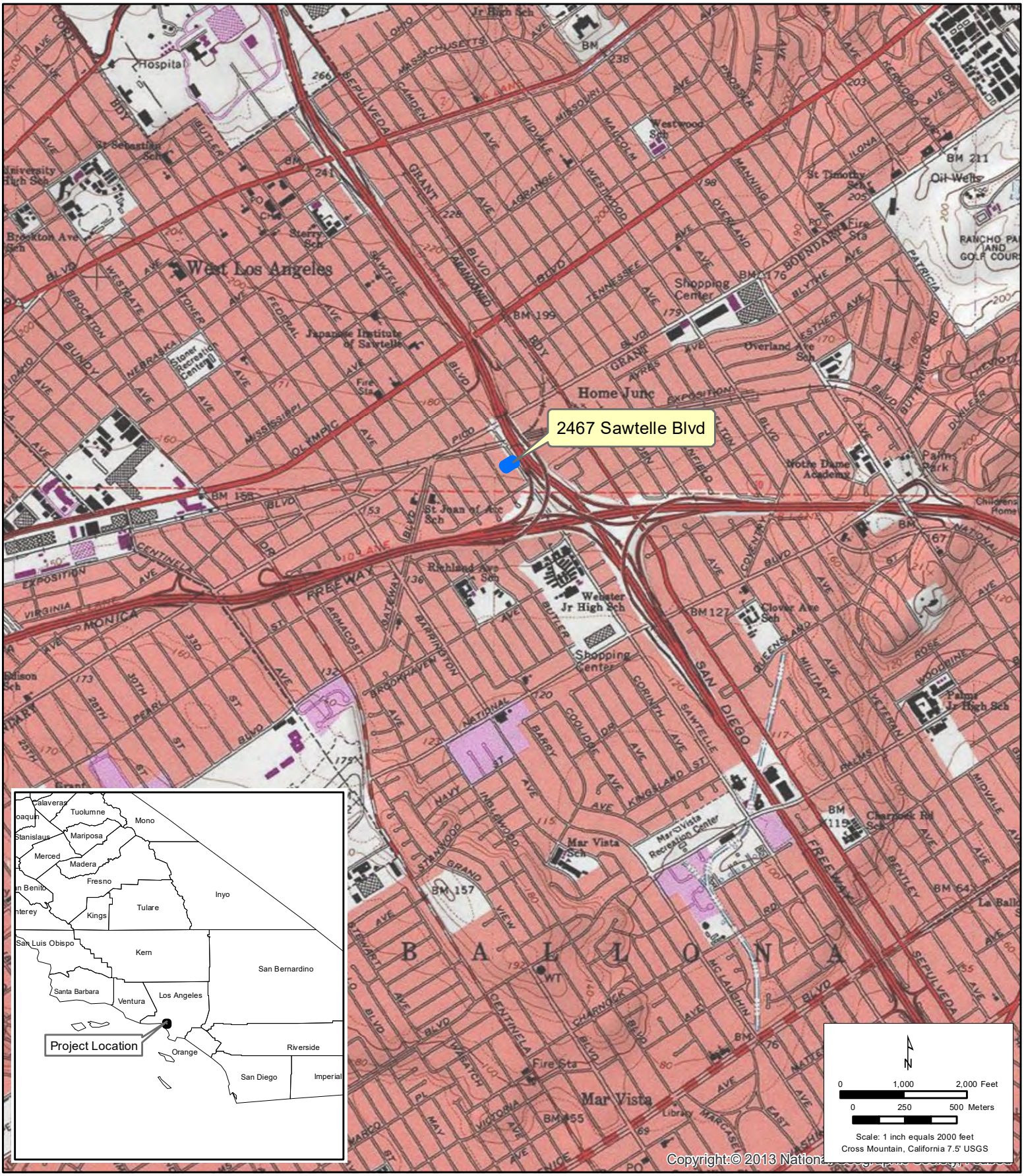
Page 6 of 6

*Resource Name or # (Assigned by recorder) 2467 Sawtelle Blvd - AIN: 4260040008

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



Copyright:© 2013 National

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 5S2 _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) 4449 Van Nuys Boulevard

P1. Other Identifier: 4449 Van Nuys Boulevard
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4449 Van Nuys Boulevard **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366415.51 mE/ 3779995.51 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2265011003

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

The two-story commercial building at 4449 Van Nuys Boulevard was constructed in 1947 and exhibits modest Mediterranean Revival-style influences and a generally rectangular plan on a concrete foundation. The building appears to have originally been constructed as two separate structures and the features side-gabled, shed- and flat-roofed sections. The side-gabled section is concealed from street level views by a parapet. All roof surfaces appear to be clad with built-up material. The exterior walls are primarily concrete block and brick covered with stucco.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 story commercial building

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Façade view, camera facing west. April 10, 2023.

***P6. /Age and Source:**
☒Historic ☐Prehistoric ☐Both 1947 (Los Angeles County Assessor)

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 5S2

***Resource Name or #** (Assigned by recorder) 4449 Van Nuys Boulevard

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Commercial property
B4. Present Use: Commercial property
***B5. Architectural Style:** Period Revival; Two-Part Commercial Block
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1947. Reroofed in 2020.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1947 **Property Type** Commercial building
Applicable Criteria N/A

The building at 4449 Van Nuys Boulevard appears to meet the criteria for listing in the Los Angeles local register. The building generally retains integrity to its original construction and meets criteria for the local register. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces east, and the south side of the façade exhibits a flat parapet and two replacement tripartite windows with metal Juliet balconies in its second level. The north side of the façade features a stepped parapet constructed of painted blocks and a shed roof clad with red clay tiles in its second level. The ground level of the façade exhibits a full-width shed-roofed awning clad with red clay tiles. A double-entry wood glazed door is present on the north side of the façade and contains a pair of wood frame and fixed glass doors. Two picture windows with fixed panes and slightly arched concrete hoods are north of the entrance and two or three double-entry wood doors with multiple fixed panes and sidelights extend across the width of south side of the first-story façade.

The south elevation exhibits stucco cladding and two replacement slider windows on the second story. The rear (west) elevation exhibits a single entry containing a solid security door. The north elevation was not visible due to an adjacent building.

***B10. Significance (continued):**

Newspaper research indicates the building at 4449 Van Nuys Boulevard has h operated as a commercial restaurant since its construction. The building continues to operate as Oliva, an Italian grill.

The building demonstrates a Two-Part Commercial Block style with Period Revival influences. The Two-Part Commercial Block style, popular between circa 1850s and 1950s, was usually used for small and moderate-sized commercial buildings, generally limited to structures of two to four stories, and included a horizontal division into two distinct zones reflecting the differences of use inside (lower zones are street level and contain public spaces such as stores and upper zones suggest more private spaces for apartments and offices) (Longstreth 2000:24-53). Period Revival architecture became popular in the United States in the late nineteenth and early twentieth century. The eclectic style, intended to mimic designs of earlier revival styles, typically manifested in the forms of the Spanish Colonial, Mediterranean, Tudor, French Provincial, and Colonial styles. Architects evoked a number of revival influences to design facades that demonstrated a unification of materials, setback, massing, and form. The Period Revival style experienced its peak in the 1920s. During World War I, American soldiers were exposed to the architecture of the rural European countryside, and postcards sent home introduced those designs to a wider audience. Until about the 1950s, magazines advertised “Old War charm,” and architects designed residential homes that combined the aesthetic of castles and chateaus with medieval designs and elements of a vernacular European style (Sunset District Historic Context Statement, 2013).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with commercial development of Los Angeles, but research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is not significant because it is not an important example of a type, period, or method of construction: Two-Part Commercial Block and Period Revival. The Two-Part Commercial Block and Period Revival style building was prolific on main streets and commercial corridors throughout the nation in the early to mid-twentieth century. The commercial building at 4449 Van Nuys Boulevard does not retain sufficient integrity to reflect the twentieth century trends of this style at the national or state level. However, it does retain character-defining features that grant it a local level of significance. This includes its two-part commercial storefront, red Spanish tile cladding, and Juliette balconies. The building on this parcel retains the distinctive design that would merit listing on the local register. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the local register.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building on this parcel includes several alterations that compromise its overall integrity for the NRHP and CRHR. This includes a modern storefront system a roof cladding. However, it does retain its integrity of location, design, setting, workmanship, feeling, and association. The building is not eligible for the NRHP or CRHR; however, it is eligible for the local register.

***B12. References (continued):**

Longstreth, Richard W.
2000 The Buildings of Main Street, a Guide to American Commercial Architecture. Lanham, MD: Altamira Press.

Mary Brown, Preservation Planner
April 3, 2013 "Sunset District Residential Builders, 1925-1950." Historic Context Statement. Prepared for the San Francisco City and County, Planning Department.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 4449 Van Nuys Blvd - AIN: 2265011003

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

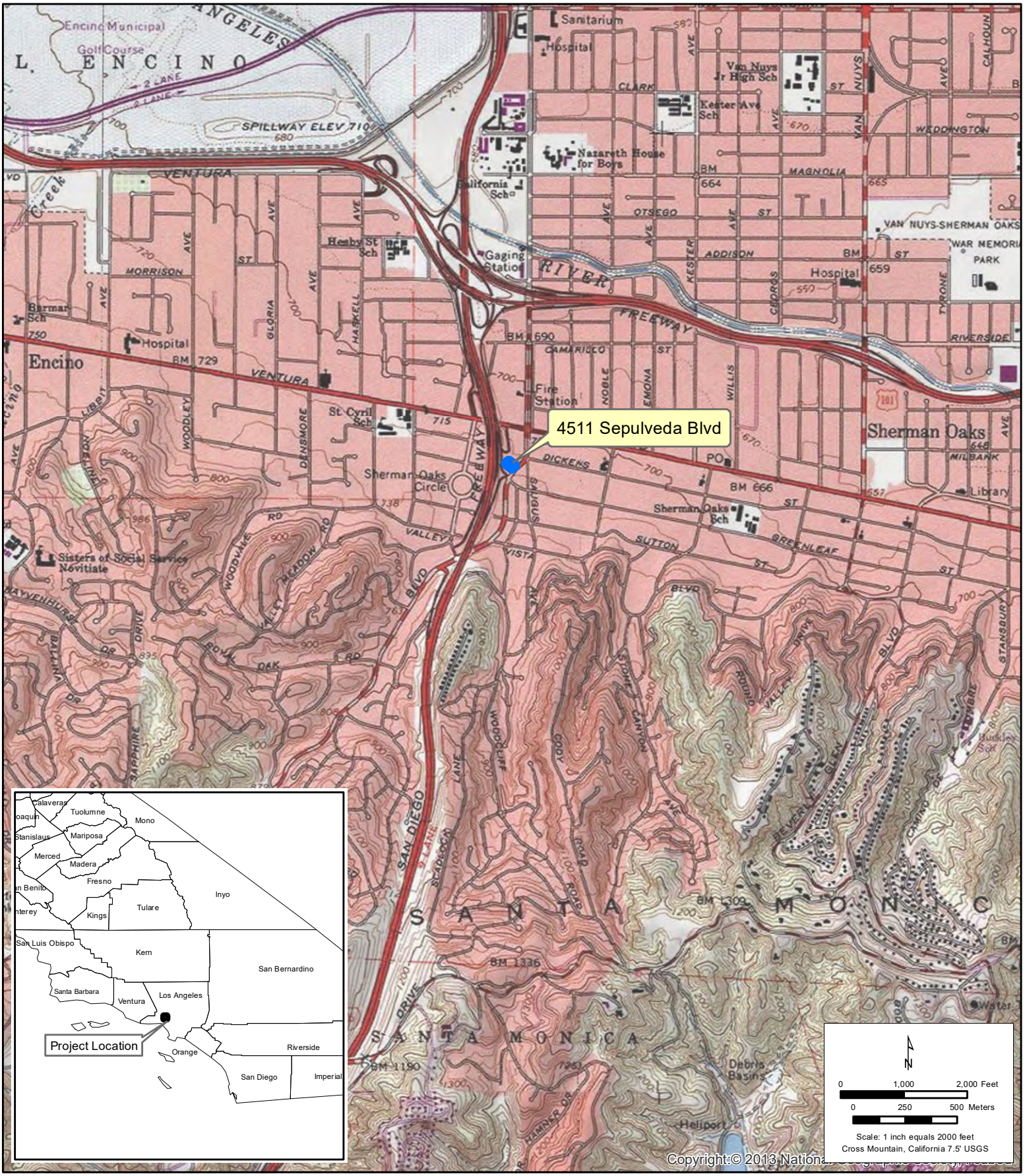
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 6 of 6 *Resource Name or # (Assigned by recorder) 4511 Sepulveda Blvd - AIN: 2276040005

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



DPR 523J (1/95)

*Required information

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

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 3S; 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Sherman Oaks West

P1. Other Identifier: 4506 Saugus Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 4506 Saugus Avenue **City** Sherman Oaks **Zip** 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364860.27 mE/ 3779931.26 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 2276008066 to 079

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

The two-story, Contemporary condominium building at 4506 Saugus Avenue was constructed in 1977 and features an irregular plan and a concrete foundation. The roof is flat with parapets and is clad with built-up material. The west elevation is slightly angled upwards to create a tiered, sawtooth roof formation. The exterior walls are clad in rough stucco, as well as vertical wood boards that frame the fenestration details.

The building features multiple points of entry. The west elevation is characterized by the tiered, sawtooth design with second story balconies and ground floor patios accessed by anodized metal-framed sliding glass doors. The north and south portions of the west elevation feature single-entry metal gates that provide access to the second and ground level apartment units. The north elevation includes a horizontal entry gate that provides access to covered and soft story parking; it also includes additional sash windows on the second level, above the soft story parking. The south elevation includes a two-car garage with a roll up door. The east elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multi-family property

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. West elevation view, camera facing east. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1977 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** May 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3S; 3CS

***Resource Name or #** (Assigned by recorder) Sherman Oaks West

B1. Historic Name: Sherman Oaks West
B2. Common Name: N/A
B3. Original Use: Multi-family Property
B4. Present Use: Multi-family Property
***B5. Architectural Style:** Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1977. Partially re-stuccoed in 2014.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Architecture **Area** Los Angeles County
Period of Significance 1977 **Property Type** Multiple-family property
Applicable Criteria NRHP Criterion C and CRHR Criterion 3

The building at 4506 Saugus Avenue appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The building generally retains integrity to its original construction and meets Criterion C of the NRHP and Criterion 3 of the CRHR. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** May 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

The building at 4506 Saugus Avenue was constructed in 1977 as the Sherman Oaks West condominiums. The building offered fourteen one- and two- bedroom units. A unit cost between $42,900 to $77,900 and ranged from 550 to 1,125 square feet. Amenities included a jacuzzi, sauna, security gates, covered parking, soundproofed and insulated walls, carpeting, electrical appliances, fireplaces, and patios and balconies. Move-in dates originally occurred on February 1, 1977 (*The Los Angeles Times* 1977). The building continues to operate as multi-family housing at the time of this evaluation.

The building demonstrates design influences of the Contemporary style. The Contemporary style, popular between circa 1940 and 1980, is characterized by strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs; large windows, often aluminum framed; non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass; angular massing; sun shades, screens, or shadow block accents; horizontally oriented commercial buildings; distinctive triangular, parabolic, or arched forms; "eyebrow" overhangs on commercial buildings, and integrated, stylized signage on commercial buildings (McAlester and McAlester 1984:482).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building is associated with residential development of Los Angeles however, research did not reveal that the building played a distinct or important role in overall development of the region. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this building is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this building made demonstrably important contributions to history at the local, state, or national level. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The multi-family building at 4506 Saugus Avenue is an excellent example reflecting the twentieth century trends of the Contemporary style because it retains character-defining features like rough stuccoed walls and a tiered, sawtooth design. The building on this parcel retains the distinctive design that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is recommended eligible for the NRHP and CRHR under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the building is recommended not eligible for the NRHP or CRHR under Criterion D/4.

The building does not appear to have been significantly altered since construction and retains integrity of location, setting, design, materials, workmanship, feeling, and association. Because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the building appears to be eligible for listing in the NRHP and CRHR.

***B12. References (continued):**

McAlester, Virginia and Lee McAlester
1984 *A Field Guide to American Houses*. New York: Alfred A, Knopf, Inc.

The Los Angeles Times
1977 "Sherman Oaks." Editorial. November 20, 1977. Accessed on May 9, 2023 via newspapers.com.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 4506 Saugus Ave - AIN: 2276008066 to 079

***Drawn By:** Alec Stevenson

***Date:** 5/8/2023

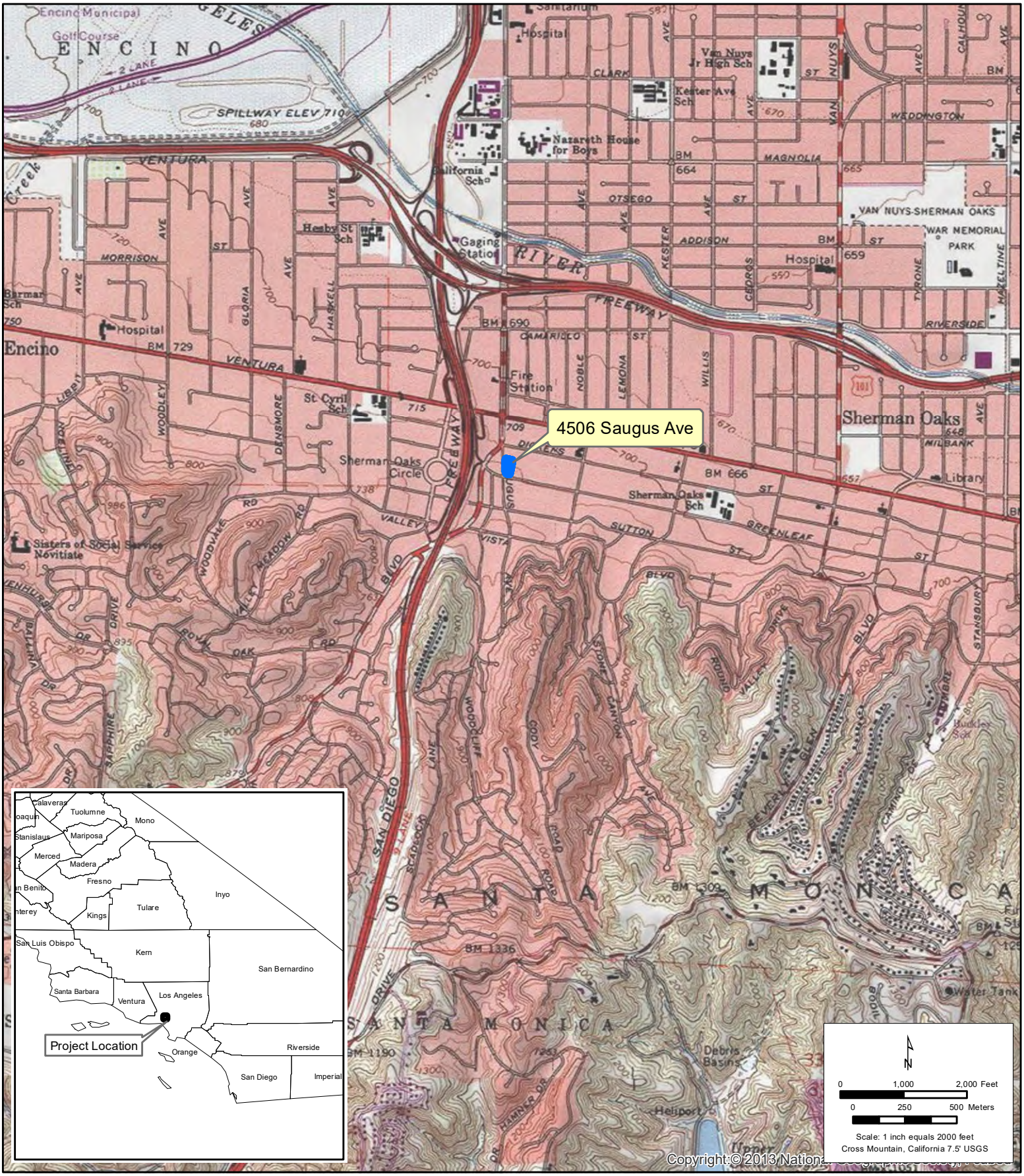
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) 4506 Saugus Ave - AIN: 2276008066 to 079

*Map Name: Van Nuys *Scale: 1:24,000 *Date of Map: 1987



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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #:** (Assigned by recorder) Los Angeles River (Sepulveda Dam to Van Nuys Boulevard)

P1. Other Identifier: Los Angeles River
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Van Nuys, CA **T** 1N**; R** 15W**; _ ¼ of _ ¼ of Sec** 00**; B.M.** San Bernardino
c. Address n/a **City** Van Nuys; Sherman Oaks **Zip** 91406; 91403
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364176.50 mE / 3781613.20 mN; 366482.66 mE / 3780595.36 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): The segment that travels east to west from the Van Nuys Boulevard crossing to the southwest facing elevation of the Sepulveda Dam.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This form covers the Sepulveda Dam to Van Nuys Boulevard section of the Los Angeles River channel that extends east from the Sepulveda Dam to the Van Nuys Boulevard river crossing (Bridge 531376). Parts 6 and 7 and the Sepulveda Flood Control Basin, including the Sepulveda Dam, are upstream from Part 5 and are not included in the study area focus of this form. The segment, constructed 1948-1952, is approximately 1.65 miles long and features a rectangular channel lined with vertical, concrete banks and a horizontal, concrete bottom. The width of the channel is around 45-feet wide for the entirety of the segment; however, the west end of the segment, at the Sepulveda Dam, measures about 80-feet in width. The north and south banks do not include any service roads. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP20 – Canal/ aqueduct; HP22 – Lake/ river/ reservoir
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the Los Angeles river; looking west from the off-ramp between Interstate 405 and U.S. Highway 101. September 2022 (Google Maps)

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948-1952 (AECOM 2018; NETR 2024)

***P7. Owner and Address:**
U.S. Army Corps of Engineers, Los Angeles District
915 Wilshire Boulevard
Los Angeles, CA 90017

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** March 2024

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Los Angeles River (Sepulveda Dam to Van Nuys Boulevard)

B1. Historic Name: Paayme Paxaayt (West River)
B2. Common Name: Los Angeles River
B3. Original Use: Naturally occurring river
B4. Present Use: Channelized river; flood control
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) The U.S. Army Corps of Engineers enlarged and lined with concrete the subject segment of the Los Angeles River between 1948 and 1952. This occurred as part of the Los Angeles County Drainage Area (LACDA) project, which eliminated the earthen bottom of the river. In 1958, the California Department of Transportation constructed the Los Angeles River bridge at Interstate 405 (Bridge 531159) and the offramp to U.S. Highway 101 (Bridge 531160F). In 1959, they constructed the Kester Avenue UC (Bridge 531375) and the Van Nuys Boulevard UC (Bridge 531376).

***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Although the terminus of this segment is the Sepulveda Dam, the Sepulveda Dam is not a related feature. The Sepulveda Dam was constructed in 1941, almost a decade before the river was channelized to the west, and is a separate resource not evaluated on this form.

B9a. Architect: U.S. Army Corps of Engineers b. Builder: U.S. Army Corps of Engineers
***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** Flood control/ Water conveyance
Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Sepulveda Dam to Van Nuys Boulevard section of the Los Angeles River Channel, does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The Los Angeles River segment has not been substantially altered since it was originally channelized in 1948-1952 and it retains its historic integrity. However, this segment does not possess sufficient significance to be eligible for listing in the NRHP/CRHR either individually or as a contributing resource to a larger significant cultural resource (like the entire Los Angeles River channel or the overall LACDA project) if it is ever determined that such a resource exists. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Evan Mackall

***Date of Evaluation:** March 2024

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See attached

***P3a. Description (continued):**

The Los Angeles Riverfront Greenway was constructed on the south bank about 2015; it features a bike and pedestrian walkway, a safety fence located between the south bank the right-of-way, water fountains, benches, and landscape foliage. The trail begins at the intersection of Valleyheart Drive and Sepulveda Boulevard, and travels east for 0.5-miles before it ends at the intersection of Valleyheart Drive and Kester Avenue.

In 1987, local Sherman Oaks resident, Ernie La Mere, constructed Ernie's Walk on the north bank of the river. It travels for 0.3-miles from the intersection of Kester Avenue and Valleyheart Drive to the intersection of Cedros Avenue and Valleyheart Drive. In 2003, the County of Los Angeles repaved the pedestrian walking path. The path includes river rock street furniture, and native and non-native plantings along the concrete river channel.

Other elements include above ground pipelines that span the width of the channelized river, as well as four bridge crossings at the off-ramp between Interstate 405 and U.S. Highway 101 (Bridge 531160F), at Interstate 405 (Bridge 531159), at the Kester Avenue UC (Bridge 531375), and the Van Nuys Boulevard UC (Bridge 531376).

***B10. Significance (continued):**

LACDA and the Los Angeles River Channel

The Los Angeles metropolitan area is within the LACDA basin, which is bordered by the Santa Susana and San Gabriel Mountains on the north, and the east and southeast by the Chino, San Jose, and Puente Hills. The basin includes urbanized flatlands and valleys and is crossed by three major rivers – the Los Angeles, Rio Hondo, and San Gabriel – and their tributaries (USACE 1992). Since the Spanish settled the Los Angeles area in 1781, Southern California has experienced more than 60 significant floods, many of which occurred on the Los Angeles River. Prior to the construction of concrete flood control projects, stream channels in the Los Angeles area were typically dry until the winter when precipitation increased. Because these rivers and streams did not have a continuous flow, they did not develop well-defined courses or deep channels and possessed low banks and wide beds. Therefore silt, sand, and gravel that was carried down from the mountains during high precipitation events eventually filled stream channels to capacity, subsequently raising channel bottoms to the level of the surrounding farmland causing water to overflow and create new channels across the lower ground (Deverell and Sitton 2017; Gumprecht 2001).

The population of Los Angeles boomed in the 1880s, increasing the potential for flood damage. Prior to the boom, flooding was often seen as beneficial to the surrounding agricultural land and caused minimal damage as few structures had been built in the flood plain. Flood risk increased dramatically after the Southern Pacific Railroad extended its line from San Francisco to Los Angeles in 1876 and a second transcontinental line was constructed within Los Angeles ten years later. Urban development increased both in Los Angeles and along the length of the river. Settlers constructed residential and commercial properties in the flood plain and within the channels of rivers and streams, which were dry most of the year. Trees that anchored the banks of the river were cut for construction projects or fuel, and vegetation on the lowlands that slowed the flow of water and prevented erosion were cleared for agriculture and grazing. Riverbanks were further weakened by the construction of irrigation canals. The construction of railroad trestle bridges, which were constructed using closely spaced wood piles, often acted as dams during severe storms forcing water and debris to overflow channels and endanger people and property downstream. Railroad tracks and beds also were frequently constructed across floodplains and the associated embankments confined flood waters. As the population of the Los Angeles area continued to grow, development spread outside of the city along the length of the river, leading to the founding of the communities of Glendale and Burbank in the San Fernando Valley. With the rise of development, the number of areas vulnerable to flooding increased as the porous ground surface of the San Fernando Valley was covered by new buildings and infrastructure, which prevented natural runoff and reduced soil absorption (Deverell and Sitton 2017; Gumprecht 2001).

The absence of a major flooding event in the late 1870s and early 1880s convinced Los Angeles area residents that the flood risk was low, and construction of buildings and structures in the floodplain and river channels continued. The

first flood event following the late nineteenth century population boom occurred in the winter of 1884. Although the City of Los Angeles had constructed levees along the river in 1872, the levees were not very effective and residents demanded more substantial flood protection. A new levee was constructed in 1885, but it washed away the following year. The Los Angeles City Council subsequently provided right-of-way to the Atchison, Topeka & Santa Fe Railway along the west bank of the river to build and maintain a levee, while the City of Los Angeles constructed a levee on the east bank. However, levee construction outside of Los Angeles was sporadic, and the levees pushed the water downstream, increasing flooding in those areas (Gumprecht 2001).

After the flooding in 1889, the Los Angeles Board of Supervisors recognized that flood control efforts in the region would need to be coordinated at the county level to be effective and established a committee of three engineers to prepare countywide flood control recommendations. However, the flooding in the 1880s was followed by a long dry spell, and plans for countywide flood control were set aside for constructing highways and other infrastructure projects. In the late 1800s, the population of Los Angeles County increased to include more than 500,000 people and Los Angeles became the 16th largest municipality in the United States. As the population increased, the demand for land grew. As the dry spell continued and memories of the past flooding faded, construction along the Los Angeles River in downtown Los Angeles and along its length increased. Railroad commuter lines were constructed and new towns such as Long Beach, Vernon, and Huntington Park were established; parts of the latter two cities were platted directly in the former channel of the Los Angeles River. Rail lines were extended to Glendale in 1904 and to Burbank in 1911. That same year, the Los Angeles Suburban Homes Company bought land in the San Fernando Valley in anticipation of the completion of the Los Angeles-Owens River Aqueduct and paid the Pacific Electric Railway company to extend commuter lines into Lankershim (now North Hollywood), Van Nuys, and Owensmouth (now Canoga Park) (Gumprecht 2001).

The dry spell ended in 1914 when major flooding caused more than $10 million in damages in Los Angeles County. Most of the flood damage occurred outside of Los Angeles, but the city's levees and bridges had been damaged and private property had been lost. South of Los Angeles, the river overflowed and shifted, washing out railroads, highways, and telephone lines. Silt was dumped into the Long Beach and Los Angeles harbors and private and public infrastructure was damaged or destroyed (Deverell and Sitton 2017; Gumprecht 2001; USACE 1992).

On June 12, 1915, an act of the California State Legislature created the Los Angeles County Flood Control District (LACFCD) to manage flood control and water conservation in Los Angeles County. Funds for flood control were to be raised by bond issue (Associated Press 1915; USACE 1992). The agency was placed under the direction of the Los Angeles County Board of Supervisors, which also established a Board of Engineers to conduct surveys of the flood-prone areas and produce a plan for flood control. In 1915, the Board of Engineers prepared a plan which involved the construction of dams and basins in the surrounding mountains. Recommendations for the urbanized areas included the construction of a new 7-mile-long Los Angeles River channel in the western San Fernando Valley from Encino to the west, construction of levees along 17 miles of the river, and returning the river to its former course near the town of Vernon. Because much of the Los Angeles River was not considered navigable and was privately owned, the land had to be purchased before flood control work could be completed. Rising property values limited the right-of-way available to engineers for flood control plans (Gumprecht 2001).

Another flood occurred in Los Angeles County in 1916 before any of the recommendations outlined in the 1915 plan could be implemented. However, the Los Angeles County Engineer submitted another plan to the Board of Supervisors in 1917 which was subsequently approved. One-quarter of the effort was focused on harbor diversion. Work on the Los Angeles River itself included the clearing of vegetation from the channel and a method of channel rectification known as "river training," which involved the lining of both sides the river south of Los Angeles with a double row of wood piles faced with hog wire with brush placed between the wire fences. "River training" was designed to confine the river to a narrower course, which forced it to dig a deeper channel. Although the bond issue for the flood control program passed, construction was delayed when the federal government suspended the sale of bonds after the United States entered World War I. Bonds were later issued in 1918, and by 1921 the harbor diversion of the Los Angeles River was completed; new river channels had been excavated; sections of the existing river channel had been straightened and/or reinforced using the "river 'training" method; three large check dams were built in the foothills; and numerous check dams were constructed in the mountain canyons (Gumprecht 2001).

Owens Valley water enabled rapid subdivision and intensive agricultural and urban development of the San Fernando Valley, much of which had been annexed into the City of Los Angeles. Los Angeles suburbs such as Canoga Park, Van Nuys, North Hollywood, and Studio City, as well as the towns of Glendale and Burbank, grew rapidly and by 1930 the population of the San Fernando Valley was more than 100,000.The population of Los Angeles grew to one million between 1920 and 1925 due in part to major oil discoveries, the expansion of the movie industry, and improvements in transcontinental travel. In the 1920s, flood control work in the San Fernando Valley was limited to temporary earthen embankments reinforced with fence and rock along the Tujunga Wash. San Fernando Valley residents requested more improvements, but the original flood control act prohibited funds raised through the sale of bonds to be used for projects not included in the original proposals. A 1924 bond issue was passed to provide funding for nine large dams and reservoirs in the mountains, but provided for little work on the Los Angeles River itself. Two years later, a $26.9 million bond issue was introduced that included more protections for the San Fernando Valley including a dam on the Big Tujunga Creek, a series of debris basins in the foothills above several communities, more than $3.1 million of work on the Los Angeles River, and the excavation of a more defined river channel in the western San Fernando Valley, which would be protected by levees. However, the 1926 bond issue did not pass due to controversy regarding the San Gabriel Dam north of Glendora that was part of the 1924 bond issue. Because projects to be completed in both the 1924 and 1926 bond issues were dependent on the construction of the San Gabriel Dam, the planned program stalled and flood control efforts in Los Angeles County became reactive rather that proactive (Gumprecht 2001).

In the late 1920s, E.C. Eaton was named the Los Angeles County chief engineer. Eaton developed the first comprehensive flood control plan for Los Angeles County, which became the basis for all future flood control construction in the county. The plan was proposed and adopted by the County Board of Supervisors in 1931. At the time the plan was adopted, less than 21 miles of the Los Angeles River had permanent flood control works, which consisted of levees reinforced with riprap or cement. About 15 miles of the river was lined with temporary wire and fence levees and the river in the San Fernando Valley was uncontrolled. Eaton's plan included the immediate construction of permanent flood control works on about 11 miles of the river and the construction of levees to close gaps in the existing system, which would have resulted in a network of reinforced levees from the Glendale area to the river's mouth in Long Beach. In addition, the plan recommended the excavation of a new, approximately 7-mile-long channel for the Los Angeles River in the San Fernando Valley, which also had been included in the 1915 and 1917 flood control plans. This channel would extend between Owensmouth Avenue in Canoga Park to Hayvenhurst Avenue in Encino. Three check dams also were proposed for the San Gabriel Mountains, as well as spreading grounds, two flood control reservoirs, check dams, and debris basins (Gumprecht 2001).

Although the Los Angeles County Board of Supervisors adopted Eaton's plan, it could not be implemented due to lack of funding. Insufficient funds remained from the 1917 and 1926 bond sales and the public could not be convinced to approve additional bond issues. Improvements in the early 1930s were limited to fixing holes in existing levees, deepening of stream channels, and construction of a few miles of both permanent levees and temporary protection along the river. In 1933, the County applied to the Federal Emergency Administration of Public Works for funding but the request was denied (Gumprecht 2001).

In late 1933, the LACFCD appears to have been attempting to move forward with the excavation of the new, 7-mile-long channel in the San Fernando Valley that was part of the County's comprehensive plan. In a city council meeting on December 1933, a resolution was presented asking the city attorney to initiate the acquisition of a right-of-way for a flood control channel between Owensmouth and Hayvenhurst Avenues (Van Nuys News 1933). However, funding for the project was delayed in June 1934 because the state board of equalization would not allow the LACFCD to expend more money than the constitutional limitations for the fiscal year (Van Nuys News 1934a). Flooding that occurred on New Year's Day 1934 resulted in the placement of a new bond issue on the ballot, but it did not pass. By October 1934, construction of the channel had not yet been initiated, but the LACFCD's chief engineer provided an update on the status of the upper Los Angeles River flood control project in a Van Nuys News article, indicating that the district was proposing to construct a 50-foot-wide training channel from the river's headwaters near Owensmouth Avenue to Hayvenhurst Avenue, with banks protected by an inexpensive type of revetment that would be later replaced with more permanent material (*Van Nuys News* 1934a).

In June 1934, President Roosevelt included the LACFCD project in his list of ten preferred undertakings in his waterways development message to Congress (Van Nuys News 1934b), and the board of supervisors subsequently requested funding from the New Deal-era federal Emergency Relief Appropriation Act. The plan submitted to Congress was based on the district's 1931 comprehensive plan, which a presidential committee had endorsed earlier in the year. In July 1935, President Roosevelt approved $13.9 million in Works Progress Administration (WPA) funds under the Emergency Relief Act of 1935, which initiated LACDA and provided for the construction of 14 separate units of the Los Angeles County comprehensive plan for drainage and flood control. The County agreed to purchase the necessary land. Work was to be completed by WPA workers under the supervision of the USACE, and most of the funding was designated for channel improvements and construction of debris basins on the Los Angeles River and its tributaries (Gumprecht 2001; *Los Angeles Times* 1935; USACE 1999).

Work on the Los Angeles River channel in the San Fernando Valley was among the projects approved to be completed under the 1935 federal allotment (Los Angeles Times 1935). The headwaters of the Los Angeles River channel are currently at the confluence of the Arroyo Calabasas and Bell Creek to the west of Owensmouth Avenue where two narrow conduits converge to form the river headwaters (Figure 1). Prior to the 1930s, the Los Angeles River did not extend this far west into the San Fernando Valley. Historically, the river began in Encino near the current location of the Sepulveda Flood Control Basin, located east of the current APE. County flood control workers excavated the heading, as well as the channel that began east of the heading at Owensmouth Avenue and extended about seven miles to Hayvenhurst Avenue, in 1935 (Figure 2). The channel was constructed using the "river training method" and was constructed with a double row of wood piles faced with hog wire with brush (Gumprecht 2001).

Figure 1. Heading of Los Angeles River Channel at the Confluence of Arroyo Calabasas and Bell Creek, April 2017 (view west).

Figure 2. Heading of Los Angeles River Channel at the Confluence of Arroyo Calabasas and Bell Creek in the 1950s (view west-north west; Gumprecht 2001; Padick 1956)

Over the next 35 years, the LACDA was completed under a series of legislation passed by Congress. The Flood Control Act of March 6, 1936 provided for preliminary examination and survey of the Los Angeles River, the San Gabriel River, and its tributaries. The results of the survey were incorporated into the Flood Control Act of June 22, 1936, which was amended about one year later with the Flood Control Act of May 15, 1937 to include the Ballona Creek Channel and its tributaries. The 1936 act also expanded the role of the USACE, giving the agency sole responsibility for providing flood control to rivers and streams throughout the nation and authorized 50 flood control projects across the United States. Los Angeles County was provided with more funding than any of the other U.S. projects, most of which was spent on the Los Angeles River and its tributaries (Gumprecht 2001; USACE 1999). Between 1936 and 1937, the USACE completed channel improvements on segments of Ballona Creek, Compton Creek, and Verdugo Wash, but no work was completed on the Los Angeles River (USACE 1992).

Although the initial work was based on Los Angeles County's 1931 comprehensive plan, the USACE found the designs to be insufficient and submitted a revised plan for the Los Angeles, Rio Hondo, and San Gabriel Rivers. The Los Angeles River improvements included the confinement of the river in concrete banks from North Hollywood to the Rio Hondo. From Lankershim Boulevard to the Burbank Western Wash, the river was to be confined to a rectangular reinforced concrete channel; from the Burbank Western Wash to Elysian Park the river would have sloped banks, be paved with concrete and grouted rock, and have an unlined bottom; and south from Arroyo Seco the banks would be paved with stone or concrete. The Sepulveda Flood Control Basin was planned on the main Los Angeles River channel near Van Nuys and the Hansen Dam on Tujunga Wash, along with flood control basins for the upper San Gabriel River and Whittier Narrows (Gumprecht 2001).

In March 1938, a massive flood inundated the Los Angeles area covering over 300,000 acres, destroying $78 million in property and killing over 100 people. The most extensive flooding was in the San Fernando Valley because the 1935 channel between Owensmouth and Hayvenhurst Avenues was not sufficient to accommodate the increased runoff. The banks were not reinforced with permanent materials and the river overflowed. However, minimal flooding occurred between the Arroyo Seco and the Pacific Ocean, as most sections of the river channel south of the Arroyo Seco had previously been confined by levees protected by riprap or cement. After the 1938 flood, the USACE began the concrete channelization of the Los Angeles River. Today, the channelized river is approximately 51 miles long from its headwaters in Canoga Park to its mouth in the San Pedro Bay at the Port of Long Beach. For much of the river's span it is encased in concrete; only the Sepulveda Basin, Glendale Narrows, and estuary in Long Beach retain earthen river bottoms (Elrick 2007; Gumprecht 2001).

The first segment of the Los Angeles River to be channelized in concrete was completed in 1939 and included the section between Niagara Street and Doran Street near the intersection of Interstate 5 (Golden State Freeway) and State Highway 134 (Ventura Freeway). Based on 1973 USACE plans, this section of the river was confined to a rectangular channel between Niagara and Mariposa Streets and then transitioned to sloped banks with concrete and grouted rock pavement between Mariposa and Doran Streets. A short section between Washington Boulevard and Soto Street also was lined in 1939 and a section between the Interstate 5 (Golden State Freeway) and State Highway 110 (Pasadena Freeway/Arroyo Seco Parkway) near the Elysian Reservoir was constructed in January 1940 (USACE 1992).

Congress passed the Flood Control Act of 1940, which served as the basic authorization for all LACDA project activities that followed and provided an additional $25 million with additional expenditures to be approved at a later date. The Sepulveda Flood Control Basin was completed in December 1941. Three segments of the Los Angeles River channel were paved in downtown Los Angeles in 1941 between the Santa Ana Freeway and Washington Boulevard, and one segment between the Pasadena Freeway and North Broadway was completed in January 1942. By the 1940s, the LACDA project was considered of national importance. By that time, Los Angeles had become the third largest metropolitan area in the country, and during World War II, the city became an important defense industry center and possessed a strategic position on the Pacific Coast. With the use of floodlights, construction crews were able to work on the river channelization project 24 hours a day, five days a week. However, construction slowed during World War II, and no new segments of the river channel were completed between February 1942 and February 1947 (Gumprecht 2001; USACE 1992).

Work resumed in earnest following the war, and between 1947 and 1955, 18 construction projects were initiated on the river, which was under continuous construction throughout the 1950s (Gumprecht 2001). In 1947, the USACE completed the last two sections of the channel in the vicinity of downtown Los Angeles between North Broadway and the Santa Ana Freeway. Between 1948 and 1953, channelization work was focused on the eastern San Fernando Valley, and six segments were completed between Niagara Street near Warner Brothers Studios to the east side of the Sepulveda Flood Control Basin. In 1951, two segments south of Los Angeles also were constructed between Stewart & Gray Road and Century Boulevard, and in 1953, two segments were constructed between 7th Street and the Pacific Ocean and between Paxton Street and Tujunga Wash (USACE 1992).

In 1955, the first segment of the river west of the Sepulveda Flood Control Basin in the western San Fernando Valley was constructed between the basin and Reseda Boulevard. The next segment was completed from Reseda Boulevard to Corbin Avenue in January 1957, and the last segment of the river to be channelized in the western San Fernando Valley, which extended from Corbin Avenue to Owensmouth Avenue, was completed in February 1958. The last segments to be completed in 1959 included one segment between Los Feliz Boulevard and Hyperion Avenue and three segments between Soto and Randolph Streets in Huntington Park (USACE 1992).

By 1970, the entire LACDA project was complete. It included 100 miles of new channels on the Los Angeles and San Gabriel Rivers, the Rio Hondo, and Ballona Creek; 370 miles of tributary channels; five major flood control basins; 15 smaller flood control dams; and 129 debris basins in the surrounding mountains and foothills. The final cost of the LACDA project was just over one billion dollars (Gumprecht 2001).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the Los Angeles River (Sepulveda Dam to Van Nuys Boulevard) is associated with the planning, development, and construction of the Los Angeles River channel and the LACDA project. The 51-mile-long Los Angeles River channel as a whole reflects the historical efforts of the USACE and the LACFCD to control the erratic flood waters of the Los Angeles River, which repeatedly devastated the Los Angeles metropolitan area throughout the historical era by overflowing its banks and changing its course. The subject segment of the Los Angeles River was not the last section to be channelized and, therefore, its construction does not signify the completion of the channelization, which was not finished until 1959. Therefore, the subject river segment is not eligible for the NRHP or CRHR under Criterion A/1 as an individual resource; it is not eligible for the NRHP under Criterion A as a contributor

to a larger significant linear resource (like the entire Los Angeles River channel) or the overall LACDA project, if it is ever determined that those resources exist. The Los Angeles River channel (Sepulveda Dam to Van Nuys Boulevard) is a portion of 46 sections of the river channel that were constructed by the USACE between 1939 and 1959. Because it was a later portion to be channelized, it does not appear to have been considered a crucial component of the LACDA system.

Under NRHP Criterion B or CRHR Criterion 2, the evaluated portion of the Los Angeles River channel has no significant association with the lives of person important to national, state, or local history. Important people that may be associated with the river channel segment are likely to be master engineers, which is more appropriately associated with significance under Criterion C. There may be instances, however, when a water conveyance system would be eligible under Criterion B, notably when the person's association with the system is very strong and no properties more intimately associated with that person remain. Research did not reveal that the subject segment of the channel is associated with any notable persons associated with water planning, construction, or engineering in California. The evaluated segment was designed by the USACE as part of the larger Los Angeles River channel and no associations with prominent people associated with the USACE design of the river channel segment were identified. Therefore, the Los Angeles River (Sepulveda Dam to Van Nuys Boulevard) is not eligible for the NRHP/CRHR under Criterion B/2 as an individual resource or as a contributor to a larger significant linear resource (like the entire Los Angeles River channel) or the overall LACDA project, if it is ever determined that those resources exist.

Under Criterion C/3 of the NRHP/CRHR, the evaluated portion of the Los Angeles River channel does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic value. The Caltrans historic context *Water Conveyance Systems in California* notes properties eligible under Criterion C/3 may have unique values, or they may be the best or good examples of a type of water conveyance property. The earliest, best preserved, largest, or sole surviving examples of particular types of water conveyance systems or a property that introduced a design innovation may be eligible as examples of evolutionary trends in engineering. To be considered a good representative of that type, period, or method of construction, a water conveyance system must possess "distinctive characteristics," the common feature or traits of that type, period, or method of construction. Through these distinctive characteristics, a property must clearly illustrate one or more of the following: the pattern of features common to a particular class or resources; the individuality or variation of features that occurs within the class; the evolution of that class; or the transition between classes of resources (JRP and Caltrans 2000).

The Sepulveda Dam to Van Nuys Boulevard section of the Los Angeles River channel is not the earliest, best preserved, largest, or sole surviving example of a segment of the Los Angeles River channel. It does not represent a particular or important method of construction. The subject segment, with its rectangular, concrete-lined channel and vertical concrete banks, is similar in engineering, design, and construction to other segments of the river channel constructed beyond the Sepulveda Flood Control Basin. The segment also is narrower section in comparison to the wider sections downstream that are often featured in television and film, and is a linear segment without complex engineering features or unique design innovations.

The Los Angeles River segment also is not associated with any bridges with architectural significance. Several Los Angeles River bridges have been previously listed or determined eligible for the NRHP and designated by the City of Los Angeles as Historic-Cultural Monuments. These bridges are significant within the context of Monumental Los Angeles River Bridges constructed as part of the City Beautiful Movement of the early twentieth century and WPA-era Los Angeles River bridges constructed in 1930s and 1940s (Los Angeles City Planning Department 2007). The bridges within the Sepulveda Dam to Van Nuys Boulevard segment of the river were all constructed in the late 1950s when the river was channelized, and none were determined to be NRHP eligible by the Caltrans Bridge Inventory (assigned category 5).

Since the Los Angeles River (Sepulveda Dam to Van Nuys Boulevard) does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic value, it is not eligible for the NRHP/CRHR under Criterion C/3 as an individual resource. The evaluated segment also is not

eligible for the NRHP/CRHR under Criterion C/3 as a contributor to a larger significant linear resource (like the entire Los Angeles River channel) or the overall LACDA project, if it is ever determined that those resources exist. The Los Angeles River (Sepulveda Dam to Van Nuys Boulevard) is similar to many other segments of the river channel in design and construction and, as mentioned previously, it is an example of simple design in a straight segment of the river channel without complex engineering features or unique design innovations.

Under NRHP Criterion D and CRHR Criterion 4, the evaluated section of the Los Angeles River channel is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In conclusion, the Sepulveda Dam to Van Nuys Boulevard section of the Los Angeles River Channel has not been substantially altered since it was channelized between 1948 and 1952 and it retains its historic integrity. However, the subject segment does not possess sufficient significance to be eligible for listing in the NRHP/CRHR either individually or as a contributing resource to a larger significant cultural resource (like the entire Los Angeles River channel or the overall LACDA project) if it is ever determined of such a resource exists.

***B12. References (continued):**

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Padick, Clement

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U.S. Army Corps of Engineers (USACE)

1992 Los Angeles County Draining Area Review Final Feasibility Report. USACE, Los Angeles District, Los Angeles, California.

1999 Operation, Maintenance, Repair, Replacement, and Rehabilitation Manual, Los Angeles County Drainage Area, California. USACE, Los Angeles District, Los Angeles, California.

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1934a Valley Land Valued at $3,673,200 Subject to Overflow of River: Chief Engineer Fisher Gives Description of project for Upper Los Angeles River Control in San Fernando Valley. Van Nuys News. October 15, p. 1.

1934b Valley Area Major Portion of Los Angeles County Flood Control Plan, President Roosevelt's Waterways Message of Importance to this Section; Vast Sum to be Expended. Van Nuys News. July 7, pp. 1 and 5.

P5a. Photographs (continued):

Photograph 2. View of the Los Angeles River channel; facing south from Valleyheart Drive. December 2023 (Google Maps).

Photograph 3. View of the Los Angeles River; facing east from the Sepulveda Boulevard crossing. December 2023 (Google Maps).

Photograph 4. View of the Los Angeles River; facing west from the Interstate 405 crossing. January 2024 (Google Maps).

Photograph 5. View of the Los Angeles River; facing east from the off-ramp between Interstate 405 and U.S. Highway 101. September 2022 (Google Maps).

State of California ♁ The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#
SKETCH MAP
Trinomial

Page 13 of 14 ***Resource Name or #** (Assigned by recorder) Los Angeles River (Sepulveda Dam to Van Nuys Boulevard)
***Drawn by:** HTA Partners ***Date of map:** April 4, 2024

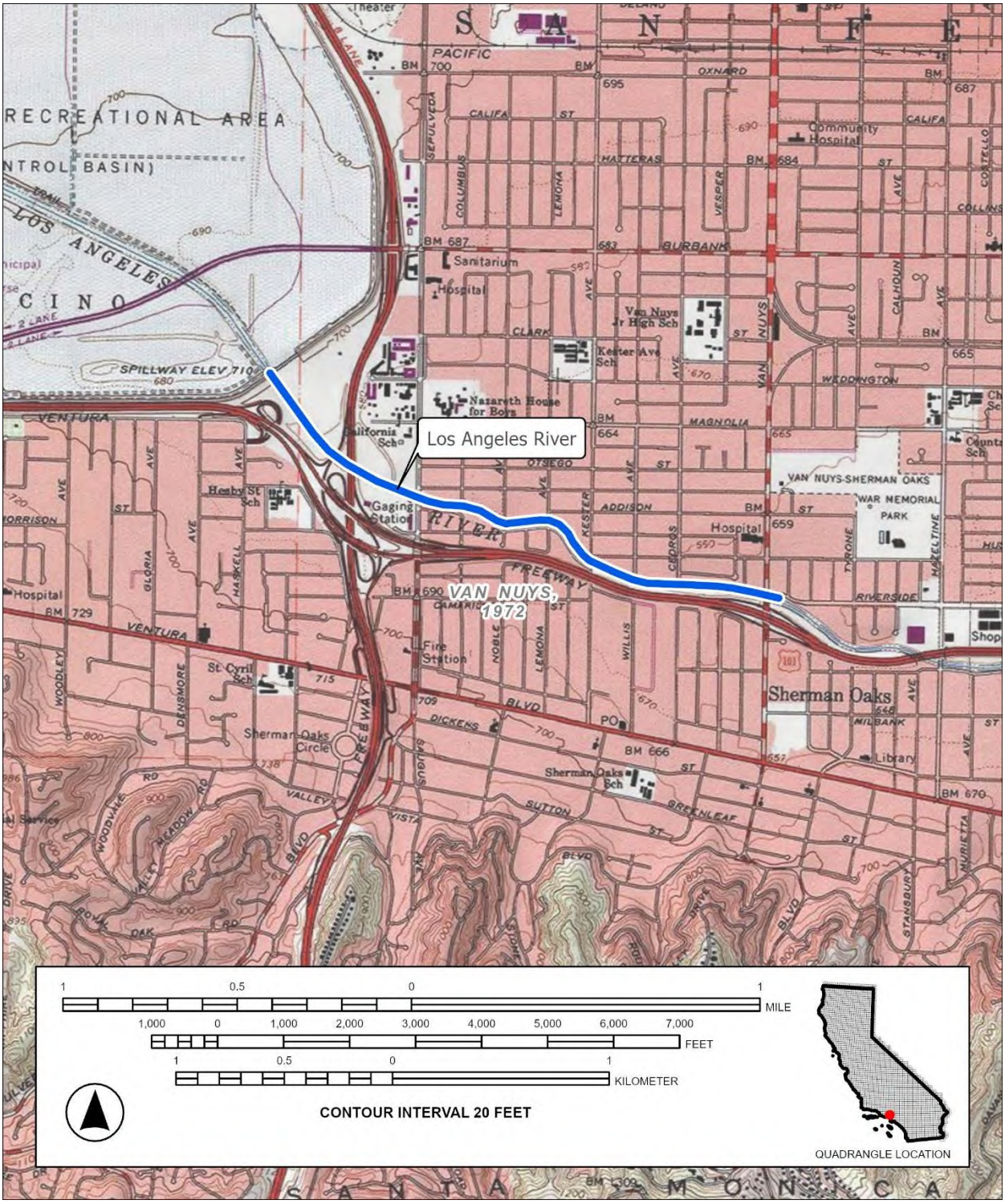
State of California - The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

LOCATION MAP

Trinomial

Page 14 **of** 14 ***Resource Name or #** (Assigned by recorder) Los Angeles River (Sepulveda Dam to Van Nuys Boulevard

***Map Name:** USGS 7.5' Quad. *Van Nuys* ***Scale:** 1:24,000 ***Date of map:** 1972



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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code__6Z_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 16 ***Resource Name or #:** (Assigned by recorder) 10912-10922 Kinross Ave; 1104-1114 Gayley Avenue

P1. Other Identifier: 10912-10920 Kinross Avenue; 1104-1114 Gayley Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 10920 Kinross Avenue **City** Los Angeles **Zip** 90024
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 366537.66 mE/ 3769776.29 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4363-023-027

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

The building located at 10912-10920 Kinross Avenue and 1104-1114 Gayley Avenue is a Spanish Eclectic commercial building constructed in 1930. The building, which spans approximately 15,230 square feet, sits on a concrete slab foundation and features a rectangular plan with slight irregularities. The complex roof structure includes tiered cross gables on the northwest side, shed roof elements on the southwest, and an irregular flat roof covered in built-up material on the northeast and southeast sides. The gable and shed roof sections are adorned with Spanish tile and feature broad, overhanging eaves. Decorative, wrought iron brackets are situated beneath the eaves, along the cornice (**Photograph 1**). The building's structure is made of brick, arranged in a common bond pattern, and is covered on the northwest, southwest, and southeast sides with smooth stucco. The rear (northeast) side includes areas covered in rough stucco, while the central portion exposes the brick. The fenestration details include a mix of fixed storefront windows and anodized metal frame casement windows. The entire building is divided into six individual storefronts, with residential lofts on the second story. (SEE CONTINUATION PAGE)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of the northwest facing façade and southeast elevation; camera facing east. October 2023 (Google Maps).

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1930 (Los Angeles County Assessor)

***P7. Owner and Address:** Private

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** October 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 10912-10922 Kinross Ave; 1104-1114 Gayley Avenue

B1. Historic Name: Crawford-Hattis Prescription Pharmacy
B2. Common Name: 10912-10920 Kinross Avenue
B3. Original Use: Commercial Building
B4. Present Use: Commercial Building
***B5. Architectural Style:** Spanish Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations) See continuation sheet.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** n/a

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Commercial development **Area** Los Angeles
Period of Significance 1930 **Property Type** Commercial building
Applicable Criteria A/1 and C/3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 10912-10920 Kinross Avenue and 1104-1114 Gayley Avenue does appear to meet the criteria for listing in the National register of Historic Places (NRHP) and the California Register of historical Resources (CRHR); the building meets Criterion A/1 for its association with the development of the Westwood Village, and C/3 for demonstrating a type, period, and method of construction related to the Spanish Eclectic style. However, the building has undergone significant alterations to its primary northwest and southwest elevations; this includes the removal of historic-period elements, like arched storefront windows, brick work, and glass block windows. Further, subsequent alterations have created a false sense of history through conjecture of period appropriate design with inappropriate materials. As a result, the building does not retain sufficient integrity to demonstrate its significance under Criterion A/1 and C/3. Therefore, the property is not eligible for the NRHP and CRHR and does not appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Evan Mackall

***Date of Evaluation:** April 2024

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B6. Construction History (continued):**

The Spanish Eclectic building located at 10912-10920 Kinross Ave and 1104-1114 Gayley Avenue was constructed in 1930 as part of the Westwood Village development, an urban master plan spearheaded by the Janss family, owners of the former real estate firm, Janss Investment Company. According to the Los Angeles Department of Building and Safety (LADBS), the building has undergone significant alterations to its exterior details. These include the following alterations:

- **1936**: rear wing constructed on the northeast elevation of the Gayley Avenue storefronts; historically used as a furniture salesroom and showroom.
- **1937**: significant alterations made to the storefront windows at the corner of Kinross and Gayley Avenue.
- **1941**: additional changes made to the storefront systems along Gayley Avenue; building permits did not specify what changes occurred.
- **1947**: addition of a storefront system at the corner of Kinross and Gayley Avenue; this likely includes the corner store identified as 10922 Kinross Avenue.
- **1947**: alterations made to the storefront entrance at the corner of Kinross and Gayley Avenue.
- **1947**: replaced entry-entry door in the existing opening of the third storefront directly east of the corner storefront.
- **1947**: unidentified alterations made to the storefronts along Gayley Avenue.
- **1972**: remodeling of the storefronts along Gayley Avenue, in addition to reroofing of the building.
- **2018**: exterior stairs were demolished and replaced on the rear (northeast) elevation.
- **2021**: relocation of URM retrofit cross walls, the replacement of storefront systems, and the addition of rooftop mechanical units.

An examination of Google Street View revealed further alterations made between March 2015 and March 2016. Prior to March 2015, the facades of the northwest and southwest storefronts featured multi-arched entrances embellished with single- and double-entry doors and fixed storefront windows. Additional elements included a belt course on the storefront facades, intricate floral and Spanish motifs highlighting entry points, brickwork on the storefront foundations, and a decorative chimney top with red tile cladding elements and a shed roof, located at the corner store entrance. The rear elevation comprised original metal-framed casement windows, some with infilled details, and original glass block windows.

By March 2016, the arched storefronts were substituted with fixed, anodized metal storefront windows. This involved the restoration and addition of ornate, decorative details around the new entry points, as well as the removal of a red Spanish tile pent roof located at the southeast end of the northwest elevation. A secondary entrance in the form of a breezeway was carved out of the corner store, now highlighted by a contemporary ornate design in bas relief that mimics the historical floral and Spanish motifs. Changes to the decorative chimney involved the removal of the shed roof and red tile design; it now features two pointed chimney tops made of steel. The second story of the northwest elevation now includes three balconette-like details in place of the previous belt course; the belt course was also removed from the southeast elevation. Other modifications include the replacement of the exposed brickwork foundations with marble veneers, and the substitution of the rear fenestration details with modern anodized metal-framed casement windows, which removed the original glass block windows.

Between 2015 and 2016, smooth stucco was installed on the southeast elevation, in place of the original rough textured stucco cladding that revealed some of the building's brick work. Sometime between May 2019 and October 2023, property owners removed the rear stucco cladding on the 1937 addition and exposed the red brick work. Lastly, a projecting tower on the northwest elevation was removed at an unknown date.

***P3a. Description (continued):**

The northwest facing façade includes two stories; the ground level operates as three storefronts, while the second level accommodates residential lofts. The second level is fitted with 11 pairs of eight-lite, vinyl-framed casement windows; two

out of the 11 windows are encased in modern, balconette-style wooden cages, crowned with a decorative element. The address, "10910-10922," is displayed on the northeast end of the elevation. The second level also features a circular air vent, a recessed casement window protected by a metal security grille, and two pairs of casement windows with ornate surrounds and brackets on its northeast elevation. On its southwest elevation, above a single-story corner store, it has a circular air vent and a pair of casement windows. Aerial images suggest the presence of a row of sash windows on the southeast side of the second story, overlooking the flat roof section of the building.

The ground floor includes three separate storefronts. The façade's northeast half features two identical storefronts, partitioned by a marble veneered column. The storefronts include metal flashing along the top of its fenestration, embellished with heart-shaped details and pointed elements on every fourth heart. The storefronts feature recessed double-entry doors, flanked by a series of fixed windows and marble veneer foundations. On either side of the storefronts are recessed entrances leading to the residential lofts on the second floor. These entrances are highlighted by ornate Spanish designs in a pediment-like style in bas relief. They are accessed through wrought-iron doors; the loft entrance on the northeast side includes an additional door and an ornate design on the rear (northeast) elevation (**Photograph 2**).

The southwest side of the northwest façade includes a single-storefront; it features a large, glazed double-entry door with a transom, set within an arched frame. The entryway is encased in an ornate concrete design that spans the building's full height, incorporating historic elements in the upper half and modern elements in the lower half. The double-entry door is bordered on the northeast by a fixed storefront window and on the southeast by a projecting fixed storefront window that extends onto the southwest elevation. Both windows are adorned with identical metal flashing featuring heart-shaped designs and include a marble veneer along the foundation (**Photograph 1**).

A secondary entrance to the storefront is located on the southwest facing façade; it includes a single-story, shed roof storefront entrance that operates as part of 10922 Kinross Avenue. The corner entrance, at Kinross and Gayley Avenue, was likely added during the 1947 modifications. The storefront incudes a decorative chimney top with two pointed crowns. A non-historic blade sign reading "sweetgreen" in lowercase extends from the southwest elevation, just beneath the chimney. The corner entrance features a partial porch entrance accessed from either the northwest or southwest façade. Each entryway is marked by modern ornate details in bas relief, designed to mimic the historic-period details on the northwest façade. The porch entrance covers a glazed single-entry door with a sidelight facing northwest. Additional features include a large arched fixed window with a marble veneer foundation; it is flanked southeast by two fixed windows, the upper halves of which are adorned with wrought iron lace-work and set upon a marble veneer foundation. Other details include decorative stucco vents and an address marker that reads, "1108-1114."

The southeast end of the southwest façade includes three additional storefronts located along Gayley Avenue. The storefronts share identical feature; they include glazed double-entry doors with a transom, accompanied by a set of fixed windows with marble veneer foundations. The storefronts also exhibit identical metal flashing, mirroring the decorative details on the northwest façade (**Photograph 3**).

The southeast elevation does not include significant architectural details; it features elements of the 2021 retrofit and a recessed steel utility door. Additional features include a line of concrete bollards that run along the elevation (**Photograph 3**).

The rear (northeast) elevation of the building includes two utilitarian wings, each with two stories and constructed of brick in a running bond pattern. The southeastern wing, built in 1937, served as a furniture showroom and is connected to the rear of the storefronts that face Gayley Avenue. This wing, with a flat roof and stucco-clad brick construction, features original metal-framed, multi-light casement windows and is accessible via a single-entry door with an ADA-compliant ramp. An alleyway, enclosed by a wooden gate, runs alongside the building's northwest side, adjacent an additional two-story wing. The building, identified as 10914B Kinross Avenue, is linked to the two-story lofts on its northwest side. It is constructed of red brick and includes both modern and historic-period multi-light casement windows on its upper and lower floors. Access to the building is through a horizontally sliding multi-light door. Additional features include concrete bollards, parking spaces at the rear, concrete planter boxes, and external utility boxes and electrical piping (**Photograph 4**).

Photograph 2. View of the northwest façade and rear (northeast) elevation; camera facing south. October 2023 (Google Maps).

Photograph 3. View of the southwest and southeast elevations; camera facing north. October 2023 (Google Maps).

Photograph 4. View of the rear (northeast) elevation; camera facing northwest. October 2023 (Google Maps).

***B10. Significance (continued):**

Westwood and the Westwood Village

The commercial building at 10912-10922 Kinross Avenue and 1104-1114 Gayley Avenue was erected in 1930, during the initial development phase of Westwood Village in Westwood, Los Angeles. The Westwood neighborhood primarily alongside Brentwood, which is the neighborhood located directly to the east of Westwood and Interstate 405.

The Westwood and Brentwood communities developed in 1887, when the founders of Santa Monica donated land to the federal government for the National Home of Disabled Volunteer Soldiers (NHDVS). Congress established the NHDVS in 1865, originally called the National Asylum for Disabled Volunteer Soldiers. In 1888, a number of influential forces, like former U.S. Senator John P. Jones of Nevada, Robert Baker, and Arcadia Bandini Stearns de Baker, helped found and establish the West Los Angeles VA Campus, known then as the Pacific Branch of the NHDVS. They believed that the dedicated veteran community would contribute to the economic growth of Los Angeles and the surrounding area. By 1889, the campus included a hospital, barracks, mess hall, and the Los Angeles National Cemetery, a contributor to the West Los Angeles Veterans Affairs Historic District, located about 0.2-miles west of the subject building (Los Angeles Conservancy, 2020b).

Brentwood began to develop outside the west gate of the NHDVS complex. As a result, it became known as the Westgate community. After the City of Los Angeles annexed Westgate in 1916, it officially became known as Brentwood. The community of Brentwood continued to develop through the early twentieth century. In 1932, it hosted several summer Olympic games. The community also became home to celebrities like Marilyn Monroe and Steve McQueen. Disaster struck in 1961 when a fire swept through Brentwood and burned 16,000 acres, destroyed 500 homes, and caused $30 million in damage (Neamt, 2022). In the aftermath, the State Cal Fire Authority designated Brentwood as a Very High Fire Hazard Severity Zone (Neamt, 2022). Development slowed down after the 1961 fire, and Brentwood continues to feature early Spanish Eclectic and Mediterranean style homes, similar to the built landscape of the Westwood Village.

In 1919, Arthur Letts, an American businessman and entrepreneur, purchased 3,296 acres of ranch land east of the NHDVS complex. Letts paid $2 million for the land and hired Janss Investment Company to develop it with both low and high style homes. The ranch land became present day Westwood, a community located directly east of Brentwood (Los Angeles Conservancy, 2020c).

In 1919, Westwood became home to UCLA, located about 0.5-miles north of the subject building. Around 1929, developers Harland Bartholomew and L. Deming Tilton created a master plan for the Westwood Village, an upscale shopping area with Mediterranean style buildings, angled streets, and irregular blocks. Street corners featured Spanish Colonial Revival buildings with tile clad roofs, walk through plazas, and second floor arcades. Additional community attractions included the Fox Westwood Theater, Bullock's Department Store, Bratskeller Egyptian Theater (Ralphs Grocery Store), and various college commercial storefronts. The Westwood Village developed through the late 1930s. After the 1960s, the completion of the San Diego Freeway diminished the Mediterranean style landscape when it influenced the construction of high rise office buildings and condominiums in the Wilshire greenbelt (Los Angeles Conservancy, 2020c).

Westwood Village Restoration Efforts

The Westwood Village developed in the late 1920s and through the early 1930s by the Janss Family, owners of the real estate firm, Janss Investment Company, that once owned hundreds of acres on the west side of Los Angeles. Westwood Village developed around the firm's domed headquarters located at 1099 Westwood Boulevard, about 272-feet northeast of the subject commercial building at Kinross and Gayley Avenues. The shopping district intended to cater to the increasingly wealthy local community, as well as the student population of the recently founded UCLA campus. The village thrived through the 1970s and became a place where moviegoers could see premieres at one of more than a dozen single-screen theaters. However, in the 1980s, the area declined due to crime and a gang-related shooting that occurred in 1988, which left a 27-year-old female bystander dead. Other external forces that contributed to the decline included the popularity of multiplex theaters, like those in Century City and Santa Monica (*The Los Angeles Business Journal* 2014). Lastly, the recession of the early 1990s significantly affected the village's economy; retailers quickly came and went in the two decades that followed.

Since 2014, the City of Los Angeles and developers initiated five ground-up development projects to revitalize and restore the Westwood Village to its pre-1980s appeal. These included hotel developments and mixed-use developments along Lindbrook Drive and just south of the UCLA campus. In addition to the development projects, a series of renovation initiatives targeted the revival of five retail structures, which included the subject commercial building at Kinross and Gayley Avenue.

Between 2014 and 2016, the subject building underwent a $1.5 million project to restore the architectural details and prepare its interior space for future residential and commercial tenants. The property, owned by the Topa Management Company, remained largely vacant for many years until a couple commercial shops opened rent-free in Fall 2014. The management company intended to charge higher rents to more prominent retailers after the restoration project; they intended to charge nearly $4 a square foot (*The Los Angeles Business Journal* 2014).

10912-10922 Kinross Avenue; 1104-1114 Gayley Avenue

Developers constructed the commercial building at 10912-10922 Kinross Avenue and 1104-1114 Gayley Avenue in 1930, about a year after the initial commencement of the Westwood Village's master plan. **Plates 1 through 3** include historical aerial imagery that depicts the building in the early stages of the Westwood Village development period. The building's original structure, prior to the 1936 addition of the rear Gayley Avenue wing, is depicted in **Plates 1 and 2**, dated 1933 and 1936. **Plate 3** illustrates the building shortly after the wing's addition, also showcasing a significant increase in the surrounding area's built development.

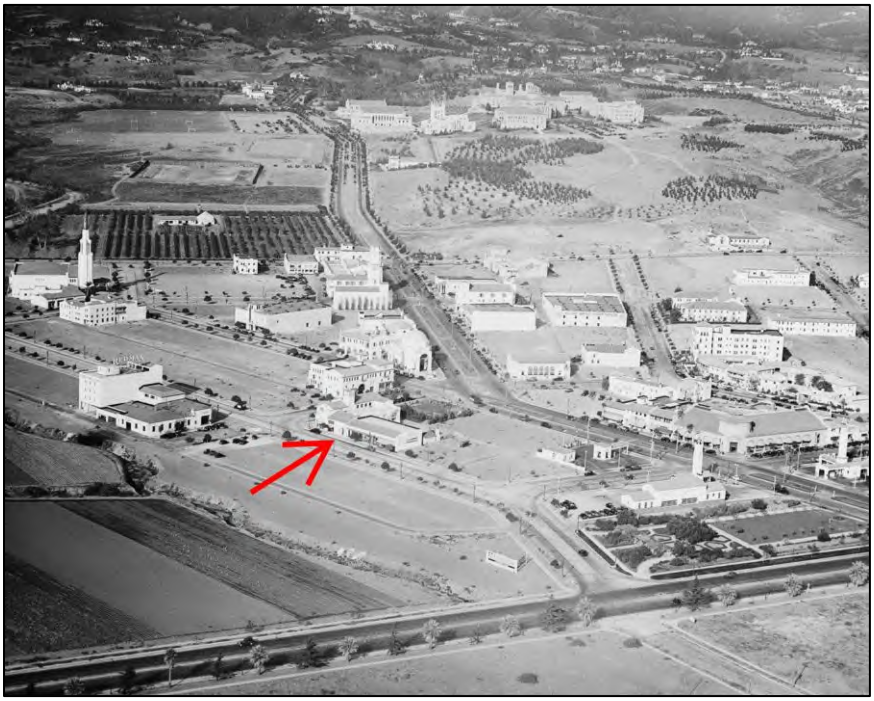


Plate 1. Historical aerial of the Westwood Village in 1933. Pictured is the subject building, marked by the red arrow (Water and Power Associated N.d.).

Plate 2. Historical aerial of the Westwood Village in 1936. Pictured is the subject building, marked by the red arrow (Water and Power Associated N.d.).

Plate 3. Historical aerial of Westwood Village. Pictured is the subject building with the rear 1936 addition; taken in 1938 (UCSB 1938).

The building operated as several different commercial businesses. In 1936, the storefront identified as 10920 Kinross Avenue operated as a cleaning shop; it likely sold items like vacuums, brooms, and other cleaning products (*Daily News* 1936). By 1948, the storefront at 10920 Kinross Avenue operated as the Crawford-Hattis Prescription Pharmacy; the pharmacy conducted business in the building until at least 1955 (*West Los Angeles Independent* 1948; *The Tidings* 1955). By 1963, the storefront opened as a restaurant; newspaper research did not identify the name of the restaurant (*The Los Angeles Evening Citizen News* 1963). Between 1973 and 1979, 10920 Kinross Avenue operated as Simpa Imports, a clothing store that offered imported clothing and accessory items from Italy and Spain. The business closed by 1988, when the storefront operated as mini market (*The Los Angeles Times* 1973, 1979; *The Daily Breeze* 1988). At the time of this evaluation, the storefront at 10920 Kinross Avenue remains vacant.

Other Kinross Avenue storefronts include 10910 Kinross Avenue. The storefront primarily included university related studios in 1938 and 1951; however, in 1948, the storefront operated as a bookkeeping office called Complete Bookkeeping (*West Los Angeles Independent* 1938, 1948; *The Los Angeles Times* 1958).

The storefronts that face Gayley Avenue included additional commercial businesses. In 1939, the storefront at 1104 Gayley Avenue operated as a parts dealer for G-E Sealed-In-Steel refrigerator parts (*The Los Angeles Times* 1939). By 1944, the storefront opened as the E. E. Winters Company, a leather goods store (*West Los Angeles Independent* 1944). The following year, in 1945, the storefront opened as the Francis Silhouette Studio, a type of massage and exercise studio (*West Los Angeles Independent* 1945). Finally, by 1983, the storefront opened as a restaurant called Jangles Chili Café (*LA Weekly* 1984).

Other Gayley Avenue storefronts included 1112 Gayley Avenue, which, in 1948, operated as the Westwood Seed Company (*West Los Angeles Independent* 1948). In 1961, it operated as the Westwood Garden Center (*The Los Angeles Times* 1961).

Between 2007 and 2023, various business operated out of the Kinross and Gayley Avenue storefronts. These included Baskin Robbins, Buffalo Exchange, Native Foods Café, and a kickboxing studio (Google Street View). At the time of this survey, only two business operate in the building. These include Sweetgreen, at 10922 Kinross Avenue, and KazuNort: The Original Handroll bar, at 1110 Gayley Avenue. The other storefronts remain vacant, with exception of the residential studio lofts along Kinross Avenue.

Spanish Eclectic

The commercial building at 10912-10922 Kinross Ave and 1104-1114 Gayley Avenue demonstrates a Spanish Eclectic architectural style that demonstrates influences from both Spanish Colonial Revival and Mediterranean architecture.

Spanish Colonial Revival, most popular between 1915 and the commencement of World War II, is typically one- or two-story asymmetrical, side gabled building characterized by stucco walls; low-pitched red barrel tile roofs with pent eaves or false gables and sometime low towers and decorative chimney caps; limited number of openings filled with rectangular and arched wooden casement windows and heavy, carved wooden doors; close relation to the outdoors through use of French doors, terraces, and pergolas; decorative ironwork for windows, doors, balconies and roof supports; glazed and unglazed tile for walls and floors; arcaded porches; and Plateresque and especially rich Churrigueresque ornament of cast concrete or terracotta (Gebhard and Winter 1985:486; Massey and Maxwell 1996:232; Foster 2004:330).

The Mediterranean architectural style, popular between 1918 and 1942, is closely related to the Spanish Colonial Revival style. The style originates in Italy and is less picturesque than Spanish Colonial styles, defined by its uniformly horizontal roof lines and little emphasis on separate massing. Character defining features include stucco exterior walls; low-pitched clay tile roof cladding, usually hipped; simple massing with stress on horizontal features; formal composition with symmetry; arched openings and arched focal windows; limited use of decorative features; exterior landscaped gardens extending from the building (Survey LA 2018).

While the subject building has undergone significant alterations to its commercial facades, character-defining features still remain. These include the red Spanish tile roof cladding, stucco wall cladding, arched fenestration details, decorative chimney tops, stucco vents, and ornate Spanish and floral designs that accent primary and secondary entry points.

NRHP/CRHR Evaluation

For a resource to qualify for designation as an historic resource in the NRHP and CRHR, it must meet one or more identified criteria of significance. The resource also is required to retain sufficient architectural integrity that continues to convey a sense of place and time associated with its historic period.

Under the NRHP Criterion A or CRHR Criterion 1, the building located at 10912-10922 Kinross Ave and 1104-1114 Gayley Avenue is associated with to the development of the Westwood Village in the late 1920s and early 1930s. The Janss Family, who founded the now-defunct Janss Investment Company, led the development of Westwood Village during this period. The village expanded around the company's domed headquarters at 1099 Westwood Boulevard, which is roughly 272-feet northeast of the subject building at the intersection of Kinross and Gayley Avenues. This building served as one of the initial commercial structures in the village, which the Janss family planned to cater to the prosperous local community and the student population of the newly founded UCLA campus. By the late 1930s, Westwood Village had transformed into a bustling social and commercial center of west Los Angeles. The village flourished until the 1970s, becoming a destination for moviegoers to watch premieres at one of its many single-screen theaters. During this era, the subject building housed various commercial storefronts, professional studios on the ground floor, and residential lofts on the top floor. As a result, the building retains strong associations with the evolution of Westwood Village and is, therefore, eligible for inclusion in the NRHP/CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the building located at 10912-10922 Kinross Ave and 1104-1114 Gayley Avenue is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals, like residents, business owners, or developers, related to the development and use of this building made demonstrably important contributions to history at the national, state, or local level. As a result, the building does not meet eligibility for the NRHP or CRHR under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction: Spanish Eclectic. The Spanish Eclectic style often combines influences from styles like Spanish Colonial Revival and Mediterranean; the style proliferated on main streets and commercial rows in California and other west and southwest states between 1915 and the commencement of World War II. Spanish Eclectic is common for asymmetrical facades, simple massing with stress on horizontal features, stucco walls, red

barrel tile roofs with pent eaves, arched openings, and limited use of decorative features. The building at 10912-10922 Kinross Ave and 1104-1114 Gayley Avenue is a good example reflecting the twentieth century trends of this style. Character-defining features include red Spanish tile roof cladding, exterior stucco cladding, asymmetrical storefront facades, complex roof formations, arched openings, and storefront entrances and breeze ways marked with ornate Spanish designs in bas relief. The building on this parcel as originally designed possesed high artistic and distinctive design that would merit listing on the NRHP and CRHR. Research did not reveal a master architect or builder associated with this building; therefore, it is not significant as the work of a master. The building is eligible for listing in the NRHP and CRHR under Criterion C/4 for its type, period, and method of construction related to the Spanish Eclectic architectural style.

Under NRHP Criterion D or CRHR Criterion 4, the building at 10912-10922 Kinross Ave; 1104-1114 Gayley is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Integrity Analysis

In addition to meeting one or more of the NRHP/CRHR criteria, a resource must retain sufficient physical integrity to demonstrate its historical significance. This includes integrity of location, design, setting, materials, workmanship, feeling, and association.

***Location** is defined as the place where the historic property was constructed or the place where the event occurred.* The building was constructed in 1930 at the corner of Kinross and Gayley Avenue. At the time of this survey, the building remains in its original place of construction; as a result, it retains its integrity of location.

***Design** is defined as the combination of elements that create the form, plan, structure, and style of a property, and results from conscious decisions made during the original conception and planning of the property.* Between March 2015 and March 2016, the building underwent significant alterations that comprise its overall integrity of design. The storefront facades lost their original arched fenestration details, as well as the addition of ornate Spanish details intended to mimic the building's historic design. In present day, the storefronts include modern anodized metal framed storefront windows, in place of the previous arched details. Other changes include modern brackets beneath the eaves and decorative flashing on top of the storefront windows. The combination of modern details, and the removal of historic details, intend to preserve some historic character of the building; however, the current design is not reminiscent of its historic appearance. Therefore, the building does not retain its integrity of design.

***Setting** is defined as the physical environment of a historic property.* The building was constructed in 1930 as one of the early commercial buildings of the Westwood Village masterplan, an urban development located in west Los Angeles. At the time of this survey, the setting remains urban. Therefore, the building retains its integrity of setting.

***Materials** are the physical elements that were combined during a particular period of time in a particular pattern of construction to form a historic property.* Between March 2015 and March 2016, the building underwent significant alterations on its two storefront facades. This included the removal of a pent roof system and belt course on the northwest façade, as well as significant alterations to the chimney on the southwest façade. Other details include the removal of the arched window systems that heavily defined the Spanish Eclectic style. Modern materials include metal flashing, anodized metal framed windows, ornate concrete details in bas relief, and rear fenestration details that infilled historic details, like original casement and glass block windows. As a result, the building does not retain its integrity of materials.

***Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The building's northwest, southwest, and rear (northeast) exteriors feature ornate Spanish and floral patterns on both the second and ground levels. These include depictions of unidentified men and floral motifs that highlight the entrances to the second-story lofts and the commercial business at 10922 Kinross Avenue. However, between March 2015 and March 2016, modifications were made to these ornate details, extending their designs to the building's foundation. These changes also introduced similar designs to the single-story shed roof corner entrance at Kinross and Gayley Avenue. While these additions were intended to maintain the building's historical character, they instead create a false sense of history that undermines the overall craftsmanship of the building. Ornate designs were added to parts of the building where they historically did not exist. As a result, the building does not retain its integrity

of workmanship.

Feeling *is the property's expression of the aesthetic or historic sense of a particular period of time.* The building no longer creates a sense of time and place reminiscent to its initial construction in 1930, the early developmental period of the Westwood Village. While the building still demonstrates a Spanish Eclectic style, significant alterations diminished it character-defining features that would historically create a feeling related to 1930s Westwood Village. Therefore, the building does not retain its integrity of feeling.

Association *is the direct link between an important historic event or person and a historic property.* The building does not retain its integrity of design, materials, workmanship, or feeling. It fails to evoke a sense of time and place, and lacks a direct connection to the initial development phase of the Westwood Village in the late 1920s and early 1930s. Although the building housed various commercial businesses and studios, as well as numerous residential tenants, no research indicates that any of them maintain a strong association or historical significance to the subject building. Further, subsequent alterations have created a false sense of history through conjecture of period appropriate design with inappropriate materials. Integrity of location and setting alone is not enough to convey its association to the initial Westwood Village period of development. Therefore, the building does not retain its integrity of association.

Summary

The commercial building located at 10912-10922 Kinross Ave and 1104-1114 Gayley meets Criteria A/1 and C/3 of the NRHP/CRHR for its association with the early development of the Westwood Village in 1930, as well as for demonstrating a type, period, and method of construction related to the Spanish Eclectic architectural style. However, because the building does not retain its integrity of design, materials, workmanship, feeling, or association, it does not retain sufficient integrity to convey its historic significance. The integrity of location and setting alone is not enough to convey significance under Criteria A/1 or C/3 of the NRHP/CRHR. As a result, the building is not eligible for the listing in the NRHP or CRHR under Criteria A/1 or C/3.

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State of California ♦ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

Page 15 of 16 *Resource Name or # (Assigned by recorder) 10912-10922 Kinross Ave; 1104-1114 Gayley Avenue
*Drawn by: HTA Partners *Date of map: April 15, 2024

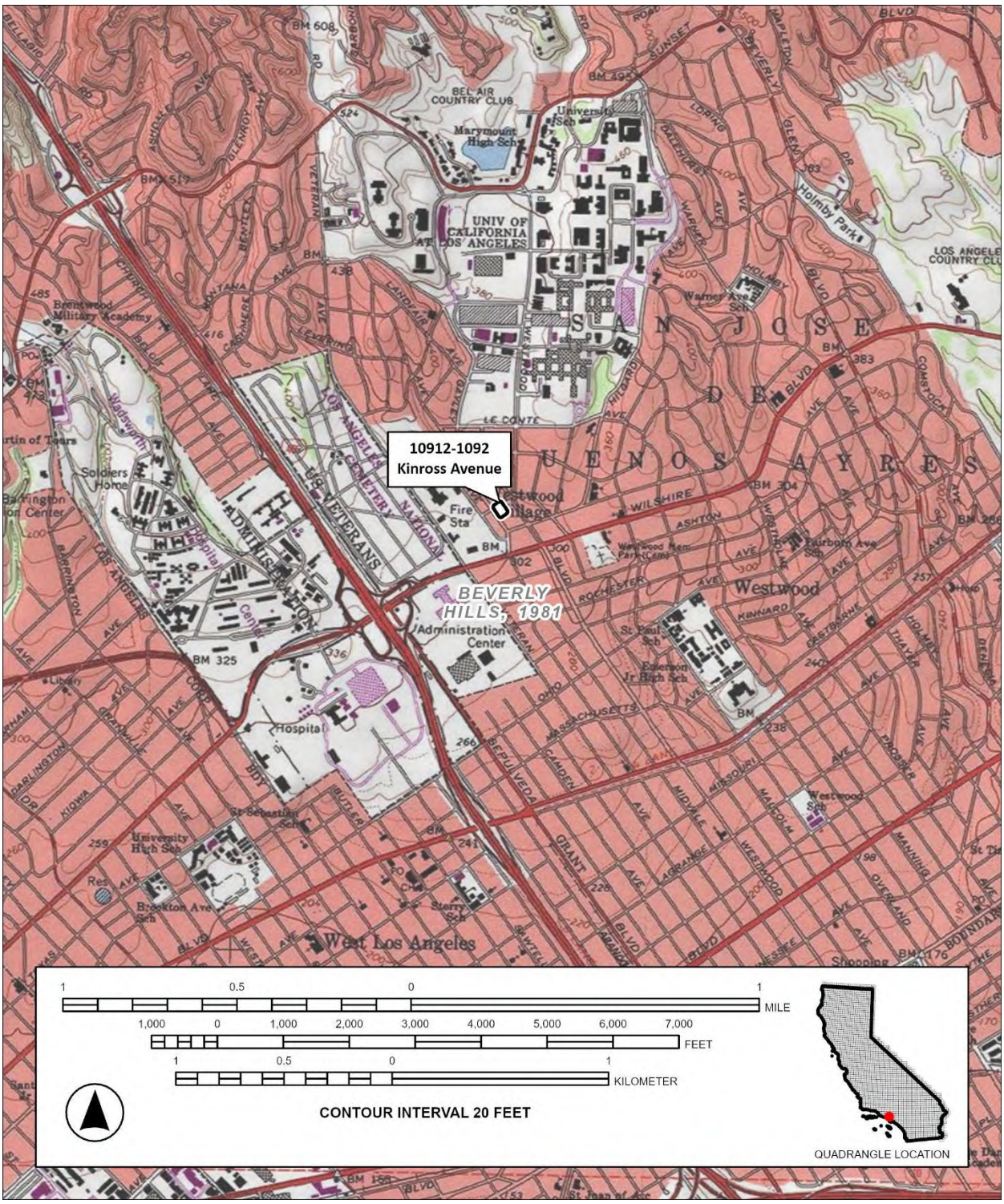
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) 10912-10922 Kinross Ave; 1104-1114 Gayley Avenue

*Map Name: USGS 7.5' Quad. *Beverly Hills* *Scale: 1:24,000 *Date of map: 1981



* Required information

***Resource Name or # (Assigned by recorder)** Acanto Street Historic District

D1. Historic Name: Acanto Street Historic District
D2. Common Name: Acanto Street Historic District

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

Table 1 lists the contributing resources to the Acanto Street Historic District. Refer to the DPR 523A Primary Records and DPR 523B BSO Records for descriptions of the contributing resources and elements. The map reference numbers correlate to the district map included at the end of this form.

Table 1. Contributing Resources

Map Reference Number	Location	Description	Construction Year	Eligibility
01	606 Acanto Street	Residential – Multi-Family; Stucco Box/ Dingbat	1950	Eligible; Contributing
02	614 Acanto Street	Residential – Multi-Family; Stucco Box/ Dingbat	1948	Eligible; Contributing
03	620 Acanto Street	Residential – Multi-Family; Stucco Box/ Dingbat	1948	Eligible; Contributing
04	628 Acanto Street	Residential – Multi-Family; Stucco Box/ Dingbat	1957	Eligible; Contributing
05	636 Acanto Street	Residential – Multi-Family; Stucco Box/ Dingbat	1953	Eligible; Contributing

The Acanto Street Historic District is approximately 250 feet east of the San Diego Freeway (Interstate 405) and includes the 520-foot long Acanto Street right-of-way between Bellagio Road and Ovada Place and the legal parcel boundaries of the five contributors. Acanto Street features a southeast to northwest orientation, and the five contributing resources are on the northeast side of the street with southwest-facing orientations. The southwest side of Acanto Street includes the rear elevations of properties along North Sepulveda Boulevard.

The district is within the neighborhood of Bel Air, a highly urbanized community with commercial and residential buildings. The five contributing resources feature the Stucco Box/Dingbat architectural style with Modern influences; Table 2 lists their character-defining features. The Acanto Street Historic District does not include any non-contributing resources or elements. Acanto Street is flat and paved with sidewalks on both sides. The streetscape includes landscaped palm trees, bushes, and grass (**Photograph 1**).

Table 2. Character-Defining Features of Contributing Resources

Location	Character-Defining Features
606 Acanto Street	rectangular plan, flat and side-gabled roofs with wide eave overhang, stucco exterior cladding, fixed windows with geometric grid pattern, soft story parking on façade
614 Acanto Street	L-shaped plan, cross hipped roof with slight eave overhang, stucco exterior cladding, fluted engaged columns, two-story bay window, soft story parking on façade
620 Acanto Street	rectangular plan with irregularities, cross hipped roof with wide eave overhang, stucco exterior cladding, decorative vertical details and soft story parking on façade, aluminum-framed windows with balconettes
628 Acanto Street	rectangular plan; hipped roof with slight eave overhang, cross gable, and cupola; cantilevered brackets on cross gable; exterior stucco siding; soft story parking with Mansard-style awning on facade
636 Acanto Street	L-shaped plan, side-gabled roof with wide eave overhang, exterior stucco and horizontal wood siding, soft story parking

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.)**:**

The district boundary encompasses the legal parcels of each of contributing resources and the right-of-way of a 520-foot-long segment of Acanto Street and its adjacent sidewalks between the street's intersections with Bellagio Road and Ovada Place. The district is a geographical district, which means the contributing buildings are a finite group of resources related to one another in a clearly distinguishable way and within a geographically definable area. The district's geographically definable area is delineated on the locational map included as part of this district record.

***D5. Boundary Justification:**

Within the previously described boundaries are five contributing resources that illustrate the architectural and community planning and development themes of the Acanto Street Historic District through their physical design, association and function.

D6. Significance: Theme Architecture; Community Planning and Development
Area Los Angeles **Period of Significance** 1948-1957
Property Type Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the postwar period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

Historic Context

The following context has been partially excerpted from the "Survey LA: Los Angeles Historic Resources Survey" prepared by Historic Resources Group (HRG) for the City of Los Angeles in December 2018. Edits and adaptations have been made for clarity.

The Acanto Street Historic District demonstrates the Stucco Box/Dingbat style. The Stucco Box/Dingbat, popular between the 1950s and 1960s, was viewed by many as an appropriately modest and affordable housing type for young singles and couples without children. The multi-family residence gained citywide popularity after World War II, when apartment living was considered a temporary arrangement for those in a transitional phase of life with private homeownership being the ultimate goal. The stucco box was also interpreted early on as an architectural metaphor for Los Angeles itself. In true Hollywood style, the stucco box is mere façade, both literally and figuratively. It is image without substance. As such, the stucco box came to be viewed as the quintessential Los Angeles housing type (HRG 2018).

The Stucco Box/Dingbat style emerged in the early to mid-1950s and dwindled in popularity during the late 1960s. After World War II, Los Angeles experienced a housing crisis as vast numbers of veterans and families moved to the city. As freeways began to crisscross the city, often leaving massive scars through the middle of established older neighborhoods, low-cost apartment buildings would often spring up along

their edges. English architectural critic, Reyner Banham, noted, "Wherever a freeway crosses one or more desirable residential areas of the plains…it seems to produce a shift in land values that almost always leads to the construction of dingbats" (HRG 2018). The stucco box's period of proliferation also happened to coincide with the rise of postwar Modernism, and its simple rectangular forms and smooth surfaces – driven more by a need for economy of design than by any stylistic preference – conveniently passed for Modern minimalism (HRG 2018).

Smaller developers favored the Stucco Box/Dingbat because, unlike large-scale developers, small investors took advantage of zoning changes that permitted higher-density housing. John Chase, author and urban designer, explained, "Los Angeles rental property was an attractive investment for the reasonably well-off small investor. In many cases, the stucco box represented the life savings of its builder and was a solid, publicly displayed symbol of personal success" (HRG 2018).

The owner and landlord were often one of the same. Architect Jack Chernoff, a prolific architect and designer of over 2,000 stucco box apartment buildings, noted that "hopefully it would make the investor a living, but it would not make him rich." Frequently developed as infill construction in established single-family residential neighborhoods, stucco box apartment houses were typically designed to be constructed on a single residential lot. As a result, in plan the building stretched the full depth of its lot with minimal setbacks and little or no useable outdoor space. Compared with its immediate predecessor, the garden apartment of the 1940s, the stucco box was "more apartment with less garden "(HRG 2018).

In its day, the stucco box apartment house was often criticized for its impact on established residential neighborhoods where they often appeared as infill development. Unlike previous multi-family types, like bungalow courts and garden apartments, which made a deliberate attempt to fit in with its neighbors, the stucco box apartment house was often an unwelcome intrusion into an otherwise cohesive streetscape. Where apartment houses were interspersed among existing single-family homes, this often resulted in incongruities of form, style, and scale. The replacement of landscaping with back-out parking – where driveways stretch the entire width of the lot from building façade to the street –disrupted existing patterns of parkways, street trees, and front lawns, and eliminated street parking for the public. In some neighborhoods, streets were transformed incrementally as entire blocks of modest bungalows were lost to these apartments, increasing densities ten-fold or more, and creating an "asphalt and concrete wasteland." However, in many instances the arrival of the stucco box apartment house was merely the first wave of higher-density housing to transform a neighborhood, signaling a trend of more intense land usage that would continue to the present (HRG 2018).

In the 1950s and 1960s, several zoning ordinances were adopted by the Los Angeles City Council which directly affected the design and development of stucco box apartment houses. In 1958, citing concerns about inadequate street parking and unattractive streetscapes, the City Council passed an ordinance which increased the number of required spaces beyond the one-per-unit threshold. The ordinance also dictated changes to curb space and driveway approaches, thereby restricting the construction of full-width garages along street-facing facades. In 1968, the requirement was upped again, so that each three-room unit now required 1.5 parking spaces, and a unit of more than three habitable rooms required two spaces. The passage of these ordinances sounded the death knell for the stucco box apartment house, as builders and developers were unable to meet these new requirements within the conventional building plan on a single residential lot. Thus, the stucco box was quickly rendered obsolete and its short-lived period of proliferation in Los Angeles soon ended (HRG 2018).

Site Specific Context

The Acanto Bel-Air Company constructed two of the district contributors – 614 and 620 Acanto Street – in 1948. The building at 606 Acanto Street was built in 1950, 636 Acanto Street in 1953, and the final building, 628 Acanto Street, was completed in 1957. Advertisements for the multi-family properties described a "luxurious, modern design," wardrobe closets, interior heat and air, garage, storage, and laundry. Architect

Eric Black in collaboration with home designer, Kay McCoy, designed the property at 606 Acanto Street, but it was not determined if these individuals were involved with the design of the other four contributors. The apartments rented at $115 to $250 per month in 1953 (*West Los Angeles Independent* 1951; *The Los Angeles Times* 1953).

Architecture

The five contributing resources in the Acanto Street Historic District collectively convey a Stucco Box/Dingbat architectural style with moderate Modernistic influences. The resources are representative of the post-World War II housing crisis and cultural response of Post-war Modernism.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box, a multi-family residential building type, first manifested in the Los Angeles area in response to World War II and the increase of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscaping helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door" (

As mentioned above, the Stucco Box/Dingbat style manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

The Los Angeles Times
1952 Classified advertisement for 636 Acanto Street. September 1, 1953. Accessed on April 24, 2023 via newspapers.com.

West Los Angeles Independent
1951 "Unfurnished rentals." Classified advertisement. Mach 15, 1951. Accessed on April 24, 2023 via newspapers.com.

***D8. Evaluator:** Evan Mackall and Monica Wilson **Date:** April 2023

Affiliation and Address: HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3D_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 606 Acanto Street

(contributing resource to the Acanto Street Historic District) [Map Reference 01])

P1. Other Identifier: 606 Acanto Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 606 Acanto Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364567.00 mE/ 3771604.63 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016047

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

The two-story, Stucco Box/ Dingbat apartment building at 606 Acanto Street was constructed in 1950 and features a U-shaped plan on a concrete foundation. The building is composed of three sections, including two flat-roofed section and one side-gabled section. The roofs feature wide, overhang eaves. The exterior walls are wood frame clad in stucco.

The building faces west and the façade is characterized by a concrete driveway that provides access to two soft-story, two garage bays with tilt-up doors clad with vertical flush board and a horizontal flush board surround. The second story includes a fixed multi-light window at the south end of the façade; a centrally placed horizontal sliding sash window; and an engaged column flanked north by an additional horizontal sliding sash window. The building is accessed through a south facing single-entry door located within the adjacent hedge. The second tier of the roof appears to include a balcony with similar fenestration details. The north, south, and rear (east) elevations are not visible from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing northeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1950 (Los Angeles County Assessor)

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

***NRHP Status Code** 3D
***Resource Name or #** (Assigned by recorder) 606 Acanto Street
(contributing resource to the Acanto Street Historic District) [Map Reference 01])

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1950.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A

B9a. Architect: Eric Black b. Builder: unknown

***B10. Significance:**
Theme Architecture; Community Planning and Development **Area** Los Angeles
Period of Significance 1948-1957 **Property Type** Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the post-World War II period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

Historic Context

The building located at 606 Acanto Street was constructed in 1950 and designed by Eric Black in the Stucco Box/Dingbat architectural style with moderate influences from Modernism.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box multi-family residential building type first manifested in the Los Angeles area in response to World War II and the increased population of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/ Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

The building at 606 Acanto Street qualifies for listing in the National Register of Historic Places at the local level as a contributor to a potential Acanto Street Historic District. The building is significant under Criterion A for its association with the post-World War II housing crisis in Los Angeles in the late 1940s and late 1960s. The property is also significant under Criterion C as an excellent example of Stucco Box/Dingbat style.

As stated above, the period of significance is for the potential district 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

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

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3D_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 614 Acanto Street (contributing resource to the Acanto Street Historic District) [Map Reference 02])

P1. Other Identifier: 614 Acanto Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 614 Acanto Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364560.54 mE/ 3771622.77 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016048

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

The three-story, Stucco Box/Dingbat apartment building at 614 Acanto Street was constructed in 1948 and features an L-shaped plan on a concrete foundation. The cascading cross-hipped roof features a slight overhang and is clad with asphalt composition shingles. The exterior walls are clad with stucco and fenestration details original 3/3 and 4/4 wood sash units, four-light fixed units, and replacement two-part aluminum-framed sliding units.

(SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing northeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

***NRHP Status Code** 3D
***Resource Name or #** (Assigned by recorder) 614 Acanto Street
(contributing resource to the Acanto Street Historic District) [Map Reference 02])

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1948. Chimney repaired in 1995. Garage bay infilled at an unknown date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A
B9a. Architect: unknown b. Builder: unknown

***B10. Significance:**
Theme Architecture; Community Planning and Development **Area** Los Angeles
Period of Significance 1948-1957 **Property Type** Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the post-World War II period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***P3a. Description (continued):**

The building faces west and the façade is characterized by a two-story bay window on the second and third levels. Each bay window includes three 4/4 wood sash windows framed on the top and bottom by slight projects in bas relief and flanked by engaged fluted columns. The façade north of the bay windows includes a single-entry four light, wood-framed door flanked by four light sidelights and non-functioning shutters on the second level and a set of paired 4/4 wood sash windows with non-functioning shutter in the third level. The second level entrance provides access to a balcony on the roof of the adjacent one-story garage. The north end of the façade features 3/3 wood sash windows in the second and third levels flanked by engaged fluted columns.

The ground level includes a one-story garage wing with a rooftop balcony with a fabricated metal railing. The garage features three garage bays with roll-up doors. A fourth garage bay has been infilled with concrete block, framing, and two aluminum-framed sliding windows.

The south elevation includes additional fenestration details and a three-story, end wall, red brick chimney. The north and rear (east) elevations are not visible to the public right-of-way.

***B10. Significance (continued):**

Historic Context

The building at 614 Acanto Street was constructed in 1948 in the Stucco Box/Dingbat architectural style with modest influences from Post-War Modernism.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box multi-family residential building type first manifested in the Los Angeles area in response to World War II and the increased population of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

The building at 614 Acanto Street qualifies for listing in the National Register of Historic Places at the local level as a contributor to the potential Acanto Street Historic District. The building is significant under Criterion A for its association with the post-World War II housing crisis in Los Angeles between the late 1940s and late 1960s. The property is also significant under Criterion C as an excellent example of Stucco Box/Dingbat style.

As stated above, the period of significance is for the potential district 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3D_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 620 Acanto Street (contributing resource to the Acanto Street Historic District) [Map Reference 03])

P1. Other Identifier: 620 Acanto Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 620 Acanto Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364554.65 mE/ 3771640.18 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016022

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

The three-story, Stucco Box/ Dingbat apartment building at 620 Acanto Street was constructed in 1948 and features a rectangular plan and minor irregularities on a concrete foundation. The complex hipped roof exhibits wide, overhanging eaves and is clad with asphalt composition shingles. The exterior walls are wood frame clad in stucco. Visible windows include 3/1 aluminum-framed units composed of a two-part sliding window over a fixed window.

The building faces west, and the façade features a garage with four bays on the ground level. The northernmost bays include tilt-up doors clad with diagonal wood siding. The second bay from the south has been infilled with a recessed wall containing a centered single-entry paneled and glazed door, and the southernmost bay includes a recessed double-entry door. A belt course separates the ground level from the upper two stories, which each include windows with fabricated metal balconettes in the north and central sections and decorative, narrow, vertical projections on the southern section. The interior spaces of the building are accessed by gates that flank the ground level façade. The gates are accessed by concrete stairs. The north, south, and rear (east) elevations are not visible from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing northeast. 4/12/23.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1948 (Los Angeles County Assessor)

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

***Resource Name or #** (Assigned by recorder) 620 Acanto Street
(contributing resource to the Acanto Street Historic District) [Map Reference 03])

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1948. Two additional rooms added in 1984. Balconettes added in 1989. Reroof in 1992. Garage bays altered at an unknown date.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A
B9a. Architect: unknown b. Builder: unknown

***B10. Significance:**
Theme Architecture; Community Planning and Development **Area** Los Angeles
Period of Significance 1948-1957 **Property Type** Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the post-World War II period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See attached

***B10. Significance (continued):**

Historic Context

The building at 620 Acanto Street was constructed in 1948 in the Stucco Box/Dingbat architectural style with modest influences from Post-War Modernism.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box multi-family residential building type first manifested in the Los Angeles area in response to World War II and the increased population of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

The building at 620 Acanto Street qualifies for listing in the National Register of Historic Places at the local level as a contributor to the potential Acanto Street Historic District. The building is significant under Criterion A for its association with the post-World War II housing crisis in Los Angeles between the late 1940s and late 1960s. The property is also significant under Criterion C as an excellent example of Stucco Box/Dingbat style.

As stated above, the period of significance is for the potential district 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

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

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3D_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 628 Acanto Street (contributing resource to the Acanto Street Historic District) [Map Reference 04])

P1. Other Identifier: 628 Acanto Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 628 Acanto Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364549.57 mE/ 3771658.16 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016023

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

The three-story, Stucco Box/Dingbat apartment building at 628 Acanto Street was constructed in 1957 and features a rectangular plan on a concrete foundation. The complex hipped roof includes a slight eave overhang, a cross gable on the façade, and an off-centered cupola. The exterior walls are wood frame clad in stucco; the stucco on the third level and in the gable end is horizontally scored and textured to simulate wood siding.

The building faces west, and the façade features a front-facing cross gable with a slight overhang with decorative brackets. The second and third levels feature original, steel-framed casement windows, most of which feature non-functioning louvered shutters. The ground level garage includes a full-width, Mansard-style awning above two, two-vehicle bays that flank a one-car bay. The garages feature wood paneled tilt-up doors with decorative molding. The building is entered at the south elevation through a wood single-entry gate with an ornate, circular element. The north, south, and rear (east) elevations are not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing northeast. April 12, 2023.

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1957 (Los Angeles County Assessor)

***P7. Owner and Address:** (Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners. 2023. *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

***Resource Name or #** (Assigned by recorder) 628 Acanto Street
(contributing resource to the Acanto Street Historic District) [Map Reference 04])

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1957.
***B7. Moved?** X **No** __**Yes** __**Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A
B9a. Architect: unknown b. Builder: unknown

***B10. Significance:**
Theme Architecture; Community Planning and Development **Area** Los Angeles
Period of Significance 1948-1957 **Property Type** Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the post-World War II period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

Historic Context

The building at 628 Acanto Street was constructed in 1957 in the Stucco Box/Dingbat architectural style with modest Colonial Revival influence.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box multi-family residential building type first manifested in the Los Angeles area in response to World War II and the increased population of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

Evaluation

The building at 628 Acanto Street is qualifies for listing in the National Register of Historic Places at the local level as a contributor to the potential Acanto Street Historic District. The building is significant under Criterion A for its association with the post-World War II housing crisis in Los Angeles between the late 1940s and late 1960s. The property is also significant under Criterion C for its distinctive architectural design character. The subject building is an excellent example of the Stucco Box/Dingbat style.

As stated above, the period of significance is for the potential district 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

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

PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3D_____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 636 Acanto Street (contributing resource to the Acanto Street Historic District) [Map Reference 05])

P1. Other Identifier: 636 Acanto Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles
***b. USGS 7.5' Quad** Beverly Hills, CA **T** 1S**; R** 15W**; _ ¼ of _ ¼ of Sec** [X]__**; B.M.** San Bernardino
c. Address 636 Acanto Street **City** Los Angeles **Zip** 90049
d. UTM: (Give more than one for large and/or linear resources) Zone 11S ; 364549.57 mE/ 3771658.16 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Assessor's Parcel Number (APN): 4368016023

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

The three-story, Stucco Box/Dingbat apartment building at 636 Acanto Street was constructed in 1953 and features an L-shaped plan on a concrete foundation. is composed of a tiered, low-pitched, side-gabled roof has wide, overhanging eaves and is clad with membrane material. The exterior walls are wood frame clad in stucco and horizontal wood siding on the third level that wraps onto the north and south elevations.

The building faces west, and the façade includes identical fenestration details on the second and third levels. Those details include multi-light, steel-framed picture windows with a three fixed light over a column of fixed lights flanked by three-light casement units. The picture windows are paired on the north end of the façade and arranged in ribbons of three on the south end. The windows on the central section of the façade are tripartite units composed of infilled center sections flanked by six light casement units. The ground level includes an entablature that covers six single-car garage bays with tilt-up doors. The north and south elevations include additional fenestration details covered by metal awnings. The rear (east) elevation is not visible to the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the façade, camera facing northeast. 4/12/23

***P6. Date Constructed/Age and Source:** ☒Historic ☐Prehistoric ☐Both 1953 (Los Angeles County Assessor)

***P7. Owner and Address:**
(Private)

***P8. Recorded by:** (Name, affiliation, address) Evan Mackall and Monica Wilson, HTA Partners, 777 S. Figueroa Street, Suite 2300, Los Angeles, California 90017

***P9. Date Recorded:** April 2023

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: HTA Partners, 2023, *Sepulveda Transit Corridor Project Contract No. AE67085000, Cultural and Paleontological Resources Technical Report*, Prepared for Los Angeles County Metropolitan Transportation Authority.

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

***Resource Name or #** (Assigned by recorder) 636 Acanto Street
(contributing resource to the Acanto Street Historic District) [Map Reference 05])

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Stucco Box/ Dingbat
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1957.
***B7. Moved?** X **No** __**Yes** __**Unknown Date:** _____ **Original Location:**_____
***B8. Related Features:** N/A
B9a. Architect: unknown b. Builder: unknown

***B10. Significance:**
Theme Architecture; Community Planning and Development **Area** Los Angeles
Period of Significance 1948-1957 **Property Type** Residential – Multi-Family
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Acanto Street Historic District appears to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and appears to be a historical resource for the purposes of the California Environmental Quality Act (CEQA). The district generally retains integrity to its original construction and conveys a sense of time a place indicative of the Los Angeles housing boom that followed in the post-World War II period. Therefore, the district meets Criteria A and C of the NRHP and Criteria 1 and 3 of the CRHR. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic district is explained in detail above.

The period of significance is 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** Mackall E. and M. Wilson

***Date of Evaluation:** April 2023

(Sketch Map with north arrow required.)

See attached

(This space reserved for official comments.)

***B10. Significance (continued):**

Historic Context

The building at 636 Acanto Street was constructed in 1957 in the Stucco Box/ Dingbat architectural style with modest Post-War Modern influences.

The Stucco Box design, often nicknamed the Dingbat, became a popular California architectural style between the 1950s and 1960s. The Stucco Box multi-family residential building type first manifested in the Los Angeles area in response to World War II and the increased population of returning veterans. These low-cost apartment buildings are characterized by rectangular plans that occupy full residential lots with little to no useable outdoor space; flat surfaces; flush-mounted metal-framed windows; stucco wall cladding; exterior staircases and corridors; soft story parking recessed into one or more side of the building; Dingbat address number and/or signage; and exaggerated façade details like light fixtures, starbursts, and decorative patterns in the stucco (HRG 2018).

Landscaping was another important element of a stucco box's street presentation. Though not technically part of the building design itself, the planting of exotic species, like the palm trees and foliage seen on Acanto Street, was employed to create added visual interest. In some cases, landscaping was illuminated, with plants "thrown in high relief by Kool-Aid colored Malibu lights" and casting dramatic shadows on the building's flat surfaces. John Chase noted that the stucco box's use of landscape helped to place it in the context of other multi-family housing types: "The stucco box could either be classified as a 1940s garden apartment denuded of much of its garden or as a miniature tenement that has gained a garnish of landscape." For the owner or developer, all of these flourishes – landscaping, a building name, a design motif, or a dingbat itself – were simple and inexpensive methods of individualizing one stucco box from another, a way for the building to "call attention to itself and distinguish it from a similarly plain apartment building next door."

The Stucco Box/Dingbat manifested alongside the popularity of Modernism, or Post-War Modernism. Modern architecture became popular in the late 1920s and early 1930s and extended through the 1970s, although the modern era in the United States is most closely associated with the two decades following World War II. The overarching label of "Modern," although imprecise, can generally be characterized by buildings exhibiting simple volumes (in institutional and commercial buildings) and a lack of decorative detail. Additional characteristics include a use of materials in place of decorative details, and the use of natural colors and textures of materials to embellish a building (for example, employing brick or concrete for decorative effect). The modern era was also a time, however, when new materials and construction methods were explored. An example is curtain wall construction, which utilizes aluminum frames for window walls in place of steel, and new material combinations in the solid spandrel panels that separate them. Additional examples include thin shell construction, folded plate construction, and the hyperbolic paraboloid (Painter 2010: 22-23).

Evaluation

The building at 636 Acanto Street qualifies for listing in the National Register of Historic Places at the local level as a contributor to the potential Acanto Street Historic District. The building is significant under Criterion A for its association with the post-World War II housing crisis in Los Angeles between the late 1940s and late 1960s. The property is also significant under Criterion C an excellent example of Stucco Box/Dingbat style.

As stated above, the period of significance is for the potential district 1948 to 1957, beginning with the construction of 614 and 620 Acanto Street and ending with the construction of 628 Acanto Street.

***B12. References (continued):**

Historic Resources Group (HRG)
2018 "Survey LA: Los Angeles Historic Resources Survey." Prepared for the City of Los Angeles, Department of City Planning. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Painter, Diana J.
2010 *Montana Post-World War II Architectural Survey and Inventory Historic Context and Survey Report.*

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) Acanto Street Historic District

***Drawn By:** Alec Stevenson

***Date:** 6/1/2023

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

LOCATION MAP

Primary #
HRI#
Trinomial

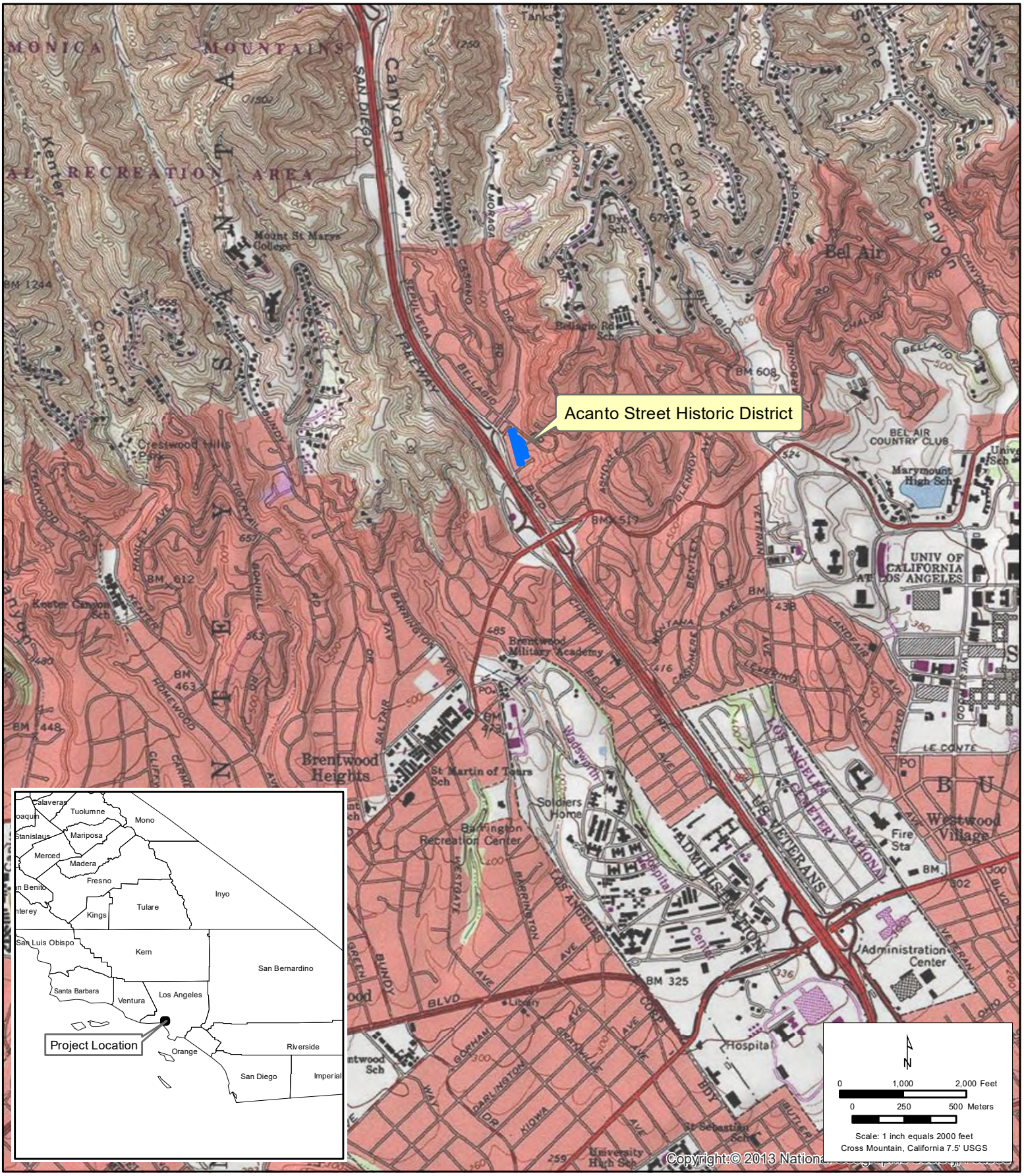
Page 23 of 23

*Resource Name or # (Assigned by recorder) Acanto Street Historic District

*Map Name: Beverly Hills

*Scale: 1:24,000

*Date of Map: 1994



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*Required information

Appendix E. Exempt Properties

APPENDIX E – EXEMPT PROPERTIES

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	225 S THURSTON AVE	Colonial Revival	Not eligible	Found not eligible	4366-014-023	1940
	10990 WILSHIRE BLVD	Other	Not eligible	Post 1985	4324-002-027	n/a
	4426 SHERMAN OAKS CIRCLE	Minimal Traditional	Not eligible	Found not eligible	2283-021-013	1946
Westwood Park	n/a	Other	Not eligible	Post 1985	4324-017-904	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4362-007-004	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4362-005-007	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2261-040-016	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2261-040-017	n/a
	655 SARBONNE RD	Other	Not eligible	Post 1985	4362-005-010	2004
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2276-039-014	n/a
	n/a	Other	Not eligible	Post 1985	2276-039-015	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2276-040-900	n/a
	1001 GAYLEY AVE	Commercial block	Not eligible	Substantially Altered	4363-025-012	1957
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2283-021-016	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2283-021-018	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2283-021-019	n/a
	7310 HASKELL AVE	Minimal Traditional	Not eligible	Substantially Altered	2206-029-003	1954
	7308 HASKELL AVE	Mission Revival	Not eligible	Substantially Altered	2206-029-019	1979
	7228 HASKELL AVE	Vernacular	Not eligible	Substantially Altered	2206-038-018	1955
	15101 RAYMER ST		Not eligible	Vacant Lot	2209-031-001	1995
	15125 RAYMER ST	Industrial	Not eligible	Substantially Altered	2209-031-004	1968
	n/a	Other	Not eligible	Vacant Lot	2209-031-007	n/a
	15205 RAYMER ST	Industrial	Not eligible	Substantially Altered	2209-031-008	1959
	7814 SEPULVEDA BLVD	Industrial	Not eligible	Substantially Altered	2209-032-001	1957
	7834 SEPULVEDA BLVD		Not eligible	Post 1985	2209-032-003	1986
	7854 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2209-032-005	1938

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	7857 BURNET AVE	Vernacular	Not eligible	Substantially Altered	2209-032-025	1954
	7814 SEPULVEDA BLVD	Industrial	Not eligible	Post 1985	2209-032-029	1986
	7826 SEPULVEDA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2209-032-035	1956
	15208 RAYMER ST	Industrial	Not eligible	Post 1985	2209-032-038	1986
	15220 RAYMER ST	Industrial	Not eligible	Substantially Altered	2209-032-041	1950
	7900 SEPULVEDA BLVD	Commercial vernacular	Not eligible	Substantially Altered	2209-032-042	1976
	7846 SEPULVEDA BLVD	Commercial vernacular	Not eligible	Substantially Altered	2209-032-044	1979
	7712 SEPULVEDA BLVD	Commercial vernacular	Not eligible	Substantially Altered	2209-033-059	1984
	7628 SEPULVEDA BLVD	Commercial vernacular	Not eligible	Substantially Altered	2209-034-016	1962
	7650 SEPULVEDA BLVD	Commercial vernacular	Not eligible	Substantially Altered	2209-034-028	1979
	15126 RAYMER ST	Modern	Not eligible	Substantially Altered	2209-036-013	1965
	15102 RAYMER ST	Vernacular	Not eligible	Substantially Altered	2209-036-020	1954
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2210-024-902	
	14660 RAYMER ST	Industrial	Not eligible	Substantially Altered	2210-025-008	1953
	14766 RAYMER ST	Spanish Eclectic	Not eligible	Substantially Altered	2210-025-013	1953
	14876 RAYMER ST	Industrial	Not eligible	Substantially Altered	2210-025-026	1954
	14742 RAYMER ST	Industrial	Not eligible	Substantially Altered	2210-025-045	1965
	14626 RAYMER ST	Industrial	Not eligible	Substantially Altered	2210-030-017	1955
	n/a	Other	Not eligible	Vacant Lot	2210-030-019	n/a
	14485 RAYMER ST	Other	Not eligible	Substantially Altered	2210-030-026	1967
	14556 RAYMER ST	Contemporary	Not eligible	Substantially Altered	2210-030-028	1980
	14533 KESWICK ST	Industrial	Not eligible	Post 1985	2210-030-030	1990
	14533 KESWICK ST	Industrial	Not eligible	Post 1985	2210-030-031	1990
	7605 VAN NUYS BLVD	Industrial	Not eligible	Substantially Altered	2210-031-003	1957
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2210-031-010	1984
	7649 VAN NUYS BLVD	Other	Not eligible	Substantially Altered	2210-031-011	1984
	7621 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2210-031-033	1985
	14400 ARMINTA ST	Contemporary	Not eligible	Post 1985	2212-001-015	2008
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2212-001-900	n/a
	8015 TILDEN AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-002-008	1949
	14424 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-001	1949

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	14362 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-006	1949
	14350 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-008	1949
	14340 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-010	1949
	14334 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-011	1949
	14328 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-012	1949
	14322 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-013	1949
	14318 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-014	1949
	14306 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-016	1949
	14300 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-017	1949
	14268 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-018	1949
	14262 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-019	1949
	14250 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-021	1949
	14234 LORNE ST	Minimal Traditional	Not eligible	Demolished	2212-014-024	1949
	14224 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-026	1949
	14220 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-027	1949
	14214 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-028	1949
	14210 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-029	1949
	14206 LORNE ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-030	1949
	14134 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-031	1949
	14128 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-032	1949
	14118 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-034	1949
	14106 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-036	1949
	14102 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-037	1949
	14066 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-014-038	1949
	7851 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-001	1949
	7855 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-002	1949
	7907 STANSBURY AVE	Minimal Traditional	Not eligible	Demolished	2212-024-006	1950
	7913 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-007	1949
	7935 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-011	1949
	7941 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-012	1949
	7947 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-013	1949
	7957 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-015	1949
	7969 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-024-017	1949
	7979 STANSBURY AVE	Minimal Traditional	Not eligible	Demolished	2212-024-019	1949
	14060 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-024-020	1949
	14050 LANARK ST	Minimal Traditional	Not eligible	Substantially Altered	2212-024-021	1949
	14002 STAGG ST	Minimal Traditional	Not eligible	Demolished	2212-025-001	1949
	14008 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-002	1949
	14014 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-003	1949
	14020 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-004	1949
	14026 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-005	1949

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	14032 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-006	1949
	14038 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2212-025-007	1949
	7801 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-008	1949
	7807 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-009	1949
	7811 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-010	1949
	7817 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-011	1949
	7823 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-012	1949
	7833 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-014	1949
	7839 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-015	1949
	7845 STANSBURY AVE	Minimal Traditional	Not eligible	Substantially Altered	2212-025-016	1949
	n/a	Other	Not eligible	Vacant Lot	2214-022-032	n/a
	13840 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-001	1966
	13830 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-002	1957
	13820 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-003	1957
	13800 SATICOY ST	Modern	Not eligible	Substantially Altered	2214-023-006	1959
	13766 SATICOY ST	Modern	Not eligible	Substantially Altered	2214-023-007	1959
	13726 SATICOY ST	Modern	Not eligible	Substantially Altered	2214-023-010	1956
	13704 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-011	1956
	13932 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-015	1962
	13926 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-016	1958
	13922 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-017	1957
	13918 SATICOY ST	Modern	Not eligible	Substantially Altered	2214-023-018	1958
	13912 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-020	1957
	13904 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-021	1957
	13850 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-023	1957
	13754 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-026	1963
	13746 SATICOY ST	Industrial	Not eligible	Substantially Altered	2214-023-027	1963
	13808 SATICOY ST	Modern	Not eligible	Substantially Altered	2214-023-028	1956
	13972 SATICOY ST		Not eligible	Vacant Lot	2214-023-029	1959
	7554 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2215-001-007	1971
	7724 VAN NUYS BLVD	Contemporary	Not eligible	Post 1985	2215-001-907	1995
	n/a	Other	Not eligible	Post 1985	2215-001-912	n/a
	7600 TYRONE AVE	Other	Not eligible	Vacant Lot	2215-001-913	
	7530 HAZELTINE AVE	Other	Not eligible	Vacant Lot	2215-002-001	
	13741 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-004-001	1958
	13737 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-004-002	1958
	7460 MAMMOTH AVE	Ranch	Not eligible	Substantially Altered	2215-004-003	1953
	13763 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-005-003	1958
	13759 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-005-004	1958
	13753 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-005-005	1958
	13749 COHASSET ST	Ranch	Not eligible	Substantially Altered	2215-005-006	1958

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	13745 COHASSET ST	Ranch	Not eligible	Post World War II Housing	2215-005-007	1958
	13945 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-008	1952
	13941 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-009	1952
	13929 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-011	1952
	13917 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-013	1952
	13911 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-014	1952
	13907 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-016	1951
	13901 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-017	1951
	13863 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-018	1951
	13857 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-019	1951
	13847 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-021	1951
	13841 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-022	1951
	13837 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-023	1951
	13831 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-024	1951
	13827 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-025	1951
	13821 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2215-005-026	1951
	7510 HAZELTINE AVE	Vernacular	Not eligible	Substantially Altered	2215-015-012	1961
	1323 MORAGA DR	Other	Not eligible	Substantially Altered	4368-002-023	1983
	1001 LINDA FLORA DR	Other	Not eligible	Demolished	4368-003-011	1962
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4368-003-013	n/a
	7616 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2215-028-014	1960
	7650 VAN NUYS BLVD	Vernacular	Not eligible	Demolished	2215-028-018	1965
	7622 VAN NUYS BLVD	Vernacular	Not eligible	Demolished	2215-028-020	1968
	6800 VAN NUYS BLVD	Contemporary	Not eligible	Altered to Appear Contemporary	2217-009-033	1955
	7501 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2218-003-910	0000
	1345 VISTA MORAGA	Other	Not eligible	Post 1985	4368-003-017	1986
	6920 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-010-028	1961
	6810 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-020-003	1971
	1397 VISTA MORAGA		Not eligible	Post 1985	4368-003-018	1988
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4368-003-022	n/a
	7130 S SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-022-003	1958
	7110 S SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-022-004	1958
	7060 S SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-022-009	1959

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	7070 S SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2220-022-012	1960
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2220-022-016	1949
	n/a	Vernacular	Not eligible	Substantially Altered	2220-022-024	1958
	985 LINDA FLORA DR	Other	Not eligible	Substantially Altered	4368-024-002	1975
	7550 SEPULVEDA BLVD		Not eligible	Post 1985	2221-001-025	1987
	991 LINDA FLORA DR	Other	Not eligible	Substantially Altered	4368-024-026	1950
	7524 SEPULVEDA BLVD	Modern	Not eligible	Substantially Altered	2221-004-022	1963
	7516 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2221-004-023	1928, 1936
	7440 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2221-005-001	1985
	11315 CHALON RD	Modern	Not eligible	Substantially Altered	4369-008-005	1962
	7324 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2221-017-001	1954
	11323 CHALON RD	Modern	Not eligible	Found not eligible	4369-008-006	1963
	7214 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2221-018-011	1938
	15255 CANTLAY ST	Minimal Traditional	Not eligible	Substantially Altered	2221-018-015	1961
	7238 SEPULVEDA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2221-018-016	1945
	7242 SEPULVEDA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2221-018-017	1960
	7246 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2221-018-018	1950
	7226 SEPULVEDA BLVD	Other	Not eligible	Altered to Appear Contemporary	2221-018-031	1982
	7252 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2221-018-032	1948
	15330 RAYMER ST	Other	Not eligible	Post 1985	2222-001-009	2005
	15355 RAYMER ST	Industrial	Not eligible	Post 1985	2222-001-012	2000
	7824 ZOMBAR AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-002-001	1950
	11331 CHALON RD	Modern	Not eligible	Found not eligible	4369-008-007	1962
	7805 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-002-007	1948
	7811 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-002-008	1961

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	7825 SEPULVEDA BLVD	Modern	Not eligible	Substantially Altered	2222-002-009	1962
	7833 SEPULVEDA BLVD	Modern	Not eligible	Substantially Altered	2222-002-010	1962
	7843 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-002-011	1956
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4369-008-011	n/a
	7857 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-002-013	1953
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4369-017-007	n/a
	n/a	Other	Not eligible	Post 1985	2222-002-020	1993
	7915 SEPULVEDA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2222-002-900	1983
	7800 ORION AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-001	1950
	7808 ORION AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-002	1950
	7814 ORION AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-003	1950
	7820 ORION AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-004	1950
	7826 ORION AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-005	1950
	7819 LANGDON AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-008	1950
	7823 LANGDON AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-009	1950
	7822 LANGDON AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-010	1950
	7818 LANGDON AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-011	1950
	7819 PEACH AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-016	1950
	7823 PEACH AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-017	1950
	7822 PEACH AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-018	1950
	7818 PEACH AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-019	1950
	7827 ZOMBAR AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-003-026	1950
	15522 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2222-004-001	1955
	15514 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2222-004-002	1955
	15456 STAGG ST	Minimal Traditional	Not eligible	Substantially Altered	2222-008-020	1950
	15321 SATICOY ST	Other	Not eligible	Substantially Altered	2222-013-008	1954
	7615 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-011	1937
	7635 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-012	1978
	7701 SEPULVEDA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2222-013-016	1959
	7707 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2222-013-017	1952

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	7755 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-031	1983
	7601 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-043	1977
	7745 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-045	1982
	7755 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-013-046	1983
	7507 SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	2222-014-001	1959
	7525 SEPULVEDA BLVD	Spanish Eclectic	Not eligible	Substantially Altered	2222-014-003	1969
	15508 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-002	1948
	15514 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-003	1948
	15518 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-004	1948
	15524 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-005	1948
	15530 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-006	1948
	15534 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-007	1948
	15540 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-008	1948
	15546 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-009	1948
	15550 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-010	1948
	15560 SATICOY ST	Minimal Traditional	Not eligible	Substantially Altered	2222-016-037	1948
	15558 COVELLO ST	Minimal Traditional	Not eligible	Substantially Altered	2222-017-037	1948
	15559 COHASSET ST	Minimal Traditional	Not eligible	Substantially Altered	2222-017-038	1948
	15546 COHASSET ST	Ranch	Not eligible	Substantially Altered	2222-018-009	1951
	7432 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-018-011	1968
	7428 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-018-012	1954
	7424 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-018-021	1954
	7436 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-018-022	1955
	7414 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-018-023	1963
	15553 VALERIO ST	Ranch	Not eligible	Substantially Altered	2222-018-024	1940
	7425 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-019-095	1976
	7301 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-021-001	1957
	7317 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-021-004	1968
	7325 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-021-010	1958
	15556 VALERIO ST	Vernacular	Not eligible	Substantially Altered	2222-023-015	1946
	15555 LEADWELL ST	Minimal Traditional	Not eligible	Substantially Altered	2222-023-022	1946

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15544 LEADWELL ST	Ranch	Not eligible	Substantially Altered	2222-024-003	1946
	15547 WYANDOTTE ST	Minimal Traditional	Not eligible	Substantially Altered	2222-024-004	1949
	15560 LEADWELL ST	Spanish Eclectic	Not eligible	Substantially Altered	2222-024-028	1930
	15549 SHERMAN WAY	Other	Not eligible	Substantially Altered	2222-025-086	1972
	15511 SHERMAN WAY	Other	Not eligible	Substantially Altered	2222-025-122	1978
	7241 SEPULVEDA BLVD		Not eligible	Vacant Lot	2222-027-018	
	15303 SHERMAN WAY	Other	Not eligible	Substantially Altered	2222-027-201	1984
	7101 S SEPULVEDA BLVD	Brutalist	Not eligible	Substantially Altered	2222-029-004	1962
Sepulveda Apartments	7055 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2222-032-002	1957
Hyland Hotel	7041 SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	2222-032-003	1961
	7036 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-035-006	1942
	7054 FIRMAMENT AVE	Other	Not eligible	Altered to Appear Contemporary	2222-035-008	1953
	7110 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-035-010	ca. 1950
	7046 FIRMAMENT AVE		Not eligible	Substantially Altered	2222-035-039	1939
	7044 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-035-040	1962
	7115 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-036-004	1954
	7107 FIRMAMENT AVE	Spanish Eclectic	Not eligible	Substantially Altered	2222-036-005	1954
	7103 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-036-006	1954
	7045 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-036-009	1960
	7035 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-036-010	1959
	7015 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2222-036-012	1948
	7007 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2222-036-013	1940
	15615 HART ST	Ranch	Not eligible	Substantially Altered	2222-036-014	1950
	15623 HART ST	Ranch	Not eligible	Substantially Altered	2222-036-015	1964
	7821 ORION AVE		Not eligible	Post 1985	2222-037-005	2008
	15650 SHERMAN WAY	Other	Not eligible	Substantially Altered	2224-002-012	1979
	6803 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-001	1948
	6811 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-002	1948
	6825 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2234-001-004	1948
	6833 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-005	1948
	6905 FIRMAMENT AVE	Ranch	Not eligible	Substantially Altered	2234-001-009	1948
	6911 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-010	1948
	6919 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-011	1948
	6935 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-013	1948
	6943 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-014	1948
	6949 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-015	1948
	6957 FIRMAMENT AVE	Other	Not eligible	Substantially Altered	2234-001-029	1950

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	6802 FIRMAMENT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-002-015	1950
	6803 CHISHOLM AVE	Ranch	Not eligible	Substantially Altered	2234-002-016	1949
	6707 BLUCHER AVE	Ranch	Not eligible	Builders' House or Tract House	2234-004-016	1950
	6701 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-004-017	1949
	15545 LEMAY ST	Minimal Traditional	Not eligible	Substantially Altered	2234-004-024	1951
	15624 VANOWEN ST	Minimal Traditional	Not eligible	Substantially Altered	2234-004-026	1956
	15555 LEMAY ST	Ranch	Not eligible	Substantially Altered	2234-004-029	1948
	6650 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-030	1978
	6654 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-031	1978
	6700 AQUEDUCT AVE	Ranch	Not eligible	Builders' House or Tract House	2234-004-032	1978
	6708 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-033	1978
	6716 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-034	1978
	6724 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-035	1978
	6723 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-037	1978
	6719 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-004-038	1978
	10966 CHALON RD	Other	Not eligible	Found not eligible	4369-017-014	1952
	6522 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-012	1948
	6528 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-013	1948
	6534 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-014	1948
	6540 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-015	1948
	6546 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-016	1948
	6552 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-017	1948
	6600 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-018	1948
	6606 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-019	1948
	6612 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-020	1948
	6618 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-021	1948
	6624 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-008-022	1948
	6512 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-011-016	1950
	6506 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-011-017	1950
	6500 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-011-018	1950
	6462 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-011-019	1950
	6431 BLUCHER AVE	Ranch	Not eligible	Substantially Altered	2234-011-031	1947
	6456 AQUEDUCT AVE	Minimal Traditional	Not eligible	Substantially Altered	2234-011-034	1950
	6448 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-011-035	1950
	6442 AQUEDUCT AVE	Ranch	Not eligible	Substantially Altered	2234-011-036	1950
	6436 AQUEDUCT AVE	Modern	Not eligible	Substantially Altered	2234-011-037	1950
	10972 CHALON RD	Other	Not eligible	Found not eligible	4369-017-015	1950
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4369-019-001	n/a
	15519 VICTORY BLVD	Other	Not eligible	Substantially Altered	2234-012-004	1954
	11334 CHALON RD	Minimal Traditional	Not eligible	Substantially Altered	4369-040-008	1962

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
Carl's Jr.	6449 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-016-004	1978
	11340 CHALON RD	Contemporary	Not eligible	Substantially Altered	4369-040-009	1975
	6513 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2234-017-002	1953
	6519 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2234-017-003	1953
	11346 CHALON RD	Contemporary	Not eligible	Substantially Altered	4369-040-010	1962
	199 CHURCH LANE	Other	Not eligible	Post 1985	4429-034-005	1997
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4429-035-005	n/a
	1000 GAYLEY AVE	Other	Not eligible	Found not eligible	4363-024-020	1961
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4363-024-021	n/a
	6561 S SEPULVEDA BLVD	Ranch	Not eligible	Substantially Altered	2234-017-009	1951
	6601 SEPULVEDA BLVD	Ranch	Not eligible	Substantially Altered	2234-017-010	1951
	6625 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2234-017-014	1947
Jackie Robinson Stadium	100 Constitution Ave	Other	Not eligible	Found not eligible	4365-009-900	1981
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4368-001-900	n/a
	6649 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-017-017	1954
	1262 moraga dr	Other	Not eligible	Substantially Altered	4368-002-020	1979
	1290 MORAGA DR	Other	Not eligible	Substantially Altered	4368-002-021	1983
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4362-007-025	n/a
	n/a	Other	Not eligible	Post 1985	4362-009-007	2013
Starlight Inn	6945 S SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2234-024-002	1942
	6933 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-024-003	1957
	6929 SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	2234-024-004	1964
	6919 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-024-005	1961
	6909 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-024-006	1981
	10768 BELLAGIO RD	Other	Not eligible	Substantially Altered	4362-010-024	1957

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	6851 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-024-008	1978
	6841 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2234-024-009	1965
	1341 S SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4324-017-001	n/a
	6957 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	2234-024-034	1956
	6819 SEPULVEDA BLVD	Other	Not eligible	Demolished	2234-024-039	1981
	15240 KITTRIDGE ST	Other	Not eligible	Substantially Altered	2235-002-002	1971
	6546 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-002-003	1981
	15420 LA MAIDA ST	Contemporary	Not eligible	Found not eligible	2261-037-025	1947
	4811 ORION AVE	Other	Not eligible	Found not eligible	2261-037-026	1962
	6628 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-003-004	1970
	15411 CAMARILLO ST	Other	Not eligible	Found not eligible	2261-037-027	1963
	6640 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-003-015	1973
	6666 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-003-066	1978
	6734 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-004-009	1966
	6700 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2235-004-038	1969
	n/a	Other	Not eligible	Substantially Altered	2241-027-006	1964
	15460 ERWIN ST	Other	Not eligible	Post 1985	2242-001-007	1988
	6031 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2242-001-016	1964
	4747 ORION AVE	Other	Not eligible	Found not eligible	2261-038-042	1976
	15385 OXNARD ST	Industrial	Not eligible	Post 1985	2242-001-019	1988
	15359 OXNARD ST	Industrial	Not eligible	Substantially Altered	2242-001-020	1963
	4763 ORION AVE	Other	Not eligible	Found not eligible	2261-038-066 TO 068	1981
	6161 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-001-027	1985
	6127 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-001-902	1955
	15330 ERWIN ST	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2242-001-903	1955

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	6329 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-002	1950
	6315 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-004	1950
	6311 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-005	1950
	6305 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-006	1950
	6301 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-007	1950
	6269 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-008	1950
	6265 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-009	1950
	6259 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-010	1950
	6253 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-011	1950
	6249 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-012	1950
	6243 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-013	1950
	6239 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-014	1950
	6233 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-015	1950
	6227 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-016	1950
	6223 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-017	1950
	6217 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-018	1950
	6211 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-019	1950
	6205 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered	2242-002-020	1950
	6201 BLUCHER AVE	Other	Not eligible	Substantially Altered	2242-002-021	1950
	6325 BLUCHER AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2242-002-022	1950
	6321 BLUCHER AVE	Ranch	Not eligible	Substantially Altered	2242-002-024	1950
	4706 ORION AVE	Other	Not eligible	Found not eligible	2261-040-002	1947
	4702 ORION AVE	Other	Not eligible	Found not eligible	2261-040-003	1963
	4726 ORION AVE	Other	Not eligible	Found not eligible	2261-040-012	1978
	15540 VICTORY BLVD	Other	Not eligible	Post 1985	2242-003-036	2015
	6351 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2242-009-024	1957
	6265 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-009-035	1976
	6201 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-009-036	1954
	6242 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2242-010-009	1946
	15433 VENTURA BLVD	Other	Not eligible	Found not eligible	2261-040-019	1968
	15488 DEL GADO DR	Minimal Traditional	Not eligible	Found not eligible	2280-002-027	1951
	6314 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-010-015	1967
	6300 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-010-016	1975
	4251 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2285-001-010	1946

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	4245 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2285-001-011	1951
	4314 SHERMAN OAKS AVE	Ranch	Not eligible	Found not eligible	2285-001-029	1950
	n/a	Other	Not eligible	Found not eligible	2285-001-031	Ca. 1970s
	6178 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2242-025-001	1947
	6174 SEPULVEDA BLVD	Other	Not eligible	Post 1985	2242-025-002	1989
	363 DALKEITH AVE	Vernacular	Not eligible	Found not eligible	4366-015-030	1948
	387 DALKEITH AVE	Other	Not eligible	Found not eligible	4366-015-035	1936
Leo Baeck Temple	1340 N SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	4368-001-020	1963
	5961 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2243-001-003	1951
	11839 BEL TER	Other	Not eligible	Found not eligible	4368-009-020	1966
	15370 OXNARD ST	Vernacular	Not eligible	Substantially Altered	2243-001-016	1961
	5845 SEPULVEDA BLVD	Other	Not eligible	Post 1985	2243-001-018	1987
	5835 SEPULVEDA BLVD	Vernacular	Not eligible	Substantially Altered	2243-001-029	1964
	11200 W PICO BLVD	Other	Not eligible	Post 1985	4256-010-012	2001
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-001-901	n/a
	n/a		Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-001-903	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4256-010-902	n/a
	5625 SEPULVEDA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-002-012	1968
	n/a	Other	Not eligible	Post 1985	4256-011-900	n/a
	n/a		Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-002-900	n/a
	n/a		Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-002-901	n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4322-023-038	n/a
	15245 BURBANK BLVD	Other	Not eligible	Demolished	2243-003-011	1959
	11221 W PICO BLVD	Other	Not eligible	Post 1985	4322-023-039	n/a
	11150 SANTA MONICA BLVD	Other	Not eligible	Post 1985	4323-027-008	n/a

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	5655 HALBRENT AVE	Other	Not eligible	Substantially Altered	2243-003-021	1964
	5757 HALBRENT AVE	Other	Not eligible	Substantially Altered	2243-004-001	1955
	11838 BEL TER	Modern	Not eligible	Found not eligible	4368-009-033	1967
New Sepulveda Apartments	5740 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2243-004-011	1957
New Sepulveda Apartments	5732 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2243-004-012	1957
New Sepulveda Apartments	5739 HALBRENT AVE	Other	Not eligible	Substantially Altered	2243-004-013	1957
	11848 BEL TER	Ranch	Not eligible	Found not eligible	4368-009-034	1969
New Sepulveda Apartments	5735 HALBRENT AVE	Other	Not eligible	Substantially Altered	2243-004-017	1957
	1087 ACANTO PL	Modern	Not eligible	Found not eligible	4368-009-036	1968
	1091 ACANTO PL	Modern	Not eligible	Found not eligible	4368-009-037	1967
	1075 ACANTO PL	Ranch	Not eligible	Found not eligible	4368-009-043	1954
	5850 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2243-018-028	1962
	5822 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2243-018-030	1962
	5916 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2243-019-006	1947
	1031 ACANTO PL	Ranch	Not eligible	Found not eligible	4368-010-009	1951
	5920 SEPULVEDA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-019-016	1953
	5910 SEPULVEDA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-019-017	1948
	1045 ACANTO PL	Ranch	Not eligible	Found not eligible	4368-010-016	1950
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2243-019-024	n/a
	5758 VISTA DEL MONTE AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2244-028-009	1942
	5946 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2245-002-003	1958
	5960 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-002-004	1947
	1037 ACANTO PL	Ranch	Not eligible	Found not eligible	4368-010-017	1951
	5948 VAN NUYS BLVD	Modern	Not eligible	Altered to Appear Contemporary	2245-002-006	1958
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2245-002-007	1958
	5938 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2245-002-008	1930
	14435 TIARA ST	Modern	Not eligible	Post World War II Housing	2245-002-023	1967
	14444 TIARA ST	Modern	Not eligible	Substantially Altered	2245-003-001	1947

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	5922 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-002	1939
	5920 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-003	1945
	5916 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-004	1942
	5912 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-005	1941
	5910 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-006	1945
	5908 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-007	1948
	5904 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-008	1940
	5900 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-003-009	1950
	5848 VAN NUYS BLVD	Other	Not eligible	Vacant Lot	2245-004-003	1954
	5838 VAN NUYS BLVD	Other	Not eligible	Vacant Lot	2245-004-004	1946
	5820 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-005-003	1947
	5818 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2245-005-004	1949
	5816 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2245-005-005	1948
	5800 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2245-005-008	1948
	951 CASIANO RD	Other	Not eligible	Found not eligible	4368-010-027	1971
	950 CASIANO RD	Other	Not eligible	Found not eligible	4368-013-001	1950
	5433 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-012	1958
	5451 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-013	1958
	11839 BELLAGIO RD	Minimal Traditional	Not eligible	Found not eligible	4368-013-004	1953
	5415 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-021	1958
	5425 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-022	1963
	11833 BELLAGIO RD	Other	Not eligible	Found not eligible	4368-013-005	1948
	11823 BELLAGIO RD	Other	Not eligible	Found not eligible	4368-013-008	1948
	11818 BELLAGIO RD	Ranch	Not eligible	Found not eligible	4368-014-001	1953
	5525 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-038	1973

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	5345 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-001-039	1970
	15353 WEDDINGTON ST	Other	Not eligible	Substantially Altered	2250-001-045	1963
	5259 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-002-006	1964
	15354 WEDDINGTON ST	Other	Not eligible	Substantially Altered	2250-002-019	1975
	15344 WEDDINGTON ST	Other	Not eligible	Substantially Altered	2250-002-029 to 079	1964
	11806 BELLAGIO RD	Minimal Traditional	Not eligible	Found not eligible	4368-014-003	1941
	11790 BELLAGIO RD	Ranch	Not eligible	Found not eligible	4368-014-004	1950
	11788 BELLAGIO RD	Other	Not eligible	Found not eligible	4368-014-005	1940
	n/a		Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2250-002-901	n/a
	5332 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-004-037	1976
	5460 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-008-015	1955
	11782 BELLAGIO RD	Minimal Traditional	Not eligible	Found not eligible	4368-014-006	1950
	5444 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-008-020	1963
	5424 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-008-021	1964
	5412 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2250-008-022	1964
	11776 BELLAGIO RD	Minimal Traditional	Not eligible	Found not eligible	4368-014-007	1941
	11760 BELLAGIO RD	Ranch	Not eligible	Found not eligible	4368-014-008	1946
	11720 BELLAGIO RD	Other	Not eligible	Found not eligible	4368-014-022	1955
	5162 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-002-003	1963
	5148 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-002-024	1970
	5170 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-002-041	1983
	5112 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-008-022	1970
	5050 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-009-024	1969
	11740 BELLAGIO RD	Minimal Traditional	Not eligible	Found not eligible	4368-014-025	1946
	15245 VALLEYHEART DR	Minimal Traditional	Not eligible	Substantially Altered	2263-016-010	1953

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11680 BELLAGIO RD	Other	Not eligible	Found not eligible	4368-016-025	1952
	11370 SUNSET BLVD	Spanish Eclectic	Not eligible	Found not eligible	4366-013-018 to 022	1963
	4924 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2263-017-025	1953
	5140 VISTA DEL MONTE AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2263-034-008	1949
	5161 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2263-034-012	1967
	255 S THURSTON AVE	Other	Not eligible	Found not eligible	4366-014-018	1950
	231 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-014-022	1938
	205 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-014-027	1953
	147 BRONWOOD AVE	Minimal Traditional	Not eligible	Found not eligible	4366-014-033	1951
	241 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-014-901	1937
	4727 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2264-001-040	1981
	15301 VENTURA BLVD	Other	Not eligible	Substantially Altered	2264-001-045	1980
	315 S THURSTON AVE	Other	Not eligible	Found not eligible	4366-015-021	1951
	329 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-015-023	1936
	4818 SEPULVEDA BLVD	Other	Not eligible	Demolished	2264-003-039	n/a
	335 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-015-024	1937
	343 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-015-025	1936
	349 S THURSTON AVE	Minimal Traditional	Not eligible	Found not eligible	4366-015-026	1935
	355 S THURSTON AVE	Other	Not eligible	Found not eligible	4366-015-027	1949
	359 DALKEITH AVE	Vernacular	Not eligible	Found not eligible	4366-015-029	1982
	14551 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-002	1948
	14547 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-003	1939
	14545 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-004	1939
	14543 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-005	1969
	14539 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-006	1937
	14535 VENTURA BLVD	One-Part Commercial Block	Not eligible	Altered to Appear Contemporary	2265-010-007	1938
	14521 VENTURA BLVD	Contemporary	Not eligible	Substantially Altered	2265-010-010	1939
	14515 VENTURA BLVD	Other	Not eligible	Altered to Appear Contemporary	2265-010-011	1940
	4419 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2265-010-013	1961

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	14524 MOORPARK ST	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2265-010-014	1970
	14528 MOORPARK ST	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2265-010-015	1970
	14534 MOORPARK ST	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2265-010-016	1970
	14538 MOORPARK ST	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2265-010-017	1954
	14544 MOORPARK ST	Minimal Traditional	Not eligible	Builders' House or Tract House	2265-010-018	1936
	14533 VENTURA BLVD	Contemporary	Not eligible	Altered to Appear Contemporary	2265-010-022	1979
	4441 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered	2265-011-001	1975
	10935 WEYBURN AVE	Streamline	Not eligible	Found not eligible	4363-018-009	1938
	1072 GAYLEY AVE	Other	Not eligible	Found not eligible	4363-024-016	1949
	4455 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-006	1954
	4457 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-008	1963
	4463 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-010	1946
	4465 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-012	1952
	4471 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-013	1938
	4495 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-016	1952
	1066 GAYLEY AVE	One-Part Commercial Block	Not eligible	Found not eligible	4363-024-019	1949
	1085 GAYLEY AVE	Italian Rennaissance	Not eligible	Found not eligible	4363-025-001	1945
	4519 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-022	1953
	4525 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-024	1951
	4529 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-026	1953
	4531 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2265-011-027	1962
	4520 VAN NUYS BLVD	Contemporary	Not eligible	Altered to Appear Contemporary	2265-013-025	1957
	1079 GAYLEY AVE	Other	Not eligible	Found not eligible	4363-025-002	1931
	4454 VAN NUYS BLVD	Other	Not eligible	Substantially Altered	2265-014-010	1977
	11430 THURSTON CIR	Other	Not eligible	Found not eligible	4366-010-015	1946
	14435 VENTURA BLVD	Other	Not eligible	Substantially Altered	2265-014-012	1979

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	4454 VAN NUYS BLVD	Other	Not eligible	Substantially Altered	2265-014-014	1977
	4334 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2266-001-001	1942
	4340 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2266-001-002	1958
	14461 DICKENS ST	Minimal Traditional	Not eligible	Builders' House or Tract House	2266-001-003	1930
	14460 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2266-001-024	1925
	14464 VENTURA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2266-001-031	1968
	14500 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2276-001-001	1923
	14508 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2276-001-002	1959
	14514 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2276-001-003	1952
	14518 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2276-001-004	1946
	14522 VENTURA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	2276-001-005	1938
	11420 THURSTON CIR	Ranch	Not eligible	Found not eligible	4366-010-016	1952
	11406 THURSTON CIR	Ranch	Not eligible	Found not eligible	4366-010-018	1969
	11390 THURSTON CIR	Ranch	Not eligible	Found not eligible	4366-010-020	1951
	11387 THURSTON PL	Ranch	Not eligible	Found not eligible	4366-011-013	1953
	11356 THURSTON CIR	Ranch	Not eligible	Found not eligible	4366-012-001	1961
	150 BRONWOOD AVE	Other	Not eligible	Found not eligible	4366-013-016	1962
	1748 S BENTLEY AVE	Other	Not eligible	Found not eligible	4323-019-027	1972
	15260 GREENLEAF ST	Craftsman	Not eligible	Substantially Altered	2276-022-007	1923
	4428 SAUGUS AVE	Other	Not eligible	Substantially Altered	2276-022-008	1951
	1742 S BENTLEY AVE	Other	Not eligible	Found not eligible	4323-019-029 to 034	1979
	1745 S BENTLEY AVE	Other	Not eligible	Found not eligible	4323-020-027 to 032	1982
	2008 COTNER AVE	Other	Not eligible	Found not eligible	4323-024-005	1965
	2036 COTNER AVE	Other	Not eligible	Found not eligible	4323-024-012	1965
	4531 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-040-001	1952
	11167 MISSISSIPPI AVE	Other	Not eligible	Found not eligible	4323-024-017	1969
	4521 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-040-003	1949

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	4515 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-040-004	1950
	1936 COTNER AVE	Contemporary	Not eligible	Found not eligible	4323-025-025	1978
	4528 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-040-017	1961
	4520 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-040-018	1961
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	2276-040-900	1948
	1940 COTNER AVE	Contemporary	Not eligible	Found not eligible	4323-025-027	1967
	4405 SAUGUS AVE	Ranch	Not eligible	Substantially Altered	2276-041-018	1947
	1950 COTNER AVE	Other	Not eligible	Found not eligible	4323-025-031	1964
	1954 COTNER AVE	Contemporary	Not eligible	Found not eligible	4323-025-036	1970
	4415 SAUGUS AVE	Other	Not eligible	Substantially Altered	2276-041-033 to 053	1982
	4367 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2276-042-018	1971
	15300 SUTTON ST	Other	Not eligible	Demolished	2276-042-021	Ca. 1947-1952
	3394 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-022-019	1957
	3390 SCADLOCK LN	Minimal Traditional	Not eligible	Substantially Altered	2279-022-023	1961
	3379 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-029-001	1958
	15487 LONGBOW DR	Ranch	Not eligible	Substantially Altered	2279-029-025	1959
	15497 LONGBOW DR	Contemporary	Not eligible	Substantially Altered	2279-029-026	1979
	3553 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-001	1958
	10960 WILSHIRE BLVD	International	Not eligible	Found not eligible	4324-002-028	1971
	3533 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-003	1958
	10996 WELLWORTH AVE	Spanish Eclectic	Not eligible	Found not eligible	4324-006-022; 023; 024; 025; 026; 027	1974
	10990 ROCHESTER AVE	Modern	Not eligible	Found not eligible	4324-007-101	1978
	3507 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-006	1958
	1406 CAMDEN AVE	Other	Not eligible	Found not eligible	4324-014-046 to 051	1983
	3455 SCADLOCK LN	Contemporary	Not eligible	Substantially Altered	2279-030-008	1958
	11061 OHIO AVE	Other	Not eligible	Found not eligible	4324-016-010	1947
	3441 SCADLOCK LN	Minimal Traditional	Not eligible	Substantially Altered	2279-030-010	1957
	3433 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-011	1958
	3423 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-015	1959
	1526 PONTIUS AVE	Modern	Not eligible	Found not eligible	4324-019-007	1961
	3401 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-030-017	1958

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11174 MASSACHUSETTS AVE	Vernacular	Not eligible	Found not eligible	4324-035-027	1964
	10924 WEYBURN AVE	One-Part Commercial Block	Not eligible	Found not eligible	4363-018-018	1950
	1029 WESTWOOD BLVD	Modern	Not eligible	Found not eligible	4363-018-029	1978
	3619 SCADLOCK LN	Minimal Traditional	Not eligible	Substantially Altered	2279-031-021	1957
	3629 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-031-022	1957
	10913 WEYBURN AVE	Modern	Not eligible	Found not eligible	4363-018-030	1959
	10921 WILSHIRE BLVD	International	Not eligible	Found not eligible	4363-023-032	1962
	3611 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-031-028	1974
	3380 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-022-009	1958
	3745 SCADLOCK LN	Modern	Not eligible	Substantially Altered	2279-032-004	1959
	3543 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-030-002	1961
	3807 SCADLOCK LN	Ranch	Not eligible	Substantially Altered	2279-032-019	1959
	3523 SCADLOCK LN	Contemporary	Not eligible	Found not eligible	2279-030-004	1958
	3517 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-030-005	1958
	3501 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-030-007	1959
	3449 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-030-009	1960
	3413 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-030-016	1958
	3695 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-031-013	1959
	3667 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-031-018	1959
	3647 SCADLOCK LN	Ranch	Not eligible	Found not eligible	2279-031-024	1958
	3735 SCADLOCK LN	Minimal Traditional	Not eligible	Substantially Altered	2279-032-045	1959
	3665 SCADLOCK LN	Contemporary	Not eligible	Found not eligible	2279-031-025	1959
	3637 SCADLOCK LN	Contemporary	Not eligible	Found not eligible	2279-031-031	1958
	4348 SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	2281-005-003	1961
	3831 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-032-013	1962
	3751 SCADLOCK LN	Modern	Not eligible	Found not eligible	2279-032-020	1958
	3761 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-032-024	1959
	15363 DEL GADO DR	Other	Not eligible	Substantially Altered	2281-005-014	1975
	3819 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-032-028	1959
	15435 MOONRIDGE DR	Other	Not eligible	Found not eligible	2279-032-034	1962
	15460 BRIARWOOD DR	Modern	Not eligible	Substantially Altered	2281-017-010	1955
	3839 SCADLOCK LN	Contemporary	Not eligible	Found not eligible	2279-032-035	1961
	3731 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-032-041	1959
	15471 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-019-001	1954
	15485 BRIARWOOD DR	Modern	Not eligible	Substantially Altered	2281-019-002	1957
	3723 SCADLOCK LN	Other	Not eligible	Found not eligible	2279-032-042	1958
	15433 MOONRIDGE DR	Other	Not eligible	Found not eligible	2279-032-044	1959

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15316 VALLEY VISTA BLVD	Other	Not eligible	Found not eligible	2281-005-004	1955
	15355 DEL GADO DR	Other	Not eligible	Found not eligible	2281-005-009	1978
	15528 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-020-002	1956
	15360 W DEL GADO DR	Other	Not eligible	Found not eligible	2281-007-011	1942
	15514 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-020-004	1955
	15506 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-020-005	1954
	15498 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-020-006	1955
	3843 SCADLOCK LN	Other	Not eligible	Found not eligible	2281-017-025	1954
	15464 DEERHORN RD	Other	Not eligible	Found not eligible	2281-018-015	1954
	15495 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-019-003	1954
	15501 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-019-004	1955
	15578 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-021-012	1955
	15570 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-021-013	1956
	15509 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-019-005	1955
	15556 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-021-015	1956
	15550 BRIARWOOD DR	Ranch	Not eligible	Substantially Altered	2281-021-016	1955
	15536 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-020-001	1955
	4462 SHERMAN OAKS CIR	Ranch	Not eligible	Substantially Altered	2283-022-006	1952
	4466 SHERMAN OAKS CIR	Minimal Traditional	Not eligible	Substantially Altered	2283-022-007	1952
	15520 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-020-003	1955
	15589 BRIARWOOD DR	Other	Not eligible	Found not eligible	2281-021-009	1960
	4480 SHERMAN OAKS CIR	Ranch	Not eligible	Demolished	2283-022-010	1951
	15344 GREENLEAF ST	Other	Not eligible	Post 1985	2283-022-013	2021
	4554 SHERMAN OAKS AVE	Other	Not eligible	Substantially Altered	2283-023-002	1946
	4558 SHERMAN OAKS AVE	Other	Not eligible	Substantially Altered	2283-023-003	1948
	4560 SHERMAN OAKS AVE	Other	Not eligible	Substantially Altered	2283-023-004	1953
	15372 DICKENS ST	Other	Not eligible	Substantially Altered	2283-023-006	1948
	4520 SHERMAN OAKS AVE	Other	Not eligible	Substantially Altered	2283-023-008	1950
	4512 SHERMAN OAKS AVE	Other	Not eligible	Post 1985	2283-023-010	2019
	15594 BRIARWOOD DR	Other	Not eligible	Found not eligible	2281-021-010	1957
	15588 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-021-011	1955
	15374 VENTURA BLVD	Other	Not eligible	Substantially Altered	2283-023-014	1971

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15542 BRIARWOOD DR	Ranch	Not eligible	Found not eligible	2281-021-017	1955
	15350 GREENLEAF ST	Minimal Traditional	Not eligible	Found not eligible	2283-022-009	1952
	8100 HASKELL AVE	Industrial	Not eligible	Substantially Altered	2673-022-050	1966
	4508 SHERMAN OAKS AVE	Minimal Traditional	Not eligible	Found not eligible	2283-023-011	1951
	16424 CHASE ST	Ranch	Not eligible	Substantially Altered	2689-002-052	1950
	4504 SHERMAN OAKS AVE	Minimal Traditional	Not eligible	Found not eligible	2283-023-012	1952
	3010 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4251-011-037	1973
	15366 DICKENS ST	Other	Not eligible	Found not eligible	2283-023-015	1950
	11054 W PICO BLVD	Other	Not eligible	Substantially Altered	4256-008-008	1946
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4256-008-010	1952
	11080 W PICO BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4256-008-011	1973
	2460 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4256-008-012	1974
	2440 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4256-008-016	1950
	11040 W PICO BLVD	Other	Not eligible	Substantially Altered	4256-008-021	1966
	11251 PEARL ST	Minimal Traditional	Not eligible	Substantially Altered	4256-011-001	1939
	2513 S SEPULVEDA BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-011-901	1958
	15349 GREENLEAF ST	Minimal Traditional	Not eligible	Found not eligible	2283-023-016	1941
	11252 PEARL ST	Minimal Traditional	Not eligible	Substantially Altered	4256-012-047	1952
	16545 CHASE ST	Ranch	Not eligible	Found not eligible	2689-002-051	1953
	2581 COTNER AVE	Other	Not eligible	Found not eligible	4256-012-042	1955
	11170 EXPOSITION BLVD	Spanish Eclectic	Not eligible	Substantially Altered	4256-016-033	1937
	11164 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-016-034	1941
	11158 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-016-036	1938
	11150 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-016-037	1940
	11142 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-017-024	1944
	11120 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-017-025	1951
	11247 PICKFORD ST	Minimal Traditional	Not eligible	Found not eligible	4256-012-048	1954

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11112 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-017-027	1951
	11108 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-017-028	1938
	11100 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4256-017-029	1939
	1999 S BUNDY DR	Contemporary	Not eligible	Substantially Altered	4259-019-007	1983
	1933 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-019-010	1953
	1914 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-020-013	1967
	2048 S BUNDY DR	Other	Not eligible	Substantially Altered	4259-020-018	1980
	2005 ARMACOST AVE	Other	Not eligible	Substantially Altered	4259-020-021	1977
	11944 W OLYMPIC BLVD	Other	Not eligible	Substantially Altered	4259-024-001	1971
	n/a	Industrial	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4259-024-901	1979
	12102 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4259-031-002	1950
	12106 EXPOSITION BLVD	Minimal Traditional	Not eligible	Substantially Altered	4259-031-003	1950
	2227 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-031-013	1941
	2221 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-031-014	1951
	2217 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-031-015	1951
	11116 EXPOSITION BLVD	Other	Not eligible	Found not eligible	4256-017-026	1951
	2333 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-018	1939
	2329 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-019	1939
	2323 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-020	1939
	2319 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-021	1939
	2313 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-022	1939
	2307 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-023	1940
	2301 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-032-024	1939
	12105 W PICO BLVD	Contemporary	Not eligible	Substantially Altered	4259-032-025	1970
	2346 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-033-010	1948
	12043 W PICO BLVD	Modern	Not eligible	Substantially Altered	4259-033-011	1944
	11932 TENNESSEE AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-034-008	1939
	2304 S BUNDY DR	Contemporary	Not eligible	Altered to Appear Contemporary	4259-034-009	1935
	2330 S BUNDY DR	Contemporary	Not eligible	Substantially Altered	4259-034-010	1940
	11938 EXPOSITION BLVD	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-035-011	1938
	2201 S BUNDY DR	Other	Not eligible	Found not eligible	4259-031-016	1946

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	2220 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-035-013	1951
	2228 S BUNDY DR	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-035-014	1950
	11939 TENNESSEE AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-035-015	1939
	11942 EXPOSITION BLVD	Other	Not eligible	Found not eligible	4259-035-012	1952
	2330 SAWTELLE BLVD	Other	Not eligible	Substantially Altered	4260-021-007	1951
	2342 SAWTELLE BLVD	Other	Not eligible	Substantially Altered	4260-021-009	1946
	2322 SAWTELLE BLVD	Industrial	Not eligible	Found not eligible	4260-021-006	1952
	2481 SAWTELLE BLVD	Vernacular	Not eligible	Found not eligible	4260-040-011	1940
	11300 W PICO BLVD	Other	Not eligible	Substantially Altered	4260-039-004	1947
	2457 SAWTELLE BLVD	Other	Not eligible	Substantially Altered	4260-040-006	1939
	11623 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Found not eligible	4262-001-006	1926
	2477 SAWTELLE BLVD	Other	Not eligible	Substantially Altered	4260-040-010	1964
	11611 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Found not eligible	4262-001-015	1921
	2485 SAWTELLE BLVD	Other	Not eligible	Altered to Appear Contemporary	4260-040-032	1983
	11531 SANTA MONICA BLVD	Vernacular	Not eligible	Substantially Altered	4261-002-017	1948
	2333 COTNER AVE	Other	Not eligible	Found not eligible	4322-023-006	1962
	11261 SANTA MONICA BLVD	Other	Not eligible	Substantially Altered	4261-007-030	1972
	2320 COTNER AVE	Spanish Eclectic	Not eligible	Found not eligible	4322-023-013	1972
	2338 COTNER AVE	Spanish Eclectic	Not eligible	Found not eligible	4322-023-016	1922
The Claire & Charles Orr Center The Steve & Rita Emerson Path Ventures Center	2346 COTNER AVE	Modern	Not eligible	Found not eligible	4322-023-018	1973
	1616 BUTLER AVE	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4261-011-021	1968
	11550 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4261-013-001	1926
	11554 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4261-013-002	1959
	11562 SANTA MONICA BLVD	Vernacular	Not eligible	Substantially Altered	4261-013-003	1925
	11570 SANTA MONICA BLVD	Other	Not eligible	Altered to Appear Contemporary	4261-013-037	1963
	1733 BELOIT AVE	Other	Not eligible	Substantially Altered	4261-019-026	1980
4Play The Gentlemen's Club	2238 COTNER AVE	Other	Not eligible	Found not eligible	4322-024-009	1967

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11617 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4262-001-007	1970
	11165 TENNESSEE AVE	Other	Not eligible	Found not eligible	4322-024-012	1955
	11601 SANTA MONICA BLVD	Modern	Not eligible	Substantially Altered	4262-001-016	1969
	11677 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4262-002-006	1923
	11651 SANTA MONICA BLVD	Contemporary	Not eligible	Substantially Altered	4262-002-014	1949
	11659 SANTA MONICA BLVD	Contemporary	Not eligible	Substantially Altered	4262-002-015	1924
	11663 SANTA MONICA BLVD	Contemporary	Not eligible	Substantially Altered	4262-002-016	1928
	11669 SANTA MONICA BLVD	Contemporary	Not eligible	Substantially Altered	4262-002-017	1959
	11729 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4262-003-002	1967
	11717 SANTA MONICA BLVD	One-Part Commercial Block	Not eligible	Substantially Altered	4262-003-004	1924
	11715 SANTA MONICA BLVD	Other	Not eligible	Demolished	4262-003-009	1928
	11711 SANTA MONICA BLVD	Other	Not eligible	Demolished	4262-003-010	1923
	11701 SANTA MONICA BLVD	Other	Not eligible	Demolished	4262-003-011	1923
	11710 SANTA MONICA BLVD	Vernacular	Not eligible	Substantially Altered	4262-007-005	1947
	1545 S BARRINGTON AVE	Other	Not eligible	Demolished	4262-007-007	1963
	1524 STONER AVE	Other	Not eligible	Vacant Lot	4262-007-017	1970
	11726 SANTA MONICA BLVD	Contemporary	Not eligible	Altered to Appear Contemporary	4262-007-030	1923
	11628 SANTA MONICA BLVD	Vernacular	Not eligible	Substantially Altered	4262-009-011	1985
	11602 SANTA MONICA BLVD	Contemporary	Not eligible	Demolished	4262-009-024	1964
	2327 COTNER AVE	Other	Not eligible	Demolished	4322-023-005	1950
	2126 COTNER AVE	Contemporary	Not eligible	Found not eligible	4322-025-005	1973
	11173 W PICO BLVD	Other	Not eligible	Substantially Altered	4322-023-007	1957
	2306 COTNER AVE	Other	Not eligible	Substantially Altered	4322-023-010	1966
	2310 COTNER AVE	Other	Not eligible	Substantially Altered	4322-023-011	1966

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	2316 COTNER AVE	Other	Not eligible	Substantially Altered	4322-023-012	1966
The Spiritual Cleaning Institute	2136 COTNER AVE	Contemporary	Not eligible	Found not eligible	4322-025-036	1969
	2326 COTNER AVE	Other	Not eligible	Substantially Altered	4322-023-014	1963
	1073 Gayley Ave	Vernacular	Not eligible	Found not eligible	4363-025-003	1970
	2342 COTNER AVE	Other	Not eligible	Vacant Lot	4322-023-017	1960
	15248 DICKENS ST	Other	Not eligible	Found not eligible	2276-008-080 to 108	1965
	2354 COTNER AVE	Industrial	Not eligible	Substantially Altered	4322-023-019	1955
	2311 COTNER AVE	Modern	Not eligible	Substantially Altered	4322-023-031	1969
	2317 COTNER AVE	Modern	Not eligible	Substantially Altered	4322-023-036	1983
	2218 COTNER AVE	Other	Not eligible	Substantially Altered	4322-024-004	1952
	2222 COTNER AVE	Other	Not eligible	Substantially Altered	4322-024-005	1960
	2228 COTNER AVE	Other	Not eligible	Substantially Altered	4322-024-006	Ca. 1952-1964
	2236 COTNER AVE	Vernacular	Not eligible	Substantially Altered	4322-024-008	1965
	4429 SAUGUS AVE	Other	Not eligible	Found not eligible	2276-041-015	1978
	2242 COTNER AVE	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4322-024-010	1969
	2250 COTNER AVE	Other	Not eligible	Substantially Altered	4322-024-011	1956
	4443 SAUGUS AVE	Other	Not eligible	Found not eligible	2276-041-024 to 027	1973
	4435 SAUGUS AVE	Other	Not eligible	Found not eligible	2276-041-028	1977
	4522 SAUGUS AVE	Other	Not eligible	Found not eligible	2276-008-015	1961
	2144 COTNER AVE	Ranch	Not eligible	Substantially Altered	4322-025-010	1950
Ferrari Beverly Hills Service and Collision Center	2110 COTNER AVE	Industrial	Not eligible	Substantially Altered	4322-025-035	1965
	15237 GREENLEAF ST	Spanish Eclectic	Not eligible	Found not eligible	2276-008-016	1926
	1716 S BENTLEY AVE	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4323-019-005	1967
	13866 SATICOY ST	Modern	Not eligible	Found not eligible	2214-023-022	1957
Cash For Cars	7519 WOODMAN AVE	Other	Not eligible	Found not eligible	2215-002-007	1955
	11050 SANTA MONICA BLVD	Modern	Not eligible	Substantially Altered	4323-019-052	1982
	1738 S BENTLEY AVE	Other	Not eligible	Substantially Altered	4323-019-053	1983
	1716 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4323-020-003	1969
	1726 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4323-020-004	1949
	1730 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4323-020-005	1960
	1756 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4323-020-009	1948

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	1727 S BENTLEY AVE	Other	Not eligible	Substantially Altered	4323-020-024	1975
	11058 SANTA MONICA BLVD	Other	Not eligible	Substantially Altered	4323-020-025	1980
	7025 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2222-036-011	1953
	1746 S SEPULVEDA BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4323-020-036	1971
Ambrose Place	5641 HALBRENT AVE	Other	Not eligible	Found not eligible	2243-003-016	1961
	2012 COTNER AVE	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4323-024-006	n/a
	15339 WEDDINGTON ST	Other	Not eligible	Found not eligible	2250-001-006	1963
	2034 COTNER AVE	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4323-024-009	1925
	2028 COTNER AVE	Other	Not eligible	Demolished	4323-024-010	1925
	15328 ALBERS ST	Other	Not eligible	Found not eligible	2250-001-037	1973
	2040 COTNER AVE	Other	Not eligible	Substantially Altered	4323-024-013	1968
	2044 COTNER AVE	Other	Not eligible	Substantially Altered	4323-024-014	1968
	2048 COTNER AVE	Other	Not eligible	Substantially Altered	4323-024-015	1964
	2050 COTNER AVE	Other	Not eligible	Substantially Altered	4323-024-016	1967
	15325/15335 MAGNOLIA BLVD	Other	Not eligible	Found not eligible	2250-002-080 to 127	1981
	2034 COTNER AVE	Other	Not eligible	Substantially Altered	4323-024-032	1967
	1928 COTNER AVE	Modern	Not eligible	Substantially Altered	4323-025-021	1966
	1932 COTNER AVE	Modern	Not eligible	Substantially Altered	4323-025-023	1964
	15322 WEDDINGTON ST	Other	Not eligible	Found not eligible	2250-002-128 to 137	1981
Sherman Oaks Atrium	15315 MAGNOLIA BLVD	Other	Not eligible	Found not eligible	2250-002-139 to 142	1984
	15231/15239 MAGNOLIA BLVD	Modern	Not eligible	Found not eligible	2250-023-064 to 071	1979
	15244 MAGNOLIA BLVD	Other	Not eligible	Found not eligible	2263-002-002	1959
	15300 MORRISON ST	Other	Not eligible	Found not eligible	2263-039-001	1975
	15355 MORRISON ST	Other	Not eligible	Found not eligible	2263-039-002	1972
	15335 MORRISON ST	Other	Not eligible	Found not eligible	2263-039-003	1977
	10970 ASHTON AVE	Other	Not eligible	Substantially Altered	4324-003-019	1970
Sterling Westwood Towers	1260 VETERAN AVE	Other	Not eligible	Substantially Altered	4324-003-020	1974
	10965 WELLWORTH AVE	Other	Not eligible	Substantially Altered	4324-003-022	1977
	10983 WELLWORTH AVE	Other	Not eligible	Substantially Altered	4324-003-071 to 122	1985

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
The French Quarter Cottage	10990 WELLWORTH AVE	Other	Not eligible	Substantially Altered	4324-006-007	1971
	10989 ROCHESTER AVE	Other	Not eligible	Substantially Altered	4324-006-020	1972
	15245 LA MAIDA ST	Modern	Not eligible	Found not eligible	2264-003-041 to 052	1982
	1370 VETERAN AVE	Other	Not eligible	Substantially Altered	4324-007-019	1962
	4451 VAN NUYS BLVD	Other	Not eligible	Found not eligible	2265-011-004	1981
	4507 VAN NUYS BLVD	One-Part Commercial Block	Not eligible	Found not eligible	2265-011-018	1947
	4513 VAN NUYS BLVD	Contemporary	Not eligible	Found not eligible	2265-011-020	1982
	4464 VAN NUYS BLVD	Contemporary	Not eligible	Found not eligible	2265-014-001	1974
	14455 VENTURA BLVD	Modern	Not eligible	Found not eligible	2265-014-011	1980
	1433 S BENTLEY AVE	Other	Not eligible	Substantially Altered	4324-016-011	1949
	15260 VENTURA BLVD	Other	Not eligible	Found not eligible	2276-007-037	1984
	15477 VICTORY BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-013-001	1948
	1415 CAMDEN AVE	Other	Not eligible	Substantially Altered	4324-016-043 to 069	1978
	1421 CAMDEN AVE	Modern	Not Eligible	Substantially Altered	4324-014-023	1969
	353 DALKEITH AVE	Other	Not eligible	Found not eligible	4366-015-028	1937
	1515 PONTIUS AVE	Ranch	Not eligible	Substantially Altered	4324-018-004	1953
	1519 PONTIUS AVE	Other	Not eligible	Substantially Altered	4324-018-005	1962
	600 N SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4368-016-070	1951
	1520 COTNER AVE	Modern	Not eligible	Substantially Altered	4324-018-011	1962
	1510 COTNER AVE	Industrial	Not eligible	Substantially Altered	4324-018-015	1970
	1506 COTNER AVE	Industrial	Not eligible	Substantially Altered	4324-018-016	1961
	7258 HASKELL AVE	Contemporary	Not eligible	Found not eligible	2206-029-017	1966
	15643 SHERMAN WAY	Modern	Not eligible	Found not eligible	2206-038-019	1979
	15140 RAYMER ST	Industrial	Not eligible	Found not eligible	2209-032-030	1954
	7824 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-032-033	1965
	7824 SEPULVEDA BLVD	Industrial	Not eligible	Found not eligible	2209-032-036	1967
	11110 OHIO AVE	Modern	Not eligible	Substantially Altered	4324-019-013	1969
	11031 OHIO AVE	Minimal Traditional	Not eligible	Substantially Altered	4324-016-034	1947
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4324-019-015	1969
	15241 RAYMER ST	Other	Not eligible	Found not eligible	2209-032-045	1980
	7855 BURNET AVE	Industrial	Not eligible	Found not eligible	2209-032-046	1952

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11111 SANTA MONICA BLVD	Vernacular	Not eligible	Substantially Altered	4324-034-016	1983
	1630 COTNER AVE	Modern	Not eligible	Substantially Altered	4324-035-016	1968
	7740 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-033-006	1984
	7746 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-033-007	1983
	7720 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-033-035	1984
	7646 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-034-009	1976
	15241 SATICOY ST	Vernacular	Not eligible	Found not eligible	2209-034-019	1959
	920 BROXTON AVE	One-Part Commercial Block	Not eligible	Substantially Altered	4363-018-008	1937
	7610 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2209-034-033	1958
	7851 NOBLE AVE	Other	Not eligible	Found not eligible	2209-036-021	1962
	1041 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-018-015	1929
	14646 RAYMER ST	Industrial	Not eligible	Found not eligible	2210-025-007	1965
	14811 KESWICK ST	Industrial	Not eligible	Found not eligible	2210-025-022	1953
	14801 KESWICK ST	Industrial	Not eligible	Found not eligible	2210-025-033	1952
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements	4363-018-025	n/a
	14718 RAYMER ST	Industrial	Not eligible	Found not eligible	2210-025-044	1968
	1019 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-018-027	1957
	1025 WESTWOOD BLVD	Art Deco	Not eligible	Substantially Altered	4363-018-028	1937
	14606 RAYMER ST	Industrial	Not eligible	Found not eligible	2210-030-018	1966
	14529 KESWICK ST	Industrial	Not eligible	Found not eligible	2210-030-027	1977
	14546 RAYMER ST		Not eligible	Found not eligible	2210-030-029	1950
	10929 WEYBURN AVE	Other	Not eligible	Substantially Altered	4363-018-034	1936
	7627 VAN NUYS BLVD	Industrial	Not eligible	Found not eligible	2210-031-001	1961
	14418 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-002	1949
	1028 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-020-008	1931
	1038 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-020-009	1985
	14412 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-003	1949

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	1060 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-020-011	1941
	14406 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-004	1949
	1100 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-022-004	1955
	10912 KINROSS AVE	Spanish Eclectic	Not eligible	Substantially Altered	4363-023-027	1930
	1101 WESTWOOD BLVD	Other	Not eligible	Substantially Altered	4363-023-029	1976
	1140 WESTWOOD BLVD	Commercial block	Not eligible	Substantially Altered	4363-022-008	1929/1939
	1130 WESTWOOD BLVD	Commercial block	Not eligible	Substantially Altered	4363-022-007	1941
	1124 WESTWOOD BLVD	Commercial block	Not eligible	Substantially Altered	4363-022-006	1936/1962
	1116 WESTWOOD BLVD	Commercial block	Not eligible	Substantially Altered	4363-022-005	1940/1957
	14400 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-005	1949
	10920 LINDBROOK DR	Other	Not eligible	Substantially Altered	4363-023-034	1979
	1101 GAYLEY AVE	Other	Not eligible	Substantially Altered	4363-023-900	1979
	1091 BROXTON AVE	Spanish Eclectic	Not eligible	Substantially Altered	4363-024-001	1929
	1081 BROXTON AVE	Other	Not eligible	Substantially Altered	4363-024-002	1946
	1073 BROXTON AVE	Other	Not eligible	Substantially Altered	4363-024-003	1937
	1067 BROXTON AVE	Other	Not eligible	Substantially Altered	4363-024-004	1936
	1061 BROXTON AVE	Other	Not eligible	Substantially Altered	4363-024-005	1938
	14356 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-007	1949
	10925 KINROSS AVE	One-Part Commercial Block	Not eligible	Substantially Altered	4363-024-017	1952
	14346 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-009	1949
	14312 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-015	1949
	14256 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-020	1949
	14246 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-022	1949
	14240 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-023	1949
	14230 LORNE ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-025	1949
	14122 LANARK ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-033	1949
	14112 LANARK ST	Minimal Traditional	Not eligible	Found not eligible	2212-014-035	1949
	7861 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-003	1949
	7867 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-004	1949
	7901 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-005	1949
	7919 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-008	1949
	7925 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-009	1949
	7929 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-010	1949

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	7951 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-014	1949
	7963 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-016	1949
	7973 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-024-018	1949
	7829 STANSBURY AVE	Minimal Traditional	Not eligible	Found not eligible	2212-025-013	1949
	13736 SATICOY ST		Not eligible	Found not eligible	2214-023-030	1956
	7601 HAZELTINE AVE	Industrial	Not eligible	Found not eligible	2215-001-004	1948, 1977
	7519 WOODMAN PL	Industrial	Not eligible	Found not eligible	2215-002-004	1964
	7535 WOODMAN PL	Contemporary	Not eligible	Found not eligible	2215-003-009	1967, 1980
	13807 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-001	1958
	13801 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-002	1958
	13935 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-010	1952
	13923 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-012	1952
	13851 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-020	1951
	13817 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-027	1951
	13811 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-005-028	1951
	14035 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-015-050	1954
	14031 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-051	1954
	14025 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-052	1954
	14019 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-053	1952
	14013 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-054	1954
	14007 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-055	1952
	14001 COHASSET ST	Ranch	Not eligible	Found not eligible	2215-015-056	1953
	13957 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-015-077	1959
	13951 COHASSET ST	Minimal Traditional	Not eligible	Found not eligible	2215-015-078	1959
	7503 HAZELTINE AVE	Contemporary	Not eligible	Found not eligible	2215-016-014	1963
	7026 SEPULVEDA BLVD	Spanish Eclectic	Not eligible	Found not eligible	2220-009-022	1978
Park Manor Apartments	7010 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2220-009-024	1964
	6844 S SEPULVEDA BLVD		Not eligible	Found not eligible	2220-020-012	1961
	6844 S SEPULVEDA BLVD		Not eligible	Found not eligible	2220-020-018	1961
	7560 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2221-001-001	1952
	7504 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2221-004-021	1982
	7400 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2221-009-014	1985
	7300 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2221-017-015	1967

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15329 STAGG ST	Ranch	Not eligible	Found not eligible	2222-002-005	1952
	7847 SEPULVEDA BLVD	Industrial	Not eligible	Found not eligible	2222-002-012	1946
	7915 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2222-002-019	1983
	7755 ORION AVE	Minimal Traditional	Not eligible	Found not eligible	2222-004-003	1955
La Iglesia de Jesucristo de los Santos de los Últimos Días	15557 SATICOY ST	Contemporary	Not eligible	Found not eligible	2222-005-001	1954
	15517 SATICOY ST	Minimal Traditional	Not eligible	Found not eligible	2222-006-004	1957
	15511 SATICOY ST	Minimal Traditional	Not eligible	Found not eligible	2222-006-005	1957
	15505 SATICOY ST	Minimal Traditional	Not eligible	Found not eligible	2222-006-006	1957
	7651 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2222-013-042	1969
	15327 SATICOY ST	Other	Not eligible	Found not eligible	2222-013-047	1981
	7557 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2222-014-066	1968
	15504 SATICOY ST	Minimal Traditional	Not eligible	Found not eligible	2222-016-001	1948
	15556 SATICOY ST	Minimal Traditional	Not eligible	Found not eligible	2222-016-011	1948
	7343 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2222-021-008	1960
	15557 WYANDOTTE ST	Ranch	Not eligible	Found not eligible	2222-024-019	1947
	15556 WYANDOTTE ST	Ranch	Not eligible	Found not eligible	2222-025-014	1951
	15550 WYANDOTTE ST	Ranch	Not eligible	Found not eligible	2222-025-015	1955
Valley Oaks	15511 SHERMAN WAY	Other	Not eligible	Found not eligible	2222-025-024 to 085	1978
	7241 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2222-027-017	1971
	15350 SHERMAN WAY	Other	Not eligible	Found not eligible	2222-029-019	1983
Vanguard Towers	7027 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2222-033-003	1961
	15320 VOSE ST	Other	Not eligible	Found not eligible	2222-033-011	1957
	7007 SEPULVEDA BLVD	Spanish Eclectic	Not eligible	Found not eligible	2222-033-025	1970
Valley Oaks III	7135 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2222-036-019 to 054	1980
Harris Corporation	7821 ORION AVE	Industrial	Not eligible	Found not eligible	2222-037-006	1960
	6817 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2234-001-003	1948
	6841 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2234-001-006	1948
	6849 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2234-001-007	1948
	6857 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2234-001-008	1948
	6927 FIRMAMENT AVE	Other	Not eligible	Found not eligible	2234-001-012	1948

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15630 VANOWEN ST	Other	Not eligible	Found not eligible	2234-004-027	1984
	6727 AQUEDUCT AVE		Not eligible	Found not eligible	2234-004-036	1978
	15556 VANOWEN ST	Other	Not eligible	Found not eligible	2234-005-016	1963
	15546 VANOWEN ST	Other	Not eligible	Found not eligible	2234-005-041	1948
	15552 VANOWEN ST	Other	Not eligible	Found not eligible	2234-005-042	1960
	15531 VICTORY BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-011-039	1955
	15501 VICTORY BLVD	Other	Not eligible	Found not eligible	2234-012-001	1953
Le Rendezvous Motel	6501 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-017-001	1947
	6525 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-017-004	1953
	6531 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-017-005	1954
The Cedars	6539 SEPULVEDA BLVD		Not eligible	Found not eligible	2234-017-006	1953
	6549 SEPULVEDA BLVD	Ranch	Not eligible	Found not eligible	2234-017-007	1951
	6555 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-017-008	1946
	6633 SEPULVEDA BLVD	Minimal Traditional	Not eligible	Found not eligible	2234-017-015	1951
	6639 SEPULVEDA BLVD	Ranch	Not eligible	Found not eligible	2234-017-016	1951
	6661 SEPULVEDA BLVD	Ranch	Not eligible	Found not eligible	2234-017-018	1955
	6655 SEPULVEDA BLVD	Ranch	Not eligible	Found not eligible	2234-017-035	1954
	6735 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2234-022-013	1960
	6741 SEPULVEDA BLVD	Streamline	Not eligible	Found not eligible	2234-022-014	1949
	6861 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2234-024-007	1977
	6538 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2235-002-004	1965
	6600 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2235-003-005	1970
	6023 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2242-001-017	1965
	6007 SEPULVEDA BLVD	Industrial	Not eligible	Found not eligible	2242-001-021	1984
	15546 FRIAR ST	Other	Not eligible	Found not eligible	2242-002-025	1978

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	15540 FRIAR ST	Minimal Traditional	Not eligible	Found not eligible	2242-002-026	1977
	15541 FRIAR ST	Other	Not eligible	Found not eligible	2242-003-035	1946
	6254 SEPULVEDA BLVD	Vernacular	Not eligible	Found not eligible	2242-010-021	1983
	6228 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2242-010-025	1956
	6222 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2242-010-026	1958
	6332 SEPULVEDA BLVD	Industrial	Not eligible	Found not eligible	2242-010-028	1964
	6162 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2242-025-003	1947
	15203 OXNARD ST	Vernacular	Not eligible	Found not eligible	2242-026-003	1937
	5943 SEPULVEDA BLVD	Vernacular	Not eligible	Found not eligible	2243-001-004	1946
	5823 PEACH AVE	Vernacular	Not eligible	Found not eligible	2243-001-030	1977
	5627 SEPULVEDA BLVD	Contemporary	Not eligible	Found not eligible	2243-002-008	1959
	5661 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2243-002-017	1977
	5659 HALBRENT AVE	Other	Not eligible	Found not eligible	2243-003-001	1957
	5747 HALBRENT AVE	Other	Not eligible	Found not eligible	2243-004-015	1953
	5729 HALBRENT AVE	Other	Not eligible	Found not eligible	2243-004-019	1960
	15208 OXNARD ST	Vernacular	Not eligible	Found not eligible	2243-019-010	1948
	5900 SEPULVEDA BLVD	Vernacular	Not eligible	Found not eligible	2243-019-019	1981
	5307 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2250-001-002	1969
	5401 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2250-001-020	1960
	5525 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2250-001-035	1964
	5325 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2250-001-036	1966
	5522 SEPULVEDA BLVD	Modern	Not eligible	Found not eligible	2250-009-025	1971
	5030 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2263-016-008	1958
	4970 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2263-017-002	1956
	4950 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2263-017-006	1953

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	4951 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2263-039-004	1964
	4806 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2264-003-017	1958
	4800 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2264-003-018	1957
	4750 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2264-004-032	1985
	4650 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2264-004-033	1984
	4525 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2276-040-002	1952
	4334 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2281-005-001	1952
	4340 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2281-005-002	1953
	4326 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2281-005-013	1982
	4330 SEPULVEDA BLVD	Other	Not eligible	Found not eligible	2281-005-015	1982
	2510 S SEPULVEDA BLVD	Vernacular	Not eligible	Found not eligible	4256-016-032	1940
	1713 BELOIT AVE	Craftsman	Not eligible	Found not eligible	4261-008-008	1921
	1719 BELOIT AVE	Craftsman	Not eligible	Found not eligible	4261-008-009	1904
	1729 BELOIT AVE	Other	Not eligible	Found not eligible	4261-008-016	1959
	1436 S BENTLEY AVE	Other	Not eligible	Found not eligible	4324-016-033	1963
	1517 N SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4324-019-005	1963
	1520 PONTIUS AVE	Modern	Not eligible	Found not eligible	4324-019-006	1980
	1535 S SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4324-019-012	1969
	1505 S BENTLEY AVE	Contemporary	Not eligible	Found not eligible	4324-020-024 to 035	1974
	1506 S BENTLEY AVE	Contemporary	Not eligible	Found not eligible	4324-021-048 to 083	1974
	1526 S BENTLEY AVE	Colonial Revival	Not eligible	Subtantially Altered	4324-021-006	1939
	1624 COTNER AVE	Modern	Not eligible	Found not eligible	4324-035-017	1967
	1067 GAYLEY AVE	One-Part Commercial Block	Not eligible	Found not eligible	4363-025-004	1945
	420 S SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4366-032-011	1952

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	500 S SEPULVEDA BLVD	International	Not eligible	Found not eligible	4366-033-028	1982
	1024 N SEPULVEDA BLVD	Spanish Eclectic	Not eligible	Found not eligible	4368-010-024	1968
	1008 N SEPULVEDA BLVD	Other	Not eligible	Found not eligible	4368-010-028	1971
	1016 SEPULVEDA BLVD	Spanish Eclectic	Not eligible	Found not eligible	4368-010-032	1971
	598 N Sepulveda Blvd	Vernacular	Not eligible	Found not eligible	4368-016-800	1954
	11382 THURSTON CIR	Ranch	Not eligible	Substantially Altered	4366-010-023	1951
	11421 THURSTON CIR	Ranch	Not eligible	Substantially Altered	4366-011-012	1951
	136 BRONWOOD AVE	Other	Not eligible	Substantially Altered	4366-013-023	1963
	251 S THURSTON AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-014-019	1948
	219 S THURSTON AVE	Ranch	Not eligible	Substantially Altered	4366-014-024	1937
	152 S SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4366-014-025	1948
	215 S THURSTON AVE	Other	Not eligible	Substantially Altered	4366-014-026	1941
	245 S THURSTON AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-014-037	1954
	301 S THURSTON AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-015-020	1950
	321 S THURSTON AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-015-022	1942
	367 DALKEITH AVE	Other	Not eligible	Substantially Altered	4366-015-031	1951
	371 DALKEITH AVE	Other	Not eligible	Substantially Altered	4366-015-032	1948
	375 DALKEITH AVE	Other	Not eligible	Substantially Altered	4366-015-033	1936
	381 DALKEITH AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-015-034	1940
	11275 MONTANA AVE	Minimal Traditional	Not eligible	Substantially Altered	4366-015-039	1953
	11261 MONTANA AVE	Other	Not eligible	Substantially Altered	4366-015-073	1938
	520 S SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	4366-033-004	1970
	1055 ACANTO PL	Other	Not eligible	Substantially Altered	4368-009-041	1952
	1065 ACANTO PL	Ranch	Not eligible	Substantially Altered	4368-009-042	1953
	11812 BELLAGIO RD	Minimal Traditional	Not eligible	Substantially Altered	4368-014-002	1941
	11746 BELLAGIO RD	Other	Not eligible	Substantially Altered	4368-014-010	1973
	800 N SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4368-014-020	1966
	612 N SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4368-016-002	1947
	647 N SEPULVEDA BLVD	Other	Not eligible	Substantially Altered	4368-016-043	1964
	10635 LEVICO WAY	Other	Not eligible	Substantially Altered	4370-008-017	1949
	1455 STONE CANYON RD	Other	Not eligible	Substantially Altered	4370-008-023	1937

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	1439 STONE CANYON RD	Other	Not eligible	Substantially Altered	4370-008-024	1936
American Jewish University	15600 Mulholland Drive	Other	Not eligible	Substantially Altered	4378-001-041	1979
	6418 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered		1947
	6103 VAN NUYS BLVD	Other	Not eligible	Substantially Altered		1967
	6361 BLUCHER AVE	Other	Not eligible	Builders' House or Tract House		1950
	6354 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered		1950
	6200 PEACH AVE	Minimal Traditional	Not eligible	Builders' House or Tract House		1950
	5947 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements		1946
	5960 VAN NUYS BLVD	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements		1979
	5960 VAN NUYS BLVD	Vernacular	Not eligible	Substantially Altered		1947
	15370 WEDDINGTON ST	Other	Not eligible	Substantially Altered		1972
	15509 VICTORY BLVD	Other	Not eligible	Substantially Altered		1953
	15513 VICTORY BLVD	Other	Not eligible	Substantially Altered		1954
	6355 BLUCHER AVE	Other	Not eligible	Substantially Altered		1950
	6349 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered		1950
	6341 BLUCHER AVE	Minimal Traditional	Not eligible	Substantially Altered		1950
	6201 ORION AVE	Other	Not eligible	Builders' House or Tract House		1951
	6201 LANGDON AVE	Other	Not eligible	Builders' House or Tract House		1947
	6202 ORION AVE	Minimal Traditional	Not eligible	Builders' House or Tract House		1951
	6200 LANGDON AVE	Ranch	Not eligible	Substantially Altered		1947
	6201 PEACH AVE	Minimal Traditional	Not eligible	Substantially Altered		1947
	15581 BRIARWOOD DR	Minimal Traditional	Not eligible	Substantially Altered		1957
	7514 WOODMAN PL	Vernacular	Not eligible	Substantially Altered		1960
	7510 WOODMAN PL	Vernacular	Not eligible	Substantially Altered		1963
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements		n/a
	n/a	Other	Not eligible	Minor/Ubiquitous/Fragmentary Infrastructure Elements		n/a
	2215 PONTIUS AVE	Other	Not eligible	Substantially Altered		1985
	n/a		Not eligible	Does not exist	4324-017-903	
	10801 AMBAZAC WAY	Other	Not surveyed	Not visible to public right-of-way	4362-007-012	1937
	10790 BELLAGIO RD	Other	Not surveyed	Not visible to public right-of-way	4362-007-026	1939
	10802 AMBAZAC WAY	Other	Not surveyed	Not visible to public right-of-way	4362-007-005	1934

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	600 SARBONNE RD	Other	Not surveyed	Not visible to public right-of-way	4362-004-009	1927
	4263 SEPULVEDA BLVD	Other	Not surveyed	Not visible to public right-of-way	2285-001-008	1963
	4257 SEPULVEDA BLVD	Other	Not surveyed	Not visible to public right-of-way	2285-001-009	1951
	1224 N SEPULVEDA BLVD	Other	Not surveyed	Not visible to public right-of-way	4368-009-017	1952
	1216 N SEPULVEDA BLVD	Other	Not surveyed	Not visible to public right-of-way	4368-009-018	1971
	15232 GREENLEAF ST	Other	Not surveyed	Not visible to public right-of-way	2276-022-023	1979
	15236 GREENLEAF ST	Other	Not surveyed	Not visible to public right-of-way	2276-022-026	1940
	15559 COVELLO ST	Other	Not surveyed	Not visible to public right-of-way	2222-016-038	1948
	15541 LEMAY ST	Other	Not surveyed	Not visible to public right-of-way	2234-004-023	1950
	n/a		Not eligible	Vacant lot	4365-002-903	n/a
	11333 KIEL ST	Ranch	Not eligible	Found not eligible	4365-030-017	1940
	11311 JOFFRE ST	Minimal Traditional	Not eligible	Found not eligible	4365-030-016	1958
	11308 JOFFRE ST		Not eligible	Substantially Altered	4365-029-002	1958
	217 S CHURCH LN	Stucco Box/ Dingbat	Not eligible	Found not eligible	4365-029-020	1958
	11307 ISLETA ST	Modern	Not eligible	Found not eligible	4365-029-019	1953
	237 S CHURCH LN	Other	Not eligible	Not visible to public right-of-way	4365-028-015	1952
	249 S CHURCH LN	Stucco Box/ Dingbat	Not eligible	Found not eligible	4365-028-014	1953
	259 S CHURCH LN	Stucco Box/ Dingbat	Not eligible	Found not eligible	4365-027-002	1948
	267 S CHURCH LN	Modern	Not eligible	Found not eligible	4365-027-001	1954
	275 S CHURCH LN	Modern	Not eligible	Found not eligible	4365-027-015	1953
	11301 GLADWIN ST	Modern	Not eligible	Found not eligible	4365-027-016	1953
	11300 GLADWIN ST	Modern	Not eligible	Found not eligible	4365-026-011	1957
	309 S CHURCH LN	Spanish Eclectic	Not eligible	Substantially Altered	4365-026-012	1947
	11310 ELDERWOOD ST	Minimal Traditional	Not eligible	Substantially Altered	4365-024-021	1950
	11327 MONTANA AVE	Minimal Traditional	Not eligible	Substantially Altered	4365-024-023	1959
	11332 MONTANA AVE	Minimal Traditional	Not eligible	Substantially Altered	4365-023-019	1940
	137 BELOIT AVE	Modern	Not eligible	Substantially Altered	4365-002-019	1950
	136 BELOIT AVE	Other	Not eligible	Not visible to public right-of-way	4365-030-015	1947
	11317 JOFFRE ST	Minimal Traditional	Not eligible	Substantially Altered	4365-030-005	1936
	11311 ISLETA ST	Minimal Traditional	Not eligible	Substantially Altered	4365-029-018	1949
	11314 ISLETA ST	Minimal Traditional	Not eligible	Substantially Altered	4365-028-017	1950
	11313 HOMEDALE ST	Minimal Traditional	Not eligible	Demolished	4365-028-013	1952

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	11314 HOMEDALE ST	Minimal Traditional	Not eligible	Substantially Altered	4365-027-003	1947
	11313 GLADWIN ST	Minimal Traditional	Not eligible	Substantially Altered	4365-027-017	1945
	11314 GLADWIN ST	Minimal Traditional	Not eligible	Substantially Altered	4365-026-010	1946
	11313 FARLIN ST	Minimal Traditional	Not eligible	Substantially Altered	4365-026-014	1942
	11312 FARLIN ST	Minimal Traditional	Not eligible	Substantially Altered	4365-025-010	1949
	11325 ELDERWOOD ST	Minimal Traditional	Not eligible	Substantially Altered	4365-025-012	1939
	11316 ELDERWOOD ST	Minimal Traditional	Not eligible	Substantially Altered	4365-024-010	1945
	11333 MONTANA AVE	Minimal Traditional	Not eligible	Substantially Altered	4365-024-011	1937
	11336 MONTANA AVE	Modern	Not eligible	Substantially Altered	4365-023-008	1951
	n/a		Not eligible	Vacant Lot	4493-014-903	
	n/a		Not eligible	Vacant Lot	4429-031-009	
	11461 W SUNSET BLVD	Contemporary	Not eligible	Substantially Altered; Post 1985	4429-031-007	1960; 2004
	11467 W SUNSET BLVD	Other	Not eligible	Not visible to public right-of-way	4429-029-022	1979
	10920 WILSHIRE BLVD	Contemporary	Not eligible		4324-001-900	1980
	11161 W PICO BLVD	Vernacular	Not eligible	Substantially Altered	4322-023-008	1950/1955
		Los Angeles River; Sepulveda Flood Control Basin	Not eligible	Vacant Lot	2251-005-901	
	1818 S SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	4323-021-039	1983
	1832 S SEPULVEDA BLVD	Modern	Not eligible	Substantially Altered	4323-021-020	1948/1952
	1840 S SEPULVEDA BLVD	Mediterranean	Not eligible	Substantially Altered	4323-021-019	1959/1995
	1850 S SEPULVEDA BLVD #200	Commercial block	Not eligible	Substantially Altered	4323-021-018	1942/1960
	1884 S SEPULVEDA BLVD	Commercial block	Not eligible	Substantially Altered	4323-021-014	1957
	1888 S SEPULVEDA BLVD	Commercial block	Not eligible	Substantially Altered	4323-021-013	1953
	1800 S SEPULVEDA BLVD	Modern	Not eligible	Substantially Altered	4323-020-010	1960
	11040 SANTA MONICA BLVD	Contemporary	Not eligible	Found not eligible	4323-019-054	1981
	15347 DEL GADO DR		Not eligible	Not visible to public right-of-way	2281-005-008	1952/1962
	2621 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-015-019	1936/1945
	2617 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-015-018	1947/1950
	2611 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-017	1946/2000; 2021
	2609 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-016	1925/1951
	2605 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-015	1940/1944

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	2542 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-005	1940/1980
	2538 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-004	1946/1965
	2530 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-003	1930/1980
	2528 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-002	1939/1942
	2522 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-001	1936/1941
	2620 S BENTLEY AVE	Contemporary	Not eligible	Substantially Altered	4256-018-010	1937/2000
	2630 TILDEN AVE	Minimal Traditional	Not eligible	Substantially Altered	4322-021-074	1941/1942
	2311 S BENTLEY AVE	Stucco Box/ Dingbat	Not eligible	Found not eligible	4322-021-026	1964/1965
	2643 S BENTLEY AVE	Spanish Eclectic	Not eligible	Substantially Altered	4256-015-024	1926/1980
	1953 S BENTLEY AVE	Spanish Eclectic	Not eligible	Found not eligible	4323-022-011	1931
	11064 TENNESSEE AVE	Vernacular	Not eligible	Substantially Altered	4322-021-025	1973
	2251 S BENTLEY AVE	Contemporary	Not eligible	Found not eligible	4322-020-059	1984
	2633 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-022	1937/1970
	2629 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-021	1937/1939
	2625 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-020	1929/1956
	2201 S BENTLEY AVE	Spanish Eclectic	Not eligible	Found not Eligible	4322-020-023	1937
	2611 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-017	1946/2000
	2605 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-015-015	1940/1944
	2121 S BENTLEY AVE	Contemporary	Not eligible	Substantially Altered	4322-019-055	1940
	2111 S BENTLEY AVE	Minimal Traditional	Not eligible	Found not eligible	4322-019-016	1949/1956
	2569 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-016-019	1936/1940
	11060 MISSISSIPPI AVE	Stucco Box/ Dingbat	Not eligible	Found not eligible	4322-019-018	1952/1953
	2557 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-016-021	1939
	2555 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-016-022	1948/1970
	2551 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-016-023	1938/1944
	2543 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-016-024	1939/1954
	2015 S BENTLEY AVE	Tudor Revival	Not eligible	Substantially Altered	4323-023-024	1964/1965
	2537 S BENTLEY AVE	Spanish Eclectic	Not eligible	Found not eligible	4256-016-026	1927
	1963 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4323-022-013	1950
	1957 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4323-022-012	1941/1995
	1945 S BENTLEY AVE	Spanish Eclectic	Not eligible	Substantially Altered	4323-022-009	1931/1980
	1935 S BENTLEY AVE	Spanish Eclectic	Not eligible	Substantially Altered	4323-022-007	1931
	1931 S BENTLEY AVE	Spanish Eclectic	Not eligible	Substantially Altered	4323-022-006	1931
	1927 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4323-022-005	1940
	2608 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4256-018-013	1937
	1915 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4323-022-003	1940/1965
	1907 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4323-022-002	1940/1943
	1901 S BENTLEY AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	4323-022-001	1939
	11061 MISSOURI AVE	Ranch	Not eligible	Found not eligible	4323-021-012	1964

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	2550 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4256-017-007	1937/1961
	1888 S SEPULVEDA	Commercial Block	Not eligible	Substantially Altered	4323-021-013	1953
	1884 S SEPULVEDA BLVD	Contemporary	Not eligible	Substantially Altered	4323-021-014	1957
	2323 S BENTLEY AVE	Contemporary	Not eligible	Found not eligible	4322-021-032	1982
	1915 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4323-022-003	1940
	1907 S BENTLEY AVE	Minimal Traditional	Not eligible	Substantially Altered	4323-022-002	1940/1943
	12043 W PICO BLVD	Commercial Block	Not eligible	Substantially Altered	4259-033-012	1946
	n/a	n/a	Not eligible	Parking lot	4259-033-014	1962
	n/a	n/a	Not eligible	Parking lot	4259-033-015	n/a
	n/a	n/a	Not eligible	Parking lot	4259-033-016	1966
	12001 W PICO BLVD	n/a	Not eligible	Demolished	4259-033-021	1949/1955
	12009 W PICO BLVD	n/a	Not eligible	Demolished	4259-033-022	1947
	2468 NALIN DR	Ranch	Not eligible	Substantially Altered	4378-028-028	1962
	15538 NALIN PL	Modern	Not eligible	Substantially Altered	4378-018-008	1964
	2247 ROSCOMARE RD	Modern	Not eligible	Found not eligible	4377-011-019	1952/1960
	10861 WEYBURN AVE	Contemporary	Not eligible	Substantially Altered	4363-019-008	1950
	11075 SANTA MONICA BLVD	Contemporary	Not eligible	Found not eligible	4324-033-022	1983/1984
	12237 SUNSET PARK WAY	Ranch	Not eligible	Builders' House or Tract House	4272-030-033	1978
	12236 SUNSET PARK WAY	Ranch	Not eligible	Builders' House or Tract House	4272-030-032	1978
	12324 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-023	1978/1981
	12328 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-022	1978
	12334 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-021	1978/1995
	12340 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-020	1978
	12346 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-019	1978
	12354 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-018	1978
	12360 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-017	1978
	12366 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-016	1978
	12372 EVENSONG DR	Ranch	Not eligible	Builders' House or Tract House	4272-030-015	1978
	15275 ENCANTO DR	Ranch	Not eligible	Builders' House or Tract House	2277-004-012	1975
	4152 SAUGUS AVE	Minimal Traditional	Not eligible	Builders' House or Tract House	2277-004-010	1942/1945
	15282 DEL GADO DR	Minimal Traditional	Not eligible	Substantially Altered	2277-004-009	1938/1942
	15275 DEL GADO DR	Minimal Traditional	Not eligible	Substantially Altered	2277-003-015	1934/1936
	4214 SAUGUS AVE	Minimal Traditional	Not eligible	Substantially Altered	2277-003-014	1950
	4218 SAUGUS AVE	Minimal Traditional	Not eligible	Substantially Altered	2277-003-013	1936
	15255 DEL GADO DR	Ranch	Not eligible	Substantially Altered	2277-003-012	1977
	4232 SAUGUS AVE	Ranch	Not eligible	Substantially Altered	2277-003-011	1947/1980
	15349 GAULT ST	n/a	Not eligible	Parking lot	2222-029-013	n/a

Properties Exempted from Evaluation

Resource Name	Address	Architectural Style	Eligibility	Exemption Justification	APN	Construction Date
	n/a	n/a	Not eligible	Parking lot	2222-029-012	1983
	7845 BURNET AVE	Industrial	Not eligible	Found not eligible	2209-032-015	1958
	11924 TENNESSEE PL	Minimal Traditional	Not eligible	Builders' House or Tract House	4259-033-008	1939/1941
	11854 LA GRANGE AVE	Industrial	Not eligible	Substantially Altered	4259-022-001	1974/1994
	5721 VAN NUYS BLVD	Industrial	Not eligible	Substantially Altered	2244-028-024	1955

Appendix F. Records Search Results

APPENDIX F – PREVIOUSLY RECORDED RESOURCES

SCCIC Previously Recorded Resources within the Alternative 1 RSA

Primary Number (P-19-)	Resource Name	Construction Date/Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875	3S	Built Environment RSA - archaeological site*
4670	2014HAD0429	1931-1968	7	Built Environment RSA - archaeological site
4864	VA Site 1	1880-1920	7	Built Environment RSA - archaeological site
4865	VA Site 2	1899-1906	7	Built Environment RSA - archaeological site
173043	L A Veterans Administration Medical Center Historic District and National Cemetery	1923-1953	3	Built Environment RSA
173148	DWP Westwood Distribution	1933	7N	Built Environment RSA
173149	Engine Co. #37	c. 1942	7	Built Environment RSA
173150	1222 Veteran Ave	1938	7N	Built Environment RSA
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
173535	Fox Westwood Village Theatre	1931	7	Built Environment RSA
174110	Ralphs Grocery Store	1933	1S	Built Environment RSA
175802	UCLA District	1929-1935	2S7	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
187565	Mullholland Dr over SR405 Bridge	1959	3	Built Environment RSA
187951	USAR Center, Daniels Hall	1958	7	Built Environment RSA
188093	Sepulveda Flood Control Dam	1939	3	Built Environment RSA
188227	Weyburn-Classic Building	1936	6Y	Built Environment RSA
188905	Sepulveda Blvd Bridge #53-1099S	1959	6Y	Built Environment RSA
189273	Linde Medical Bldg	1962/1968	8	Built Environment RSA
189274	Westwood Federal Bldg	1966	3	Built Environment RSA
189982	UCLA, Rehabilitation Center	1963	3S	Built Environment RSA
190024	11154 Exposition Blvd	1944	6Y	Built Environment RSA
190025	11162 Exposition Blvd	1942	6Z	Built Environment RSA
190026	11174 Exposition Blvd	1941	6Z	Built Environment RSA
190058	641-647 N Sepulveda Blvd	1965	6Y	Built Environment RSA
190591	UCLA-Ackerman Hall	1966	2S7	Built Environment RSA

**Indicates site within Archaeological RSA*

California Historical Resource Status Codes

1S- Individual property listed in NR by the Keeper. Listed in the CR.

2D- Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
3- Appears eligible for NR to person completing or reviewing form.
3S- Appears eligible for NR as an individual property through survey evaluation.
3CS- Appears eligible for CR as an individual property through survey evaluation.
6- Determined ineligible for National Register Listing.
6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z- Found ineligible for NR, CR or Local designation through survey evaluation.
7- Not evaluated.
7N- Needs to be reevaluated (Formerly NR Status Code 4).

SCCIC Previously Recorded Resources within the Alternative 2 RSAs

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875	3S	Built Environment RSA - archaeological site*
4670	2014HAD0429	1931-1968	7	Built Environment RSA - archaeological site
4864	VA Site 1	1880-1920	7	Built Environment RSA - archaeological site
4865	VA Site 2	1899-1906	7	Built Environment RSA - archaeological site
173043	L A Veterans Administration Medical Center Historic District and National Cemetery	1923-1952	2	Built Environment RSA
173148	DWP Westwood Distribution	1932	7N	Built Environment RSA
173149	Engine Co. #37	c. 1942	7	Built Environment RSA
173150	1221 Veteran Ave	1937	7N	Built Environment RSA
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
173535	Fox Westwood Village Theatre	1931	7	Built Environment RSA
174110	Ralphs Grocery Store	1932	1S	Built Environment RSA
175802	UCLA District	1929-1934	2S6	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
187565	Mullholland Dr over SR405 Bridge	1959	3	Built Environment RSA
187951	USAR Center, Daniels Hall	1958	7	Built Environment RSA
188093	Sepulveda Flood Control Dam	1939	3	Built Environment RSA
188227	Weyburn-Classic Building	1935	6Y	Built Environment RSA
188905	Sepulveda Blvd Bridge #53-1099S	1958	6Y	Built Environment RSA

**Indicates site within Archaeological RSA*

California Historical Resource Status Codes

1S- Individual property listed in NR by the Keeper. Listed in the CR.

2- Determined eligible for the National Register in a formal process.

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3- Appears eligible for NR to person completing or reviewing form.

3S- Appears eligible for NR as an individual property through survey evaluation.

6- Determined ineligible for National Register Listing.

6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

6Z- Found ineligible for NR, CR or Local designation through survey evaluation.

SCCIC Previously Recorded Resources within the Alternative 3 RSAs

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875		Built Environment RSA - archaeological site*
4670	2014HAD0429	1931-1968	7	Built Environment RSA - archaeological site
173043	L A Veterans Administration Medical Center Historic District and National Cemetery	1923-1954	4	Built Environment RSA
173148	DWP Westwood Distribution	1935	7N	Built Environment RSA
173149	Engine Co. #37	c. 1942	7	Built Environment RSA
173150	1220 Veteran Ave	1936	7N	Built Environment RSA
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
175802	UCLA District	1929-1933	2S5	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
187565	Mullholland Dr over SR405 Bridge	1959	3	Built Environment RSA
187951	USAR Center, Daniels Hall	1958	7	Built Environment RSA
188093	Sepulveda Flood Control Dam	1939	3	Built Environment RSA
188227	Weyburn-Classic Building	1934	6Y	Built Environment RSA
188905	Sepulveda Blvd Bridge #53-1099S	1957	6Y	Built Environment RSA
189273	Linde Medical Bldg	1962/1966	6	Built Environment RSA
189274	Westwood Federal Bldg	1966	3	Built Environment RSA
189982	UCLA, Rehabilitation Center	1961	3S	Built Environment RSA
190024	11152 Exposition Blvd	1942	6Y	Built Environment RSA
190025	11160 Exposition Blvd	1940	6Z	Built Environment RSA
190026	11172 Exposition Blvd	1939	6Z	Built Environment RSA
190591	UCLA-Ackerman Hall	1964	2S5	Built Environment RSA

**Indicates site within Archaeological RSA*

California Historical Resource Status Codes

1S- Individual property listed in NR by the Keeper. Listed in the CR.

2D- Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3- Appears eligible for NR to person completing or reviewing form.

3S- Appears eligible for NR as an individual property through survey evaluation.

3CS- Appears eligible for CR as an individual property through survey evaluation.

6- Determined ineligible for National Register Listing.

6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z- Found ineligible for NR, CR or Local designation through survey evaluation.
7- Not evaluated.
7N- Needs to be reevaluated (Formerly NR Status Code 4).

SCCIC Previously Recorded Resources within the Alternative 4 RSAs

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875	3S	Built Environment RSA - archaeological site*
4670	2014HAD0429	1931-1968	7	Built Environment RSA - archaeological site
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
173535	Fox Westwood Village Theatre	1931	7	Built Environment RSA
174110	Ralphs Grocery Store	1931	1S	Built Environment RSA
175802	UCLA District	1929-1932	2S4	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
187951	USAR Center, Daniels Hall	1958	7	Built Environment RSA
188227	Weyburn-Classic Building	1933	6Y	Built Environment RSA
188473	7102 Sepulveda Boulevard	1963	6Y	Built Environment RSA
189273	Linde Medical Bldg	1962/1965	5	Built Environment RSA
189764	Westdale Savings and Loan	1961	3	Built Environment RSA
190024	11151 Exposition Blvd	1941	6Y	Built Environment RSA
190025	11159 Exposition Blvd	1939	6Z	Built Environment RSA
190026	11171 Exposition Blvd	1938	6Z	Built Environment RSA
190591	UCLA-Ackerman Hall	1963	2S4	Built Environment RSA

**Indicates site within Archaeological RSA*

California Historical Resource Status Codes

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3- Appears eligible for NR to person completing or reviewing form.

3S- Appears eligible for NR as an individual property through survey evaluation.

6- Determined ineligible for National Register Listing.

6U- Determined ineligible for NR pursuant to Section 106 without review by SHPO

6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

7- Not evaluated.

7N- Needs to be reevaluated (Formerly NR Status Code 4).

SCCIC Previously Recorded Resources within the Alternative 5 RSAs

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875	3S	Built Environment RSA - archaeological site*
4670	2014HAD0429	1931-1968	7	Built Environment RSA - archaeological site
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
173535	Fox Westwood Village Theatre	1931	7	Built Environment RSA
174110	Ralphs Grocery Store	1930	1S	Built Environment RSA
175802	UCLA District	1929-1931	2S3	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
187951	USAR Center, Daniels Hall	1958	7	Built Environment RSA
188227	Weyburn-Classic Building	1932	6Y	Built Environment RSA
188473	7101 Sepulveda Boulevard	1962	6Y	Built Environment RSA
189273	Linde Medical Bldg	1962/1964	4	Built Environment RSA
189764	Westdale Savings and Loan	1961	3	Built Environment RSA
190024	11150 Exposition Blvd	1940	6Y	Built Environment RSA
190025	11158 Exposition Blvd	1938	6Z	Built Environment RSA
190026	11170 Exposition Blvd	1937	6Z	Built Environment RSA
P-19-190591	UCLA-Ackerman Hall	1961	2S2	Built Environment RSA

**Indicates site within Archaeological RSA*

California Historical Resource Status Codes

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3- Appears eligible for NR to person completing or reviewing form.

3S- Appears eligible for NR as an individual property through survey evaluation.

6- Determined ineligible for National Register Listing.

6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

7- Not evaluated.7N- Needs to be reevaluated (Formerly NR Status Code 4).

SCCIC Previously Recorded Resources within the Alternative 6 Built RSAs

Primary Number (P-19-)	Resource Name	Construction Date/ Time Period	Eligibility Evaluation/ NRHP Status Code	Archaeological RSA/ Built Environment RSA
3803	Santa Monica Air Line Segment	1875	3S	Built Environment RSA - archaeological site*
4668	2012JLM0622	1940s-1960s	6 - Collected	Built Environment RSA - archaeological site
173148	DWP Westwood Distribution	1934	7N	Built Environment RSA
173150	1223 Veteran Ave	1939	7N	Built Environment RSA
173163	UCLA Greenhouse Complex Bldg #1	1930-1955	6 - Demolished	Built Environment RSA
173164	UCLA Greenhouse Complex Bldg #2	1930-1955	6 - Demolished	Built Environment RSA
173165	UCLA Greenhouse Complex Bldg #3	1930-1955	6 - Demolished	Built Environment RSA
173166	UCLA Greenhouse Complex Bldg #4	1930-1955	6 - Demolished	Built Environment RSA
173535	Fox Westwood Village Theatre	1931	7	Built Environment RSA
174110	Ralphs Grocery Store	1929	1S	Built Environment RSA
175802	UCLA District	1929-1930	2S2	Built Environment RSA
180601	Daughters of the American Revolution Trees	1929	6	Built Environment RSA
188227	Weyburn-Classic Building	1931	6Y	Built Environment RSA
189273	Linde Medical Bldg	1962/1963	3	Built Environment RSA
189982	UCLA, Rehabilitation Center	1960	3S	Built Environment RSA
190042	Upper Stone Canyon Reservoir	1954	6Y	Built Environment RSA
190591	UCLA-Ackerman Hall	1961	2S2	Built Environment RSA

**Indicates site is within the Archaeological RSA*

California Historical Resource Status Codes

1S- Individual property listed in NR by the Keeper. Listed in the CR.

2S2- Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3- Appears eligible for NR to person completing or reviewing form.

3S- Appears eligible for NR as an individual property through survey evaluation.

5S1- Individual property that is listed or designated locally

6- Determined ineligible for National Register Listing.

6U- Determined ineligible for NR pursuant to Section 106 without review by SHPO

6Y- Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

7- Not evaluated.

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00005		1973	Leonard, Nelson N. III	Archaeological Reconnaissance of Unit Three of Liberty Properties in Brownfield Canyon	N. Nelson Leonard. III, Consulting Archaeologist	
LA-00152			Leonard, Nelson N. III	Ucla Archaeological Reconnaissance of the Mission Canyon Landfill	None	19-120003
LA-00160		1988	Dames and Moore	Phase 1 Cultural Resources Survey Fiber Optic Cable Project Burbank to Santa Barbara, California for Us Sprint Communications Company	Dames & Moore	56-000027, 56-000196, 56-000202, 56-000240, 56-000241, 56-000341, 56-000342, 56-000343, 56-000550, 56-000643, 56-000644, 56-000655, 56-000729, 56-000789, 56-000895, 56-000916, 56-000917, 56-000918
LA-00177			Leonard, Nelson N. III	E.i.r. No. 213-75-sub Tentative Tract No. 26132 Draft E.i.r.	N. Nelson Leonard, III	
LA-00191		1988	Howard, Virginia and L. Mark Raab	Archaeological Monitoring of the Landmark Ii Project, Los Angeles, California	Northridge Center for Public Archaeology, CSUN	
LA-00198		1976	Singer, Clay A.	Archaeological Resource Survey and Impact Evaluation for Tentative Tract No. 25422, City of Los Angeles, Los Angeles County, C	University of California, Los Angeles Archaeological Survey	
LA-00251		1977	Rice, Glen E.	An Archaeological Survey in a Portion of the Santa Monica Mountains, Los Angeles County, California.	Glen Rice Archaeological Consulting	
LA-00336		1977	Bove, Frederick J.	Archaeological Resource Survey and Impact Assessment of Canyon 8, Mission Canyon Landfill, Los Angeles County	University of California, Los Angeles Archaeological Survey	
LA-00384		1977	Martz, Patricia	Description and Evaluation of the Cultural Resources Within Haines Debris Basin, Hansen Dam, Lopez Dam, and Selpulveda Dam, Los Angeles County, Los Angeles County		19-000111, 19-000167, 19-000300, 19-000345
LA-00428		1978	Hector, Susan M.	An Archaeological Resource Survey and Impact Assessment of Tract No. 32026, Los Angeles County	University of California, Los Angeles Archaeological Survey	
LA-00494		1979	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 37150 in the Bel Air Area of Los Angeles County, California	C.A. Singer & Associates, Inc.	
LA-00563		1979	Ultrasystems	MISSING	Ultra Systems, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00574		1979	Russell, Glenn S.	An Archaeological Resource Survey and Impact Assessment of a Division of Lot 10, Traact 12395, City of Los Angeles, Los Angeles, California		
LA-00676		1980	Singer, Clay A.	Cultural Resource Survey and Impact Assessement for Tentative Tract No. 39621 in the City and County of Los Angeles, California		19-000382
LA-00704		1976	Clewlow, C. W. and David S. Whitley	An Assessment of the Impact of the University High School Construction Project on Archaeological Site LAN-382, Los Angeles, Los Angeles County, California	University of California, Los Angeles Archaeological Survey	19-000382
LA-00767		1980	Leach, Melinda	Cultural Resources Survey of Tentative Tract No. 40264 Located at 11531-11539 Rochester Ave., West Los Angeles, California	University of California, Los Angeles Archaeological Survey	
LA-00857		1980	Davis, Lois M.	An Archaeological Investigation of Briarwood Park in the Beverly Glen Area, Los Angeles County	University of California, Los Angeles Archaeological Survey	
LA-00859		1980	Dillon, Brian D.	An Archaeological Resource Survey and Inpact Assessment of a Parcel East of Barrington Ave., Veteran's Administration Hospital, Los Angeles County	Brian Dillon	
LA-00930		1981	Dillon, Brian D.	An Archaeological Resource Survey and Impact Assessment of Lot 1, Tract No. 14524, at 14545 Mulholland Drive, City of Los Angeles, California	Brian Dillon	
LA-00947		1981	Dillon, Brian D.	An Archaeological Resource Survey and Impact Assessment of Tentative Tract #41395, Lots 13 & 11 of Block 56 of the Artesian Tract at 1441-1445 Barry Avenue, Los Angeles, California		
LA-00949		1981	Dillon, Brian D.	An Archaeological Resource Survey and Impact Assessment of Three Telecommunications Tower Sites for the Southern California Rapid Transit District in Los Angeles County, California	University of California, Los Angeles Archaeological Survey	
LA-01010		1981	Wlodarski, Robert J.	An Evaluation of the Impact Upon Cultural Resources by the Proposed Development of 200 Acres Near the Intersection of Beverly Glenn Boulevard and Mullhollland Drive, Santa Monica	Pence Archaeological Consulting	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-01034	Paleo -	1981	Clewlow, William C. Jr.	Archaeological and Paleontological Resource Assessment of Tentative Tract 41784, Bel Air Crest Estates, City of Los Angeles, Los Angeles County	Ancient Enterprises, Inc.	
LA-01037		1976	McIntyre, Michael J.	Assessment of the Archaeological Impact by the Proposed Development of the East Valley Interceptor Sewer-unit 1	Northridge Archaeological Research Center, CSUN	
LA-01074		1981	De Barros, Phillip	An Archaeological Resource Survey and Impact Assessment of a 4.1 Acre Parcel Located at 955 Bundr Dr. in the City of Los Angeles		
LA-01139		1982	Padon, Beth	An Archaeological Assessment of Lots 1 and 32 on the Ucla Campus, Los Angeles County, California		
LA-01161		1982	Padon, Beth	An Archaeological Assessment of a Portion of the Long Range Development Plan 1982-83 of the Ucla Campus, Los Angeles County	Beth Padon	
LA-01162		1980	Van Horn, David M.	Archaeological Survey Report: the Site of the New Southern Regional Library Compact Shelving Facility at Ucla	Archaeological Associates, Ltd.	
LA-01171		1982	Tartaglia, Louis J.	Cultural Resource Survey Tentative Tract No. 34989, Located Ne of the Intersection of Valencia Boulevard and the Golden State Freeway	Tartaglia Archaeological Consulting	
LA-01195		1982	Singer, Clay A.	Cultural Resource Survey and Impact Assessment for Tentative Tract No. 23377 in the Sherman Oaks Area of the San Fernando Valley, Los Angeles County		
LA-01206		1983	Colby, Susan M.	An Archaeological Resource Survey and Impact Assessment of 2.66 Acres Bel Air Hotel, 701 Stone Canyon Road, City of Los Angeles, Los Angeles County, California		
LA-01248		1983	Boxt, Matthew A. and Richard Aycock	An Archaeological Survey and Impact Assessment of the Boy Scouts of America Property Located on Mulholland Drive at the San Diego Freeway (interstate 405) Los Angeles County		

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-01343		1984	Colby, Susan M.	An Archaeological Resource Survey and Impact Assessment of the Site of a Proposed Parking Structure at Mt. St. Mary's College, Chalon Campus, Los Angeles County, California	University of California, Los Angeles Archaeological Survey	
LA-01371		1984	Singer, Clay A.	Archaeological Monitoring at 1234 Granville, West Los Angeles		
LA-01411		1984	Singer, Clay A.	Letter of Archaeological Survey of Tentative Tract No. 43428		
LA-01438		1983	Boxt, Matthew and Richard Aycock	An Archaeological Resource Survey and Impact Assessment of Parcel La. Parcel Map 4816, Los Angeles County		
LA-01450		1985	Colby, Susan M.	An Archaeological Resource Survey and Impact Assessment of a Vacant Parcel on the Northeast Corner of Beverly Glen Blvd., Between Tiffany and Beverly Glen Circle, City of Los Angeles	University of California, Los Angeles Archaeological Survey	
LA-01656		1987	Padon, Beth	An Archaeological Assessment for the Northwest Portion of the Ucla Campus Los Angeles county, California		
LA-01721		1989	Van Horn, David M.	Archaeological Test Excavation at 1327 Westgate Avenue, Los Angeles, California	Archaeological Associates, Ltd.	19-000382
LA-01968	Paleo -	1989	Bissell, Ronald M.	Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los, Angeles, Los Angeles County, California	RMW Paleo Associates, Inc.	19-000159, 19-001261
LA-02038		1990	Singer, Clay A. and John E. Atwood	Cultural Resources Survey and Impact Assessment for the Palisades Street Maintenance Yard in West Los Angeles, Los Angeles County, California.	C.A. Singer & Associates, Inc.	
LA-02099		1990	Brown, Joan C.	Cultural Resources Reconnaissance of Nine Reservoirs for the City of Los Angeles, Los Angeles County, California	RMW Paleo Associates, Inc.	
LA-02186		1966	Leonard, Nelson N. III	Field Project Number Ucas 224: Highway Construction Between Route 27 and Route 405	University of California, Los Angeles Archaeological Survey	19-000218
LA-02256		1991	Atwood, John E.	City of Los Angeles Palisades Street Maintenance Yard Examination	C.A. Singer & Associates, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-02305	Paleo -	1990	Moratto, Michael J.	Cultural and Paleontologic Resources in the Santa Susana and Santa Monica Mountains, Los Angeles County, California	Iinfortec Research, Inc.	19-000802, 19-001592, 19-001593, 19-001594, 19-001598, 19-003989, 19-100356, 19-100357, 19-100358, 19-120065, 56-001011
LA-02377		1990	Van Horn, David M.	Phase I Cultural Resource Study: Lot 1, Tract 2196 ("the Artesian Block") in the City of Los Angeles	Archaeological Associates, Ltd.	19-000382
LA-02409		1982	Stelle, Kenneth and Albert Galiardo	For Improvements of the Operational Characteristics of Route 101, the Ventura Freeway in Los Angeles and Ventura Counties, Between Route 405 in Los Angeles, and the Santa Clara River in Oxnard	Caltrans and Federal Highway Commission	56-000654
LA-02420		1990	Van Horn, David M.	A Cultural Resources Survey of a 60 Acre Parcel of Property Located Along Flora Linda Road in the Bel Air Area of Los Angeles County	Archaeological Associates, Ltd.	
LA-02443		1990	Brown, Joan C.	Cultural Resources Reconnaissance of the Stephen S. Wise Temple School Expansion, Los Angeles County, California	RMW Paleo Associates, Inc.	
LA-02645		1991	Peak and Associates, Inc.	Class 3 Cultural Resource Assessment of the Proposed Carpintera and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California	Peak and Associates, Inc.	56-001089
LA-02888		1993	Bissell, Ronald M.	Cultural Resources Reconnaissance for Improvements to Stone Canyon Reservoir Access Road, Los Angeles County, California	RMW Paleo Associates, Inc.	19-100029
LA-02908		1990	Anonymous	Draft Environmental Assessment Tillman Reclamation Plant Flood Protection Project	Harmsworth Associates	
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03050		1991	Sanfilippo, Joanne M.	An Architectural Determination of Eligibility/significance Report for the Residence at 500 Perugia Way Bel-air, Los Angeles, California	Unknown	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03223		1995	Brown, Joan C.	Cultural Assessment and Survey in the Mission Canyon Area Los Angeles County, California	RMW Paleo Associates, Inc.	
LA-03289		1990	Davis, Gene	Mobil M-70 Pipeline Replacement Project Cultural Resource Survey Report for Mobil Corporation	Dames & Moore	19-000034, 19-000059, 19-000060, 19-000067, 19-000077, 19-000095, 19-000169, 19-000194, 19-000213, 19-000216, 19-000248, 19-000408, 19-000409, 19-000410, 19-000411, 19-000412, 19-000441, 19-000444, 19-000475, 19-000490, 19-000491, 19-000492, 19-000493, 19-000634, 19-000643, 19-000644, 19-000645, 19-000646, 19-000823, 19-000903, 19-000925, 19-000926, 19-000927, 19-000938, 19-000960, 19-000962, 19-000990, 19-000991, 19-000992, 19-001015, 19-001305, 19-001834, 19-001835
LA-03486		1994	Stickel, Gary E.	A Cultural Resources Inventory for the East Valley Water Reclamation Project	Environmental Research Archaeologists: A Scientific Consortium	19-000021, 19-000169, 19-002003, 19-002006, 19-002073, 19-002090
LA-03525		1966	Chartkoff, Kerry and Joe Chartkoff	Ucas-092 Route 2 Freeway Los Angeles County West, Los Angeles, Beverly Hills	UCAS	
LA-03599		1997	Maki, Mary K	Negative Phase I Archaeological Survey of 1.2 Acre at 1401 Sepulveda Boulevard, Westwood, Los Angeles County, California	ENSR Consulting and Engineering	
LA-03634		1975	Leonard, Nelson N. III	Environmental Impact Evaluation: Tom Jones Property, Sunset Boulevard, Los Angeles County, California	Bridgers, Troller, and Hazlett	
LA-03721		1976	Anonymous	Historic Property Survey Kester Between Burbank Boulevard and Magnolia Boulevard W.o. 21118	Department of Public Works	
LA-03722		1977	Anonymous	Historic Property Survey Strathern Street - Between Coldwater Canyon Avenue and Woodman Avenue W.o. 21267	Department of Public Works	
LA-03728		1976	Anonymous	Historic Property Survey Gayley Avenue - Veteran Avenue to Le Conte Avenue	Department of Public Works	
LA-03729		1977	Anonymous	Historic Property Survey Bundy Drive - North of Wilshire Boulevard to South of La Grange Avenue	Department of Public Works	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03733		1997	Dillon, Brian D.	Archaeological Survey of the Stone Canyon Vegetation Management Plan (prescribed Burn) Los Angeles County, California	Consulting Archaeologist	
LA-03739		1977	Anonymous	Historic Property Survey Westwood Boulevard - Santa Monica Boulevard to Pico Boulevard	Department of Public Works	
LA-03742		1982	Romani, John F.	Archaeological Survey Report for the 07-la/ven 101 Project P.m. 17.1-38.2/0.0-22.7 07351 - 076620	California Department of Transportation	19-000041, 19-000042, 19-000044, 19-000111, 19-000133, 19-000238, 19-000315, 19-000320, 19-000321, 19-000345, 19-000420, 19-000461, 19-000462, 19-000463, 19-000464, 19-000466, 19-000642, 19-000669, 19-000776, 19-000862, 19-000890, 19-000964, 19-000970, 19-000972, 19-001027, 19-001064, 19-001099, 56-000271, 56-000565, 56-000620, 56-000654
LA-03747		1977	Anonymous	Historic Property Survey Veteran Avenue - Sunset Boulevard to Gayley Avenue W.o. 71671	Department of Public Works	
LA-03762		1977	Anonymous	Historical Property Survey Saticoy Street Between Sepulveda Boulevard and Woodley Avenue	Department of Public Works	
LA-03763		1977	Anonymous	Historic Property Survey Hazeltine Avenue - Vanowen Street to Magnolia Boulevard	Department of Public Works	19-150382, 19-150383, 19-150384, 19-150385, 19-150386
LA-03765			Casen, George	Historic Property Survey 07 La 02 P.m. 3.65/9.57 Route 405 to Fairfax Avenue Los Angeles County California 07204-051280	Department of Transportation	19-150387, 19-150388, 19-150389, 19-150390, 19-150391
LA-03774		1975	Clewlow, William C. Jr.	Evaluation of Archaeological Resources and Potential Impact of Proposed Construction of the Sepulveda Water Reclamation Plant	University of California, Los Angeles Archaeological Survey	19-000043, 19-000111, 19-000343, 19-000345
LA-03789		1996	Anonymous	Phase 1 Archaeological Survey/class III Inventory, San Fernando Valley East-west Transportation Corridor Study Area, Los Angeles, California	W & S Consultants	
LA-03900		1998	Jertberg, Patricia R.	Cultural Resource Record Search and Archival Research Report for a Single Parcel Located on Haynes Street Between Van Nuys Boulevard and Sylmar Avenue, City of Van Nuys, Los Angeles County, California	Petra Resources Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03902		1998	Jertberg, Patricia R.	Cultural Resource Record Search and Archival Research Report for a Single Parcel Located on Cedros Avenue Between Oxnard and Aetna Street, City of Van Nuys, Los Angeles County, California	Petra Resources Inc.	
LA-03916		1998	Whitley, David S.	Phase I Archaeological Survey, Mountain Gate South Study Area, Los Angeles, California	W & S Consultants	
LA-03959		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 183-01, 1600 Mulholland Drive, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-03992		1998	Jertberg, Patricia R.	Cultural Resource Record Search, Archival Research, and Field Survey Report for the Van Nuys B Primary Center, City of Van Nuys, Los Angeles County, California	Petra Resources, Inc.	
LA-04013		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 848-01, 11600 1/2 Sunset Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04093		1997	Mellon, Knox	Historic Preservation of Landscape Resources: Analysis of Ucla's Dar Trees As Historic Resources and Study of Trees and Landscapes As Historic Resources	Mellon and Associates	19-180601
LA-04094		1988	Girvigian, Raymond	Powell Library Historical Report	UCLA	
LA-04095		1997	McKenna, Jeanette A.	The University of California, Los Angeles, Academic Health Center Westwood Campus Facility Reconstruction Project, Los Angeles County, California	EIP Associates, Inc.	
LA-04099		1990	Preston, Randall	Historic Property Survey Report Negative Findings for the Proposed Tillman Flood Protection Project Sepulveda Flood Control Basin Los Angeles, California	Harmsworth Associates	19-100250
LA-04161		1998	Brechbiel, Brant A.	Cultural Resources Records Search and Literature Review Report for a Pacific Bell Mobile Services Telecommunications Facility: La 459-01 in the City of Sherman Oaks, California	Chambers Group, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-04189		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 634-03, 5121 Van Nuys Boulevard, Sherman Oaks, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04239		1989	Unknown	Historical Property Survey Report West Los Angeles Veloway Project	ENVICOM Corporation	19-167059, 19-173043, 19-173147, 19-173148, 19-173149, 19-173150, 19-173151, 19-173152, 19-173153, 19-173154, 19-173155, 19-173157, 19-173158, 19-173159, 19-173160, 19-173161, 19-173162, 19-173163, 19-173164, 19-173165, 19-173166, 19-173167, 19-173168, 19-173169, 19-173170, 19-173171, 19-173172, 19-173173, 19-173535
LA-04319		1998	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 836-01, 3906 1/2 Sepulveda Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04320		1998	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 835-01, Sepulveda Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04321		1998	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 833-01, 3157 1/2 Sepulveda Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04343		1999	McLean, Deborah K.	Cultural Resource Assessment for Pacific Bell Mobile Services Telecommunications Facility La 646-01,500 South Selpulveda Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04397		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number 40.1 (sector "a"), Located at 15301 Ventura Boulevard, Sherman Oaks, City and County of Los Angeles, California	LSA Associates, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-04398		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number 483 (sector "c"), Located at 15301 Ventura Boulevard, Sherman Oaks, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04399		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number 485.1 (sector "d"), Located at 15301 Ventura Boulevard, Sherman Oaks, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04404		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number R095.1. Located at University of California, Los Angeles, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04405		1999	Duke, Curt	Cultural Resource Assessment for the At&t Wireless Services Facility Number R094.1, Located at University of California, Los Angeles, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04549		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 420-01, in the County of Los Angeles, California	LSA Associates, Inc.	
LA-04562		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 548-01, in the County of Los Angeles, California	LSA Associates, Inc.	
LA-04563		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 675-11, in the County of Los Angeles, California	LSA Associates, Inc.	
LA-04597		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 571-01, County of Los Angeles, California	LSA Associates, Inc.	
LA-04736		1999	Maxon, Patrick O.	Prehistoric Cultural Resources Reconnaissance for the Stone Canyon Water Quality Improvement Project, Los Angeles, California	RMW Paleo Associates, Inc.	
LA-04844		2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 548-03, County of Los Angeles, California	LSA Associates, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-04845		2000	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 835-01, County of Los Angeles, California	LSA Associates, Inc.	
LA-04849		2001	Wallock, Nicole	Cultural Resource Assessment Cingular Wireless Facility No. Vy 021-01, Los Angeles County, California	LSA Associates, Inc.	
LA-04853		2000	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 836-01, County of Los Angeles, California	LSA Associates, Inc.	
LA-04881		2000	Smith, Philomene C.	Cold-planning of 30 Mm of Asphalt Concrete Pavement, Replacing It With Rubberized Asphalt Pavement in #1 Lane on Route 10.	Caltrans District 7	
LA-04900		2000	Duke, Curt	Cultural Resource Assessment for At&t Wireless Services Facility Number R220.1, County of Los Angeles, California	LSA Associates, Inc.	
LA-04908		1999	Kane, Diane	Historic Property Survey Report	Caltrans District 7	
LA-05015		2000	Schmidt, James J.	Archaeological Survey of 122 Acres in Browns Canyon	Greenwood and Associates	
LA-05016		1999	Iverson, Gary	Negative Archaeological Survey Report: 19590k	Caltrans District 7	
LA-05031		2000	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 910-01, County of Los Angeles, Ca	LSA Associates, Inc.	
LA-05035		2000	Lapin, Philippe	Cultural Resource Assessment for At&t Wireless Facility Number R330.1, County of Los Angeles, Ca	LSA Associates, Inc.	
LA-05039		2000	Lapin, Philippe	Cultural Resource Assessment for At&t Wireless Services Facility Number R351, County of Los Angeles, Ca	LSA Associates, Inc.	
LA-05187		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 044-01 Los Angeles County, Ca	LSA Associates, Inc.	
LA-05217		2001	Storey, Noelle	Cultural Resource Investigation of the Proposed East Valley High School No. 3, Van Nuys, Los Angeles County, Ca	Jones & Stokes	
LA-05595		2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 140-02 County of Los Angeles, California	LSA Associates, Inc.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-05602		2000	Lapin, Philippe	Cultural Resource Assessment for Pacific Bell Wireless Facility La 706-02 County of Los Angeles, California	LSA Associates, Inc.	
LA-05603		2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility La 140-04 County of Los Angeles, California	LSA Associates, Inc.	
LA-05605		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 307-01 County of Los Angeles, California	LSA Associates, Inc.	
LA-05608		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Vy 065-02 Los Angeles County, California	LSA Associates, Inc.	
LA-05609		2001	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility No. Vy 100-01 Los Angeles County, California	LSA Associates, Inc.	
LA-05610		2001	Sylvia, Barbara	Negative Archaeological Survey Report	Caltrans District 7	
LA-05703		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Vy 155-01 Los Angeles County, California	LSA Associates, Inc.	
LA-05704		2001	Duke, Curt	A Phase I Cultural Resource Investigation of the Proposed Los Angeles Unified School District East Valley New Middle School #2 in the Community of Panorama City, City of Los Angeles, L.a. County, California	McKenna et al.	
LA-05732		2002	Maki, Mary K.	1517 Franklin Street Housing Project, Santa Monica	Conejo Archaeological Consultants	
LA-05745		2002	Duke, Curt	Cultural Resource Assessment At&t Wireless Services Facility No. 14061 Los Angeles County, California	LSA Associates, Inc.	
LA-05746		2002	Duke, Curt	Cultural Resource Assessment At&t Wireless Services Facility No. 14154 Los Angeles County, California	LSA Associates, Inc.	
LA-05751		2002	Christy, Juliet L.	East Valley Animal Shelter Replacement City of Los Angeles Van Nuys, California	Greenwood and Associates	
LA-06117		2002	Dice, Michael H.	Proposed Sprint Pcs Wireless Telecommunication Facility Project-la36xc118a-schumann Property 740 Norway Lane Los Angeles, Los Angeles County, California	Michael Brandman Associates	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06122		2002	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 179-04 Los Angeles County, California	LSA Associates, Inc.	
LA-06124		2002	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 235-02 Los Angeles County, California	LSA Associates, Inc.	
LA-06129		2001	Christy, Juliet L.	Survey of Archaeological Resources Along Benedict Canyon Drive Between Mulholland and Hutton, Los Angeles, California	Greenwood and Associates	
LA-06477		2000	Duke, Curt	Cultural Resource Assessment for At&t Wireless Services Facility Number R237.1, County of Los Angeles, California	LSA Associates, Inc.	
LA-06479		2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm009-01, County of Los Angeles, California	LSA Associates, Inc.	
LA-06482		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 009-04 Los Angeles County, California	LSA Associates, Inc.	
LA-06485		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 053-01 Los Angeles County, California	LSA Associates, Inc.	
LA-06487		2001	Wallock, Nicole	Cultural Resource Assessment Cingular Wireless Facility No. Sm 053-02 Los Angeles County, California	LSA Associates, Inc.	
LA-06488		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. La 906-11 Los Angeles County, California	LSA Associates, Inc.	
LA-06489		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 094-04 Los Angeles County, California	LSA Associates, Inc.	
LA-06491		2001	Sriro, Adam	Highway Project to Add High Occupancy Vehicle (hov) Lane to Northbound Route 405 From 0.5 Km South of 1-10 to Ventura Boulevard in Los Angeles County	Caltrans District 7	
LA-06495		1995	Bryant, Jack K.	Environmental Assessment Veterans Administration Medical Center Los Angeles, California	Jack K. Bryant Engineers	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06498		2002	McKenna, Jeanette A.	Highway Project Involving Upgrading of Intersection Within the City of Santa Monica Located Between San Vicente Blvd. (north; Ocean Park (south); 9th Street (west); and 30th Street (east)	Caltrans District 7	
LA-06500		1995	Bryant, Jack K.	Habitat Mitigation and Monitoring Plan Veterans Administration Medical Center Los Angeles, California	Jack K. Bryant Engineers	
LA-06502		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 088-01 Los Angeles County, California	LSA Associates, Inc.	
LA-06505		2000	Smith, Philomene C.	Highway Project of Replacing the Existing Overhead Reflective Sign Panels In-kind With Reto-reflective Panels	Caltrans District 7	
LA-06516		2000	Duke, Curt	Cultural Resource Assessment for At&t Wireless Services Facility Number R237.1, County of Los Angeles, California	LSA Associates, Inc.	
LA-06517		2003	McKenna, Jeanette A.	Historic Property Survey Report: Findings Regarding the Properties Located at 1841 Through 1853 1/2 Kelton Avenue in the Westwood Area of the City of Los Angeles, Los Angeles County, California	McKenna et al.	
LA-06520		2001	Billat, Lorna	Nextel Communications Prooposed Wireless Telecommunications Service Facilities-southern California	Earthtouch, LLC	
LA-06521		2000	Mason, Roger D. and Brechbiel, Brant A.	Cultural Resources Records Search and Literature Review Report for an At&t Wireless Services Telecommunications Facility: Cell Site R324.2 in the City of Los Angeles, Los Angeles County, California	Chambers Group, Inc.	
LA-06525		2001	Cox, B.	Nextel Communications CA-6590a/westholme 10850 Wilshire Boulevard Los Angeles, California	Earthtouch, LLC	
LA-06526		2002	McKenna, Jeanette A.	Cultural Resource Assessment/evaluation for Nextel Communications Site CA-6826, 1630 Stone Canyon Road, Los Angeles, Los Angeles County, California	McKenna et al.	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06599		2002	Foster, John M.	Historic Resource Evaluation Report Mason Avenue At-grade Crossing and Safety Improvements Project Los Angeles City, California	Greenwood and Associates	
LA-06713		2003	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 179-05 City and County of Los Angeles, California	LSA Associates, Inc.	
LA-07108		2003	Demcak, Carol R.	Records Search for Bechtel Project #0078, Spaulding Field/ucla, Los Angeles, California	Archaeological Resource Management Corp.	
LA-07110		2003	Dice, Michael H.	Cultural Records Search and Site Visit Results for Sprint Telecommunications Facility Candidate La54xc411a (stradella Road), 1291 Stradella Road, Bel Air, Los Angeles County, California	Michael Brandman Associates	
LA-07111		2003	Dice, Michael H.	Records Search and Site Visit Results for Sprint Telecommunications Facility Candidate La54xc430c (chalon), 10932 1/2 Chalon Road, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07113		2003	Dice, Michael H.	Cultural Resource Evaluation of Sprint Telecommunications Facility La54xc455d (crum), 11356 West Belagio Road, Bel Air, Los Angeles County, California	Michael Brandman Associates	
LA-07119		2002	Kyle, Carolyn E.	Cultural Resource Assessment for Cingular Wireless Facility Sm171-01 City of Los Angeles, California	Kyle Consulting	
LA-07123		2004	McKenna, Jeanette A.	Record Search for the Nextel Cellular Telecommunications Facility (CA-7568-a) Located at 2501 Sepulveda Boulevard, Los Angeles, Los Angeles County, Ca	McKenna et al.	
LA-07253		2002	Bonner, Wayne H.	Records Search Results for Sprint Pcs Facility La54xc028d, 634 N. Stone Canyon Rd., Bel Air, Los Angeles County, California	Michael Brandman Associates	
LA-07254		2002	Bonner, Wayne H.	Records Search Results for Sprint Pcs Facility La54xr411d, 1291 Stradella, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07255		2002	Bonner, Wayne H.	Phase 1 Cultural Resource Survey Results for Sprint Pcs Assets Facility La54xc408, (orum), 11514 Orum Rd., Bel Air, Los Angeles County, California	Michael Brandman Associates	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-07430		2004	Feldman, J., Hope, A.	Caltrans Historic Bridges Inventory Update: Concrete Box Girder Bridges	Myra L. Frank & Associates, Inc.	19-187559, 19-187560, 19-187561, 19-187562, 19-187563, 19-187564, 19-187565, 19-187566, 19-187567, 19-187568, 19-187569, 19-187570, 19-187571, 56-152833
LA-07527		2006	Feldman, Jessica B., Lemon, David, and Hope, Andrew	Caltrans Statewide Historic Bridge Inventory Update Tunnels	Myra L. Frank & Associates, Inc./California Department of Transp	19-187739, 19-187740, 19-187741, 19-187742, 19-187743, 19-187744, 19-187745, 19-187746
LA-07776		2002	Mason, Roger D. and Mark L. Peterson	Cultural Resources Records Survey Report for the City Magnolia Trunk Line Project City of Los Angeles Department of Water and Power, Los Angeles County, California	Chambers Group, Inc.	
LA-07780		2003	Bonner, Wayne H.	Records Search Results and Site Visit for Cingular Telecommunications Facility La-706-02 (405 Fwy & Mulholland Dr), 15459-1/2 Mulholland Drive, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07781		2004	McKenna, Jeanette A.	Cultural Resources Investigations: a Reconnaissance Survey of the San Fernando Valley Academy of Arts and Design at 15530 Hesby St., Los Angeles, California	McKenna et al.	
LA-07782		2005	Wlodarski, Robert J.	A Phase 1 Archaeological Study for the Proposed Sherman Apartments Affordable Housing Project Located at 13751 Sherman Way and 13741-13747 Cantlay Street City of Los Angeles, Los Angeles County, California	Historical, Environmental, Archaeological, Research. Team	
LA-07792		2004	Bonner, Wayne H. and Christeen Taniguchi	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc521c (department of Transportation), Northwest Quadrant of I-405 Freeway and Mulholland Over Crossing, Encino, Los Angeles County, California	Michael Brandman Associates	
LA-07797		2005	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit for T-mobile Candidate Sv01888a (sce Wooden Pole #3) 4030 Camino De La Cumbre, Sherman Oaks, Los Angeles County, California	Michael Brandman Associates	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-07799		2005	Bonner, Wayne H.	Cultural Resource Records Search and Site Visit Results for Cingular Telecommunications Facility Candidate Vy-320-01 (nl-141-01) Spectrasite Colo @ Panorama City, 7521 Woodman Avenue, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-07801		2005	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Site Nl-047-02 (sawyer Petroleum), 14117 Aetna Street, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-07806		2003	Mason, Roger D. and Sander, Jay K.	Cultural Resources Survey of the Proposed Sepulveda Basin Water Recycling Project, Los Angeles County, Los Angeles, California	Chambers Group, Inc.	19-000043, 19-000111, 19-000243, 19-000345
LA-07808		2003	Bonner, Wayne H.	Records Search and Site Visit Results for Sprint Telecommunications Facility Candidate La34xc744a (pole #20435spr), 14480-1/2 Mulholland Drive, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07810		2003	Bonner, Wayne H.	Records Search Results and Site Visit for Cingular Telecommunications Facility Vy-640-01 (at&t Colo @405 & Mulholland), 15630 Castlewood Drive, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07814		2002	Sylvia, Barbara and Adam Sriro	Proposed to Alleviate Traffic Congestion, Implement Standard Design Features and Improve Safety at the Southbound Ii-405 to the Northbound Us-101 Connector	Caltrans District 7	
LA-07818		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Usa Candidate Sv00614e (kafco Center Ii), 14900 Burbank Boulevard, Sherman Oaks, Los Angeles County, California	Michael Brandman Associates	
LA-07820		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate Nl-0141-06 (bruce's), 13631 Saticoy Street, Panorama City, Los Angeles County, California	Michael Brandman Associates	

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-07824		2003	Tomes, Angel and Strauss, Monica	Historical Architectural Evaluation of the Sepulveda Boulevard Tunnel at Mulholland Drive in Connection With the Proposed Sepulveda Boulevard Reversible Lane and Bike Lanes Project, City of Los Angeles, California	EDAW, Inc.	19-187739
LA-07835		2000	Whitley, David S. and Joseph M. Simon	Phase I Archaeological Survey/class III Inventory, San Fernando Valley East-west Transit Corridor, Brt Alternative, Study Area, Los Angeles, California	W & S Consultants	
LA-07840		2001	Sylvia, Barbara	Negative Archaeological Survey Report for the Beautification and Modernization Along Route 134 From the 134/170 Separation to Shoup Ave Uc, and Along Route 101 From the 101/170 Separation to Concord Street Uc	Caltrans District 7	
LA-07931		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Candidate Sv-00945 (globale Signal), 8000 Haskell Avenue, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-07953		2006	Messick, Peter and Roberta S. Greenwood	Archaeological Monitorina Report University High School Project, Los Angeles, California	Greenwood and Associates	19-000382
LA-08088		2005	Sleppy, Robert	National Historic Preservation Act (nhpa) Section 106 Compliance for the California Department of Veterans Affairs, Proposed Veterans Homes of California-greater Los Angeles/ventura Counties	Department of General Services	19-000264, 19-000382, 19-180594, 19-189820, 19-189821, 19-189822, 19-189823, 19-189824, 19-189825, 19-189826, 19-189827, 19-189828, 19-189829, 19-189830
LA-08089		2001	McKenna, Jeanette A.	Historic American Building Survey Glendon Manor 1070 Glendon Avenue, Westwood, Los Angeles, Los Angeles County, California	McKenna et al.	
LA-08097		2005	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Candidate Sv00798a (ladwp Wooden Pole) 700' South of Getty Center Drive, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-08100		1989	Drucker, Neil	Sunset Boulevard-barrington Place to Grandville Avenue Historic Property Survey and Determination of Eligibility and Determinations of Effect Report	City of Los Angeles	19-173562, 19-173563

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-08255		2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii	SWCA Environmental Consultants, Inc.	
LA-08655		2004	Romani, John F.	University High School Amphitheater Footing Excavation, at the Gabrieleno/tongva Springs in West Los Angeles	Compass Rose Archaeological, Inc.	19-000382
LA-08710		2007	Chasteen, Carrie and Catherine Wood	Historic Property Survey Report: 7-la-sepulveda Boulevard, Between Wilshire Boulevard and Mulholland Drive (6 Miles)	Jones & Stokes Associates, Parsons Brinckerhoff Quade & Douglas	19-187565, 19-187739
LA-08875		2006	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-mobile Candidate Sv00945c (cabrito), 15520 Cabrito Road, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-08898		2007	Baker, Cindy and Mary L. Maniery	Cultural Resource Inventory and Evaluation of United States Army Reserve 63d Regional Readiness Command Facilities	PAR Environmental Services, Inc.	19-003659, 19-186589, 19-187950, 19-187951, 19-187952, 19-187953, 19-187954, 19-187955, 19-187956, 30-176836, 30-176837
LA-08953		2007	Ewing-Toledo, Kelly	Historic Property Survey Report for the Southbound Interstate 405 (san Diego Fwy) to Us Highway 101 (ventura Fwy) Connector Improvement Project, Los Angeles County, California	Caltrans District 7	
LA-09133		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11559A (ATC Rooftop), 1100 Glendon Avenue, Los Angeles, Los Angeles, California	Michael Brandman Associates	19-180594
LA-09255		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11559A (ATC Rooftop), 1100 Glendon Avenue, Los Angeles, Los Angeles, California	Michael Brandman Associates	19-180594
LA-09414		2008	Maki, Mary K.	2320 34th Street Renovtion Project, City of Santa Monica	Conejo Archaeological Consultants	
LA-09440		2008	Billat, Scott	Berkeley Hall School: LA-0134B	Earth Touch, Inc.	19-187565, 19-187739
LA-09453		2009	Ehringer, Candice and Strauss, Monica	Exposition Corridor Transit Project Phase 2 Archaeological Survey Report	EDAW, Inc.	19-003803
LA-09486		2008	Wlodarski, Robert J.	Records Search and Field Reconnaissance Phase for the Bechtel Wireless Telecommunications Site (EL0335) at 415 Gayley Ave, Los Angeles, California 90024	Cellular Archaeological Resource Evaluations	19-180601

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LA-09487		2008	Wlodarski, Robert J.	Negative Phase 1 Archaeological Study for the Charnock Well Field Restoration Project, City of Santa Monica, California	Historical, Environmental, Archaeological, Research Team	
LA-09590		2009	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11577B(XR) 6750 Hazeltine, Van Nuys, Los Angeles County, California	Michael Brandman Associates	19-150382
LA-09592		2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11856C (Presbytery of San Fernando) 14255 West Roscoe Boulevard, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-09593		2008	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11835A (BUI Rooftop), 7101 South Sepulveda Boulevard, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-09594		2008	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11818A (Kester Blooper), 5616 Kester Avenue, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-09598		2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV00614J (15020 Oxnard Monopole), 15020 Oxnard St., Van Nuys, Los Angeles County, California	Michael Brandman Associates, Inc.	
LA-10208		2001	Sylvia, Barbara	Negative Archaeological Survey Report: Metal Beam Guardrail (MBGR) Along Sections of Route 101 From Route 134 to the Ventura County Line.	Caltrans District 7	
LA-10362		2009	Tang, Bai "Tom"	Archaeological Monitoring of Earth-Moving Activities, University High School Fire Alarm System Project, Santa Monica, Los Angeles County, California, CRM Tech Contrac No. 2407.	CRM Tech	
LA-10400		2010	Hatoff, Brian	Verizon Cellular Communications Tower Site-Brentwood Heights 11625 Barrington Court (APN:4401006016) Los Angeles, CA 90049	URS	19-173043
LA-10431		2010	Tang, Bai "Tom" and Michael Hogan	Archaeological Monitoring Report - Proposed New Gynasium for the University High School	CRM Tech	19-000382

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LA-10444		2010	Hatoff, Brian	Cellular Communications Tower Site - Hedrick Hall, 250 De Neve Drive (APN: 4363-002-900) Los Angeles, CA 90024	URS Corporation	19-180601, 19-188543
LA-10581		2010	Hatoff, Brian	Verizon Cellular Communications Tower Site - Federal LTE, 11600 Wilshire Boulevard (APN: 4263-013-104), Los Angeles, CA 90025	URS	19-000382, 19-003336, 19-173043, 19-187955, 19-188778
LA-10660		2010	Bonner, Wayne	Cultural Resources Records Search, Site Visit Results, and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS5941A/LA03XC114 (Saltair), 11461 Sunset Boulevard, Los Angeles, California	Michael Brandman Associates	19-188860
LA-10730		2010	Bonner, Wayne and Arabesque Said	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11794-C (Vanowen ROW), 15680 Vanowen Street, Cel 1, Van Nuys, Los Angeles County, California	Michael Brandman Associates	
LA-10756		2010	McKenna, Jeanette	A Cultural Resources Overview and Preliminary Assessment of the Pacoima/Panorama City Redevelopment Plan Amendment/Expansion Project Area, Los Angeles County, California	McKenna, et al.	19-000002, 19-000005, 19-000034, 19-000054, 19-000055, 19-000060, 19-000063, 19-000095, 19-000150, 19-000169, 19-000300, 19-000407, 19-000408, 19-000409, 19-000410, 19-000411, 19-000412, 19-000475, 19-000490, 19-000491, 19-000492, 19-000495, 19-000642, 19-000643, 19-000646, 19-001124, 19-001945, 19-002003, 19-002006, 19-002073, 19-002087, 19-002089, 19-002090, 19-002681, 19-002760, 19-002766, 19-003182, 19-003416, 19-100431, 19-100436, 19-150411, 19-150417, 19-167231, 19-167264, 19-167268, 19-167292, 19-167303, 19-170966, 19-170967, 19-171020, 19-173060, 19-173146, 19-174268, 19-180686, 19-180721, 19-180722, 19-186526, 19-186537, 19-186558, 19-186559, 19-186560, 19-186574, 19-186676, 19-186902, 19-186958, 19-187328, 19-187329, 19-187330, 19-187899, 19-187900, 19-188089, 19-188173, 19-188183, 19-188272, 19-188465, 19-188473

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LA-10766	Paleo -	2010	Tang, Bai "Tom"	Final Report on Archaeological and Paleontological Resources Monitoring Geotechnical Borings for the Proposed YMCA Facility at University High School, City of Los Angeles, Los Angeles County, California	CRM Tech	
LA-10838		2007	Chasteen, Carrie	Sepulveda Boulevard Reversible/Bike lane and Intersection Improvement Project Between Wilshire Boulevard and Mulholland Drive (6 miles), City of Los Angeles, California	Jones & Stokes Associates	19-187565, 19-187739
LA-10839		2007	Kane, Richard	Work Plan for Asbestos and Lead Paint Abatement VA B20 Chapel, Veteran's Administration Facility, West Los Angeles, CA	Ralph Stone and Company, Inc.	
LA-10841		2006	Chasteen, Carrie, Mark Robinson, and Noelle Shaver	Historic Property Survey Report, 11000 Wilshire Blvd., Los Angeles, CA	Jones & Stokes	19-167175, 19-173043, 19-173147, 19-174110, 19-174913, 19-175949, 19-188905
LA-10851		2007	Bonner, Wayne	Direct APE Historic Architectural Assessment for AT&T Telecommunications Facility Candidate NL0397, 14006 Riverside Drive, Sherman Oaks, Los Angeles County, California	Michael Brandman Associates	19-188911
LA-10905		2011	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAC041-01, 2501 North Sepulveda Boulevard, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists, Inc.	
LA-10906		2010	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12403-C (Liberal Arts Lodge), 2244 Westwood Boulevard, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-189419
LA-10975		2011	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11666-C (Saloma Ave & Lemona Ave JPA), Adjacent to 4825 Saloma Avenue, Sherman Oaks, Los Angeles County, California	Michael Brandman Associates	19-188094, 19-188095, 19-188096, 19-188097, 19-188098, 19-188099, 19-188100, 19-188101, 19-188102, 19-188103, 19-188104, 19-188105, 19-188106, 19-188107, 19-188108

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LA-11005		2010	Unknown, Mr./Mrs.	Westside Subway Extension Historic Property Survey Report and Cultural Resources Technical Report	Cogstone	19-167175, 19-167579, 19-167580, 19-167596, 19-168245, 19-168608, 19-170997, 19-171001, 19-171030, 19-173043, 19-173051, 19-173428, 19-174110, 19-174178, 19-175235, 19-175237, 19-176757, 19-176758, 19-177029, 19-177101, 19-177313, 19-177314, 19-177320, 19-177904, 19-178102, 19-178105, 19-178106, 19-188522, 19-189247, 19-189248, 19-189249, 19-189250, 19-189251, 19-189252, 19-189253, 19-189254, 19-189255, 19-189256, 19-189257, 19-189258, 19-189259, 19-189260, 19-189261, 19-189262, 19-189263, 19-189264, 19-189265, 19-189266, 19-189267, 19-189268, 19-189269, 19-189270, 19-189271, 19-189272, 19-189273, 19-189274, 19-189275, 19-189276, 19-189277, 19-189278, 19-189279, 19-189280, 19-189281, 19-189282, 19-189283, 19-189284, 19-189285, 19-189286, 19-189287, 19-189288, 19-189289, 19-189290, 19-189291, 19-189292, 19-189293, 19-189294, 19-189295, 19-189296, 19-189297, 19-189298, 19-189299, 19-189300, 19-189301, 19-189302, 19-189303, 19-189304, 19-189305, 19-189306, 19-189307, 19-189308
LA-11018		2003	Bonner, Wayne	Phase I Cultural Resources Survey and Architectural Evaluation for Sprint Telecommunications Facility Candidate LA34XC703B (Mt. Saint Mary's), 12001 Chalon Road, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-11114		2011	Foster, John M.	Archaeological Investigation, Partial Inventory Secondary Sewer Renewal Program Bundy and San Vicente Project	Greenwood and Associates	19-000333, 19-000382, 19-001063
LA-11116		2008	Supernowicz, Dana	Cultural Resources Study of the Gayley Apartments Project AT&T Site No. EL0355, 415 Gayley Avenue, Los Angeles, Los Angeles County, California 90024	Historic Resource Associates	19-189427

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LA-11154		2010	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12142B (Brookhaven & Kelton), 10890 Brookhaven Avenue , Los Angeles County, California	Michael Brandman Associates	19-003803
LA-11184		2008	Born, Monica	Exposition Corridor Project Phase 2 (FTA 070320A), Request for Concurrence--Detailed Reconnaissance Survey	Exposition Metro Line Construction Authority	
LA-11214		2011	Hunt, Kevin and John Dietler	Addendum to the Cultural Resources Assessment for the Westside Family YMCA Project, West Los Angeles, Los Angeles County, California	SWCA Environmental Consultants	19-000382
LA-11224		2010	Harper, Caprice D. and John Dietler	Cultural Resources Assessment for the Westside Family YMCA Project, West Los Angeles, Los Angeles County, California	SWCA Environmental Consultants	19-000382, 19-003336, 19-173043, 19-187955
LA-11265		2010	Switalski, Hubert and Jason Cooper	Archaeological and Historical Properties Survey Report of Approximately 13 Acres for the Proposed Department of Veterans Affairs Columbarium Expansion Project, Los Angeles National Cemetery, Los Angeles, Los Angeles County, California	AMEC Earth and Environmental, Inc.	19-000382, 19-001063, 19-003803, 19-167175, 19-173043, 19-174110, 19-175949, 19-180594, 19-187955, 19-188218, 19-188227
LA-11305		2009	Meiser, M.K.	Historical Resources Evaluation Report for the Exposition Corridor Transit Project Phase 2, Los Angeles County, California	EDAW, Inc.	19-162271, 19-177851, 19-178087, 19-189750, 19-189751, 19-189752, 19-189753, 19-189754, 19-189755, 19-189756, 19-189757, 19-189758, 19-189759, 19-189760, 19-189761, 19-189762, 19-189763, 19-189764, 19-189765, 19-189766, 19-189767, 19-189768, 19-189769, 19-189770, 19-189771
LA-11314		2010	Supernowicz, Dana	Architectural Study of the 405 Freeway/Victory Boulevard Project, AT&T Site No. LAT026, 15900 Victory Boulevard, Van Nuys, Los Angeles County, California 91406	Historic Resource Associates	19-189772
LA-11320		2009	Schamel, Kathleen	Conservation/Repair of Soldiers (NHDVS) Monument, Los Angeles National Cemetery, Los Angeles, Los Angeles County, CA	Department of Veteran's Affairs	
LA-11321		2009	Schamel, Kathleen	Conservation/repair of the Civil War Soldier Monument, Los Angeles National Cemetery, Los Angeles County, CA.	Department of Veteran's Affairs	

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LA-11327		2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey AT&T Site LA0180 Veteran's Affairs 11301 Wilshire Boulevard, Los Angeles, Los Angeles County, California 90073 Casper #3551017338	ACE Environmental, LLC	19-167175, 19-167187, 19-173043, 19-173147, 19-173148, 19-173149, 19-173150, 19-173151, 19-173152, 19-173153, 19-173154, 19-173155, 19-173157, 19-173158, 19-173159, 19-173160, 19-173161, 19-173162, 19-173163, 19-173164, 19-173165, 19-173166, 19-173167, 19-173168, 19-173169, 19-173170, 19-173171, 19-173172, 19-173173, 19-188027, 19-188905
LA-11575		2011	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Facility LA0001-03, USID 26536 (Westwood Horizon), 947 Tiverton Avenue, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists	19-174110, 19-180594, 19-188227, 19-189948
LA-11642		2012	Daly, Pam and Sikes, Nancy	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Cogstone	19-000159, 19-001261, 19-002563, 19-002610, 19-003169, 19-003336, 19-003338, 19-003339, 19-003340, 19-003352, 19-003353, 19-003683, 19-004112, 19-004113, 19-004174, 19-004192, 19-004193, 19-100882, 19-150194, 19-150195, 19-167175, 19-170997, 19-170998, 19-171001, 19-173043, 19-173045, 19-173051, 19-173428, 19-174110, 19-175235, 19-175237, 19-177029, 19-177101, 19-177312, 19-177313, 19-177314, 19-177320, 19-186804, 19-187307, 19-187308, 19-188522, 19-188524, 19-189247, 19-189249, 19-189250, 19-189253, 19-189262, 19-189263, 19-189267, 19-189268, 19-189269, 19-189270, 19-189273, 19-189274, 19-189304, 19-189305, 19-189306, 19-189308, 19-189313, 19-189314, 19-189315, 19-189316
LA-11670		2011	Bonner, Wayne	Records Search and Site Visit for the Proposed AT&T Mobility, LLC Site LAR089 (LAR089-01 Wilshire/San Vicente 2 OVLY - R089), located as 11600 1/2 Wilshire Boulevard, Los Angeles, Los Angeles County, California.	W.H. Bonner and Associates	19-000382, 19-188778

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LA-11692		2011	Gust, Sherri	Cultural Resources Records Search and Site Visit, LAC139- UCLA/Bunche Hall, 405 Hilgard Ave, Los Angeles, CA	Environmental Assessment Specialists	19-175802, 19-180601, 19-189981
LA-11695		2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey, AT&T Site LAC231 LTE UCLA, 1000 Veteran Avenue, Los Angeles, Los Angeles County, California 90024	ACE Environmental	19-173043, 19-173147, 19-173148, 19-173149, 19-173150, 19-173151, 19-173152, 19-173153, 19-173154, 19-173155, 19-173157, 19-173158, 19-173159, 19-173160, 19-173161, 19-173162, 19-173163, 19-173164, 19-173165, 19-173166, 19-173167, 19-173168, 19-173169, 19-173170, 19-173171, 19-173172, 19-173173, 19-180594, 19-189250, 19-189272, 19-189273, 19-189304, 19-189982
LA-11718		2011	Baker, Cindy	Finding of no Adverse Effect for Los Angeles Medical Center Historic District, Buildings 278 and 298, Los Angeles, Los Angeles County, California	PAR Environmental Services	19-173043, 19-190002, 19-190003
LA-11742		2011	Duke, Curt	Cultural Resources Assessment for Wireless Telecommunications Facility Number EL0013, ROW Skirball Los Angeles, Los Angeles County AT&T Mobility	Duke Cultural Resources Management	
LA-11750		2009	Depew, Janice, Liddie, Neil, and Moore, Anne	FINAL, Cultural Resources Survey Sepulveda Air National Guard Station, Van Nuys, Los Angeles County, California	AMEC	19-187950, 19-189772
LA-11785		2012	Rogers, Leslie	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	
LA-11793		2009	Meiser, M.K.	Addendum to the Historical Resources Evaluation Report and Archeological Survey Report for Project Changes and Design Options the Exposition Corridor Transit Project Phase 2, Los Angeles County, California	Exposition Metro Line Construction Authority	19-190024, 19-190025, 19-190026, 19-190027
LA-11795		2012	Bardsley, Andrea and Switalski, Hubert	Supplemental Archaeological and Historical Properties Survey for the Proposed Department of Veterans Affairs Columbarium Expansion Project, Los Angeles National Cemetery, Los Angeles, Los Angeles County, California	AMEC Environment & Infrastructure	19-167175, 19-167187, 19-173043, 19-174110, 19-175949, 19-180594, 19-187308, 19-187955, 19-188218, 19-188227, 19-188543, 19-188905, 19-189271, 19-189272, 19-189274

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LA-11814		2010	Dietler, Sara	Phase I Cultural Resources Assessment for the Upper Stone Canyon Reservoir Water Quality Imporvement Project City of Los Angeles, California	AECOM	19-100029, 19-190042
LA-11925		2012	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00184A (LA184 Moraga Dr.) 641 North Sepulveda Boulevard, Los Angeles, Los Angeles County, California	MBA	19-188860, 19-190058
LA-11926		2012	Meyer, Donna	Santa Monica Trenching, excavate a trench at the Santa Monica Municipal Airport	FEMA	
LA-11970		2012	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11835A (Bai Rooftop), 7101 Sepulveda Boulevard, Los Angeles, Los Angeles County, California	MBA	19-188473
LA-12032		2012	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00235A (SM235 Westwood Edition), 947 Tiverton Avenue, Los Angeles, Los Angeles County, California	MBA	19-173147, 19-173149, 19-173150, 19-173151, 19-173152, 19-173155, 19-173163, 19-173167, 19-173168, 19-173169, 19-173170, 19-173171, 19-173172, 19-173173, 19-180601, 19-188227, 19-189250, 19-189271, 19-189272, 19-189273, 19-189287, 19-189288, 19-189289, 19-189290, 19-189291, 19-189292, 19-189293, 19-189294, 19-189304, 19-189305, 19-189306, 19-189307, 19-189308, 19-189982
LA-12074		2012	Billat, Lorna	BTS Fast Forward/MLAX04153A, 7738 Burnet Avenue, Van Nuys, Los Angeles County	EarthTouch	
LA-12076		2012	Bonner, Wayne	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAC371 (Sherman Oaks-East) CASPR No:3551018190, 14257 Ventura Boulevard, Sherman Oaks, Los Angeles County, California	EAS	
LA-12085		2013	Tang, Tom	Archaeological Monitoring Program University High School Soil Testing Project University High School, City of Los Angeles, Los Angeles County, California	CRM Tech	19-000382

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LA-12086		2012	Tang, Tom	Archaeological Monitoring Program Football Field Electrical System Installation University High School, City of Los Angeles, Los Angeles County, California	CRM Tech	19-000382
LA-12087		2012	Tang, Tom	Archaeological Monitoring Program Music Department Electrical System Installation Project University High School, City of Los Angeles, Los Angeles County, California	CRM Tech	19-000382
LA-12261		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00913A (VY385 California National) 14545 Victory Boulevard, Los Angeles, Los Angeles County, California	MBA	19-167292, 19-190650
LA-12354		2012	Trotoux, Jennifer	VA West LA Solar PV Project (ARG #12005), Rooftop Mounted Solar Array Details	Architectural Resources Group, Inc	
LA-12367		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West LLC, Candidate SV11565A (UCLA-Ackerman Hall), 308 Westwood Plaza, Los Angeles County, California	EAS	19-175802, 19-188543, 19-189981, 19-190591, 19-190601
LA-12369		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate EL0355 (Gayley Apartments), 415 Gayley Avenue, Los Angeles, Los Angeles County, California	EAS	19-189427, 19-189543, 19-189871
LA-12459		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for Verizon Wireless Candidate 14568 (Cedros) 6920 Van Nuys Boulevard, Van Nuys, Los Angeles County, California	MBA	19-190651
LA-12500		2013	Vader, Michael	Final Archaeological Resources Monitoring Report for the Los Angeles Department of Water and Power Scattergood-Olympic Transmission Line Project, Vault Investogations, Los Angeles County, California	ESA	19-002345, 19-004352, 19-004353, 19-004354
LA-12505		2012	Wallace, James, Dietler, Sara, and Kry, Linda	Draft Phase I Cultural Resources Assessment San Fernando Valley Water Recycling Project City of Los Angeles, California	AECOM	19-003306, 19-100281, 19-167303, 19-170966, 19-170967, 19-173061, 19-175261, 19-186585, 19-186642, 19-187950, 19-188173, 19-188464, 19-188848

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LA-12508		2012	Sikes, Nancy	LA0278/Sherman Way & Van Nuys, 7238 Van Nuys Blvd, Van Nuys, CA	EAS	
LA-12561	Paleo -	2014	Unknown	Northwest Housing Infill Project and LRDP Amendment, Draft Environmental Impact Report Phase I Cultural Resources Study Los Angeles, California	BonTerra Psomas	
LA-12652		2014	Fulton, Phil, Bechtel, Elisa, and Tibbet, Casey	Cultural Resource Assessment Class III Inventory verizon Wireless Services Carolla Facility, City of Los Angeles, Los Angeles County, California	LSA Associates	19-188183, 19-190994
LA-12676		2014	Brunzell, Dave	Cultural Resources Records Search for the Dewey Tower Replacement Project, City of Los Angeles, Los Angeles County, California	BCR Consulting	19-173043, 19-190002
LA-12680		2014	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for AT&T Mobility LLC, Candidate LAC371_CLU5302 (Sherman Oaks - East) 14257 Ventura Boulevard, Sherman Oaks, Los Angeles County, California, CASPR No. 3551845575	EAS	19-188911, 19-190974
LA-12754		2013	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T Mobile West, LLC Candidate SV00398A (LA398 UCLA Bunche Hall) 315 Portola Plaza, Los Angeles, Los Angeles County, California	EAS	19-175802, 19-180601, 19-189981
LA-12791		2013	Tang, Tom and Hogan, Michael	Final Report on Archaeological Monitoring of Earth-Moving Activities, University High School Gymnasium/Locker Facility, Seismic Mitigation Increment 2, and Related Sitework City of Los Angeles, Los Angeles County, California	CRM Tech	19-000382
LA-12792		2013	Hogan, Michael	Archaeological Monitoring of Earth-Moving Activities University High School Sewer Improvement Project CRM Tech Contract No 2676	CRM Tech	19-000382
LA-12793		2013	Tang, Tom	Archaeological Monitoring of Earth-Moving Activities Geotechnical Borings No.6 and No.7 YMCA Facility at University High School Santa Monica, Los Angeles County, California, CRM Tech Contract No 2696	CRM Tech	

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LA-12794		2014	Hogan, Michael	Archaeological Monitoring Program for the Small Learning Communities Implementation Project University High School, City of Los Angeles, Los Angeles County, California. CRM Tech Proejct No. 2725	CRM Tech	
LA-12798		2014	Anderson, Katherine	Los Angeles Unified School District Five Campus Building Inventory, City of Los Angeles, California	ESA	19-175478, 19-190950, 19-190951, 19-190952, 19-190953
LA-12869		2016	Tang, Bai	Archaeological Monitoring of Pipe Repairs University High School, 11800 Texas Avenue Los Angeles, Los Angeles County, California CRM TECH Contract No. 3044	CRM TECH	
LA-12999		2013	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T Mobile West, LLC Candidate SV00435A (LA435 UCLA-Rehab), 1000 Veteran Avenue, Los Angeles, Los Angeles County, California.	Environmental Assessment Specialists, Inc.	19-189982
LA-13002		2015	Hogan, Michael	Archaeological Monitoring Program During the Tree People Volunteer Planting Project Near Building H, University High School, City of Los Angeles Los Angeles County, California, CRM TECH Contract No. 2902	CRM TECH	19-000382
LA-13003		2015	Ballester, Daniel	Archaeological Monitoring Program During the Installation of a new HV AC System Near Room 127, the Music Room; Project University High School, City of Los Angeles, Los Angeles County, California, CRM TECH Project No. 2892	CRM TECH	19-000382
LA-13004		2014	Bonner, Diane F., Carrie D. Wills, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAR094 (Parking Structure # 2), 602 Charles E. Young Drive East, Los Angeles, Los Angeles County, California. CASPR No. 3551844697	Environmental Assessment Specialists, Inc.	
LA-13097		2015	Fulton, Phil and Casey Tibbet	CULTURAL RESOURCE ASSESSMENT, CLASS I INVENTORY, VERIZON WIRELESS SERVICES BEL AIR COUNTRY CLUB FACILITY, CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, CALIFORNIA	LSA Associates, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-13098		2015	Teeter, Wendy G., Karimah Kennedy-Richardson, Hugh Radde, and Sam Dunlap	Cultural Resources Assessment for the Proposed Improvements at the Westside Family YMCA	PNACRM	19-000382
LA-13123		2013	Bonner, Wayne H., Sarah A. Williams, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAR237 (Bel Air Country Club), 10847 West Sunset Boulevard, Los Angeles, Los Angeles County, California, CASPR No. 3351017584	Environmental Assessment Specialists, Inc	
LA-13126		2014	Bonner, Diane F. and Carrie D. Wills	Cultural Resources Records Search and Site Visit Results for T-Moblle West, LLC Candidate LA64116A (West LA Pavilions), 11674 Santa Monica Boulevard, Los Angeles, Los Angeles County, California	Environmental Assessment Specialists, Inc.	
LA-13128		2014	Bonner, Diane F., Carrie D. Wills, and Kathleen A. Crawford	Cultural Resources Records Search and SHe VIsit Results for AT&T Mobility, LLC Candidate LAC139 (UCLA/Bunche Hall), 405 Hllgard Avenue, Los Angeles, Los Angeles County, California, CASPR No. 3551781977	Environmental Assessment Specialists, Inc	19-189981
LA-13202		2016	Roland, Jennifer	Phase I Investigation for the Verizon Wireless 405 Bel Air Tower Installation Project, Los Angeles, Los Angeles County, California	NWB Environmental Services, LLC	
LA-13248		2017	Hogan, Michael	Archaeological Monitoring Program, University High School Sewer Repair Project "University HS – 1017361", Within the University High School Campus, City of Santa Monica, Los Angeles County, California, CRM TECH Contract No. 3138A	CRM TECH	

Built Environment Resources Directory Results

Primary Number (P-)	OTIS ID	Property Number	Name	Street Number	Street	City	County	Zip	Build Date	Eligibility
	667289		136 Bronwood Ave	136	Bronwood Ave	Los Angeles	Los Angeles	90049	1963	6YM, 03/03/2015, CATRA_2015_0126_001
	667290		245 S Thurston Ave	245	S Thurston Ave	Los Angeles	Los Angeles	90049	1954	6YM, 03/03/2015, CATRA_2015_0126_001
19-175805	494626	99346	Powell Library-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0003 | 2D2, 07/21/1994, HRG940202Z
19-175804	494625	99345	Dickson Plaza - UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0002 | 2D2, 07/21/1994, HRG940202Z
19-175807	494628	99348	Royce Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0005 | 2D2, 07/21/1994, HRG940202Z
19-175803	494624	99344	Janss Steps - UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0001 | 2D2, 07/21/1994, HRG940202Z
19-175808	494629	99349	Kinsey Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0006 | 2D2, 07/21/1994, HRG940202Z
19-175806	494627	99347	Haines Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929	2D2, 07/21/1994, DOE-19-94-0074-0004 | 2D2, 07/21/1994, HRG940202Z
19-175810	494631	99351	Moore Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1930	2D2, 07/21/1994, DOE-19-94-0074-0008 | 2D2, 07/21/1994, HRG940202Z
19-175809	494630	99350	Kerckoff Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1930	2S2, 07/21/1994, DOE-19-94-0074-0007 | 2S2, 07/21/1994, HRG940202Z
19-175802	494623	99343	University Of California Los Angeles	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1929-1992	2S2, 07/21/1994, DOE-19-94-0074-9999 | 2S2, 07/21/1994, HRG940202Z
19-175822	494668	99397	Perlhoff Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1952	6Y, 07/21/1994, HRG940202Z | 7N, 07/21/1994, DOE-19-94-0074-0013
19-175815	494636	99357	Murphy Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1937	2D2, 07/21/1994, DOE-19-94-0074-0011 | 2D2, 07/21/1994, HRG940202Z
19-175816	494637	99359	Dodd Hall-UCLA, 309 Portola Pl, 405 Hilgard Ave	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1948	2S2, 04/02/2019, FCC_2019_0301_013 | 6Y, 07/21/1994, HRG940202Z | 7N, 07/21/1994, DOE-19-94-0074-0012
19-175813	494634	99355	Women's Gym-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1932	2D2, 07/21/1994, DOE-19-94-0074-0010 | 2D2, 07/21/1994, HRG940202Z
19-175825	494671	99400	Fowler Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024		6Y, 07/21/1994, DOE-19-94-0074-0016 | 6Y, 07/21/1994, HRG940202Z
19-175824	494670	99399	Law School Building-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024		6Y, 07/21/1994, HRG940202Z | 7N, 07/21/1994, DOE-19-94-0074-0015
19-175812	494633	99353	Men's Gym-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1932	2D2, 07/21/1994, DOE-19-94-0074-0009 | 2D2, 07/21/1994, HRG940202Z

Primary Number (P-)	OTIS ID	Property Number	Name	Street Number	Street	City	County	Zip	Build Date	Eligibility
19-175826	494672	99401	Powell Temp Library-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1992	6Y, 07/21/1994, DOE-19-94-0074-0017 | 6Y, 07/21/1994, HRG940202Z
19-175240	493422	97634	Dance Building	405	Hilgard Ave	Los Angeles	Los Angeles			2D2, 09/30/1994, HRG-0084 | 2D2, 09/30/1994, HRG940202Z
19-175823	494669	99398	Schoenberg Hall-UCLA	405	N Hilgard Ave	Los Angeles	Los Angeles	90024	1955	6Y, 07/21/1994, HRG940202Z | 7N, 07/21/1994, DOE-19-94-0074-0014
19-190591	699491		UCLA-Ackerman Hall	308	Westwood Plaza	Los Angeles	Los Angeles	90024	1961	2S2, 06/01/2021, FCC_2021_0503_002
	535799	162264	1079 Gayley Ave	1079	Gayley Ave	Los Angeles	Los Angeles	90024	1931	6Y, 05/22/2006, FCC060512L
19-173149	429837	27217	Engine Company #37	1090	Veteran Ave	Los Angeles	Los Angeles	90024	1942	7N, , 0053-4513-0000
19-173150	429838	27218	1220 Veteran Ave	1220	Veteran Ave	Los Angeles	Los Angeles	90024	1936	7N, , 0053-4514-0000
19-173148	429836	27216	Dwp Westwood Distribution	1400	S Sepulveda Blvd	Los Angeles	Los Angeles	90024	1932	7N, , 0053-4512-0000
	673980		Fairfield Inn By Marriott	525	N Sepulveda Blvd	Los Angeles	Los Angeles	90049	1961	2S2, 07/07/2017, FCC_2017_0508_001
19-176450	499486	105484	1921 S Bentley Ave	1921	S Bentley Ave	Los Angeles	Los Angeles		1940	6Y, 08/04/1995, HUD950724A
	574823	125288	2308 Sawtelle Blvd	2308	Sawtelle Blvd	Los Angeles	Los Angeles	90064	1946	6Y, 07/19/2000, DOE-19-00-0219-0000 | 6Y, 07/19/2000, FHWA000623B
	574822	125287	2314 Sawtelle Blvd	2314	Sawtelle Blvd	Los Angeles	Los Angeles	90064	1953	6Y, 07/19/2000, DOE-19-00-0104-0000 | 6Y, 07/19/2000, FHWA000623B
	574821	125286	2320 Sawtelle Blvd	2320	Sawtelle Blvd	Los Angeles	Los Angeles	90064	1949	6Y, 07/19/2000, DOE-19-00-0103-0000 | 6Y, 07/19/2000, FHWA000623B
	574820	125285	2330 Sawtelle Blvd	2330	Sawtelle Blvd	Los Angeles	Los Angeles	90064	1951	6Y, 07/19/2000, DOE-19-00-0102-0000 | 6Y, 07/19/2000, FHWA00623B
	574819	125284	2342 Sawtelle Blvd	2342	Sawtelle Blvd	Los Angeles	Los Angeles	90064	1946	6Y, 07/19/2000, DOE-19-00-0101-0000 | 6Y, 07/19/2000, FHWA000623B
	561696	136777	2489 Bundy Dr	2489	Bundy Dr	Los Angeles	Los Angeles	90064	1924	6U, 01/31/2003, HUD030103G | 6U, 02/07/2003, DOE-19-03-0030-0000
	574584	124883	4531 Sepulveda Blvd	4531	Sepulveda Blvd	Los Angeles	Los Angeles	91403	1951	6Y, 02/24/2000, DOE-19-00-0120-0000 | 6Y, 02/24/2000, FHWA000209A
19-175567	493861	98208	4622 Van Nuys Blvd	4622	Van Nuys Blvd	Los Angeles	Los Angeles	91403	1947	6Y, 04/27/1994, DOE-19-94-0172-0000 | 6Y, 04/27/1994, HRG940202Z
	574581	124880	4810 Peach Ave	4810	Peach Ave	Sherman Oaks	Los Angeles	91403	1953	6Y, 02/24/2000, DOE-19-00-0117-0000 | 6Y, 02/24/2000, FHWA000209A

Primary Number (P-)	OTIS ID	Property Number	Name	Street Number	Street	City	County	Zip	Build Date	Eligibility
	574582	124881	4804 Peach Ave	4804	Peach Ave	Sherman Oaks	Los Angeles	91403	1952	6Y, 02/24/2000, DOE-19-00-0118-0000 | 6Y, 02/24/2000, FHWA000209A
	681260		Orangewood Court Apartments	5050	Sepulveda Blvd	Sherman Oaks	Los Angeles	91403	1969	6Y, 01/25/2013, HUD_2013_0104_002
	528073	170106	Daniels Hall Usar Center	5161	Sepulveda Blvd	Sherman Oaks	Los Angeles	91403	1958	6Y, 07/16/2007, USA070613A
	528074	170107	Daniels Hall Usar Center	5161	Sepulveda Blvd	Sherman Oaks	Los Angeles	91403	1958	6Y, 07/16/2007, USA070613A
	566418	132110	6050 Van Nuys Blvd	6050	Van Nuys Blvd	Van Nuys	Los Angeles	91401	1930	6Y, 03/20/2002, DOE-19-02-0840-0000 | 6Y, 03/20/2002, FTA010604A
	566419	132111	6077 Van Nuys Blvd	6077	Van Nuys Blvd	Van Nuys	Los Angeles	91401	1945	6Y, 03/20/2002, DOE-19-02-0841-0000 | 6Y, 03/20/2002, FTA010604A
	566420	132112	6110 Van Nuys Blvd	6110	Van Nuys Blvd	Van Nuys	Los Angeles	91401	1940	6Y, 03/20/2002, DOE-19-02-0842-0000 | 6Y, 03/20/2002, FTA010604A
	566186	131985	6200 Langdon Ave	6200	Langdon Ave	Van Nuys	Los Angeles	91411	1946	6Y, 03/20/2002, DOE-19-02-0766-0000 | 6Y, 03/20/2002, FTA010604A
	566097	132055	6200 Peach Ave	6200	Peach Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0799-0000 | 6Y, 03/20/2002, FTA010604A
	566188	131987	6201 Peach Ave	6201	Peach Ave	Van Nuys	Los Angeles	91411	1946	6Y, 03/20/2002, DOE-19-02-0768-0000 | 6Y, 03/20/2002, FTA010604A
	566070	132027	6202 Orion Ave	6202	Orion Ave	Van Nuys	Los Angeles	91411	1951	6Y, 03/20/2002, DOE-19-02-0779-0000 | 6Y, 03/20/2002, FTA010604A
	566694	131479	6201 Blucher Ave	6201	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0362-0000 | 6Y, 03/20/2002, FTA010604A
	566187	131986	6201 Langdon Ave	6201	Langdon Ave	Van Nuys	Los Angeles	91411	1946	6Y, 03/20/2002, DOE-19-02-0767-0000 | 6Y, 03/20/2002, FTA010604A
	566703	131488	6205 Blucher Ave	6205	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0371-0000 | 6Y, 03/20/2002, FTA010604A
	522056	175694	6201 N Langdon Ave	6201	N Langdon Ave	Los Angeles	Los Angeles	91411	1946	6U, 01/28/2009, HUD090126A
	566695	131480	6211 Blucher Ave	6211	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0363-0000 | 6Y, 03/20/2002, FTA010604A
	566706	131491	6217 Blucher Ave	6217	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0374-0000 | 6Y, 03/20/2002, FTA010604A
	566700	131485	6223 Blucher Ave	6223	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0368-0000 | 6Y, 03/20/2002, FTA010604A
	566696	131481	6227 Blucher Ave	6227	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0364-0000 | 6Y, 03/20/2002, FTA010604A
	566709	131494	6233 Blucher Ave	6233	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0377-0000 | 6Y, 03/20/2002, FTA010604A

Primary Number (P-)	OTIS ID	Property Number	Name	Street Number	Street	City	County	Zip	Build Date	Eligibility
	566711	131496	6239 Blucher Ave	6239	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0379-0000 | 6Y, 03/20/2002, FTA010604A
	566704	131489	6243 Blucher Ave	6243	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0372-0000 | 6Y, 03/20/2002, FTA010604A
	566713	131499	6249 Blucher Ave	6249	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0381-0000 | 6Y, 03/20/2002, FTA010604A
	566697	131482	6253 Blucher Ave	6253	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0365-0000 | 6Y, 03/20/2002, FTA010604A
	566701	131486	6265 Blucher Ave	6265	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0369-0000 | 6Y, 03/20/2002, FTA010604A
	566705	131490	6269 Blucher Ave	6269	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0373-0000 | 6Y, 03/20/2002, FTA010604A
	566698	131483	6301 Blucher Ave	6301	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0366-0000 | 6Y, 03/20/2002, FTA010604A
	566710	131495	6305 Blucher Ave	6305	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0378-0000 | 6Y, 03/20/2002, FTA010604A
	566699	131484	6311 Blucher Ave	6311	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0367-0000 | 6Y, 03/20/2002, FTA010604A
	566708	131493	6315 Blucher Ave	6315	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0376-0000 | 6Y, 03/20/2002, FTA010604A
	690707		6320 Van Nuys Blvd	6320	Van Nuys Blvd	Van Nuys	Los Angeles	91401	1963	6Y, 02/08/2017, FCC_2017_0110_003
	566712	131497	6321 Blucher Ave	6321	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0380-0000 | 6Y, 03/20/2002, FTA010604A
	566702	131487	6325 Blucher Ave	6325	Blucher Ave	Van Nuys	Los Angeles	91411	1949	6Y, 03/20/2002, DOE-19-02-0370-0000 | 6Y, 03/20/2002, FTA010604A
	700262		Federal Building Parking Structure	11000	Wilshire Blvd	Los Angeles	Los Angeles	90024	1985	6Y, 08/17/2020, FNOM_2020_11000_Wilshire_0007
	700261		Federal Building Parking Lot	11000	Wilshire Blvd	Los Angeles	Los Angeles	90024		6Y, 08/17/2020, FNOM_2020_11000_Wilshire_0007
	533877	164378	Federal Building	11000	Wilshire Blvd	Los Angeles	Los Angeles	90024	1969	1S, 08/17/2020, FNOM_2020_11000_Wilshire_0007 | 1S, 08/17/2020, FNOM_2020_11000_Wilshire_0007 | 6Y, 08/28/2006, GSA060823A
	669766		West Los Angeles Veterans Affairs HD	11301	Wilshire Blvd	Los Angeles	Los Angeles	90073	1888-1955	1S, 11/19/2014, FNOM_2014_West_Los_Angele_0002
	689154		Building 208	11301	Wilshire Blvd	Los Angeles	Los Angeles	90073		2D3, 11/26/2019, 537.9-19-0450
	689152		Building 205	11301	Wilshire Blvd	Los Angeles	Los Angeles	90073		2D3, 11/26/2019, 537.9-19-0449

Primary Number (P-)	OTIS ID	Property Number	Name	Street Number	Street	City	County	Zip	Build Date	Eligibility
	665528		Building 304 West LA VA Medical Center	11301	Wilshire Blvd	Los Angeles	Los Angeles	90073	1957	6Y, 12/26/2013, VA111117A
	698579		UCLS Veterans Rehabilitation Services	1000	Veteran Ave	Los Angeles	Los Angeles	94024	1960	2S2, 01/21/2021, FCC_2020_1211_013
	574409	124528	Pacific Bell Mobile Services Facility La 307-01	14455	Ventura Blvd	Van Nuys	Los Angeles	91423		6Y, 09/23/1999, FCC990916F
	566458	131653	Advanced Auto Clinic	14510	Bessemer St	Van Nuys	Los Angeles	91401	1953	6Y, 03/20/2002, DOE-19-02-0527-0000 | 6Y, 03/20/2002, FTA010604A
	697311		15300 Ventura Blvd	15300	Ventura Blvd	Sherman Oaks	Los Angeles	91403	1964	2S2, 03/23/2021, FCC_2020_1112_006
	574576	124875	15343 Camarillo	15343	Camarillo	Los Angeles	Los Angeles	91403	1951	6Y, 02/24/2000, DOE-19-00-0113-0000 | 6Y, 02/24/2000, FHWA000209A
	574577	124876	15357 Camarillo	15357	Camarillo	Los Angeles	Los Angeles	91403	1953	6Y, 02/24/2000, DOE-19-00-0130-0000 | 6Y, 02/24/2000, FHWA000209A
19-175795	494616	99335	1803 Beloit Ave	1803	Beloit Ave	Los Angeles	Los Angeles	90025		6Y, 04/29/1994, DOE-19-94-0085-0000 | 6Y, 04/29/1994, HRG940202Z
	574583	124882	4501 Sepulveda Blvd	4501	Sepulveda Blvd	Los Angeles	Los Angeles	91403	1948	6Y, 02/24/2000, DOE-19-00-0119-0000 | 6Y, 02/24/2000, FHWA000209A
	470469	68373	Morris Plan Branch	5424	Van Nuys Blvd	Van Nuys	Los Angeles			6Y, 05/31/1989, DOE-19-89-0032-0000 | 6Y, 05/31/1989, FDIC890511e
	566069	132026	6201 Orion Ave	6201	Orion Ave	Van Nuys	Los Angeles	91411	1951	6Y, 03/20/2002, DOE-19-02-0778-0000 | 6Y, 03/20/2002, FTA010604A

Los Angeles Historic Cultural Monuments

Historic Name/Description	Address	Time Period/Date of Construction	LAHCM No.	Alternative
Marymount High School (Main Administration Building, Including Chapel And Auditorium)	10643-10685 Sunset Boulevard And 101-121 Marymount Place	1961	254	Alt.3
Bratskeller - Egyptian Theater (Ralphs Grocery Store)	1142 Westwood Boulevard	1929	360	Alt. 1
Janss Investment Company Building	1081 Westwood Blvd	1930	364	Alt. 1; Alt. 2; Alt. 4; Alt 5; Alt. 6
Ethel Guiberson / Hannah Carter Japanese Garden	10619 West Bellagio Road	1961	1141	Alt. 4; Alt. 5
Kelly Music Building; Alice's Restaurant	1041 Westwood Blvd	1929	1201	Alt. 1; Alt. 2; Alt. 4; Alt. 5; Alt. 6
Stanley Burke's/Corky's Restaurant And Sign; The Lamplighter	5037-5053 North Van Nuys Boulevard	1958	1215	Alt. 6
Holmby Building	921 Westwood Blvd	1929	1223	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
249	Powder Magazine (Camp Drum)	561 East Opp Street and 1001 Eubank Avenue			08/10/1982	Wilmington - Harbor City	15	
250	Ebell of Los Angeles Building	4400 Wilshire Boulevard and 741- 743 Lucerne Boulevard			08/25/1982	Wilshire	4	
251	Juarez Theater (Warner Brothers)	478 West 6th Street			08/25/1982	San Pedro	15	
252	Harbor View House	907-945 Beacon Street and 912- 928 Palos Verdes Street			08/25/1982	San Pedro	15	
253	Muller House	1542 South Beacon Street			08/25/1982	San Pedro	15	Moved from 575 19th Street to 1542 South Beacon Street in 1986
254	Marymount High School (Main Administration Building, including Chapel and Auditorium)	10643-10685 Sunset Boulevard and 101-121 Marymount Place			09/28/1982	Bel Air - Beverly Crest	5	
255	Original Pantry	809-817 West 9th Street and 873- 877 South Figueroa Street			10/05/1982	Central City	14	
256	Mack Sennett Studios	1712 Glendale Boulevard and 2110 Aaron Street			11/05/1982	Silver Lake - Echo Park - Elysian Valley	13	
257	Residence	817-821 North Glendale Boulevard			11/05/1982	Silver Lake - Echo Park - Elysian Valley	13	
258	Fitzgerald House	2525 South Arlington Avenue and 3115-3125 West Adams Boulevard			11/05/1982	West Adams - Baldwin Hills - Leimert	10	
259	Loyola Theater	8600-8610 South Sepulveda Boulevard and 6266 Manchester Avenue			12/17/1982	Westchester - Playa del Rey	11	
260	Edward's House	5642 Holly Oak Drive			05/17/1983	Hollywood	4	
261	Lincoln Heights Branch Library	2530 Workman Street			06/03/1983	Northeast Los Angeles	1	
262	Residence	2700 Eagle Street			06/03/1983	Boyle Heights	14	

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
350	Ecung - Ibbetson House and Moreton Bay Fig Tree	1180-1190 West Adams Boulevard and 2612 Magnolia Avenue			03/29/1988	South Los Angeles	9	
351	Strathmore Apartments	11005-11013 1/2 Strathmore Drive			04/08/1988	Westwood	5	
352	Los Angeles Nurses Club	245 South Lucas Avenue and 1405 Miramar Street			04/08/1988	Westlake	13	
353	Monterey Apartments	4600-4604 Los Fellz Boulevard			05/11/1988	Hollywood	4	
354	Giannini - Bank of America Building	649 South Olive Street and 505 West 7th Street			04/26/1988	Central City	14	
355	Roosevelt Building	715-735 West 7th Street and 648- 654 South Flower Street			04/26/1988	Central City	14	
356	Barker Brothers Building	800-898 West 7th Street, 709-711 South Flower Street, and 700-726 South Figueroa Street			04/26/1988	Central City	14	
357	Boston Stores - J.W. Robinson's	600-632 West 7th Street, 710-722 South Hope Street, and 703-719 South Grand Avenue			04/26/1988	Central City	14	
358	Brock Jewelers - Clifton's	513-515 West 7th Street			04/15/1988	Central City	14	
359	Breed Street Shul	241-247 North Breed Street			06/07/1988	Boyle Heights	14	
360	Bratskeller - Egyptian Theater (Ralphs Grocery Store)	1142-1154 Westwood Boulevard and 10887 Lindbrook Drive			06/21/1988	Westwood	5	
361	Fox Bruin Theater	926-950 Broxton Avenue and 10935-10943 Weyburn Avenue			06/21/1988	Westwood	5	

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
362	Fox Village Theater	945-961 Broxton Avenue and 10953-10961 Weyburn Avenue			06/21/1988	Westwood	5	
363	Gayley Terrace	959 Gayley Avenue			06/21/1988	Westwood	5	
364	Janss Investment Company Building	1045-1099 Westwood Boulevard			06/21/1988	Westwood	5	
365	Kelton Apartments	644-648 Kelton Avenue			06/21/1988	Westwood	5	
366	Latter House and Arroyo Stone Wall	137-151 South Avenue 57			06/21/1988	Northeast Los Angeles	1	
367	Sheets Apartments	10919 Strathmore Drive			06/21/1988	Westwood	5	
368	Elkay Apartments	638-642 Kelton Avenue			06/21/1988	Westwood	5	
369	Johnson House & Arroyo Stone Wall	4985-4989 North Sycamore Terrace and 4985 North Figueroa Street			07/15/1988	Northeast Los Angeles	1	
370	Herivel House & Arroyo Stone Wall	4979-4983 North Sycamore Terrace and 4979-4985 North Figueroa Street			07/15/1988	Northeast Los Angeles	1	
371	Tustin House & Arroyo Stone Wall	4973-4977 North Sycamore Terrace and 4967-4973 N. Figueroa Street			07/15/1988	Northeast Los Angeles	1	
372	Mary P. Field House & Arroyo Stone Wall	4967-4971 North Sycamore Terrace and 4967-4973 North Figuerea Street			07/15/1988	Northeast Los Angeles	1	
373	Arroyo Stone House & Arroyo Stone Wall	4939 North Sycamore Terrace			07/15/1988	Northeast Los Angeles	1	
374	G.W.E. Griffith House	5915-5919 Echo Street			07/15/1988	Northeast Los Angeles	1	
375	Putnam House	5944-5948 Hayes Avenue			07/15/1988	Northeast Los Angeles	1	

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
1141	Ethel Guiberson / Hannah Carter Japanese Garden	10619 West Bellagio Road	CHC-2016-4504-HCM	17-0156	04/25/2017	Bel Air - Beverly Crest	5	
1142	Wurfl Court	1450-1456 North Echo Park Avenue	CHC-2017-4762-HCM	17-0281	05/16/2017	Silver Lake - Echo Park - Elysian Valley	13	
1143	Finn Frolich House	5152-5156 West La Vista Court; 608-610 1/2 North Van Ness Avenue	CHC-2017-4765-HCM	17-0282	05/16/2017	Wilshire	4	
1144	Ortiz Taylor House	2650-2656 North Lake View Avenue	CHC-2017-4772-HCM	17-0283	05/16/2017	Silver Lake - Echo Park - Elysian Valley	13	
1145	Commercial Exchange Building	416-436 West 8th Street and 800 South Olive Street	CHC-2017-1565-HCM	17-0700	09/01/2017	Central City	14	
1146	Chateau Chaumont	855 South Serrano Avenue	CHC-2017-1351-HCM	17-0699	09/01/2017	Wilshire	10	
1147	Case Study House #16	1811 North Bel Air Road	CHC-2017-1702-HCM	17-0915	10/04/2017	Bel Air - Beverly Crest	5	
1148	Cytron House	2249 North Benedict Canyon Drive	CHC-2017-1692-HCM	17-0913	10/04/2017	Bel Air - Beverly Crest	5	
1149	Irvin Tabor Family Residences	605-607 East Westminister Avenue	CHC-2017-1745-HCM	17-0914	10/04/2017	Venice	11	
1150	Schaefer House	7806 North Jason Avenue	CHC-2017-2127-HCM	17-0993	10/31/2017	Canoga Park - Winnetka - Woodland Hills - West Hills	12	
1151	Hollywood Reporter Building	6709-6713 1/2 West Sunset Boulevard	CHC-2017-2032-HCM	17-0980	11/08/2017	Hollywood	13	
1152	Hogan Residence	8527 West Brier Drive	CHC-2017-3228-HCM	17-1214	01/12/2018	Hollywood	4	
1153	Village Court	1328-1330 1/2 North Formosa Avenue	CHC-2017-3331-HCM	17-1215	01/12/2018	Hollywood	4	
1154	Joannes Brothers Company Building	800 East Traction Avenue; 310 South Hewitt Street	CHC-2017-3688-HCM	18-0016	02/27/2018	Central City North	14	
1155	F. and W. Grand Silver Store Building	537 South Broadway	CHC-2017-3967-HCM	17-1431	02/27/2018	Central City	14	
1156	The Potter	1305 Ocean Front Walk	CHC-2017-4328-HCM	18-0079	02/27/2018	Venice	11	

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
1198	Sakai-Kozawa Residence/Tokio Florist and Pole Sign	2718 North Hyperion Avenue	CHC-2019-3774-HCM	19-1145	11/27/2019	Silver Lake - Echo Park - Elysian Valley	4	
1199	Arthur and Nina Zwebell Residence	4227 N Agnes Street	CHC-2019-4804-HCM	19-0415-S1	11/27/2019	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	2	
1200	Willard Bell Residence	4233 N Agnes Avenue	CHC-2019-4906-HCM	19-0415-S2	11/27/2019	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	2	
1201	Kelly Music Building	1041 South Westwood Boulevard	CHC-2019-3869-HCM	19-1152	12/10/2019	Westwood	5	
1202	Hollywood Art Center School	2025-2027 North Highland Avenue; 2000-2026 North Glencoe Way	CHC-2019-4608-HCM	19-1311	1/14/2020	Hollywood	4	
1203	Monday Women's Club	1209 South Sixth Avenue; 566 East San Juan Avenue	CHC-2019-4355-HCM	19-1312	1/14/2020	Venice	11	
1204	Hawk House	2421-2425 Silver Ridge Avenue	CHC-2019-4766-HCM	19-1439	2/4/2020	Silver Lake - Echo Park - Elysian Valley	13	
1205	C.B. Van Vorst Company Manufacturing Plant/Santa Fe Art Colony	2345-2425 South Santa Fe Avenue	CHC-2019-3798-HCM	20-0015	2/4/2020	Central City North	14	
1206	Union Bank and Trust Company	445-459 South Figueroa Street	CHC-2019-4334-HCM	19-1598	2/28/2020	Central City	14	
1207	Desmond's Department Store	612-616 South Broadway	CHC-2020-919-HCM	19-1525	9/15/2020	Central City	14	
1208	Walter Bollenbacher Duplex	1054-1056 South Orange Grove Avenue	CHC-2019-7391-HCM	19-1272	9/16/2020	Wilshire	10	
1209	The John Lary and Pauline Kuhns House	4359 North Camello Road	CHC-2019-7535-HCM	20-0574	9/16/2020	Canoga Park - Winnetka - Woodland Hills - West Hills	3	
1210	Bonnet House	2256 North El Contento Drive	CHC-2020-510-HCM	20-0576	9/16/2020	Hollywood	4	
1211	Sycamore Bungalow Court	617-623-1/2 North Sycamore Avenue	CHC-2019-7556-HCM	20-0361	10/14/2020	Hollywood	5	

No.	Name	Address	CHC No.	CF No.	Adopted	Community Plan Area	CD	Notes
1212	Isherwood Bachardy Residence and Studio	145 Adelaide Drive	CHC-2020-263-HCM	20-0738	10/28/2020	Brentwood - Pacific Palisades	11	
1213	Jennie C. Brayton Building	5119-5121-1/2 North Eagle Rock Boulevard	CHC-2020-521-HCM	20-0920	11/25/2020	Northeast Los Angeles	14	
1214	King Edward Hotel	117-131 East 5th Street; 455 South Los Angeles Street	CHC-2020-288-HCM	20-0736	11/25/2020	Central City	14	
1215	Stanley Burke's Restaurant and Sign	5037-5053 North Van Nuys Boulevard	CHC-2020-2789-HCM	20-1339	11/25/2020	Van Nuys - North Sherman Oaks	4	
1216	Sam and Jane Taylor House	3235-3247 West Waverly Drive	CHC-2020-3293-HCM	20-1340	11/25/2020	Hollywood	4	
1217	Borun House and Garden	344 South Cliffwood Avenue	CHC-2020-2794-HCM	20-0919	11/25/2020	Brentwood - Pacific Palisades	11	
1218	School of Eye Education	1554-1560 South Saint Andrews Place / 2351-2371 West Venice Boulevard	CHC-2020-3290-HCM	20-1316	2/16/2021	South Los Angeles	10	
1219	Pleasance House	1336-1342 North Sutherland Street	CHC-2020-3288-HCM	20-1379	3/2/2021		13	
1220	McKee General Contractor Branch Office	4101 East Goodwin Avenue and 4701 North San Fernando Road West	CHC-2020-4513-HCM	20-0587	3/3/2021		13	
1221	Avenel Cooperative Housing Project	2841-2849 North Avenel Street	CHC-2020-3767-HCM	20-1381	4/14/2021	Hollywood	4	
1222	Herrington Residence	1100 North Acanto Place	CHC-2020-3761-HCM	20-1593	5/5/2021	Bel Air - Beverly Crest	5	
1223	Holmby Building	901-951 South Westwood Boulevard; 10904-10914 West Le Conte Avenue; 10903-10907 West Weyburn Avenue	CHC-2020-5541-HCM	20-1619	5/5/2021	Westwood	5	
1224	International Institute	435-455 South Boyle Avenue	CHC-2020-899-HCM	21-0122	5/19/2021	Boyle Heights	14	
1225	Leone's Castle	1055-1059 South Walker Avenue	CHC-2020-5215-HCM	20-1617	5/19/2021	San Pedro	15	

Los Angeles Historic Resources Inventory (HistoricPlacesLA)

Historic Name/Description	Address	Time Period/Date of Construction	Eligibility; Status Code	Alternatives
Bullock's Department Store	1000 S Westwood Blvd	1932	5S3; 3CS	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 6
California Pizza Kitchen	1001 Broxton Ave	1931	3S; 3CS; 5S3	Alt. 1; Alt. 2
Kelly Music Building; Alice's Restaurant	1041 Westwood Blvd		3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 4; Alt. 5; Alt. 6
Miller Residence	10615 W Bellagio Road	1939	QQQ	Alt. 4; Alt. 5
Ethel Guiberson / Hannah Carter Japanese Garden	10619 West Bellagio Road	1961	3S; 3CS; 5S3	Alt. 4; Alt. 5
Marymount High School (Main Administration Building, Including Chapel And Auditorium)	10643-10685 Sunset Boulevard And 101-121 Marymount Place	1961	5S2; 3S	Alt. 3
Janss Investment Company Building	1081 Westwood Blvd	1930	5S1	Alt. 1; Alt. 2; Alt. 4; Alt. 5; Alt. 6
10811 Ambazac Way	10811 Ambazac Way	1931	3S; 3CS; 5S3	Alt. 3
Fire Station No. 37	1090 Veteran Ave	1942	3CS; 5S3	Alt. 3
Linde Medical Building	10921 Wilshire Blvd	1961	3S; 3CS; 5S3	Alt. 1; Alt. 4; Alt. 5; Alt. 6
10940 Weyburn Ave	10940 Weyburn Ave	1934	3S; 3CS; 5S3	Alt. 3
Tishman Building	10950 W Wilshire Blvd	1971	3CS; 5S3	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Gayley Center	1101 Gayley Ave	1979	3CS; 5S3	Alt. 1; Alt. 2; Alt. 4; Alt. 5; Alt. 6
11271 W Massachusetts Ave	11271 W Massachusetts Ave	1929	5S1	Alt. 6
A. Quincy Adams Residence	11320 W. Joffre Street	1947	3S; 3CS; 5S3	Alt. 1; Alt. 2
Laemmle Theater	11521 Santa Monica Blvd	1923	3S; 3CS; 5S3	Alt. 6
120 N Udine Way	120 N Udine Way	1936	QQQ	Alt. 4; Alt. 5; Alt. 6
121 N Udine Way	121 N Udine Way	1929	7SQ	Alt. 4; Alt. 5; Alt. 6
West End Hotel	1538 S Sawtelle Blvd	circa 1930	3CS; 5S3	Alt. 6
Hotel Angeleno	170 Church Lane	1970	3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
1711 N Stone Canyon Road	1711 N Stone Canyon Road	1961	3S; 3CS; 5S3	Alt. 4; Alt. 5
1780 N Stone Canyon Road	1780 N Stone Canyon Road	1961	QQQ	Alt. 4; Alt. 5
Deauville House	2212 N Linda Flora Dr	1951	7SQ	Alt. 4; Alt. 5
Village Church Of Westwood	343 S. Church Lane	1947	7SQ	Alt. 1; Alt. 2
3601 Scadlock Ln	3601 Scadlock Ln	1958	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
3666 N Scadlock Lane	3666 N Scadlock Lane	1957	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
3700 N Scadlock Lane	3700 N Scadlock Lane	1958	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
3754 N Scadlock Lane	3754 N Scadlock Lane	1958	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
UCLA Historic District	405 N Hilgard Ave	1929	QQQ	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Sherman Oaks Plaza Building	4955 N Van Nuys Blvd	1968	3S; 3CS; 5S3	Alt. 6

Historic Name/Description	Address	Time Period/Date of Construction	Eligibility; Status Code	Alternatives
Stanley Burke's/Corky's Restaurant And Sign; The Lamplighter	5037-5053 North Van Nuys Boulevard	1958	3S; 3CS; 5S3	Alt. 6
Lt. Patrick H. Daniels United States Army Reserve Center	5161 Sepulveda Blvd	1959	3S; 3CS; 5S3	Alt. 4; Alt. 5
Rob's Car Wash	5328 N Van Nuys Blvd	c. 1960	3S; 3CS; 5S3	Alt. 6
Cathedral Of St. Mary Church	5335 N SEPULVEDA BLVD	1961	3S; 3CS; 5S3	Alt. 4; Alt. 5
6203 N Van Nuys Blvd	6203 N Van Nuys Blvd	1926	5S3	Alt. 6
Happy Dogs	6235 N Van Nuys Blvd	1954	5S3	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Chase Bank	6300 N Van Nuys Blvd	1968	3CS; 5S3	Alt. 6
Owl-Rexall Drug Co.	6353 N Van Nuys Blvd	1939	3CS; 5S3	Alt. 6
Hart's Pawn Shop	6362 N Van Nuys Blvd	1936	3CS; 5S3	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Firestone	6530 N VAN NUYS BLVD	1946	3CS; 5S3	Alt. 6
Van Nuys Utilities Center	6550 N Van Nuys Blvd	1956	3S; 3CS; 5S3	Alt. 6
Bank Of America	6551 N VAN NUYS BLVD	1967	3S; 3CS; 5S3	Alt. 6
661 N Stone Canyon Road	661 N Stone Canyon Road	1935	3S; 3CS; 5S3	Alt. 4; Alt. 5
Tacos Mexico	7140 Van Nuys Blvd	1968	3S; 3CS; 5S3	Alt. 6
Holmby Building	921 Westwood Blvd	1929	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Bank Of America	924 WESTWOOD BLVD	1971	3CS; 5S3	Alt. 1; Alt. 2; Alt. 3; Alt. 4; Alt. 5; Alt. 6
Sherman Way Street Trees	Along Either Side Of Sherman Way Between Woodley Avenue And Sherman Circle	1911	5S3	Alt. 4; Alt. 5
Van Nuys Boulevard Street Trees	Between Sherman Way Along Sherman Circle And Hamlin Street On Van Nuys Boulevard	1911	5S3	Alt. 4; Alt. 5
University Crest Residential Historic District	N/A	1920-1959	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
San Fernando Valley Administrative Center	N/A	1932-1988	3S; 3CS; 5S3	Alt. 6
Air Raid Siren No. 110	Northeast Corner Of Covello Street And Sepulveda Boulevard	1940	3S; 3CS; 5S3	Alt. 4; Alt. 5
Air Raid Siren No. 117	On The South Side Of Oxnard Street Just West Of Sepulveda Boulevard	1940	3S; 3CS; 5S3	Alt. 4; Alt. 5
Sherman Oaks Circle Historic District	Sherman Oaks Circle	1928-1960	3S; 3CS; 5S3	Alt. 1; Alt. 2; Alt. 3
Westwood Village Streetlight	Westwood And Kinross, Northwest Corner, Adjacent To Westwood Building	1926	5S3	Alt. 1; Alt. 2; Alt. 4; Alt. 5; Alt. 6

Name: University of California, Los Angeles

Description:

The property contains the campus of the University of California, Los Angeles (UCLA). Following the Northridge Earthquake in 1994, the State Office of Historic Preservation determined the historic core of the campus eligible for listing in the California Register as a historic district. Contributing structures to this historic district include: the Arroyo Bridge under Dickson Plaza (1927), the Janss Steps (1929), Haines Hall (1929), Kinsey Hall (1929), Royce Hall (1929), Moore Hall (1930), Powell Library (1930), Kerckhoff Hall (1931), Men's Gymnasium (1932), Women's Gymnasium (1932), the Dance Building (1932), and Murphy Hall (1937). Two additional buildings located outside the historic district were determined individually eligible for the California Register: University Residence (1930) and Hershey Hall (1930).

Additional buildings that may be considered for listing at the local, state or national level include: Dickson Plaza (1929), the Physics and Biology Building (1929), the President's Residence, the greenhouse complex (1930-1955), Dodd Hall (1948), the Business Administration and Economics Building (1948), University Elementary School (1950), Dickson Court, the Law School Building (1951), Perloff Hall (1952), Campbell Hall (1954), Schoenberg Hall (1955), Rolfe Hall (1956), the Western Data Processing Center Building (1958), Boelter Hall (1959), Dykstra Residence Hall (1959), the Faculty Center (1959), Sproul Residence Hall (1960), Ackerman Union (1961), Warren Hall (1961), Rieber Residence Hall (1963), Macgowan Hall (1963), Hendrick Residence Hall (1964), Bunche Hall (1964), University Research Library (1964), Sunset Canyon Recreation Center (1965), Dickson Art Center (1965), Pauley Pavilion (1965), Franz Hall (1967), the Math Sciences Building (1968), Melnitz Hall (late 1960s), the James West Alumni Center (1972), the Portola Plaza Building (1976), the North Campus Student Center (1976), Boyer Hall (1976), and the Medical Center Parking Structure (1979). Additional features that may be worthy of consideration include the Franklin D. Murphy Sculpture Garden, the Inverted Fountain, athletic facilities (such as Spaulding Field, Drake Track Stadium, and the Los Angeles Tennis Center), various art installations (such as mosaics, murals and sculptures), as well as intact elements of the campus master plan and landscape plan.

Significance:

The University of California, Los Angeles (UCLA), is a public research university located in the Westwood neighborhood of Los Angeles. Founded in 1919, it is the second oldest campus of the University of California system.

In 1881, the California State Legislature authorized the creation of a southern branch of the California State Normal School in downtown Los Angeles. The normal school (later the Los Angeles State Normal School) opened in 1882 on what is now the site of the Los Angeles Central Library. In 1914, the school moved to a new campus on Vermont Avenue (now the site of Los Angeles City College). In 1917, Edward A. Dickson, the only member of the U.C. Board of Regents from Southern California, began lobbying for a southern campus of the University of California to be located in Los Angeles. In 1919, the Los Angeles Normal School was merged with the University of California as the Southern Branch of the University of California. The Southern Branch campus opened in September of that year.

By the mid-1920s, the institution had outgrown the Vermont Avenue location. In 1925, the Regents selected the "Beverly Site," just west of Beverly Hills in what is now Westwood, as the location for their new campus. In 1927, the school was renamed the "University of California at Los Angeles." That same year, the state broke ground on 400 acres of land, purchased for $1 million from Westwood developers Edwin and Harold Janss. The Regents hired George W. Kelham to serve as the campus architect, and appointed David Allison of the local firm Allison & Allison as executive architect. Kelham and

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Allison collaborated on a master plan for the campus, taking into consideration the site's natural topography, as well as planning for future expansion. Ralph D. Cornell became the campus' landscape architect.

The first four campus buildings were the College Library (now Powell Library), Royce Hall, the Chemistry Building (now Haines Hall), and the Physics-Biology Building (later Kinsey Hall, now the Humanities Building). Constructed between 1928 and 1930, they were oriented around a central courtyard, or "quad," and designed in the Romanesque Revival style. The Janss Steps served as the original entrance to the university. Romanesque Revival would remain the campus' predominant architectural style until 1948, when architect Welton Becket was appointed supervising architect to oversee the expansion of the campus over the next two decades.

UCLA was formally elevated to co-equal status with UC Berkeley in 1951, when Raymond B. Allen was named as its first chancellor. The appointment of Franklin D. Murphy to the position of Chancellor in 1960 helped to spark an era of tremendous growth of facilities and faculty honors. By the end of the decade, UCLA had achieved distinction in a wide range of subjects. This era also secured UCLA's position as a proper university in its own right and not simply a branch of the U.C. system.

Throughout its history, UCLA has attracted significant architects who have contributed to the campus. Today, the campus contains an impressive collection of noteworthy architecture, many by some of Los Angeles' most important architects, architectural firms, landscape architects, engineers and designers. Among those whose work is represented are George W. Kelham, David Allison, Reginald D. Johnson, Douglas McLelland, Allison & Allison, Ralph D. Cornell, Paul Williams, Austin Field & Fry, Gordon B. Kaufmann, Marsh Smith & Powell, John C. Austin, Welton Becket & Associates, A. Quincy Jones, Honnold Reibsamen & Rex, Neutra & Alexander, Jones & Emmons, Maynard Lyndon, William Pereira & Associates, Charles Luckman & Associates, Smith & Williams, Neptune & Thomas, Frank O. Gehry. I.M. Pei, Richard Meier, and Cesar Pelli.

Today, the campus spans some 419 acres, and contains over 160 buildings in various architectural styles, as well as sculpture gardens, fountains, and museums. The campus is informally divided into North Campus and South Campus. North Campus contains the original campus core, and is home to the arts, humanities, social sciences, law, and business programs. South Campus is home to the physical sciences, life sciences, engineering, mathematical sciences, health-related fields, as well as the UCLA Medical Center. UCLA is now one of the two flagship universities (along with U.C. Berkeley) in the U.C. system.

Research indicates that the UCLA campus is significant as an excellent example of early university campus planning and development in Los Angeles; and that it contains multiple examples of significant architecture, many by some of Los Angeles' most important architects, architectural firms, landscape architects, engineers and designers. However, a detailed investigation of the entire campus, including identification of contributing and non-contributing features, is outside the scope of SurveyLA. Also, additional research would be needed to determine the period of significance. Therefore, the evaluation could not be completed.

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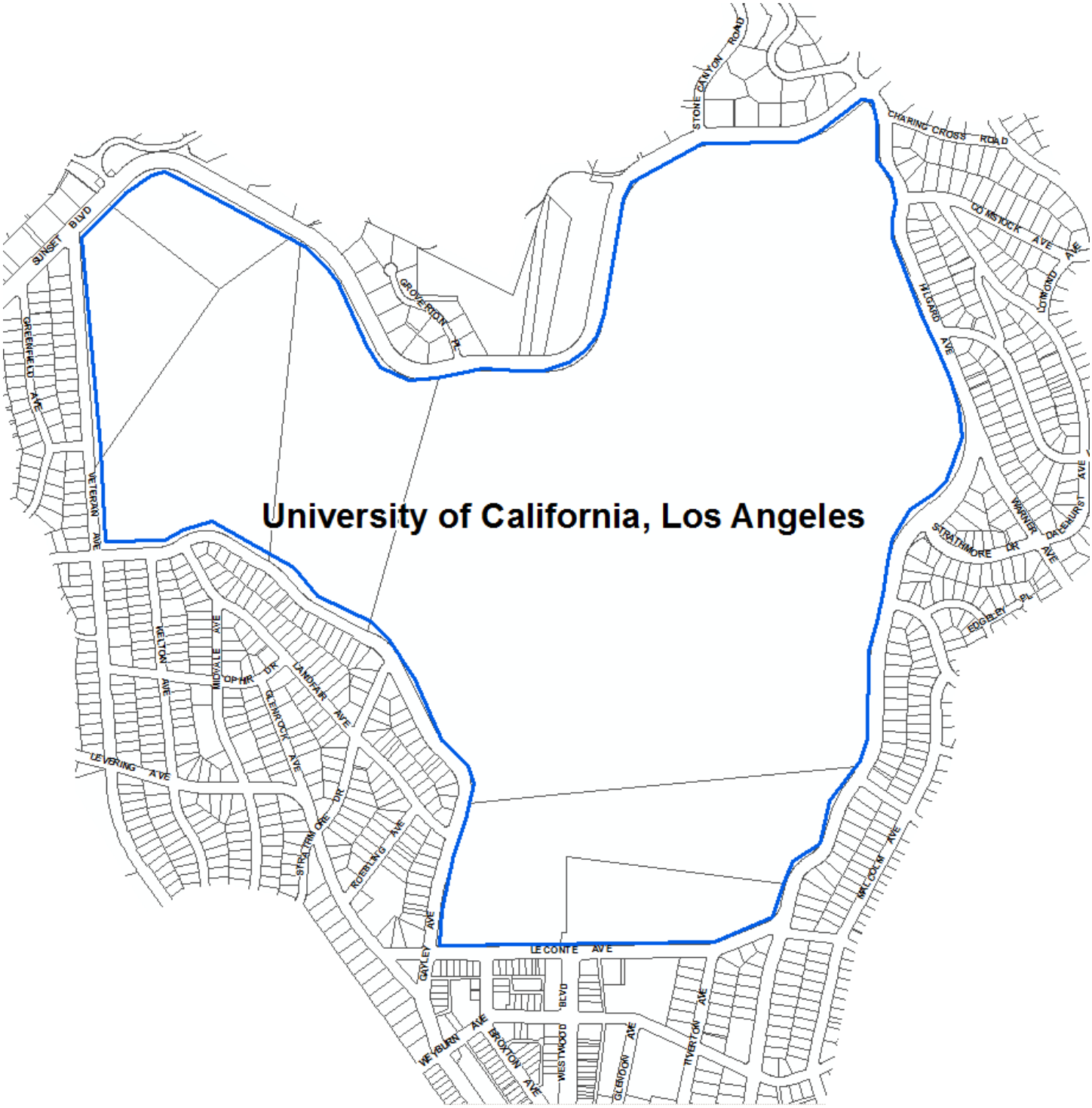

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Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Education, 1876-1980
Theme:	Campus Planning and Design, 1876-1980
Sub theme:	No SubTheme
Property type:	Institutional - Education
Property sub type:	Campus - University
Criteria:	A/1/1 & C/3/3
Status code:	QQQ
Reason:	Research indicates that the UCLA campus is significant as an excellent example of early university campus planning and development in Los Angeles; and that it contains multiple examples of significant architecture, many by some of Los Angeles' most important architects, architectural firms, landscape architects, engineers and designers. However, a detailed investigation of the entire campus, including identification of contributing and non-contributing features, is outside the scope of SurveyLA. Also, additional research would be needed to determine the period of significance. Therefore, the evaluation could not be completed.

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Name: University Crest Residential Historic District

Description:

The University Crest Residential Historic District is an early-20th century residential subdivision located in the northwestern portion of Westwood. The district contains 432 properties. It is bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Avenue to the west.

The district occupies a series of rolling hills south of Sunset Boulevard and is composed of a collection of meandering streets which follow the natural contours of the landscape and form irregularly-shaped blocks. Lots in the district are generally modest in size, with parcels ranging from approximately 0.20 to 0.45 acres. Development in the district is exclusively residential, containing one- and two-story single-family residences. Original residences were constructed primarily from the 1930s throughout the 1950s and were designed in a variety of Period Revival styles, as well as the Minimal Traditional, Mid-Century Modern, and Ranch styles. Examples of more recent construction are relatively rare and are scattered throughout the district. District features include hilly topography, curvilinear streets, landscaped parkways with mature street trees, uniform setbacks, concrete sidewalks and curbs, and period streetlights.

Of the 432 properties, 260 are contributors to the district (approximately 60 percent); 167 are non-contributors due to extensive alterations or construction outside the period of significance. Five properties are not visible from the public right-of-way.

Significance:

The University Crest Residential Historic District is significant as an excellent example of residential suburban planning and development from the early automobile era in Westwood, and as a cohesive collection of Period Revival residential architecture. The district's period of significance is 1929 to 1959, when original residences were constructed.

In the 1920s, Westwood developers the Janss Brothers owned an extensive tract of land, extending from the foothills of the Santa Monica Mountains to the north, the boundary of the present-day City of Beverly Hills to the east, present-day Pico Boulevard to the south, and present-day Sepulveda Boulevard to the west. The Janss brothers began subdividing the land in the southern portion of the tract as early as 1922. However, the most significant impetus for development in the area did not arrive until March 1925, when it was announced that the University of California would establish its new Southern Branch campus on the land, which was now called Westwood. The new university campus was to be located in the northern portion of the tract. The Janss Investment Company worked with the University of California to develop the surrounding community of Westwood and create "an ideal college town."

As construction commenced on the first campus buildings, the Janss Investment Company began to subdivide the adjacent land to the east and west of the campus into residential tracts. The first subdivision of the area which comprises the district was recorded in 1928, although newspaper articles indicate that lots in the area had been offered for sale as early as 1927. Over the next ten years, the company subdivided the area into eight tracts: Tract No. 4871 (recorded June 1928), Tract No. 10421 (recorded October 1928), Tract No. 10381 (recorded September 1929), Tract No. 8029 (recorded July 1931), Tract No. 8464 (recorded July 1931), and Tract No. 9135 (April 1937). Although for a time the area was billed as "The Streets of Old Monterey," with advertisements promising "the Romance of Early California Days," the area eventually became known as University Crest – the name given by Janss to the units of subdivision within the larger tracts.

Development activity within the district commenced in 1929, the same year the UCLA campus officially opened. However, the area experienced its greatest growth in the late 1930s. Homes constructed within the district were typically one or two stories in height and exhibited a range of Period Revival styles which were popular at the time, including American Colonial Revival, Dutch Colonial Revival, Spanish Colonial Revival, Mediterranean Revival, Monterey Revival, Tudor Revival, and French Norman Revival. When construction activity resumed after World War II, new residences reflected the changing

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architectural tastes of the postwar era and exhibited styles such as Minimal Traditional and Mid-Century Modern, as well as assorted variations of the Ranch style.

Many homes within the district are credited to noted local architects, including J. R. Davidson, H. Roy Kelley, Wallace Neff, Rudolph Schindler, Allen Siple, and Rolf Sklarek.

Today, the University Crest Residential Historic District stands out from surrounding development as a cohesive concentration of Period Revival architecture, which exemplifies residential suburban planning from the early automobile era in Westwood. The area's continued use, intact architectural elements, and shared planning features all contribute to the district's distinctive feel and help to create a strong sense of time and place.

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Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Housing the Masses, 1880-1975
Sub theme:	Period Revival Neighborhoods, 1918-1942
Property type:	Automobile Suburb
Property sub type:	Neighborhood
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	The University Crest Residential Historic District is significant as a cohesive collection of Period Revival residential architecture in Westwood.

Context 2:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	No Sub-context
Theme:	Automobile Suburbanization, 1908-1937
Sub theme:	Suburban Planning and Development, 1908-1937
Property type:	Automobile Suburb
Property sub type:	Neighborhood
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	The University Crest Residential Historic District is significant as an excellent example of residential suburban planning and development from the early automobile era in Westwood.

Contributors/Non-Contributors:

Primary Address:	131 S BARLOCK AVE
Type:	Contributor
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	140 S BARLOCK AVE
Type:	Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

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Primary Address: 141 S BARLOCK AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 147 S BARLOCK AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 155 S BARLOCK AVE
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 156 S BARLOCK AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 163 S BARLOCK AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival; Ranch, Traditional

Primary Address: 175 S BARLOCK AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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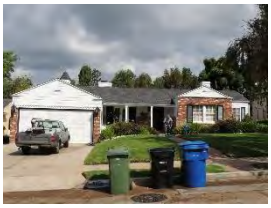
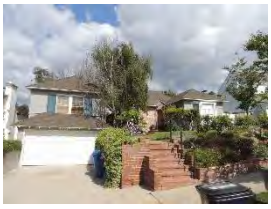


Primary Address: 179 S BARLOCK AVE
Type: Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 205 S BARLOCK AVE
Type: Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 211 S BARLOCK AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival



Primary Address: 217 S BARLOCK AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 224 S BARLOCK AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 225 S BARLOCK AVE
Type: Non-Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Primary Address: 233 S BARLOCK AVE
Type: Non-Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 234 S BARLOCK AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 241 S BARLOCK AVE
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 244 S BARLOCK AVE
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 249 S BARLOCK AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 252 S BARLOCK AVE
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 258 S BARLOCK AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 121 S BENTLEY AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 130 S BENTLEY AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 138 S BENTLEY AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 144 S BENTLEY AVE
Type: Non-Contributor
Year built: 2014
Property type/sub type: Other; Vacant Lot
Architectural style: Not Applicable

Primary Address: 150 S BENTLEY AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 151 S BENTLEY AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 156 S BENTLEY AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 200 S BENTLEY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 201 S BENTLEY AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Hacienda

Primary Address: 209 S BENTLEY AVE
Type: Non-Contributor
Year built: 1962
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 210 S BENTLEY AVE
Type: Non-Contributor
Year built: 1945
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 217 S BENTLEY AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 218 S BENTLEY AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 224 S BENTLEY AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 225 S BENTLEY AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 232 S BENTLEY AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 235 S BENTLEY AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 240 S BENTLEY AVE
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 241 S BENTLEY AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 248 S BENTLEY AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 249 S BENTLEY AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 255 S BENTLEY AVE
Type: Non-Contributor
Year built: 1991
Property type/sub type: Residential-Single Family; House
Architectural style: Post Modern

Primary Address: 256 S BENTLEY AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 262 S BENTLEY AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 263 S BENTLEY AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 270 S BENTLEY AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 271 S BENTLEY AVE
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 300 S BENTLEY AVE
Type: Non-Contributor
Year built: 1987
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 301 S BENTLEY AVE
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

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Primary Address: 307 S BENTLEY AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 310 S BENTLEY AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 315 S BENTLEY AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 318 S BENTLEY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 321 S BENTLEY AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 326 S BENTLEY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 329 S BENTLEY AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 334 S BENTLEY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 335 S BENTLEY AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 341 S BENTLEY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 342 S BENTLEY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 347 S BENTLEY AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 350 S BENTLEY AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 353 S BENTLEY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 358 S BENTLEY AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 359 S BENTLEY AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 212 N BRONWOOD AVE
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 230 N BRONWOOD AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

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Primary Address: 136 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1963
Property type/sub type: Residential-Multi Family; Other
Architectural style: No style

Primary Address: 147 S BRONWOOD AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 150 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1962
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 160 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 201 S BRONWOOD AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 206 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 211 S BRONWOOD AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 217 S BRONWOOD AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: French Revival (Norman)

Primary Address: 218 S BRONWOOD AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 223 S BRONWOOD AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 224 S BRONWOOD AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 229 S BRONWOOD AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address:	235 S BRONWOOD AVE
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	Spanish Colonial Revival

Primary Address:	236 S BRONWOOD AVE
Type:	Contributor
Year built:	1935
Property type/sub type:	Residential-Single Family; House
Architectural style:	Tudor Revival

Primary Address:	242 S BRONWOOD AVE
Type:	Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	243 S BRONWOOD AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Minimal Traditional

Primary Address:	248 S BRONWOOD AVE
Type:	Contributor
Year built:	1951
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	251 S BRONWOOD AVE
Type:	Non-Contributor
Year built:	2014
Property type/sub type:	Residential-Single Family; House
Architectural style:	Other

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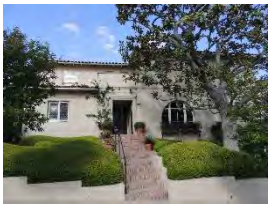

Primary Address: 254 S BRONWOOD AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Mediterranean Revival

Primary Address: 259 S BRONWOOD AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Hollywood Regency

Primary Address: 260 S BRONWOOD AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 265 S BRONWOOD AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 266 S BRONWOOD AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 271 S BRONWOOD AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

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Primary Address: 272 S BRONWOOD AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 277 S BRONWOOD AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 278 S BRONWOOD AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 283 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 284 S BRONWOOD AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 289 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1958
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 290 S BRONWOOD AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 295 S BRONWOOD AVE
Type: Contributor
Year built: 1956
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 296 S BRONWOOD AVE
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 300 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 306 S BRONWOOD AVE
Type: Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 312 S BRONWOOD AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 316 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 317 S BRONWOOD AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 324 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1963
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival; Monterey Revival

Primary Address: 325 S BRONWOOD AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 333 S BRONWOOD AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11006 W CASHMERE ST
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 11011 W CASHMERE ST
Other Address: 194 S GREENFIELD AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 11012 W CASHMERE ST
Other Address: 11022 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 11027 W CASHMERE ST
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11030 W CASHMERE ST
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11033 W CASHMERE ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 11041 W CASHMERE ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11042 W CASHMERE ST
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 11048 W CASHMERE ST
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 11051 W CASHMERE ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11054 W CASHMERE ST
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 11060 W CASHMERE ST
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 11066 W CASHMERE ST
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11072 W CASHMERE ST
Other Address: 300 S TILDEN AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11100 W CASHMERE ST
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11110 W CASHMERE ST
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 11116 W CASHMERE ST
Type: Not sure
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 11122 W CASHMERE ST
Type: Non-Contributor
Year built: 1994
Property type/sub type: Residential-Single Family; House
Architectural style: Other

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Primary Address: 11123 W CASHMERE ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 11129 W CASHMERE ST
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 11130 W CASHMERE ST
Type: Non-Contributor
Year built: 2004
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 11134 W CASHMERE ST
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11135 W CASHMERE ST
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 11136 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Primary Address: 11141 W CASHMERE ST
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11149 W CASHMERE ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Regency

Primary Address: 11150 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11153 W CASHMERE ST
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 11156 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11161 W CASHMERE ST
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 11166 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11167 W CASHMERE ST
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11172 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11173 W CASHMERE ST
Type: Non-Contributor
Year built: 2000
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 11181 W CASHMERE ST
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 300 S DALKEITH AVE
Other Address: 301 S BRONWOOD AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 301 S DALKEITH AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 307 S DALKEITH AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 313 S DALKEITH AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 319 S DALKEITH AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 324 S DALKEITH AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 325 S DALKEITH AVE
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 331 S DALKEITH AVE
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 332 S DALKEITH AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 337 S DALKEITH AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 338 S DALKEITH AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional; American Colonial Revival

Primary Address: 344 S DALKEITH AVE
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 350 S DALKEITH AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

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Primary Address: 353 S DALKEITH AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 356 S DALKEITH AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 359 S DALKEITH AVE
Type: Non-Contributor
Year built: 1982
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 363 S DALKEITH AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 364 S DALKEITH AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 367 S DALKEITH AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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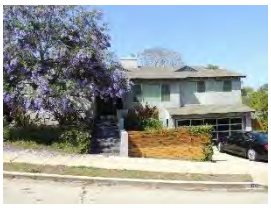
Primary Address:	370 S DALKEITH AVE
Type:	Non-Contributor
Year built:	1947
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

Primary Address:	371 S DALKEITH AVE
Type:	Contributor
Year built:	1948
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	375 S DALKEITH AVE
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	French Revival (Norman)



Primary Address:	376 S DALKEITH AVE
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	381 S DALKEITH AVE
Type:	Contributor
Year built:	1940
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	384 S DALKEITH AVE
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

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Primary Address: 387 S DALKEITH AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 393 S DALKEITH AVE
Other Address: 11255 W MONTANA AVE
11261 W MONTANA AVE
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: French Revival (Norman)

Primary Address: 149 S DENSLOW AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 150 S DENSLOW AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 158 S DENSLOW AVE
Type: Non-Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 166 S DENSLOW AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 167 S DENSLOW AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 174 S DENSLOW AVE
Type: Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 182 S DENSLOW AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 185 S DENSLOW AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 190 S DENSLOW AVE
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 201 S DENSLOW AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 215 S DENSLOW AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 221 S DENSLOW AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 224 S DENSLOW AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 227 S DENSLOW AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 235 S DENSLOW AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 242 S DENSLOW AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 243 S DENSLOW AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Hacienda

Primary Address: 250 S DENSLOW AVE
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 251 S DENSLOW AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 257 S DENSLOW AVE
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 258 S DENSLOW AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 265 S DENSLOW AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

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Primary Address: 266 S DENSLOW AVE
Type: Non-Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 273 S DENSLOW AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 274 S DENSLOW AVE
Other Address: 11117 W CASHMERE ST
Type: Non-Contributor
Year built: 1966
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 104 S GLENROY AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 108 S GLENROY AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 111 S GLENROY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 114 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 120 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 121 S GLENROY AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Moderne, Streamline

Primary Address: 127 S GLENROY AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional; Tudor Revival

Primary Address: 128 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 133 S GLENROY AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address:	136 S GLENROY AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	139 S GLENROY AVE
Type:	Non-Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	145 S GLENROY AVE
Type:	Contributor
Year built:	1933
Property type/sub type:	Residential-Single Family; House
Architectural style:	Tudor Revival

Primary Address:	148 S GLENROY AVE
Type:	Non-Contributor
Year built:	2000
Property type/sub type:	Residential-Single Family; House
Architectural style:	Other

Primary Address:	152 S GLENROY AVE
Type:	Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	157 S GLENROY AVE
Type:	Non-Contributor
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

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Primary Address: 163 S GLENROY AVE
Type: Non-Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 267 S GLENROY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 273 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 274 S GLENROY AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Hacienda

Primary Address: 279 S GLENROY AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Monterey Revival

Primary Address: 282 S GLENROY AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 285 S GLENROY AVE
Type: Non-Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 291 S GLENROY AVE
Type: Non-Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 292 S GLENROY AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 300 S GLENROY AVE
Type: Non-Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 301 S GLENROY AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 308 S GLENROY AVE
Type: Non-Contributor
Year built: 1955
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 309 S GLENROY AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 314 S GLENROY AVE
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 320 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 321 S GLENROY AVE
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 326 S GLENROY AVE
Type: Non-Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 332 S GLENROY AVE
Type: Non-Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Primary Address: 337 S GLENROY AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 340 S GLENROY AVE
Type: Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 343 S GLENROY AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 350 S GLENROY AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 351 S GLENROY AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 357 S GLENROY AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address:	363 S GLENROY AVE
Type:	Non-Contributor
Year built:	1952
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	101 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1947
Property type/sub type:	Residential-Single Family; House
Architectural style:	No style

Primary Address:	108 S GREENFIELD AVE
Type:	Contributor
Year built:	1947
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	114 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1951
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	120 S GREENFIELD AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Monterey Revival

Primary Address:	125 S GREENFIELD AVE
Type:	Contributor
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

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Primary Address: 126 S GREENFIELD AVE
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 131 S GREENFIELD AVE
Type: Non-Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 134 S GREENFIELD AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: French Revival (Norman)

Primary Address: 137 S GREENFIELD AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 140 S GREENFIELD AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Neoclassical

Primary Address: 143 S GREENFIELD AVE
Type: Contributor
Year built: 1956
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

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Primary Address:	146 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	149 S GREENFIELD AVE
Type:	Contributor
Year built:	1956
Property type/sub type:	Residential-Single Family; House
Architectural style:	Modern, Mid-Century

Primary Address:	152 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	155 S GREENFIELD AVE
Type:	Contributor
Year built:	1953
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	158 S GREENFIELD AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	161 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1953
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

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Primary Address: 166 S GREENFIELD AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 169 S GREENFIELD AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Contemporary

Primary Address: 174 S GREENFIELD AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 175 S GREENFIELD AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 182 S GREENFIELD AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 183 S GREENFIELD AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 189 S GREENFIELD AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 195 S GREENFIELD AVE
Other Address: 11021 W CASHMERE ST
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 11200 W HOMEDALE ST
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 11208 W HOMEDALE ST
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 11211 W HOMEDALE ST
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11214 W HOMEDALE ST
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Primary Address: 11217 W HOMEDALE ST
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11220 W HOMEDALE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 11225 W HOMEDALE ST
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 11226 W HOMEDALE ST
Type: Non-Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 11231 W HOMEDALE ST
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 11232 W HOMEDALE ST
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 11238 W HOMEDALE ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 11239 W HOMEDALE ST
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11244 W HOMEDALE ST
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11247 W HOMEDALE ST
Type: Non-Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 11250 W HOMEDALE ST
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11253 W HOMEDALE ST
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 11256 W HOMEDALE ST
Type: Contributor
Year built: 1958
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 11261 W HOMEDALE ST
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11262 W HOMEDALE ST
Type: Non-Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 11268 W HOMEDALE ST
Type: Non-Contributor
Year built: 2000
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 11105 W MONTANA AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11109 W MONTANA AVE
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 11115 W MONTANA AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 11121 W MONTANA AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11137 W MONTANA AVE
Type: Contributor
Year built: 1929
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 11143 W MONTANA AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11149 W MONTANA AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 11155 W MONTANA AVE
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 11161 W MONTANA AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 11167 W MONTANA AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 11177 W MONTANA AVE
Type: Non-Contributor
Year built: 1956
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11221 W MONTANA AVE
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 11233 W MONTANA AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 11239 W MONTANA AVE
Type: Non-Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address:	11245 W MONTANA AVE
Type:	Non-Contributor
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	11267 W MONTANA AVE
Type:	Contributor
Year built:	1953
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	11275 W MONTANA AVE
Type:	Non-Contributor
Year built:	2010
Property type/sub type:	Residential-Single Family; House
Architectural style:	Other

Primary Address:	130 S SEPULVEDA BLVD
Other Address:	140 S SEPULVEDA BLVD 148 S SEPULVEDA BLVD
Type:	Non-Contributor
Year built:	2014
Property type/sub type:	Residential-Multi Family; Apartment House
Architectural style:	Other

Primary Address:	152 S SEPULVEDA BLVD
Type:	Contributor
Year built:	1948
Property type/sub type:	Residential-Single Family; House
Architectural style:	Minimal Traditional

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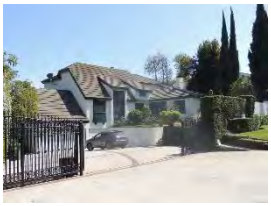
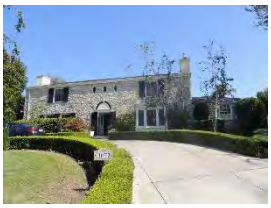
Primary Address:	11000 W SUNSET BLVD
Other Address:	11016 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1963
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Oriental

Primary Address:	11028 W SUNSET BLVD
Other Address:	100 S GREENFIELD AVE
Type:	Non-Contributor
Year built:	1953
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional



Primary Address:	11060 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	No style



Primary Address:	11072 W SUNSET BLVD
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	11078 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1940
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

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Primary Address:	11086 W SUNSET BLVD
Other Address:	140 S DENSLOW AVE
Type:	Non-Contributor
Year built:	1952
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	11092 W SUNSET BLVD
Other Address:	110 S BENTLEY AVE 130 S DENSLOW AVE
Type:	Non-Contributor
Year built:	1948
Property type/sub type:	Residential-Single Family; House
Architectural style:	Modern, Mid-Century

Primary Address:	11106 W SUNSET BLVD
Other Address:	111 S BENTLEY AVE
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	11120 W SUNSET BLVD
Type:	Not sure
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	11132 W SUNSET BLVD
Type:	Not sure
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Unknown/not visible

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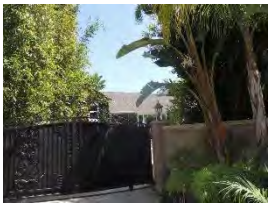
Primary Address: 11142 W SUNSET BLVD
Type: Non-Contributor
Year built: 1990
Property type/sub type: Residential-Single Family; House
Architectural style: Other



Primary Address: 11150 W SUNSET BLVD
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11158 W SUNSET BLVD
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11166 W SUNSET BLVD
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11174 W SUNSET BLVD
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11212 W SUNSET BLVD
Type: Non-Contributor
Year built: 1989
Property type/sub type: Residential-Single Family; House
Architectural style: Other

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Primary Address:	11228 W SUNSET BLVD
Type:	Not sure
Year built:	1957
Property type/sub type:	Residential-Single Family; House
Architectural style:	Unknown/not visible

Primary Address:	11236 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	11244 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	11252 W SUNSET BLVD
Type:	Non-Contributor
Year built:	1958
Property type/sub type:	Residential-Single Family; House
Architectural style:	Modern, Mid-Century

Primary Address:	11260 W SUNSET BLVD
Type:	Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	11300 W SUNSET BLVD
Type:	Contributor
Year built:	1952
Property type/sub type:	Residential-Single Family; House
Architectural style:	Modern, Mid-Century

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Primary Address: 11324 W SUNSET BLVD
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 11340 W SUNSET BLVD
Type: Non-Contributor
Year built: 1995
Property type/sub type: Residential-Single Family; House
Architectural style: Unknown/not visible

Primary Address: 11342 W SUNSET BLVD
Type: Non-Contributor
Year built: 2000
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 11350 W SUNSET BLVD
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 11360 W SUNSET BLVD
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 11364 W SUNSET BLVD
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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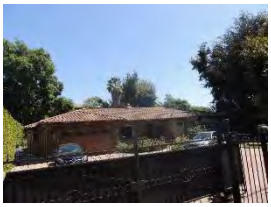
Primary Address: 11370 W SUNSET BLVD
Type: Non-Contributor
Year built: 1963
Property type/sub type: Residential-Single Family; House
Architectural style: Other



Primary Address: 11182 W Sunset Boulevard
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 166 S TAVISTOCK AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 200 S TAVISTOCK AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 201 S TAVISTOCK AVE
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 210 S TAVISTOCK AVE
Type: Contributor
Year built: 1932
Property type/sub type: Residential-Single Family; House
Architectural style: Mediterranean Revival

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Primary Address: 216 S TAVISTOCK AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 219 S TAVISTOCK AVE
Type: Contributor
Year built: 1929
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 222 S TAVISTOCK AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 228 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 229 S TAVISTOCK AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 234 S TAVISTOCK AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

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Primary Address:	237 S TAVISTOCK AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	240 S TAVISTOCK AVE
Type:	Non-Contributor
Year built:	1950
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	245 S TAVISTOCK AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

Primary Address:	246 S TAVISTOCK AVE
Type:	Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	251 S TAVISTOCK AVE
Type:	Non-Contributor
Year built:	1942
Property type/sub type:	Residential-Single Family; House
Architectural style:	Dutch Colonial Revival

Primary Address:	252 S TAVISTOCK AVE
Type:	Non-Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

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Primary Address: 257 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 258 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 264 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1971
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Primary Address: 265 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 270 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 271 S TAVISTOCK AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 276 S TAVISTOCK AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 282 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 288 S TAVISTOCK AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 113 S THURSTON AVE
Type: Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 120 S THURSTON AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 121 S THURSTON AVE
Type: Non-Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address: 130 S THURSTON AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 131 S THURSTON AVE
Type: Non-Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 135 S THURSTON AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 151 S THURSTON AVE
Other Address: 145 S THURSTON AVE
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 157 S THURSTON AVE
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 160 S THURSTON AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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Primary Address: 175 S THURSTON AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 200 S THURSTON AVE
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival; Ranch, Traditional

Primary Address: 205 S THURSTON AVE
Type: Non-Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 215 S THURSTON AVE
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 218 S THURSTON AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 219 S THURSTON AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

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Primary Address: 224 S THURSTON AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 225 S THURSTON AVE
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 230 S THURSTON AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 231 S THURSTON AVE
Type: Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 236 S THURSTON AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 241 S THURSTON AVE
Other Address: 222 S SEPULVEDA BLVD
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

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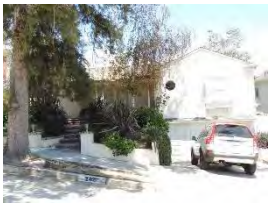

Primary Address: 242 S THURSTON AVE
Type: Contributor
Year built: 1939
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 245 S THURSTON AVE
Type: Non-Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: No style

Primary Address: 248 S THURSTON AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 251 S THURSTON AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 255 S THURSTON AVE
Other Address: 259 S THURSTON AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Primary Address: 256 S THURSTON AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Primary Address: 300 S THURSTON AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 301 S THURSTON AVE
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 310 S THURSTON AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Primary Address: 315 S THURSTON AVE
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 318 S THURSTON AVE
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Primary Address: 321 S THURSTON AVE
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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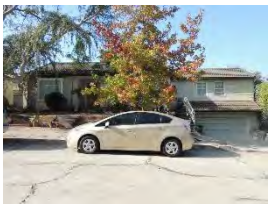
Primary Address:	326 S THURSTON AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	329 S THURSTON AVE
Type:	Non-Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

Primary Address:	334 S THURSTON AVE
Type:	Contributor
Year built:	1931
Property type/sub type:	Residential-Single Family; House
Architectural style:	Spanish Colonial Revival



Primary Address:	335 S THURSTON AVE
Type:	Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

Primary Address:	342 S THURSTON AVE
Type:	Non-Contributor
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	French Revival (Norman)

Primary Address:	343 S THURSTON AVE
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Minimal

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Primary Address: 349 S THURSTON AVE
Type: Non-Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 355 S THURSTON AVE
Type: Non-Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Primary Address: 360 S THURSTON AVE
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 201 S TILDEN AVE
Other Address: 200 S DENSLOW AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 210 S TILDEN AVE
Type: Contributor
Year built: 1931
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 218 S TILDEN AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

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Primary Address: 219 S TILDEN AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: French Revival (Norman)

Primary Address: 226 S TILDEN AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 227 S TILDEN AVE
Type: Contributor
Year built: 1935
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 235 S TILDEN AVE
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Primary Address: 236 S TILDEN AVE
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 243 S TILDEN AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

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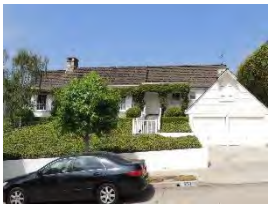
Primary Address: 244 S TILDEN AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival



Primary Address: 251 S TILDEN AVE
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 256 S TILDEN AVE
Other Address: 11057 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 259 S TILDEN AVE
Other Address: 11111 W CASHMERE ST
Type: Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Primary Address: 321 S TILDEN AVE
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

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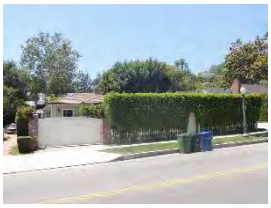
Primary Address:	123 S VETERAN AVE
Type:	Contributor
Year built:	1947
Property type/sub type:	Residential-Single Family; House
Architectural style:	Minimal Traditional



Primary Address:	131 S VETERAN AVE
Type:	Not sure
Year built:	1937
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	139 S VETERAN AVE
Type:	Contributor
Year built:	1938
Property type/sub type:	Residential-Single Family; House
Architectural style:	Dutch Colonial Revival

Primary Address:	147 S VETERAN AVE
Type:	Non-Contributor
Year built:	1935
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	155 S VETERAN AVE
Type:	Contributor
Year built:	1940
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Traditional

Primary Address:	165 S VETERAN AVE
Type:	Non-Contributor
Year built:	1935
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

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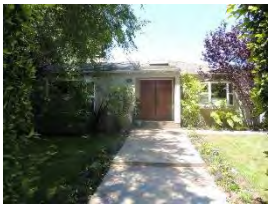
Primary Address: 201 S VETERAN AVE
Type: Non-Contributor
Year built: 1937
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Primary Address: 211 S VETERAN AVE
Type: Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 219 S VETERAN AVE
Type: Non-Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 227 S VETERAN AVE
Type: Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 235 S VETERAN AVE
Type: Non-Contributor
Year built: 2014
Property type/sub type: Residential-Single Family; House
Architectural style: Other



Primary Address: 243 S VETERAN AVE
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

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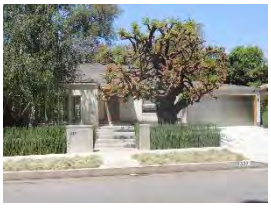
Primary Address: 251 S VETERAN AVE
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 259 S VETERAN AVE
Other Address: 11007 W CASHMERE ST
Type: Non-Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Primary Address: 315 S VETERAN AVE
Type: Contributor
Year built: 1934
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Primary Address: 323 S VETERAN AVE
Type: Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional; American Colonial Revival

Primary Address: 329 S VETERAN AVE
Type: Non-Contributor
Year built: 1936
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal



Primary Address: 337 S VETERAN AVE
Type: Non-Contributor
Year built: 1938
Property type/sub type: Residential-Single Family; House
Architectural style: No style

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Primary Address:	343 S VETERAN AVE
Type:	Contributor
Year built:	1941
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

Primary Address:	351 S VETERAN AVE
Type:	Contributor
Year built:	1936
Property type/sub type:	Residential-Single Family; House
Architectural style:	American Colonial Revival

Primary Address:	359 S VETERAN AVE
Type:	Contributor
Year built:	1939
Property type/sub type:	Residential-Single Family; House
Architectural style:	Ranch, Cape Cod

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Name: San Fernando Valley Administrative Center

Description:

The San Fernando Valley Administrative Center is a city, county, state and federal government center at the heart of Van Nuys in the San Fernando Valley. The center is sited on roughly 18 acres and comprises six rectangular blocks bounded by Sylvan Street, Calvert Street, Van Nuys Boulevard and Tyrone Avenue; Delano Street and Sylmar Avenue are within the district's interior. Much of the complex is centered on a landscaped plaza/pedestrian mall (Erwin Street Mall), with buildings around the perimeter; the rest extends to the south and includes properties facing Delano Street and Van Nuys Boulevard. The district contains 15 government buildings designed in various styles, as well as one vacant lot where a building has been demolished. Landscaping consists of allées of deciduous trees, and open lawns dotted with planters, benches, light fixtures and public art (including the 1960s "Fernando" statue sculpted by notable local artist Henry Van Wolf). Of the 16 total properties, 12 are contributors and four are non-contributors to the district.

Buildings include a city hall (1932), a health/service center (1961), a public library (1964), Valley police headquarters (1964), a county probation building (1964), a district Superior Court building (1967), a federal building (1974), a former post office (1974), a state office building (1984), a municipal court building (1988), a constituent service center (2003), a child development center (2005), a police station maintenance garage (1964), and two three-story parking garages (1967 and ca. 2000). The city hall (formally known as the Valley Municipal Building) was designed in the Art Deco style with PWA Moderne features; it is a Los Angeles Historic-Cultural Monument. The health center, library, police station, probation building and Superior Court building are in the Mid-Century Modern style; the federal building and post office reflect Late Modern architecture; and the remaining buildings were constructed in the 1980s-2000s and have no defined style.

Significance:

The San Fernando Valley Administrative Center is significant as the hub for local, state, and federal government services in the San Fernando Valley. Van Nuys became the administrative center of the Valley in 1932 when the Valley Municipal Building/City Hall was constructed at 14410 Sylvan Street (along the north edge of the civic center today). With the end of World War II and the subsequent population boom in Los Angeles, the need for additional governmental services in the Valley became apparent. A County Courts Building was constructed at the northwest corner of Delano and Sylmar in 1955. Between 1957 and 1958, the City Planning Department developed a master plan for the enlargement of the government complex. Original plans called for a city health center, a library, a police facilities building, a Superior Courts building, a municipal courts building, a state building, federal building and city hall annex, all planned to be completed by 1971. An initial $20 million was awarded for the undertaking, $15,000 of which would go towards landscaping. In 1958, the city acquired 18 acres, with plans to expand an additional 10 acres southward by 1980.

The implementation of the 1958 master plan continued for almost another 30 years. The County Health Department (now the County Service Center), Van Nuys Branch Library, County Probation Building, and Valley Police Headquarters were completed between 1961 and 1964. More buildings were added between 1974 and 1988, including a new Municipal Courthouse on the site of the 1955 courts building. The western portion of the long-planned pedestrian mall was finished in 1988, completing the 1958 master plan. Since then, buildings have been added in 2003 and 2005.

The period of significance for the Valley Administrative Center begins in 1932 with the construction of the Valley Municipal Building, and ends in 1988 with the completion of the pedestrian mall, the last component of the 1958 master plan. Of the 16 total properties, 75% contribute to the district's historic significance.

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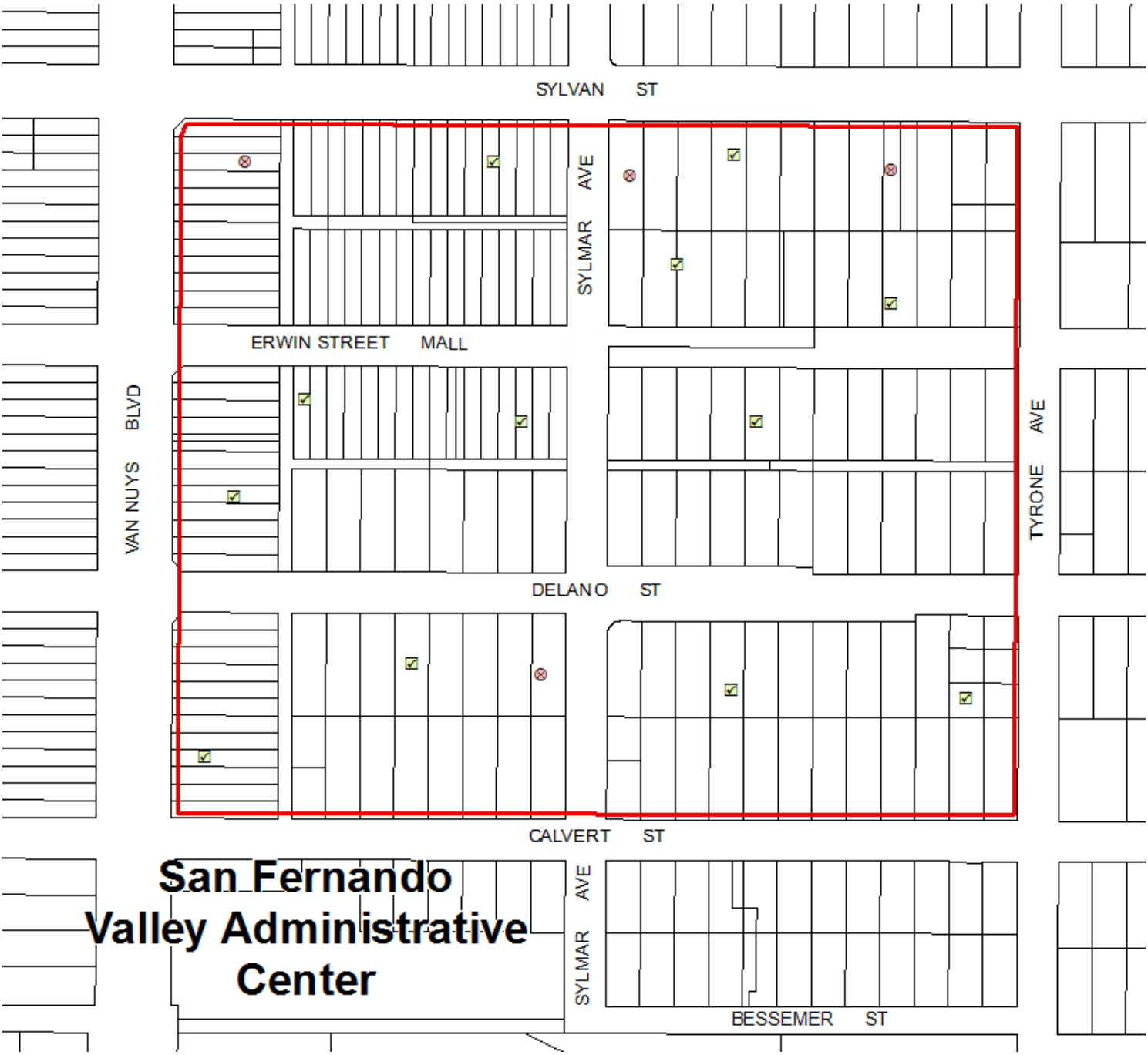

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Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Government Administration Buildings and Centers, 1904-1970
Sub theme:	Post WWII Branch City Halls and Administration Centers, 1957-1970
Property type:	Institutional - Government
Property sub type:	Branch City Hall/Administrative Center
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Significant as the City of Los Angeles' government administrative center for the San Fernando Valley, developed primarily during the postwar period. The San Fernando Valley Administrative Center was established in Van Nuys in 1932 when the Valley Municipal Building (Van Nuys City Hall) was constructed. The administrative center continued to grow in the postwar period and through the 1980s as the need for government services increased with the Valley's population boom. The period of significance begins in 1932 with the construction of the Valley Municipal Building, and ends in 1988 with the construction of the Los Angeles Municipal Court building and the completion of the 1958 Administrative Center master plan.

Contributors/Non-Contributors:

Primary Address: 14332 W DELANO ST

Other Address:
14317 W CALVERT ST
14317 1/2 W CALVERT ST
14323 W CALVERT ST
14327 W CALVERT ST
14329 W CALVERT ST
14331 W CALVERT ST
14333 W CALVERT ST
14335 W CALVERT ST
14339 W CALVERT ST
14339 1/2 W CALVERT ST
14341 W CALVERT ST
14351 W CALVERT ST
14351 1/2 W CALVERT ST
14353 W CALVERT ST
14359 W CALVERT ST
14318 W DELANO ST
14322 W DELANO ST
14324 W DELANO ST
14328 W DELANO ST
6160 N SYLMAR AVE
6166 N SYLMAR AVE
6168 N SYLMAR AVE
6176 N SYLMAR AVE
6178 N SYLMAR AVE

Type: Contributor

Year built: 1967

Property type/sub type: Institutional-Government; Other

Architectural style: Modern, Mid-Century

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Primary Address:	14414 W DELANO ST
Other Address:	14406 W DELANO ST 14408 W DELANO ST 14410 W DELANO ST 14410 1/2 W DELANO ST 14412 W DELANO ST 14412 1/2 W DELANO ST 14414 1/2 W DELANO ST 14416 1/2 W DELANO ST 14418 W DELANO ST 14418 1/2 W DELANO ST 14420 1/2 W DELANO ST
Type:	Non-Contributor
Year built:	2003
Property type/sub type:	Institutional-Government; Other
Architectural style:	Other

Primary Address:	14428 W DELANO ST
Other Address:	14400 W DELANO ST 14402 W DELANO ST 14406 W DELANO ST 14408 W DELANO ST 14410 W DELANO ST 14410 1/2 W DELANO ST 14412 W DELANO ST 14412 1/2 W DELANO ST 14414 W DELANO ST 14414 1/2 W DELANO ST 14416 W DELANO ST 14416 1/2 W DELANO ST 14418 W DELANO ST 14418 1/2 W DELANO ST 14420 W DELANO ST 14420 1/2 W DELANO ST 14422 W DELANO ST 14424 W DELANO ST
Type:	Contributor
Year built:	1964
Property type/sub type:	Institutional-Government; Other
Architectural style:	Modern, Mid-Century

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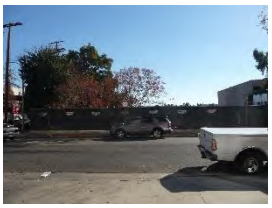

Primary Address:	14428 W DELANO ST
Other Address:	14400 W DELANO ST 14402 W DELANO ST 14406 W DELANO ST 14408 W DELANO ST 14410 W DELANO ST 14410 1/2 W DELANO ST 14412 W DELANO ST 14412 1/2 W DELANO ST 14414 W DELANO ST 14414 1/2 W DELANO ST 14416 W DELANO ST 14416 1/2 W DELANO ST 14418 W DELANO ST 14418 1/2 W DELANO ST 14420 W DELANO ST 14420 1/2 W DELANO ST 14422 W DELANO ST 14424 W DELANO ST
Type:	Non-Contributor
Year built:	0
Property type/sub type:	Institutional-Government; Other
Architectural style:	Not Applicable

Primary Address:	14441 W DELANO ST
Other Address:	14423 W DELANO ST 14429 W DELANO ST 14433 W DELANO ST 14439 W DELANO ST 14420 W ERWIN STREET MALL 14422 W ERWIN STREET MALL 14426 W ERWIN STREET MALL 14428 W ERWIN STREET MALL 14430 W ERWIN STREET MALL 14434 W ERWIN STREET MALL 14436 W ERWIN STREET MALL 14440 W ERWIN STREET MALL 6200 N VAN NUYS BLVD 6202 N VAN NUYS BLVD 6206 N VAN NUYS BLVD 6208 N VAN NUYS BLVD 6210 N VAN NUYS BLVD 6212 N VAN NUYS BLVD 6214 N VAN NUYS BLVD 6216 N VAN NUYS BLVD 6218 N VAN NUYS BLVD 6220 N VAN NUYS BLVD 6224 N VAN NUYS BLVD 6230 N VAN NUYS BLVD 6232 N VAN NUYS BLVD
Type:	Contributor
Year built:	1974
Property type/sub type:	Institutional-Government; Postal Facility
Architectural style:	Modern, Late

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Primary Address:	14418 W ERWIN STREET MALL
Other Address:	14414 W ERWIN STREET MALL
Type:	Contributor
Year built:	1988
Property type/sub type:	Institutional-Government; Court Building/Jail
Architectural style:	Other

Primary Address:	6230 N SYLMAR AVE
Other Address:	14333 W DELANO ST 14332 W ERWIN ST 6224 N SYLMAR AVE 6226 N SYLMAR AVE 6228 N SYLMAR AVE
Type:	Contributor
Year built:	1967
Property type/sub type:	Institutional-Government; Court Building/Jail
Architectural style:	Modern, Mid-Century

Primary Address:	6250 N SYLMAR AVE
Other Address:	14320 W SYLVAN ST
Type:	Contributor
Year built:	1964
Property type/sub type:	Institutional-Government; Library
Architectural style:	Modern, Mid-Century

Primary Address:	6250 N SYLMAR AVE
Other Address:	14320 W SYLVAN ST
Type:	Contributor
Year built:	1964
Property type/sub type:	Institutional-Government; Police Station
Architectural style:	Modern, Mid-Century

Primary Address:	14350 Sylvan St
Type:	Non-Contributor
Year built:	2005
Property type/sub type:	Institutional-Government; Other
Architectural style:	Other

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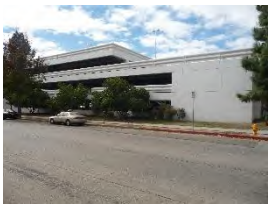

Primary Address:	14320 W SYLVAN ST
Other Address:	6250 N SYLMAR AVE
Type:	Non-Contributor
Year built:	2000
Property type/sub type:	Institutional-Government; Other
Architectural style:	Other

Primary Address:	14340 W SYLVAN ST
Type:	Contributor
Year built:	1961
Property type/sub type:	Institutional-Government; Social Services/Welfare
Architectural style:	Modern, Mid-Century

Primary Address:	14410 W SYLVAN ST
Other Address:	14422 W SYLVAN ST 14424 W SYLVAN ST 14440 W SYLVAN ST
Type:	Contributor
Year built:	1932
Property type/sub type:	Institutional-Government; City Hall/Administration
Architectural style:	Art Deco; Moderne, PWA

Primary Address:	6171 N TYRONE AVE
Other Address:	14306 W DELANO ST
Type:	Contributor
Year built:	1964
Property type/sub type:	Institutional-Government; Other
Architectural style:	Googie

Primary Address:	6162 N VAN NUYS BLVD
Other Address:	6158 N VAN NUYS BLVD 6160 N VAN NUYS BLVD
Type:	Contributor
Year built:	1984
Property type/sub type:	Institutional-Government; Central Government Services
Architectural style:	Other

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Primary Address:	6230 N VAN NUYS BLVD
Other Address:	14423 W DELANO ST 14429 W DELANO ST 14433 W DELANO ST 14439 W DELANO ST 14441 W DELANO ST 14420 W ERWIN STREET MALL 14422 W ERWIN STREET MALL 14426 W ERWIN STREET MALL 14428 W ERWIN STREET MALL 14430 W ERWIN STREET MALL 14434 W ERWIN STREET MALL 14436 W ERWIN STREET MALL 14440 W ERWIN STREET MALL 6200 N VAN NUYS BLVD 6202 N VAN NUYS BLVD 6206 N VAN NUYS BLVD 6208 N VAN NUYS BLVD 6210 N VAN NUYS BLVD 6212 N VAN NUYS BLVD 6214 N VAN NUYS BLVD 6216 N VAN NUYS BLVD 6218 N VAN NUYS BLVD 6220 N VAN NUYS BLVD 6224 N VAN NUYS BLVD 6232 N VAN NUYS BLVD
Type:	Contributor
Year built:	1974
Property type/sub type:	Institutional-Government; Central Government Services
Architectural style:	Modern, Late

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Name: Sherman Oaks Circle Historic District

Description:

The Sherman Oaks Circle Historic District is located in eastern part of Encino, near Sherman Oaks. The district encompasses approximately five blocks south of Ventura Boulevard, to Valley Vista Boulevard. Interstate 405 (San Diego) Freeway and Firmament Avenue create the district boundaries to the east and west, respectively. The district contains 130 properties, of which 89 are contributors.

The streets of the district follow an orthogonal grid, with a distinctive roundabout on Sherman Oaks Avenue in the center. The topography of the area is generally flat. Although predominantly comprising single-family residences, there is a small cluster of commercial development on Sherman Oaks Avenue, at the southern part of the district near where it intersects Ventura Boulevard. The rectangular lots are moderately and evenly sized despite the varying sizes of the resources. The houses in the northern portions of the district are generally smaller and one-story with modest setbacks and detached garages, while those in on Sutton Street and Valley Vista Boulevard are larger, often two-story with grander setbacks and attached garages. The houses range in style from Minimal Traditional to Traditional Ranch and Period Revival styles. Other district features include paved concrete sidewalks, curbs and decorative streetlamps.

Significance:

The Sherman Oaks Circle Historic District is significant as an excellent example of a residential subdivision that reflects both pre- and post-World War II residential development and architectural styles. The district's period of significance is 1928-1960, the period during which the land was initially subdivided and properties built, with the majority of development taking place in the late 1940s and early 1950s. Of the 130 properties, 68% are contributors. Although the first tract map for the area was filed in 1928, construction in Sherman Oaks Circle did not begin in earnest until the 1940s.

In September of 1940, an early tract called Sherman Woods was in the planning stages. Builders were readying to construct approximately 300 houses of various designs, and a small model home at 15474 Dickens Street, built by Byrd Construction Company, was advertised as a "picturesque Dutch Farmhouse" and intended to attracted buyers' attention. With the onset of World War II the following year, construction halted and only a small percentage of the planned homes were built. Development resumed after the conclusion of the war and the majority of properties within the district boundaries were constructed in the late 1940s and 50s. The construction of the 405 freeway in 1968 bisected the district and created its eastern boundary.

Despite its long period of development, Sherman Oaks Circle has cohesive scale, setting and distinctive planning features which contribute to a strong sense of place and time. Within the district are several individually significant properties. Among them is 15405 Valley Vista, significant as being the home of Liberace, the flashy entertainer, during the productive period of his career. The house at 15433 Valley Vista is significant as an excellent example of Storybook architecture; the Valley Inn, a restaurant on Sherman Oaks Avenue, represents a long-standing commercial presence in the area. The other individually significant properties in the district, 4525, 4529 and 4526-32 Sherman Oaks Avenue, are excellent examples of Mid-Century Modern commercial architecture.

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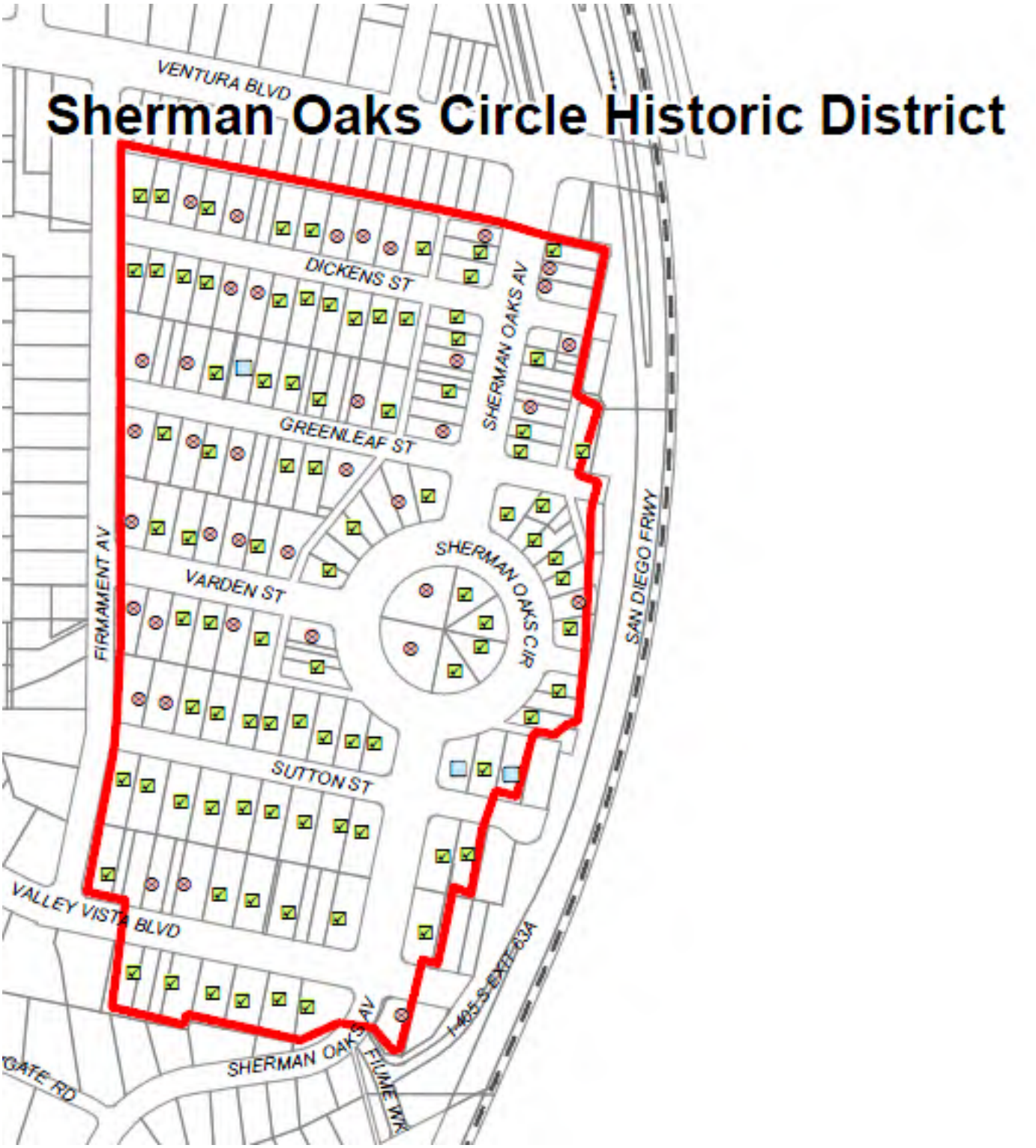

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	No Sub-context
Theme:	Post-War Suburbanization, 1938-1975

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Sub theme:	Suburban Planning and Development, 1938-1975
Property type:	Post-War Suburb
Property sub type:	Subdivision(s)
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of a suburban residential development in the San Fernando Valley that reflects planning and design features of both the pre- and post-World War II eras. Although subdivided in 1928, the vast majority of buildings were constructed in the 1940s and 50s, reflective of the pause in residential development during the Great Depression and the massive building boom of the postwar period. The tract was bisected by the construction of the 405 freeway in 1968.

Contributors/Non-Contributors:

Address: 4400 N FIRMAMENT AVE
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15350 Greenleaf Ave
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Address: 4404 N SHERMAN OAKS AVE
Type: Not sure
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 4480 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 4504 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 4508 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4509 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 4512 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 4517 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 4521 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1973
Property type/sub type: Commercial-Office; Low Rise
Architectural style: Other

Address: 4525 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1960
Property type/sub type: Commercial-Office; Low Rise
Architectural style: Modern, Mid-Century

Address: 4529 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1950
Property type/sub type: Commercial-Office; Low Rise
Architectural style: Modern, Mid-Century

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Address: 4553 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 4554 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1946
Property type/sub type: Commercial-Mixed; Mixed Use - Commercial/Office/Residential
Architectural style: Other

Address: 4558 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1948
Property type/sub type: Commercial-Office; Low Rise
Architectural style: American Colonial Revival

Address: 4559 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1946
Property type/sub type: Commercial-Food Service; Restaurant/Tavern
Architectural style: Commercial, Vernacular

Address: 4560 N SHERMAN OAKS AVE
Type: Contributor
Year built: 1953
Property type/sub type: Commercial-Office; Low Rise
Architectural style: Modern, Mid-Century; American Colonial Revival

Address: 4565 N SHERMAN OAKS AVE
Type: Non-Contributor
Year built: 1961
Property type/sub type: Commercial-Office; Low Rise
Architectural style: Other

Address: 4420 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 4421 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 4422 N SHERMAN OAKS CIR
Type: Non-Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4423 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4423 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4428 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4429 N SHERMAN OAKS CIR
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 4450 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1968
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Contemporary

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Address: 4451 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 4455 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4458 N SHERMAN OAKS CIR
Type: Non-Contributor
Year built: 1968
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 4461 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 4462 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4466 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4468 N SHERMAN OAKS CIR
Type: Non-Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 4470 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4475 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 4479 N SHERMAN OAKS CIR
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 4483 N SHERMAN OAKS CIR
Type: Contributor
Year built: 1956
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15372 W DICKENS ST
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Multi Family; Apartment House
Architectural style: No style

Address: 15374 W DICKENS ST
Type: Contributor
Year built: 1950
Property type/sub type: Commercial-Retail; Retail Store
Architectural style: Modern, Mid-Century

Address: 15418 W DICKENS ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Address: 15419 W DICKENS ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15424 W DICKENS ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15425 W DICKENS ST
Type: Non-Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15430 W DICKENS ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15431 W DICKENS ST
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15434 W DICKENS ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15437 W DICKENS ST
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Address: 15440 W DICKENS ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15443 W DICKENS ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15446 W DICKENS ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15449 W DICKENS ST
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15452 W DICKENS ST
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15456 W DICKENS ST
Type: Non-Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15459 W DICKENS ST
Type: Non-Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Other

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Address: 15462 W DICKENS ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15465 W DICKENS ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15468 W DICKENS ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 15471 W DICKENS ST
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15474 W DICKENS ST
Type: Contributor
Year built: 1940
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15477 W DICKENS ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15480 W DICKENS ST
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 15483 W DICKENS ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15349 W GREENLEAF ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 15419 W GREENLEAF ST
Type: Contributor
Year built: 1933
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15424 W GREENLEAF ST
Type: Non-Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15429 W GREENLEAF ST
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Cape Cod

Address: 15430 W GREENLEAF ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15433 W GREENLEAF ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Address: 15436 W GREENLEAF ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15441 W GREENLEAF ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 15447 W GREENLEAF ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15448 W GREENLEAF ST
Type: Non-Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15452 W GREENLEAF ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Modern, Mid-Century

Address: 15453 W GREENLEAF ST
Type: Not sure
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15457 W GREENLEAF ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

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Address: 15458 W GREENLEAF ST
Type: Non-Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15464 W GREENLEAF ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15469 W GREENLEAF ST
Type: Non-Contributor
Year built: 2006
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15470 W GREENLEAF ST
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15475 W GREENLEAF ST
Type: Non-Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15353 W SUTTON ST
Type: Not sure
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Unknown/not visible

Address: 15354 W SUTTON ST
Type: Contributor
Year built: 1955
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Contemporary

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Address: 15359 W SUTTON ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15362 W SUTTON ST
Type: Contributor
Year built: 1930
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15404 W SUTTON ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Address: 15405 W SUTTON ST
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15408 W SUTTON ST
Type: Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15411 W SUTTON ST
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15417 W SUTTON ST
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 15418 W SUTTON ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15422 W SUTTON ST
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15423 W SUTTON ST
Type: Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15429 W SUTTON ST
Type: Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15430 W SUTTON ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15434 W SUTTON ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional; Tudor Revival

Address: 15435 W SUTTON ST
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 15438 W SUTTON ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: French Revival (Norman)

Address: 15441 W SUTTON ST
Type: Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15447 W SUTTON ST
Type: Contributor
Year built: 1949
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival; Ranch, Traditional

Address: 15448 W SUTTON ST
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15453 W SUTTON ST
Type: Non-Contributor
Year built: 1983
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15461 W SUTTON ST
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15373 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1954
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 15376 W VALLEY VISTA BLVD
Type: Non-Contributor
Year built: 1976
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15400 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1956
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15412 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15413 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Regency

Address: 15419 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1950
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

Address: 15426 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1929
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15427 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1953
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Traditional

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Address: 15430 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1964
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15433 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1929
Property type/sub type: Residential-Single Family; House
Architectural style: Storybook

Address: 15439 W VALLEY VISTA BLVD
Type: Non-Contributor
Year built: 1952
Property type/sub type: Residential-Single Family; House
Architectural style: American Colonial Revival

Address: 15440 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Tudor Revival

Address: 15446 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

Address: 15449 W VALLEY VISTA BLVD
Type: Non-Contributor
Year built: 1946
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15457 W VALLEY VISTA BLVD
Type: Contributor
Year built: 1951
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, American Colonial

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Address: 15434 W VARDEN ST
Type: Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Ranch, Minimal

Address: 15435 W VARDEN ST
Type: Non-Contributor
Year built: 2005
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15440 W VARDEN ST
Type: Non-Contributor
Year built: 1948
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15441 W VARDEN ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional; Spanish Colonial Revival

Address: 15445 W VARDEN ST
Type: Non-Contributor
Year built: 2008
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15446 W VARDEN ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15451 W VARDEN ST
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Other

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Address: 15452 W VARDEN ST
Type: Contributor
Year built: 1928
Property type/sub type: Residential-Single Family; House
Architectural style: Spanish Colonial Revival

Address: 15457 W VARDEN ST
Type: Contributor
Year built: 1941
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15458 W VARDEN ST
Type: Non-Contributor
Year built: 1977
Property type/sub type: Residential-Single Family; House
Architectural style: Other

Address: 15463 W VARDEN ST
Type: Contributor
Year built: 1942
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15464 W VARDEN ST
Type: Non-Contributor
Year built: 1947
Property type/sub type: Residential-Single Family; House
Architectural style: Minimal Traditional

Address: 15469 W VARDEN ST
Type: Non-Contributor
Year built: 2010
Property type/sub type: Residential-Single Family; House
Architectural style: Other

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Address:	Westwood and Kinross, northwest corner, adjacent to Westwood Building
Name:	Westwood Village Streetlight
Year built:	1930
Architectural style:	Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Public Works, 1900-1980
Sub theme:	Street Lights and the Bureau of Street Lighting, 1900-1980
Property type:	Institutional - Infrastructure
Property sub type:	Street Light(s)
Criteria:	A/C;1/3;1/3
Status code:	5S3
Reason:	One of the last remaining ornamental streetlights that were installed throughout Westwood Village in the late 1920s; the blue and gold tiles are reflective of the colors of UCLA. Streetlights appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.

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Non-Parcel Resources

Address: Northeast corner of Covello Street and Sepulveda Boulevard
Name: Air Raid Siren No. 110
Year built: 1940
Architectural style: Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Military Institutions and Activities, 1850-1980
Theme:	Air Raid Sirens and Civil Defense, 1939-1960
Sub theme:	No SubTheme
Property type:	Institutional - Military
Property sub type:	Air Raid Siren
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Air raid siren; rotating type on a freestanding pole; associated with World War II and Cold War military infrastructure.

Address: On the south side of Oxnard Street just west of Sepulveda Boulevard
Name: Air Raid Siren No. 117
Year built: 1940
Architectural style: Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Military Institutions and Activities, 1850-1980
Theme:	Air Raid Sirens and Civil Defense, 1939-1960
Sub theme:	No SubTheme
Property type:	Institutional - Military
Property sub type:	Air Raid Siren
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Air raid siren; rotating type on a freestanding pole; associated with World War II and Cold War military infrastructure.

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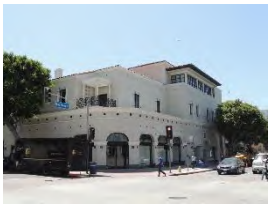

Primary Address:	1000 S WESTWOOD BLVD
Other Address:	1002 S WESTWOOD BLVD
Name:	Bullock's Department Store
Year built:	1932
Architectural style:	Mediterranean Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Important example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation. One of the first buildings in Westwood Village, this is the original Westwood Bullock's department store, designed by important Los Angeles architects Parkinson & Parkinson. Due to alterations, including replacement of storefronts, windows and wall cladding, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address:	1041 S WESTWOOD BLVD
Name:	Kelly Music Co.; Alice's Restaurant
Year built:	1929
Architectural style:	Mediterranean Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952

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Sub theme:	Mediterranean Revival, 1887-1942
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mediterranean Revival commercial architecture in Westwood Village; associated with the original development of Westwood by the Janss Corporation. Work of master architect Paul Williams; this is one of his first commercial commissions.

Primary Address: 1136 S WESTWOOD BLVD

Other Address: 1138 S WESTWOOD BLVD
1140 S WESTWOOD BLVD

Name: Rezzo Building

Year built: 1929

Architectural style: Mediterranean Revival

1136 S. Westwood Blvd. not within RSA.

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation.

Primary Address: 1313 S WESTWOOD BLVD

Other Address: 1313 1/2 S WESTWOOD BLVD
1315 S WESTWOOD BLVD
1315 1/2 S WESTWOOD BLVD
1317 S WESTWOOD BLVD

Name:

Year built: 1940

Architectural style: French Revival (Norman)

1313 S. Westwood Blvd. not within RSA

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1

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Primary Address:	1001 S BROXTON AVE
Other Address:	1005 S BROXTON AVE 1007 S BROXTON AVE 1009 S BROXTON AVE 10956 W WEYBURN AVE 10958 W WEYBURN AVE
Name:	El Paseo
Year built:	1931
Architectural style:	Spanish Colonial Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub theme:	Spanish Colonial Revival, 1915-1942
Property type:	Commercial - Food
Property sub type:	Restaurant
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Spanish Colonial Revival commercial architecture in Westwood Village; associated with the original development of Westwood by the Janss Corporation.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation.

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Theme:	Design/Construction, 1850-1980
Sub theme:	No SubTheme
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	QQQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program. However, it could not be evaluated for lack of visibility from the public right-of-way. The Other context was used, as the style of the main residence is unknown.

Not within RSA

Address: 10601 W BELLAGIO ROAD
Name: Arthur Smiley Residence
Year built: 1933
Architectural style: French Revival (Norman)

10601 W. Bellagio Road not within RSA

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	French Norman, 1919-1950
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	This is an excellent example of residential architecture with quality of design by Roland Coate. It does not fit neatly into the category of French Revival (Norman); rather, it might be better classified as Provincial. It is not entirely visible from the public right-of-way due to a perimeter wall and dense vegetation.

Address: 10615 W BELLAGIO ROAD
Name: Miller Residence
Year built: 1939
Architectural style: Unknown/not visible

Context 1:

Context:	Other Context, 1850-1980
Sub context:	No Sub-context
Theme:	Design/Construction, 1850-1980
Sub theme:	No SubTheme
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	QQQ
Reason:	Research indicates that this residence was designed by Wallace Neff. However, the residence was

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	under construction at the time of the survey and may no longer retain integrity. A perimeter wall and dense vegetation made the residence difficult to see from the public right-of-way. Therefore it could not be evaluated. The Other context was used, as the style of the main residence is unknown.

Address: 10619 W BELLAGIO ROAD
Name: UCLA Hannah Carter Japanese Garden
Year built: 1961
Architectural style: Not Applicable

Context 1:

Context:	Cultural Landscapes, 1875-1980
Sub context:	Designed Landscapes, 1875-1980
Theme:	Japanese Style Gardens, 1946-1969
Sub theme:	No SubTheme
Property type:	Landscape
Property sub type:	Japanese Style Garden
Criteria:	A/1/1&C/3/3
Status code:	3S;3CS;5S3
Reason:	This is the Hannah Carter Japanese Garden designed by Nagao Sakurai. It is located behind a perimeter fence and bamboo and is not visible at all from the public right-of-way. However, the site is well documented as an excellent example of a Japanese style garden.

Address: 10728 W BELLAGIO ROAD
Name:
Year built: 1931
Architectural style: French Revival (Norman)

10728 W. Bellagio Rd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	French Norman, 1919-1950
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	This is an excellent example of residential architecture with quality of design. It does not fit neatly into the category of French Revival (Norman); rather, it might be better classified as Provincial. It is not entirely visible from the public right-of-way due to its position on the lot.

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Address: 10802 W AMBAZAC WAY
Name:
Year built: 1934
Architectural style: Tudor Revival

10802 W. Ambazac Way not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	Tudor Revival, 1930-1950
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	QQQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program. However, it could not be evaluated for lack of visibility from the public right-of-way.

Address: 10811 W AMBAZAC WAY
Name:
Year built: 1931
Architectural style: Monterey Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub theme:	Monterey Revival, 1929-1942
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	An excellent example of Monterey Revival residential architecture. Exhibits quality of design.

Address: 10104 W ANGELO VIEW DR
Name: Sheats-Goldstein Residence
Year built: 1962
Architectural style: Modern, Mid-Century

10104 W. Angelo View Dr. not within RSA

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980

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Primary Address: 628 S VETERAN AVE

Name: Zeta Psi Fraternity House

Year built: 1929

Architectural style: Spanish Colonial Revival

628 S. Veteran Ave. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub theme:	Spanish Colonial Revival, 1915-1942
Property type:	Residential
Property sub type:	Apartment House
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Spanish Colonial Revival multi-family residential architecture in Westwood; now associated with UCLA's Fraternity Row.

Primary Address: 1090 S VETERAN AVE

Name: Fire Station No. 37

Year built: 1942

Architectural style: Moderne, Late

Context 1:

Context:	Other Context, 1850-1980
Sub context:	No Sub-context
Theme:	Event or Series of Events, 1850-1980
Sub theme:	No SubTheme
Property type:	Institutional
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Excellent example of a 1940s fire station in Westwood; constructed during World War II to serve the nearby Veteran's Administration. Due to alterations, including replacement of windows, the property does not retain sufficient integrity to be eligible for listing in the National Register.

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Primary Address: 10880 W WILSHIRE BLVD

Other Address: 1234 S WESTWOOD BLVD

Name: Wilshire West Plaza; Dillingham Building

Year built: 1969

Architectural style: Corporate International

10880 W. Wilshire Blvd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Corporate International, 1946-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Corporate International high-rise architecture in Westwood; work of master architectural firm Charles Luckman Associates. Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register.

Primary Address: 10921 W WILSHIRE BLVD

Name: Linde Medical Plaza

Year built: 1961

Architectural style: Corporate International

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Corporate International, 1946-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Corporate International commercial architecture in Westwood; work of master architect Paul R. Williams.

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Primary Address:	10950 W WILSHIRE BLVD
Other Address:	10959 W ASHTON AVE 10961 W ASHTON AVE 10963 W ASHTON AVE 10965 W ASHTON AVE 10967 W ASHTON AVE 10969 W ASHTON AVE 10971 W ASHTON AVE 10973 W ASHTON AVE 10975 W ASHTON AVE 10975 1/2 W ASHTON AVE 10977 W ASHTON AVE 10977 1/2 W ASHTON AVE 10979 W ASHTON AVE 10979 1/2 W ASHTON AVE 10983 W ASHTON AVE 10983 1/2 W ASHTON AVE 10985 W ASHTON AVE 10987 W ASHTON AVE 10989 W ASHTON AVE 10991 W ASHTON AVE 10993 W ASHTON AVE 10993 1/2 W ASHTON AVE 10995 W ASHTON AVE 10956 W WILSHIRE BLVD 10960 W WILSHIRE BLVD 10962 W WILSHIRE BLVD 10964 W WILSHIRE BLVD 10966 W WILSHIRE BLVD 10968 W WILSHIRE BLVD 10970 W WILSHIRE BLVD 10974 W WILSHIRE BLVD 10976 W WILSHIRE BLVD 10978 W WILSHIRE BLVD 10980 W WILSHIRE BLVD 10982 W WILSHIRE BLVD 10984 W WILSHIRE BLVD 10986 W WILSHIRE BLVD
Name:	Tishman Building
Year built:	1971
Architectural style:	Corporate International

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Corporate International, 1946-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Corporate Modern high-rise architecture in Westwood; work of master architect Welton Becket. Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register.

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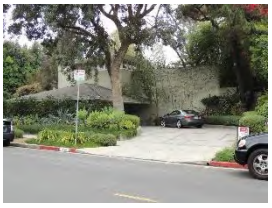

Primary Address: 624 S HOLMBY AVE

Name: Dean McHenry House

Year built: 1940

Architectural style: Modern, Early

624 S. Holmby Ave.
not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Pre-War Modernism, 1919-1945
Sub theme:	Early Modernism, 1919-1945
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Early Modern residential architecture in Westwood; work of master architect Harwell Hamilton Harris.

Primary Address: 600 S KELTON AVE

Other Address: 612 S KELTON AVE
614 S KELTON AVE
616 S KELTON AVE
630 S KELTON AVE
636 S KELTON AVE
638 S KELTON AVE
645 S MIDVALE AVE

Name:

Year built: 1934

Architectural style: Spanish Colonial Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation.

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	windows and storefronts, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address: 1099 S GAYLEY AVE

Other Address: 1085 S GAYLEY AVE
1087 S GAYLEY AVE
1089 S GAYLEY AVE
1091 S GAYLEY AVE
1097 S GAYLEY AVE
10955 W KINROSS AVE
10957 W KINROSS AVE
10959 W KINROSS AVE

Name:

Year built: 1930

Architectural style: Mediterranean Revival

1099 S. Gayley Ave. not within RSA

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation. Due to alterations, including replacement of storefronts, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address: 1101 S GAYLEY AVE

Other Address: 1109 S GAYLEY AVE
1115 S GAYLEY AVE
1121 S GAYLEY AVE
1125 S GAYLEY AVE
1127 S GAYLEY AVE
1133 S GAYLEY AVE
1139 S GAYLEY AVE
1145 S GAYLEY AVE
1149 S GAYLEY AVE

Name: Gayley Center

Year built: 1979

Architectural style: Modern, Late

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Late Modernism, 1966-1980

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Sub theme:	Late Modernism, 1966-1980
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Late Modern commercial architecture in Westwood; work of noted architects, Krisel-Shapiro & Associates. Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register. Also, some alterations, including storefront additions.

Primary Address: 1071 S GLENDON AVE

Other Address: 1073 S GLENDON AVE

Name: Jurgensen's Grocery; Westwood Village Market; Greenfield Grocery Store

Year built: 1930

Architectural style: Mediterranean Revival; Art Deco

1071 S. Glendon Ave. not within RSA.

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation. Includes a painted wall sign on the building's north facade. Due to alterations, including replacement of storefronts, the property does not retain sufficient integrity to be eligible for listing in the National Register.

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Address: 11271 W MASSACHUSETTS AVE
Name:
Year built: 1929
Architectural style: Spanish Colonial Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	5S3
Reason:	A rare surviving example of a late 1920s commercial building in West Los Angeles. A 1944 Sanborn Map indicates that this building was used as a restaurant on its western portion. Three retail storefronts occupied its eastern portion. The only example of its property type observed in the area. Does not meet the threshold for integrity for the National Register or California Register.

Address: 11260 W MISSISSIPPI AVE
Name:
Year built: 1915
Architectural style: Craftsman

11260 W. Mississippi Avenue not within RSA.

Context 1:

Context:	Pre-Consolidation Communities of Los Angeles, 1850-1932
Sub context:	No Sub-context
Theme:	Sawtelle, 1850-1922
Sub theme:	Important Events in Sawtelle History, 1850-1922
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	5S3
Reason:	Excellent and intact example of early residential development associated with pre-consolidation Sawtelle. Represents the earliest pattern of development in the area. May not meet significance thresholds for listing in the National Register and California Register.

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Address: 12820 W HIGHWOOD ST

Name: Siskin House

Year built: 1965

Architectural style: Modern, Mid-Century

12820 W. Highwood St. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in the Brentwood Park area of Brentwood; work of master architect Thornton Abell. Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register.

Address: 11320 W JOFFRE ST

Name: A. Quincy Jones Residence

Year built: 1947

Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Brentwood; work of master architect Rodney Walker; at one time this house was occupied by fellow Modernist architect A. Quincy Jones.

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Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern commercial architecture in West Los Angeles.

Not within RSA

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Banks and Financial Institutions, 1870-1980
Sub theme:	No SubTheme
Property type:	Commercial - Finance
Property sub type:	Bank/Saving & Loan
Criteria:	A/1/1 & C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of 1950s commercial development in West Los Angeles. A surviving example of a bank constructed during the mid-century era.

Not within RSA

Address: 11525 W SANTA MONICA BLVD
Name: Royal Theatre
Year built: 1923
Architectural style: Neoclassical; Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Theaters, Pre-WWII, 1915-1942
Sub theme:	No SubTheme
Property type:	Commercial - Entertainment
Property sub type:	Neighborhood Theater
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a pre-WWII neighborhood theater in West Los Angeles. One of two examples of the property type observed in the area.

Address: 11800 W TEXAS AVE
Name: Sawtelle High School, Warren G. Harding High School
Year built: 1924
Architectural style: Romanesque Revival

11800 W. Texas Ave. not within RSA.

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Education, 1876-1980

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Address: 120 N UDINE WAY
Name:
Year built: 1936
Architectural style: Unknown/not visible

Context 1:

Context:	Other Context, 1850-1980
Sub context:	No Sub-context
Theme:	Design/Construction, 1850-1980
Sub theme:	No SubTheme
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	QQQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program. However, it could not be evaluated for lack of visibility from the public right-of-way. The Other context was used, as the style of the main residence is unknown.

Address: 121 N UDINE WAY
Name:
Year built: 1929
Architectural style: Spanish Colonial Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub theme:	Spanish Colonial Revival, 1915-1942
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	7SQ
Reason:	Research indicates that this residence was designed by Roland Coate. It is difficult to view from the public right-of-way, but it does not appear to be an excellent representation of his work or the Spanish Colonial Revival style of architecture. Furthermore, it is likely that all of the windows have been replaced.

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Address: 1906 S PURDUE AVE
Name:
Year built: 1922
Architectural style: Craftsman

Context 1:

Context:	Pre-Consolidation Communities of Los Angeles, 1850-1932
Sub context:	No Sub-context
Theme:	Sawtelle, 1850-1922
Sub theme:	Important Events in Sawtelle History, 1850-1922
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	5S3
Reason:	Excellent and intact example of early residential development associated with pre-consolidation Sawtelle. Represents the earliest pattern of development in the area. May not meet significance thresholds for listing in the National Register and California Register.

Address: 1538 S SAWTELLE BLVD
Name: West End Hotel
Year built: 1930
Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Signs, 1906-1980
Sub theme:	Projecting Blade Signs, 1906-1980
Property type:	Commercial - Sign
Property sub type:	Projecting Blade Sign
Criteria:	A/1/1 & C/3/3
Status code:	3CS; 5S3
Reason:	Excellent and intact example of a projecting blade sign in West Los Angeles. Sign advertises the former West End Hotel. Does not meet the threshold of integrity for the National Register. A 1944 Sanborn Map indicates that the area supported several hotels and the building is labeled as a hotel.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Hotels, 1880-1980
Sub theme:	No SubTheme
Property type:	Commercial - Lodging

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Property sub type:	Hotel
Criteria:	A/1/1 & C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of early commercial development. Represents early pattern of commercial development in the area. Does not meet the threshold of integrity for the National Register.

Address: 1541 S SAWTELLE BLVD
Name: Hotel Brooks
Year built: 1939
Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Signs, 1906-1980
Sub theme:	Projecting Blade Signs, 1906-1980
Property type:	Commercial - Sign
Property sub type:	Projecting Blade Sign
Criteria:	A/1/1 & C/3/3
Status code:	3CS;5S3
Reason:	Excellent and intact example of a projecting blade sign in West Los Angeles. Sign advertises the former Hotel Brooks. Does not meet the threshold of integrity for the National Register.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Hotels, 1880-1980
Sub theme:	No SubTheme
Property type:	Commercial - Lodging
Property sub type:	Hotel
Criteria:	A/1/1 & C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of early commercial development. Represents early pattern of commercial development in the area. Does not meet the threshold of integrity for the National Register. A 1944 Sanborn Map indicates that the area supported several hotels. The building is labeled as rooms, presumably an early rooming house.

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Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Brentwood; work of master architect A. Quincy Jones.

Not within RSA.

Address: 170 N CHURCH LANE
Name: Holiday Inn
Year built: 1970
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of a Mid-Century Modern commercial hotel tower in Brentwood; features a unique circular building plan. Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Identity, 1850-1980
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	5S3
Reason:	Holiday Inn; distinctive round hotel tower that was the chain's corporate architecture during the late 1960s and early 1970s. There are approximately 15 extant Holiday Inn round towers; some of these remain Holiday Inns today while others have been purchased by other hotel companies. Three of these were designed by architects Lundgren and Maurer (the other two are in Long Beach and in Austin, Texas). The Holiday Inn appears to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility. It is unknown when Holiday Inn sold the property; more research is needed to determine the period of significance.

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Address: 343 S CHURCH LANE
Name: Village Church of Westwood
Year built: 1947
Architectural style: Gothic Revival, Late

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Religion and Spirituality, 1850-1980
Theme:	Religious Property Types, 1850-1980
Sub theme:	No SubTheme
Property type:	Institutional - Religion/Spirituality
Property sub type:	Religious Building
Criteria:	C/3/3
Status code:	7SQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program. However, it does not meet eligibility standards under the Institutional context. Also, it does not appear to be a significant example of a property type or style, and has no known important associations.

Address: 170 N CLIFFWOOD AVE
Name:
Year built: 1940
Architectural style: French Revival (Norman)

170 N. Cliffwood Ave. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	French Norman, 1919-1950
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of French Norman Revival residential architecture in the Brentwood Park area of Brentwood; work of master architects Wurdeman & Becket.

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Address: 1524 N STONE CANYON ROAD
Name:
Year built: 1969
Architectural style: Tudor Revival

1524 N. Stone Canyon Rd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	Tudor Revival, 1930-1950
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	7SQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program for its architecture. However, it does not meet eligibility standards under the Architecture and Engineering context. It does not appear to be a significant example of a property type or style, and has no known important associations.

Address: 1711 N STONE CANYON ROAD
Name:
Year built: 1961
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	An excellent example of Mid-Century Modern residential architecture designed by Richard Dorman. The residence has a distinctive vertical wood screen along the entire façade and exhibits quality of design.

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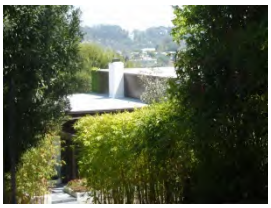

Address: 1780 N STONE CANYON ROAD
Name:
Year built: 1961
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	QQQ
Reason:	Research indicates that this residence was designed by Lundberg, Armet and Davis. It appears to be a good example of a Mid-Century Modern residence; however, it could not be evaluated because it is barely visible from the public right-of-way due to topography.

Address: 215 N STRADA CORTA ROAD
Name: Horton Residence
Year built: 1932
Architectural style: Chateauesque

215 N. Strada Corta Rd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Period Revival, 1919-1950
Sub theme:	Chateauesque, 1919-1940
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	7SQ
Reason:	This residence was designed by Gerard Colcord in the Chateauesque style; however, it has been altered and no longer retains integrity from its period of construction. All of the visible windows have been replaced.

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Address: 1937 N LINDA FLORA DR
Name:
Year built: 1952
Architectural style: Ranch, Traditional

1937 N. Linda Flora Dr. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	The Ranch House, 1930-1975
Sub theme:	Traditional Custom Ranch House, 1930-1975
Property type:	Residential
Property sub type:	Single-Family Residence
Criteria:	C/3/3
Status code:	7SQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program for its architecture. However, it does not meet eligibility standards under the Architecture and Engineering context. Also, it does not appear to be a significant example of a property type or style, and has no known important associations.

Address: 2212 N LINDA FLORA DR
Name: Deauville House
Year built: 1951
Architectural style: Ranch, Traditional

Context 1:

Context:	Residential Development and Suburbanization, 1850-1980
Sub context:	No Sub-context
Theme:	Post-War Suburbanization, 1938-1975
Sub theme:	Suburban Planning and Development, 1938-1975
Property type:	Tract/subdivision feature
Property sub type:	Other
Criteria:	A/1/1 & C/3/3
Status code:	7SQ
Reason:	This property was documented due to information submitted through SurveyLA's public outreach program as an early tract house. However, it does not meet eligibility standards under the Residential Development context. Also, it does not appear to be a significant example of a property type or style, and has no known important associations.

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Address: 3601 N SCADLOCK LANE
Name:
Year built: 1958
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Sherman Oaks. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino.

Address: 3666 N SCADLOCK LANE
Name:
Year built: 1957
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Sherman Oaks. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino.

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Address: 3695 N SCADLOCK LANE
Name:
Year built: 1959
Architectural style: Unknown/not visible

3695 N. Scadlock Lane not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	QQQ
Reason:	The property is not visible from the public right-of-way. Through research; it was identified as the work of master architect Edward Fickett. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. Sherman Oaks Estates offered a variety of architectural styles, including Hawaiian Modern, Contemporary, Traditional, Rustic Farmhouse, and Pacific Modern.

Address: 3700 N SCADLOCK LANE
Name:
Year built: 1958
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Sherman Oaks; work of noted architect Richard Dorman. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino.

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Address: 3711 N SCADLOCK LANE
Name:
Year built: 1958
Architectural style: Modern, Mid-Century

3711 N. Scadlock Lane not within RSA

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Sherman Oaks; designed by noted architect Richard Dorman. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. Noted Southern California architect Richard Dorman belonged to a generation of World War II veterans educated on the G.I. Bill at USC's School of Architecture; after graduating in 1951, Dorman worked for five years in Welton Becket's office. He started his own practice in 1956, which he ran until moving to New Mexico in 1975.

Address: 3754 N SCADLOCK LANE
Name:
Year built: 1958
Architectural style: Modern, Mid-Century

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Mid-Century Modern residential architecture in Sherman Oaks; work of noted architect Richard Dorman. Part of a larger development called Sherman Oaks Estates that was launched in 1956 by Elwain Steinkamp and his Modern Trend Construction Company, based in Encino. Dorman belonged to a generation of World War II veterans educated on the G.I. Bill at USC's School of Architecture; after graduating in 1951, Dorman worked for five years in Welton Becket's office. He started his own practice in 1956, which he ran until moving to New Mexico in 1975.

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Primary Address: 4955 N VAN NUYS BLVD

Other Address: 4941 N VAN NUYS BLVD
4945 N VAN NUYS BLVD
4959 N VAN NUYS BLVD
4961 N VAN NUYS BLVD

Name: Sherman Oaks Plaza Building

Year built: 1968

Architectural style: Corporate International

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Corporate International, 1946-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent late example of a Corporate International-style office building designed by notable local architect Maxwell Starkman. Retains all the essential characteristics of the style.

Primary Address: 5049 N VAN NUYS BLVD

Other Address: 5037 N VAN NUYS BLVD
5043 N VAN NUYS BLVD
5053 N VAN NUYS BLVD

Name: Stanley Burke's; The Lamplighter; Corky's

Year built: 1958

Architectural style: Googie

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Googie commercial architecture in Sherman Oaks, designed by masters of the style Armet and Davis. Retains all essential characteristics of the style.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Restaurants, 1880-1980
Sub theme:	No SubTheme

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Property type:	Commercial - Food
Property sub type:	Diner
Criteria:	A/1/1 & C/3/3
Status code:	3S;3CS;5S3
Reason:	Significant as a purpose-built 1950s diner on a major commercial corridor in Sherman Oaks. Most examples from this time period do not retain integrity.

Primary Address: 5328 N VAN NUYS BLVD

Other Address: 5300 N VAN NUYS BLVD
5320 N VAN NUYS BLVD

Name:

Year built: 1958

Architectural style: Googie

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	The Car and Car Services, 1910-1960s
Property type:	Commercial - Auto Related
Property sub type:	Car Wash
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1950s car wash on a major automobile corridor in Sherman Oaks.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a Googie-style car wash in Sherman Oaks. Retains all essential characteristics of the style.

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Primary Address: 4955 N VAN NUYS BLVD

Other Address: 4941 N VAN NUYS BLVD
4945 N VAN NUYS BLVD
4959 N VAN NUYS BLVD
4961 N VAN NUYS BLVD

Name: Sherman Oaks Plaza Building

Year built: 1968

Architectural style: Corporate International

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Corporate International, 1946-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent late example of a Corporate International-style office building designed by notable local architect Maxwell Starkman. Retains all the essential characteristics of the style.

Primary Address: 5049 N VAN NUYS BLVD

Other Address: 5037 N VAN NUYS BLVD
5043 N VAN NUYS BLVD
5053 N VAN NUYS BLVD

Name: Stanley Burke's; The Lamplighter; Corky's

Year built: 1958

Architectural style: Googie

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Googie commercial architecture in Sherman Oaks, designed by masters of the style Armet and Davis. Retains all essential characteristics of the style.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Restaurants, 1880-1980
Sub theme:	No SubTheme

Copyright © 2011

Property type:	Commercial - Food
Property sub type:	Diner
Criteria:	A/1/1 & C/3/3
Status code:	3S;3CS;5S3
Reason:	Significant as a purpose-built 1950s diner on a major commercial corridor in Sherman Oaks. Most examples from this time period do not retain integrity.

Primary Address: 5328 N VAN NUYS BLVD

Other Address: 5300 N VAN NUYS BLVD
5320 N VAN NUYS BLVD

Name:

Year built: 1958

Architectural style: Googie

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	The Car and Car Services, 1910-1960s
Property type:	Commercial - Auto Related
Property sub type:	Car Wash
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a 1950s car wash on a major automobile corridor in Sherman Oaks.

Context 2:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a Googie-style car wash in Sherman Oaks. Retains all essential characteristics of the style.

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Primary Address: 6001 N VAN NUYS BLVD

Other Address: 14500 W AETNA ST
14540 W AETNA ST
14552 W AETNA ST
14514 W OXNARD ST
14529 W OXNARD ST
14541 W OXNARD ST
14545 W OXNARD ST
14553 W OXNARD ST
6007 N VAN NUYS BLVD
6015 N VAN NUYS BLVD

Name: Pollard Ravenscroft Chevrolet

Year built: 1964

Architectural style: Modern, Mid-Century

6001 N. Van Nuys Blvd. not within RSA.

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	The Car and Car Services, 1910-1960s
Property type:	Commercial - Auto Related
Property sub type:	Car Showroom
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a mid-century car dealership; retains essential character-defining features including large fixed display windows characteristic of the property type. Rare remaining example of a 1960s car dealership along a major commercial corridor in Van Nuys. Most examples from this time period are no longer extant.

Primary Address: 6203 N VAN NUYS BLVD

Other Address: 14511 W DELANO ST
6201 N VAN NUYS BLVD
6201 1/2 N VAN NUYS BLVD
6203 1/2 N VAN NUYS BLVD

Name:

Year built: 1926

Architectural style: Commercial, Vernacular; Pueblo Revival

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Streetcar Commercial Development, 1873-1934
Sub theme:	No SubTheme
Property type:	Mixed-Use Residential and Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Excellent example of a 1920s mixed-use building located on a prominent corner on a historic streetcar route. Most examples from this time period do not retain integrity. Due to alterations, including

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	window replacements, door replacements, and the addition of a front patio to the corner entry, the property does not retain sufficient integrity to be eligible for listing in the National Register or California Register.

Primary Address: 6235 N VAN NUYS BLVD

Other Address: 14512 W ERWIN ST
14516 W ERWIN ST
6231 N VAN NUYS BLVD

Name: Law Dogs

Year built: 1963

Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Restaurants, 1880-1980
Sub theme:	No SubTheme
Property type:	Commercial - Food
Property sub type:	Walk-up/Stand
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Excellent example of a 1960s walk-up food stand in Van Nuys. Most examples from this time period do not retain integrity. Due to alterations, including some window replacements, a rear addition, and new signage, the property does not retain sufficient integrity to be eligible for listing in the National Register or California Register.

Primary Address: 6300 N VAN NUYS BLVD

Other Address: 14443 W SYLVAN ST
14445 W SYLVAN ST
14449 W SYLVAN ST
6304 N VAN NUYS BLVD
6306 N VAN NUYS BLVD
6308 N VAN NUYS BLVD
6310 N VAN NUYS BLVD

Name: Security First National Bank

Year built: 1966

Architectural style: Modern, Mid-Century; New Formalist

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3

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Reason:	Excellent example of Mid-century Modern commercial architecture with New Formalist elements, designed by notable local architect Peter J. Holdstock. Retains all essential characteristics of the style. Due to alterations, including window and door replacements, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address: 6353 N VAN NUYS BLVD
Other Address: 14511 W FRIAR ST
14513 W FRIAR ST
14515 W FRIAR ST
6351 N VAN NUYS BLVD
Name: Sontag Drug Co.; Owl-Rexall Drug Co.
Year built: 1939
Architectural style: Moderne, Streamline

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Variety Stores, 1880-1980
Sub theme:	No SubTheme
Property type:	Commercial - Retail
Property sub type:	Other
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of a 1930s variety store in Van Nuys; examples from this time period are rare. Illustrates the rapid commercial development of Van Nuys Boulevard during the prewar period. Due to alterations, including window and door replacements, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address: 6362 N VAN NUYS BLVD
Other Address: 6364 N VAN NUYS BLVD
Name: Hart's Jewelers
Year built: 1936
Architectural style: Commercial, Vernacular

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Significant as a late example of early commercial development on Van Nuys Boulevard; few examples from this time period remain. Retains historic enameled metal signage with neon lettering and hearts.

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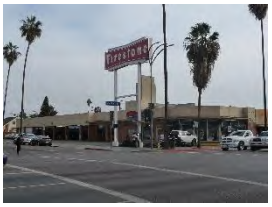
	Due to alterations, including a storefront alteration removing an entry, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Identity, 1850-1980
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Significant as the long-term location of Hart's Jewelers. Hart's Jewelers was established in downtown Los Angeles and opened at this location in 1949, where it has been in continuous operation ever since. Due to alterations including a storefront alteration removing an entry, the property does not retain sufficient integrity for listing in the National Register.



Primary Address: 6530 N VAN NUYS BLVD
Name: Firestone
Year built: 1946
Architectural style: Modern, Mid-Century

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Identity, 1850-1980
Sub theme:	No SubTheme
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3CS;5S3
Reason:	Significant as reflecting the corporate architecture created for Firestone, which has been in continuous operation at this location since 1946. Due to alterations including window replacements, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	The Car and Car Services, 1910-1960s
Property type:	Commercial - Auto Related
Property sub type:	Car Repair
Criteria:	A/C; 1/3; 1/3

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Status code:	3CS;5S3
Reason:	Significant as a 1940s Firestone automobile repair shop along a major commercial corridor in Van Nuys; reflects the influence of the automobile on commercial development in Los Angeles. Due to alterations including window replacements, the property does not retain sufficient integrity to be eligible for listing in the National Register.

Primary Address:	6550 N VAN NUYS BLVD
Other Address:	14423 W HAYNES ST 14429 W HAYNES ST 14463 W HAYNES ST 6566 N VAN NUYS BLVD
Name:	Department of Water and Power Valley District Office
Year built:	1956
Architectural style:	Modern, Mid-Century

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Municipal Water and Power, 1916-1980
Sub theme:	Office and Administration Buildings 1916-1980
Property type:	Institutional - Infrastructure
Property sub type:	Office Building
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent and unusual example of a Department of Water and Power office building that included an auditorium for demonstrating new electrical appliances, professionals who offered advice and assistance for remodeling homes, displays of the latest home appliances, and a customer service center.

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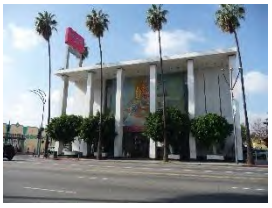

Primary Address: 6551 N VAN NUYS BLVD

Other Address:
14523 W HAYNES ST
14525 W HAYNES ST
14527 W HAYNES ST
14531 W HAYNES ST
14533 W HAYNES ST
14535 W HAYNES ST
14535 1/2 W HAYNES ST
14537 W HAYNES ST
14539 W HAYNES ST
14541 W HAYNES ST
14547 W HAYNES ST
14551 W HAYNES ST
14557 W HAYNES ST
6555 N VAN NUYS BLVD

Name: Bank of America

Year built: 1967

Architectural style: New Formalist

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	New Formalism, 1955-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of New Formalist-style architecture in Van Nuys; bank designed by master architect Paul R. Williams, with an exterior mural by master artist Millard Sheets. Although the property is less than 50 years old, it is of exceptional importance and is eligible for listing in the National Register.

Primary Address: 6569 N VAN NUYS BLVD

Other Address:
14506 W KITTRIDGE ST
14510 W KITTRIDGE ST
14512 W KITTRIDGE ST
14522 W KITTRIDGE ST
6573 N VAN NUYS BLVD
6575 N VAN NUYS BLVD
6577 N VAN NUYS BLVD
6579 N VAN NUYS BLVD
6581 N VAN NUYS BLVD

Name: Van Nuys Savings and Loan

Year built: 1954

Architectural style: Modern, Mid-Century; Googie

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970

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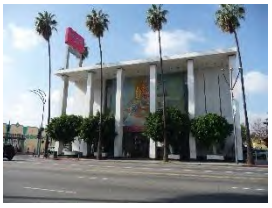

Primary Address: 6551 N VAN NUYS BLVD

Other Address:
14523 W HAYNES ST
14525 W HAYNES ST
14527 W HAYNES ST
14531 W HAYNES ST
14533 W HAYNES ST
14535 W HAYNES ST
14535 1/2 W HAYNES ST
14537 W HAYNES ST
14539 W HAYNES ST
14541 W HAYNES ST
14547 W HAYNES ST
14551 W HAYNES ST
14557 W HAYNES ST
6555 N VAN NUYS BLVD

Name: Bank of America

Year built: 1967

Architectural style: New Formalist

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	New Formalism, 1955-1976
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of New Formalist-style architecture in Van Nuys; bank designed by master architect Paul R. Williams, with an exterior mural by master artist Millard Sheets. Although the property is less than 50 years old, it is of exceptional importance and is eligible for listing in the National Register.

Primary Address: 6569 N VAN NUYS BLVD

Other Address:
14506 W KITTRIDGE ST
14510 W KITTRIDGE ST
14512 W KITTRIDGE ST
14522 W KITTRIDGE ST
6573 N VAN NUYS BLVD
6575 N VAN NUYS BLVD
6577 N VAN NUYS BLVD
6579 N VAN NUYS BLVD
6581 N VAN NUYS BLVD

Name: Van Nuys Savings and Loan

Year built: 1954

Architectural style: Modern, Mid-Century; Googie

6569 N. Van Nuys Blvd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Mid-Century Modernism, 1945-1970

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Address: 661 N STONE CANYON ROAD
Name:
Year built: 1935
Architectural style: American Colonial Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	American Colonial Revival, 1895-1960
Sub theme:	American Colonial Revival, Early, 1895-1940
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Designed by Roland Coate, this residence is an excellent example of American Colonial Revival architecture.

Address: 662 N STONE CANYON ROAD
Name:
Year built: 1933
Architectural style: American Colonial Revival

662 N. Stone Canyon Rd. not within RSA.

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	American Colonial Revival, 1895-1960
Sub theme:	American Colonial Revival, Early, 1895-1940
Property type:	Residential
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	An excellent example of American Colonial Revival residential architecture. Exhibits quality of design and craftsmanship.

Address: 680 N STONE CANYON ROAD
Name:
Year built: 1929
Architectural style: Unknown/not visible

680 N. Stone Canyon Rd. not within RSA.

Context 1:

Context:	Entertainment Industry, 1908-1980
Sub context:	No Sub-context

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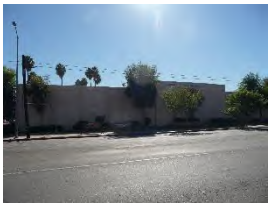
Primary Address:	7140 N VAN NUYS BLVD
Other Address:	7138 N VAN NUYS BLVD 7140 1/2 N VAN NUYS BLVD
Name:	Arby's
Year built:	1968
Architectural style:	Programmatic/Mimetic

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	Programmatic/Mimetic, 1918-1950
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Excellent, late, and rare example of Mimetic architecture in Los Angeles; originally designed as an Arby's restaurant and resembled a covered wagon. One of few remaining examples of Mimetic architecture in the city.



Primary Address:	16126 W VANOWEN ST
Name:	Department of Water and Power Distributing Station No. 60
Year built:	1960
Architectural style:	Moderne, PWA

16126 W. Vanowen St. not within RSA.

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Municipal Water and Power, 1916-1980
Sub theme:	Distributing and Receiving Stations, 1916-1980
Property type:	Institutional - Infrastructure
Property sub type:	Distributing Station
Criteria:	A/1/1
Status code:	QQQ
Reason:	Example of a post-World War II Department of Water and Power distributing station; DWP buildings from this era will be evaluated at a later date pending further research into the postwar building program.

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Primary Address:	901 S WESTWOOD BLVD
Other Address:	10904 W LE CONTE AVE 10906 W LE CONTE AVE 10908 W LE CONTE AVE 10910 W LE CONTE AVE 10912 W LE CONTE AVE 10914 W LE CONTE AVE 905 S WESTWOOD BLVD 907 S WESTWOOD BLVD 915 S WESTWOOD BLVD 921 S WESTWOOD BLVD 923 S WESTWOOD BLVD 925 S WESTWOOD BLVD 927 S WESTWOOD BLVD 933 S WESTWOOD BLVD 935 S WESTWOOD BLVD 937 S WESTWOOD BLVD 939 S WESTWOOD BLVD 943 S WESTWOOD BLVD 945 S WESTWOOD BLVD 947 S WESTWOOD BLVD 949 S WESTWOOD BLVD 951 S WESTWOOD BLVD 10903 W WEYBURN AVE
Name:	Westwood Holmby Building; Holmby Hall
Year built:	1929
Architectural style:	Mediterranean Revival

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	No Sub-context
Theme:	Mediterranean and Indigenous Revival Architecture, 1887-1952
Sub theme:	Mediterranean Revival, 1887-1942
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Mediterranean Revival commercial architecture in Westwood Village; associated with the original development of Westwood by the Janss Corporation. Work of master architect Godon B. Kaufmann. Due to alterations - including some windows, some storefronts, and reconstruction of the clock tower - the property does not retain sufficient integrity to be eligible for listing in the National Register.

Context 2:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Neighborhood Commercial Development, 1875-1960
Sub theme:	Early Neighborhood Commercial Development, 1880-1930
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	A/1/1

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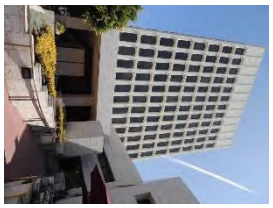
Status code:	3CS;5S3
Reason:	Excellent example of early commercial development in Westwood Village; associated with the original development of Westwood by the Janss Corporation. This is an original Westwood Village building. Originally, the upper stories served as the first women's dormitory for UCLA students, called "Holmby Hall." The building's exterior was modernized in the 1950s and original features were removed; the building was rehabilitated in the 1980s. Later, a fire damaged the upper stories and the original clock tower; the clock tower was reconstructed in 2003. Due to alterations - including some windows, some storefronts, and reconstruction of the clock tower - the property does not retain sufficient integrity to be eligible for listing in the National Register.



Primary Address:	924 S WESTWOOD BLVD
Other Address:	900 S WESTWOOD BLVD 904 S WESTWOOD BLVD 914 S WESTWOOD BLVD 918 S WESTWOOD BLVD 930 S WESTWOOD BLVD 936 S WESTWOOD BLVD 940 S WESTWOOD BLVD 10889 W WEYBURN AVE
Name:	Security Pacific National Bank Tower and Plaza
Year built:	1973
Architectural style:	Modern, Late

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Late Modernism, 1966-1980
Sub theme:	Late Modernism, 1966-1980
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3CS;5S3
Reason:	Excellent example of Late Modern commercial architecture in Westwood; work of master architectural firm Welton Becket and Associates. Security Pacific National Bank Tower and Plaza was a block-long, $7 million project containing more than 100,000 square feet of space to house the Westwood Village branch of Security Pacific Bank and 10 retail stores. Upon its completion in 1973, the Western Los Angeles Regional Chamber of Commerce selected this project as the outstanding new commercial building from that year. In 1980, it was chosen by the Chamber as its "Award of the Decade." Less than 50 years old and not of exceptional importance; therefore not eligible for listing in the National Register.

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Address: Along either side of Sherman Way between Woodley Avenue and Sherman Circle
Name: Sherman Way Street Trees (1 of 3)
Year built: 1911
Architectural style: Not Applicable

Context 1:

Context:	Cultural Landscapes, 1875-1980
Sub context:	Designed Landscapes, 1875-1980
Theme:	Monumental Civic Improvements, 1916-1940
Sub theme:	No SubTheme
Property type:	Landscape
Property sub type:	Streetscape Plantings
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to Van Nuys. Designed to advertise large tracts of Valley land ripe for development. Original street trees continue further west in the Reseda-West Van Nuys and Canoga Park Community Plan Areas (CPAs). The street trees appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.

Address: Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard
Name: Sherman Way Street Trees (2 of 3)
Year built: 1911
Architectural style: Not Applicable

Context 1:

Context:	Cultural Landscapes, 1875-1980
Sub context:	Designed Landscapes, 1875-1980
Theme:	Monumental Civic Improvements, 1916-1940
Sub theme:	No SubTheme
Property type:	Landscape
Property sub type:	Streetscape Plantings
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys. Designed to advertise large tracts of Valley land ripe for development. Original trees continue west in the Reseda-West Van Nuys and Canoga Park Community Plan Areas (CPAs). The street trees appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.

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Address: Along Chandler Boulevard between Van Nuys Boulevard and Ethel Avenue
Name: Sherman Way Street Trees (3 of 3)
Year built: 1911
Architectural style: Not Applicable

Context 1:

Context:	Cultural Landscapes, 1875-1980
Sub context:	Designed Landscapes, 1875-1980
Theme:	Monumental Civic Improvements, 1916-1940
Sub theme:	No SubTheme
Property type:	Landscape
Property sub type:	Streetscape Plantings
Criteria:	A/1/1&C/3/3
Status code:	5S3
Reason:	Significant as representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Sherman Oaks and Van Nuys. Designed to advertise large tracts of Valley land ripe for development. Original street trees continue further west in the Reseda-West Van Nuys and Canoga Park Community Plan Areas (CPAs). The street trees appear to meet local criteria only and may not meet significance thresholds for National Register or California Register eligibility.

Address: West side of Tujunga Wash between Oxnard St. and Burbank Blvd.
Name: The Great Wall of Los Angeles Mural
Year built: 1976
Architectural style: Not Applicable

Not within RSA.

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Cultural Development and Institutions, 1850-1980
Theme:	Public Art, 1900-1980
Sub theme:	Murals, 1920-1980
Property type:	Mural
Property sub type:	No Sub-Type
Criteria:	A/1/1 & C/3/3
Status code:	3S;3CS;5S3
Reason:	Significant as an intact 1970s-1980s mural depicting the history of Los Angeles along a half-mile-long stretch of Tujunga Wash in Sherman Oaks. One of the longest murals in the world, the Great Wall of Los Angeles mural (originally known as The History of California) was the first project of the Social and Public Art Resource Center (SPARC), founded by artist Judith Baca. It was designed and executed by teams of artists, historians, and local youth in multiple phases between 1976 and 1983. Although it is less than 50 years old, the mural is of exceptional importance and is therefore eligible for listing in the National Register.

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