SurveyLA

Los Angeles Historic Resources Survey

LOS ANGELES CITYWIDE HISTORIC CONTEXT STATEMENT

Context: Industrial Development, 1850-1980

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Office of Historic Resources
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PREFACE

The Industrial Development context is a component of Los Angeles' citywide historic context statement and provides guidance to field surveyors in identifying and evaluating potential historic resources representing a broad range of themes and topics relating to industrial development.

The context was initially developed in 2011 and partially funded with a 2010-2011 Certified Local Government grant from the California Office of Historic Preservation. Following completion of SurveyLA field surveys in 2016, the context was subsequently revised by the City Office of Historic Resources (OHR) to further refine themes and associated property types and to incorporate specific findings from SurveyLA.

Refer to www.HistoricPlacesLA.org for information on both designated resources associated and with this context as well as those identified through SurveyLA and other surveys.

CONTRIBUTORS

LSA Associates, Inc. (LSA) worked under contract to the OHR to complete the Industrial Development historic context statement (20110 version). LSA contracted portions of the context to Chattel Architecture, Planning, and Preservation (Chattel) and worked with OHR volunteers and interns. Individuals who contributed to the context are listed below.[1]

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INTRODUCTION

Los Angeles' industrial legacy is rich and diverse and represents a wide range of industries. From its early agricultural roots, Los Angeles became known nationwide in the twentieth century for its oil, aviation, entertainment, garment, and aerospace industries. The city remains the largest manufacturing center in the West and has one of the world's busiest shipping ports and airports. Industrial property types include both individual buildings and historic districts located primarily north and south of Downtown, in the San Pedro/Wilmington areas, and scattered throughout the San Fernando Valley. Even though Los Angeles has some of the most remarkably intact industrial areas in the country, only a handful of individual industrial resources are designated under local, state, or federal programs and there are no designated industrial historic districts in the city. Industrial development in Los Angeles over the 19th and 20th centuries had a profound and wide-ranging impact on the form and character of the city. From its agrarian birth in the Rancho and early

[1] All team members have subsequently moved on to other positions.

agricultural economy, to its rise as an important industrial port city, to its prominence on the national stage in post-World War II manufacturing, Los Angeles has experienced several waves of industrial expansion over time. The inherent diversity of the city's industrial activity is reflected in the built environment through many important historic industrial sites, factories, and infrastructure.

The industrial context includes themes relating to key industries, industrial firms, and industrialists that shaped Los Angeles as well as industrial building types and architectural styles. While some of the resources are utilitarian, deriving their importance from the expression of the technology employed in their construction, others are high style and designed by some of the city's most prominent architects and architectural firms.

RECORDING AND EVALUATING INDUSTRIAL PROPERTIES

Resource Types: Individual Resources and Historic Districts

Property types range from single buildings to large industrial districts. Historic districts are generally located in industrial-zoned areas of the city and include with multiple contributing and non-contributing resource representing a variety of industries, industrial functions, and building types. Large-scale industrial properties operated by a single industry are also recorded as historic districts.

Evaluations under Multiple Themes

Many properties evaluated under this context are significant under multiple themes of the industrial context. It is common, for example, for a resource to be a significant example of an industrial type, associated with an important industry and/or industrialist, and also be an excellent example of industrial architecture and the work of a noted architect.

Note on Known Resources Lists

The known resources lists generally include properties identified for SurveyLA. These lists are not exhaustive, particularly in cases where facilities may not be accessible or fully visible from the public-right-of-way. Properties that are significant under multiple themes may not be under all of those themes.

Evaluation Considerations:

The Industrial Development context may overlap with other SurveyLA contexts and themes as follows:

- While the Port of Los Angeles and Los Angeles International Airport (LAX) are discussed in this text, they were not surveyed as part of SurveyLA.
- Resources significant for their association with the entertainment industry are covered under the "Entertainment Industry" context.
- Water and power facilities are included in the "Municipal Water and Power" theme within the "Public and Private Institutional Development" context.
- Properties may also be evaluated for their architectural quality under themes with the "Architecture and Engineering" context. The "Industrial Architecture" theme discusses styles often applied to industrial buildings.

- Quonset Huts are evaluated under the "Architecture and Engineering" context since they are primarily a design innovation used for many purposes other than industrial use.
- Worker housing associated with industrial development is evaluated under the "Labor History" theme of this context, which has been developed separately.
- The "Wholesale Flower Markets" context was developed and published separately.
- Industrial resources dating from pre-1850 are evaluated under the "Spanish Colonial and Mexican Era Settlement" context.
- Industrial development and associated resources may also be discussed and evaluated under themes within the ethnic/cultural contexts.
- Regional corporate headquarters for major industrial corporations in the Post WWII period may also be covered in the "Rise of Corporations and Corporate Types" theme of the Commercial Development context.

HISTORIC CONTEXT

The establishment and growth of industry in Los Angeles is in some ways tied to the larger narrative of population growth during the 19th and 20th centuries. Prior to the arrival of the transcontinental railroad in 1876, exports from the region comprised of agricultural goods produced by a small population of farmers, cattlemen, vintners, and horticulturalists, who traded their wares for a variety of manufactured goods they could not purchase locally. A rudimentary port at San Pedro facilitated international trade of these goods throughout the Spanish Colonial, Mexican, and early American eras of settlement. In the late 19th century, tens of thousands of new residents arrived by rail to the little pueblo, driving the population up exponentially, and in the process creating a viable local market for manufactured goods. Among these new residents were entrepreneurs, industrialists, and craftsmen, who were eager to establish and expand the region's burgeoning manufacturing sector beyond agriculture and cottage industry. Their efforts, combined with civic investments in port and freight infrastructure, an expanding pool of skilled workers, and the purchasing power of increasingly prosperous consumers, brought about a dramatic expansion of the industrial landscape of Los Angeles in the 20th century. Though it was widely known as the land of the "open shop," Los Angeles also possesses a rich labor history.[2] The struggles of workers and their treatment within the manufacturing sector played out dramatically within the overall context of industrial growth and development.

Over the course of the 20th century, Los Angeles County went from being known as the "Queen of the Cow Counties" to the epicenter of the Aerospace Industry. The greater Los Angeles area became a national hub for several key industries, including petroleum, steel, automotive, entertainment, aviation, and garment manufacturing. Furthermore, manufacturing flourished due to the city's own local demand for housing and household goods. The peak for most industry in Los Angeles came in the 1960s, at the height of the Post-World War II housing boom. Changing international trade policies, outside competition, and other factors caused a decline in manufacturing in the late 20th century, though the city's industrial sector remains important nationally. Los Angeles also continues to be a key international hub for freight and a worldwide leader in the entertainment industry.

The dynamic changes in industrial production and building technology that happened within less than a century's time created an equally dynamic landscape of factories, foundries, industrial plants, and freight infrastructure that today provides an important physical link to the past. Industrial properties can represent the economic importance of key industries through their historical use and association. They can represent the rise to prominence of an important product or brand name that had a lasting impact on social history. Their essential form and features can demonstrate the workings of a particular industry during an era of rapid technological change. And perhaps most tangibly, their physical and aesthetic character can convey the distinctive sense of place embodied by industrial buildings of the early 20th century, an era where issues such as lack of widespread electricity, less mechanization, and limited freight options dictated their design.

Agricultural Beginnings

Industry and commerce in Los Angeles have their roots in agriculture. The California Missions produced a variety of agricultural products for domestic consumption, including grain, livestock, citrus, and wine. During and after secularization, the Californios engaged in international trade of

[2] A separately published "Labor History" theme has been developed as part of the Industrial Development context.

hides, beef, and tallow from cattle raised on their extensive ranchos. Severe drought, devastating floods, and the breakup of the ranchos brought an end the cattle industry in the 1860s. In the latter half of the 19th century, Americans began to settle in and around the Los Angeles pueblo, setting up vineyards along the Los Angeles River and dry-farming in outlying regions.

The earliest industries were related to processing agricultural produce. Flour mills, such as the Capitol Milling Company (Historic-Cultural Monument No. 82), were established in the 1870s and 80s to process local grain. Packing houses opened along historic rail alignments to prepare citrus and deciduous fruits, and during the late 19th century several local wineries fermented Los Angeles grapes. More detailed information is available in the "Agricultural Roots, 1850–1945" and the "Food Processing, 1831–1955" themes and sub-themes. Growers, exchange brokers, and investors took part in developing a distribution and sales structure for the bounty of Los Angeles produce. Farmers moved their cash crops from the fields to the packing houses, along the rails to the markets. Truck farmers sold their produce in roadside stands and in rented stalls at downtown grower's markets. This distribution and sales network is described in the "From Farm to Market, 1900–1960" subtheme.

Beyond Agriculture

Railroads were the most important catalyst for industrial growth in Los Angeles. The railroads provided an efficient means to transport goods throughout the region and to outside markets. A railroad between the city and the then-rudimentary harbor at San Pedro was completed by Phinneas Banning and John Downey in 1869. The arrival of the Southern Pacific railroad in 1876 provided Los Angeles with access to the transcontinental railroad via San Francisco, and the Santa Fe railroad provided a more direct route east in 1885. Until the rise of trucking and inter-modal shipping in the 1970s, the majority of manufactured goods and supplies were shipped through a busy network of railways. Los Angeles goods traveled from the factory on a spur to the main rail, then connected with similarly destined goods in classification yards, and were then sent out to distant markets on regional and transcontinental networks. The "Freight Rail Transportation, 1876–1920" theme discusses the increasingly rare remnants of this important freight infrastructure.

Even with the freight infrastructure provided by railroads, industrial growth remained weak due to the city's relatively small population. The rate war between the Santa Fe and Southern Pacific railroads brought on the "boom of the eighties" with a significant influx of new residents and exuberant speculation throughout the region. Although a real estate bust in the 1890s followed the boom, by 1900, the population had grown to over 100,000 people from less than 6,000 in 1870. This growth required industrial support in the form of building materials, produce, and consumer goods, and in turn provided a steady pool of workers and industrialists who were familiar with manufacturing practices in the American Midwest and East. The construction industry that developed from the succession of population booms throughout the late 19th and 20th centuries is examined in the "Building the City, 1876–1965" theme.

In 1892, The Los Angeles Oil Field was discovered by prospectors Edward Doheny and Charles Canfield. Doheny and Canfield's discovery in the Elysian Park area set off the first oil boom in the region. By 1910, Los Angeles was producing 77 million barrels of oil per year.[3] Early exploitation of

[3] Paleontological Research Institution (PRIweb.org). "The Story of Oil" in the Petroleum Education section of the PRI website. http://www.priweb.org/ed/pgws/history/signal_hill/signal_hill.html . Accessed January 2011.

oil, natural gas, and hydroelectric power in the region ensured a steady local supply of electricity for factory equipment, and cheap power was one of many benefits civic boosters trumpeted in their intensifying efforts to expand industry in the region. The "Oil and other Petroleum Products, 1892–1965" theme explores further the impact of the oil industry on Los Angeles' built environment.

Manufacturing the Industrial Landscape

From 1870 through the turn of the twentieth century, industrial growth lagged far behind population growth, which civic boosters became determined to fix. The Chamber of Commerce organized in 1888 with a mission to increase the population and economic base of the city. In 1896, the Los Angeles Merchants and Manufacturers Association formed with an initial focus on increasing exports and promoting the steel industry.[4] These two groups worked together to promote industrial growth in the region. Among their early tactics was creating publicity for "home products" which included all locally manufactured goods. The groups ran newspaper articles on buying locally and developed promotions like "Prosperity Week" aimed at raising awareness of local industries.[5] Early on, these promotions focused on agricultural products, but also included displays of silk, gas engines, electric lights, and other machinery. In a particularly memorable act of boosterism, Chamber Secretary Frank Wiggins commissioned a life-size elephant made of walnuts for display at the Chicago World's Fair of 1893.[6]

The *Los Angeles Times* acted as an unabashed cheerleader for these efforts and provided support for industrial growth in both its editorials and reportage. The efforts of the Chamber and the *Los Angeles Times* were successful in bringing new industries to the area, and as their constituency grew, the pressure on the city to improve the Port of Los Angeles increased. In 1890, the Chamber introduced a resolution to the U.S. Congress to develop a deepwater port in San Pedro.[7]

After a long public battle with Collis Huntington over control of the port (Huntington had used all his political and economic influence to secure a Southern Pacific-controlled harbor in Santa Monica), the U.S. Congress passed an amended River and Harbor Bill of 1896. The bill stated that a $3 million appropriation would go to the development of a deepwater port in either San Pedro or Santa Monica, with the decision made by a board of engineers. Crucially, White's amendment stated that if Santa Monica won out, the Southern Pacific would be legally obligated to let any other railroad use the tracks and the port at a reasonable price. In 1897, the board of engineers decided on San Pedro, ending Santa Monica's bid. Los Angeles formally acquired the harbor and its facilities in 1906 by annexing a mile-wide strip of land running the 16 miles between the southern city boundary and the independent cities of Wilmington and San Pedro; by 1909 these cities were consolidated into Los Angeles. In 1907, the City Council created the Board of Harbor Commissioners and officially founded the Port of Los Angeles.[8] The "Port of Los Angeles, 1907–1980" theme provides a discussion of the Port.

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[4] "All of One Mind – Henceforth Merchants and manufacturers will work together," *Los Angeles Times,* July 21, 1896.
[5], "Prosperity Week is Girls Idea,." *Los Angeles Times,* October 16, 1908.
[6] Los Angeles Chamber of Commerce, "LA Area Chamber Timeline." http://www.lachamber.com/webpage-directory/about/aboutchamber-timeline/.
[7] "LA Area Chamber Timeline."
[8] Charles Queenan, *The Port of Los Angeles: From Wilderness to World Port (*Los Angeles Harbor Department, Government and Community Relations Division, 1983).

Boosters also focused on labor, starting a massive branding campaign of Los Angeles as the bastion of the "open shop." One of their main intentions of the drive for an open shop was to undercut strong union cities, particularly San Francisco.[9] *Los Angeles Times* owner Harrison Gray Otis was relentless in producing anti-union editorials and news articles. When his own struggles with the newspaper's Typographical Union erupted in 1890, he compounded words with deeds and replaced his striking workers with nonunion workers from Kansas City. The workers retaliated with a boycott against the *Los Angeles Times* and its advertisers, and Otis shot back with calls to boycott any company that hired union labor.[10] Otis used the *Times* and his commanding role in the nascent Merchants and Manufacturer's Association to wage open war on unions in Los Angeles. Local industries, especially the steel industry, felt free to engage in many union-busting activities, and conflict spread between manufacturers and workers throughout the city. By the turn of the century, U.S. Steel had succeeded in driving out unions from their plants and affiliated plants, with the exception of the Iron Workers Union. In 1910, Iron Workers initiated a strike against iron manufacturers to gain a $0.50 per hour minimum wage. The Merchants and Manufacturer's Association raised millions of dollars to break the strike, and influenced court injunctions that severely limited their ability to picket. The fight turned deadly on October 1, 1910, when the Los Angeles Times building was destroyed by dynamite and a resulting natural gas explosion, killing 21 employees and injuring 100 more. The ensuing investigation, trial, and conviction of trade unionists John J. and James B. MacNamara for the bombing shocked the unionists and vindicated the open shop manufacturers. The labor movement in Los Angeles was set back significantly for several decades.[11]

With cheap power and labor secured for industry, the Chamber created a new Industrial Bureau in 1913, which focused on creating trade partnerships outside the area, developing a pro-industry environment, and luring manufacturers from other parts of the country.[12] That same year, the Owens Valley Aqueduct opened, providing the city with a heretofore unimaginable abundance of water. The opening of the Panama Canal in 1914 cut the trade route between the east and west coasts of the U.S. in half, making it easier for Los Angeles exports to reach Eastern and European markets. The Port of Los Angeles had a favorable strategic position among the west coast ports due to its proximity to the canal, and the port became a key port-of-call for trans-Pacific shipments.

The Chamber printed pamphlets and flyers boasting of this and other benefits of doing business in Los Angeles. One that was published in 1934 ran down a complete list of amenities:

> Many strong factors are drawing manufacturers and distributors here: Industrial freedom; low overhead; all-year working climate; cheap power, water and natural gas; local and imported raw materials; vast system of rail, water and truck transportation; dense, close-in market of 2,500,000 and a western tributary market of 11,000,000 people. This combination of factors makes Los Angeles County the Industrial Magnet of the West.[13]

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[9] Carey McWilliams, *Southern California: An Island on the Land* (Layton, Utah: Gibbs Smith, 1973).
[10] Roger Butterfield, "Los Angeles is the Damndest Place," *Life Magazine,* November 22, 1945, 108.
[11] Sidney Fine, *"Without Blare of Trumpets": Walter Drew, the National Erectors' Association, and the Open Shop Movement, 1903–57* (Ann Arbor, Mich.: University of Michigan Press, 1995).
[12] Tom Zimmerman, *Paradise Promoted: The Booster Campaign that Created Los Angeles 1870-1930* (Santa Monica: Angel City Press, 2008); "To Foster Upbuilding," *Los Angeles Times*, February 8, 1913.
[13] Promotional Flyer, Chamber of Commerce Archives, Doheny Memorial Library, 1934.

Not content to spread around pamphlets and flyers, the Industrial Bureau also wrote to leading manufacturers, inviting them to come to Los Angeles and see for themselves.

While successful booster campaigns brought in new industries, the contentious issue of where to site the new industries remained. Residents and real estate investors, who sought to preserve the value (and peace) of their new suburbs, protested heavy industries near them and pushed for exclusive "residential districts" in the late 19th century. The conflict was especially pointed with the oil industry, where a discovery on one lot could trigger exuberant well-building throughout a neighborhood.[14] Deed restrictions were an early way for residents to put a barrier between themselves and heavy industry, but as more manufacturers moved in and residential development spread beyond established residential areas, residents and manufacturers sought a broader solution to the issue. As early as 1892, the *Los Angeles Times* was running editorials in favor of creating "industrial districts" where factories could be built without brooking complaints.[15] In 1906, the City established the first industrial district in the city. The district was located in a likely strip of land that paralleled the Salt Lake, Southern Pacific, and Santa Fe Railroads east of Downtown.[16] The rise of "industrial suburbs" outside Los Angeles city limits such as Vernon and Commerce also attracted industries with low taxes and dedicated infrastructure. The built legacy of manufacturing in Los Angeles in general is described in the sub-context, "Manufacturing for the Masses, 1887–1965," while specific industries are discussed as themes.

Boom of the Twenties

A post-World War I economic boom led to the rapid expansion of industry along with commerce and residential development. The Chamber's first notable success in attracting eastern manufacturers to Los Angeles came with the arrival of Goodyear Tire Company in 1919.[17] A related industrial tract at Slauson and Avalon followed, as well as a nearby housing tract called "Goodyear Gardens." Other new manufacturers moved in and started up at a rate beyond the Chamber's wildest dreams.[18]

The year 1923 turned out to be a watershed year in the growth of the city. Among reports of staggering residential and commercial growth, the industrial sector saw record-setting growth. In early 1924, the Chamber reported to the *Los Angeles Times* that, "With bank clearings approximately $7 billion, building permits valued at more than $200 million, postal receipts more than $7 million, the city population reaching 1 million and with a total of more than 5100 industrial plants in the metropolitan area, the year 1923 has established a record for Los Angeles."[19] The factories that developed at this time took advantage of available daylight and ventilation through expansive industrial sash panels and distinctive rooflines. Their visual character now serves as a window into the relatively brief but pivotal time where even the most technologically-advanced plants were tied to their environment through design. See the "Industrial Design and Engineering, 1910–1970" theme for more information about daylight factories and other industrial building types.

[14] "In the Oil Field," *Los Angeles Times*, December 4, 1895.
[15] "Hard on Manufacturing Interests," *Los Angeles Times*, December 13, 1892; "The Smoke Problem in Los Angeles," *Los Angeles Times*, March 13, 1902; "Factories, to build where?" *Los Angeles Times*, October 3, 1909.
[16] "New District for Industry," *Los Angeles Times*, February 6, 1906.
[17] Zimmerman, *Paradise Promoted* , 79.
[18] Goodyear Gardens was never fully built. Several houses are listed individually as City Historic-Cultural Monuments. This property type is covered in the "Labor History" theme.
[19] "Chamber's Reports Show City's Tremendous Gain," *Los Angeles Times*, January 10, 1924.

A second, larger wave of oil field discoveries in the early 1920s (Huntington Beach 1920, Santa Fe Springs 1920, and Signal Hill/Long Beach 1921) led to an explosion in oil production and made the Los Angeles Basin the largest oil exporting region in the world in the mid-1920s. This led to the construction of thousands of wells, scores of refineries, tank farms, and processing sites, and produced immense wealth that financed the construction of lavish mansions and "height limit" commercial buildings.

In 1922, a large syndicate of Chicago-based industrialists established the Central Manufacturing District, a tract of 300 acres of land just outside Los Angeles City limits. Bounded by the Los Angeles River on the north and east, Downey Avenue on the west, and Fruitland Avenue on the south, the area became the focal point of industrial development.[20] Around the same time, the City of Vernon rededicated itself as an all-industrial city and in the process attracted a large chunk of the region's industrial growth. In 1926, the Central Manufacturing District was annexed to the City of Vernon, which over the course of the decade became completely built-out with heavy industry, over an area of five square miles.[21]

Though it began in the late 19th century with Jewish and Italian immigrant tailors and a few textile-makers, the garment industry grew into a major industry during the boom of the 1920s. Access to inexpensive wool (and eventually cotton) from western fields and ranches helped Los Angeles textile mills gain a competitive foothold against the big Eastern mills. Chamber-funded trade schools for sewing and continuing immigration from the northeast also helped to spur the growth of the industry, which was concentrated mainly in the southeast section of Downtown. By 1928, the Los Angeles garment industry ranked second only to New York in garment manufacturing. For a detailed narrative on the rise of the garment industry and the physical character of this industrial area in Los Angeles, see the theme "Garments and Textiles, 1896–1980."

The rise of the entertainment industry, particularly the movie industry, in the 1920s influenced the growth of manufacturing in general, as the industry required building materials for sets, cameras and film, and fashionable garments. According to historian Robert Fogelson, early movie producers settled in Los Angeles more "by coincidence than design" and saw the geographic isolation of the region less problematic than other industries because they could draw all the resources they needed to make films locally and inexpensively ship them all over the world. By 1930, 52 movie studios operated in Los Angeles, employing 15,000 people, and producing $129.3 million in movies.[22] Due to its central importance to the city's identity, the Entertainment Industry has been developed as a separate context.

Several major automakers opened west coast factories in and around the city, including Willys Overland, Studebaker, General Motors (GM) and Chrysler, Ford, and Nash. Early auto and racing enthusiasts such as Offenhauser started up custom shops to create after-market parts and custom models. In addition to automobiles, Los Angeles became home to scores of auto parts manufacturers. And the rubber industry became especially prominent in the post-WWI era. After Goodyear opened in South Los Angeles in 1919, several other rubber companies moved in, including

[20] "Central Manufacturing District Organized," *Los Angeles Times*, July 2, 1922.
[21] "Unanimous Vote Cast, Both Ayes, *Los Angeles Times*," January 10, 1926.
[22] Robert M. Fogelson, *The Fragmented Metropolis – Los Angeles, 1850–1930* (University of California Press, 1967), republished 1993.

Goodrich, Firestone, U.S. Rubber, and Fisk. By 1930, Los Angeles "ranked not only first in the nation in movie production, but second in the making of automobile tires."[23] Although only one former automobile factory remains within city limits, the theme "Automobile Production, 1920–1965" describes the built legacy of auto parts manufacturers and custom automakers.

Seeing the potential for passenger and cargo flights, aviators started up aircraft manufacturing firms in the city, including American Aircraft, Aero Corporation, Lockheed, Bach, and others. By July 1928, there were 43 active airfields and airports in and around Los Angeles, including Mines Field (the earliest incarnation of LAX) and Van Nuys Airport (VNY). The "Aviation and Aerospace, 1911–1989" theme expands on the impact of aviation on the Los Angeles economy and landscape. [24]

The Great Depression

The stock market crash of 1929, and the Great Depression that followed, led to the closure of many Los Angeles businesses, including manufacturers. However, leading industries that had developed in the 1920s (especially movies and oil) helped keep the local economy stable relative to other parts of the country. Population growth likely also served to keep industry in expansion mode, albeit at a more modest pace. From 1920 to 1930, Census figures showed that Los Angeles had added 656,888 new residents, more than doubling in size. As colorfully illustrated by the *Los Angeles Times,* "Thus in ten years Los Angeles gained more population than any other western city had gained in its entire existence."[25] Furthermore, Los Angeles had become the west coast hub for many eastern manufacturers, effectively tied with San Francisco in number of branch facilities (167 versus 160, respectively).[26] This fueled mass immigration from devastated parts of the rural Midwest. Ultimately, many of these migrant workers did not stay in California, but those who did increased the local supply of labor. The construction industry was kept afloat by public works projects funded by the Federal Works Progress Administration and the Public Works Administration. In 1939, economist Clifford Zierer described the physical character of industrial Los Angeles thusly:

> "Industrial districts are likewise [compared to commercial districts] widely and irregularly placed in relation principally to transportation routes, harbor facilities, cheap lands, markets and labor supply... each satellite city or community tends to develop at least a small industrial district of its own. Such districts may have few genuinely important manufacturing plants, but may consist largely of servicing industries, such as laundries, public utility plants, retail lumber yards and associated mills and similar establishments."[27]

Historian Greg Hise provided an alternative view of industrial geography in the early 20th century, identifying three planned areas of industrial development that existed by the mid-20th century. These areas included a diverse eastside industrial district, several planned industrial suburbs interspersed with worker housing and dedicated to heavy manufacturing, and outlying satellite centers where growing film, aircraft, and oil industry firms established their new operations.[28] Both

[23] Jules Tygiel, "Introduction," in *Metropolis in the Making,* eds. Tom Sitton and William Deverell (Berkeley: University of California Press, 2001).
[24] LAX was not included in SurveyLA field surveys. LAX is owned and operated by Los Angeles World Airports (LAWA) a department of the City of Los Angeles. LAWA completes surveys of historic resources within their area of jurisdiction.
[25] "The Growth of the Metropolis," *Los Angeles Times*, January 2, 1931.
[26] "Many Nationally Known Goods Made Locally," *Los Angeles Times*, December 18, 1932.
[27] Clifford Zierer, "The Land Use Patterns" in *Los Angeles: Preface to a Master Plan* (Pacific Southwest Academy, 1941).
[28] Greg Hise, "Nature's Workshop: Industry and Urban Expansion in Southern California, 1900–1950" in *Journal of Historical Geography* 27, no. 1 (2001): 74-92.

of these views appear to play out in the Los Angeles industrial landscape, with clear examples of the areas identified by Hise as well as the small-scale industry sited in relation to satellite towns and transportation corridors.

World War II

World War II changed the face of Los Angeles industry, as wartime rationing dampened production of civilian goods. Manufacturers switched to wartime production, retooling shops to produce equipment and supplies for the military. Aircraft and shipbuilding industries expanded rapidly, producing new types of fighters and bombers, missiles, and tanks. At its high point, nearly 90,000 workers were employed simultaneously at the various shipbuilding yards at the Port of Los Angeles, and by the end of the war, Bethlehem Shipbuilding Company alone had constructed 24 U.S. Navy Destroyers.[29]

In addition to physical expansion to meet wartime needs, new realities changed the physical character of industry. Military contracts with large orders of more sophisticated products resulted in the consolidation of smaller defense contractors, and the development of large complexes to meet demand. Blackout orders led manufacturers to paint over existing industrial sash windows and rely more on electricity to light workspaces. New buildings tended to be windowless to avoid detection in anticipated air raids. A shortage of building materials a few years into the war meant that buildings constructed during wartime were often made of wood frame rather than steel. To protect workers and equipment from anticipated bomb blasts, wartime factories often used non-load bearing walls that could be blown away without compromising the underlying structural system.[30] These changes combined with developments in electricity and air conditioning created the controlled conditions factory, which replaced the daylight factory as the dominant industrial design in the latter half of the 20th century. The "Industrial Design and Engineering, 1910–1970" theme contains more information about the character of specific industrial building types in Los Angeles during the postwar period.

Postwar Prosperity

Returning GIs, defense workers, and other new residents created an intense demand for housing after the war, sparking a building boom throughout Southern California that lasted through the 1960s. All these new households fueled a resurgent consumer market, with the resources to purchase an unprecedented volume of material goods, including appliances, processed foods, clothing, cars, and furnishings. Industry responded with a commensurate expansion of production facilities, especially in the San Fernando Valley and near LAX.

Rather than declining in the post-World War II era, defense contracts continued to come to Los Angeles as the country shifted into the Cold War. Aircraft manufacturers continued to turn out new models of aircraft and aerospace firms emerged to research and develop ever more sophisticated propulsion, navigation, and missile technology for the Department of Defense. By the 1960s, more than half of all jobs in Los Angeles County were in aerospace.[31] The "Aerospace, 1946–1989"

[29] "The Bethlehem Shipyard" in *The Port of Los Angeles Virtual History Tour.* Published by the Los Angeles Harbor Department online, http://www.laporthistory.org/level3/berth_240.html.

[30] R. Christopher Goodwin and Associates, *Historic Context for Department of Defense Facilities WWII Permanent Construction.* Prepared for US Army Corps of Engineers, May 1997.

[31] Los Angeles, Community Analysis Bureau, 9.

subtheme describes this key late 20th century industry in greater detail. Between 1942 and 1944, investment in new plants and expansions of existing plants in Los Angeles County totaled more than $303 million ($2 billion in 2009 dollars). The pace of construction continued upward through the post-World War II era, spreading out in all directions along train lines but particularly in the San Fernando Valley.

During this time, the San Fernando Valley transformed from an agricultural area to a suburban enclave. Just as commutes to jobs outside the Valley became longer, industrial land in the rest of the city was growing scarce and more expensive to establish. Developers and industrialists saw a solution to both problems by rezoning large swaths of Valley farmland for industry. In 1949, a group of these development interests joined with the Los Angeles Department of Water and Power to form the Industrial Association of the San Fernando Valley. The main objective of this group was to obtain industrial zoning along the Southern Pacific tracks in the western Valley within City limits. They succeeded in the 1950s in getting more than 7,000 acres rezoned, including a 1,400-acre special improvement district for industry in Canoga Park, bordered by Tampa Avenue to the east, Plummer Street to the north, De Soto Avenue to the west, and Nordhoff/Parthenia Streets to the south.[32] Industrial activity grew in the western San Fernando Valley in these industrial parks and along the Southern Pacific alignment throughout the 1960s and 70s, mostly in high-tech, defense, and construction-related industries. As well, the north Valley saw an increase in industrial zoning along the Southern Pacific tracks and San Fernando Road. Industrial parks were also established in west Los Angeles near Playa Del Rey and LAX around the same time, demonstrating the rising importance of air freight to industrial activity.

Late 20th Century Decline and Dispersal

Los Angeles industry began a gradual decline in the late 1960s due in part to the rising price of fuel and land, dispersal of manufacturers beyond city limits, and a trade deficit that reflected ever greater reliance on foreign imports in the consumer market. Oil discoveries in the Los Angeles Basin dwindled in the 1960s and 1970s and production declines in oil and natural gas led utilities in the area to import more of the fuel to feed the energy-hungry metropolitan area. In 1973, a fuel shock resulting from an oil embargo by the Organization of Petroleum Exporting Countries (OPEC) caused intense inflation and helped to send the national economy into recession. A drought in 1977 decimated what remained of agriculture in the city, as farmers folded and sold their land for development. The drought also lowered water levels for power generation, adding to the energy woes of the state.[33]

The completion of the interstate highway system in the 1960s and 1970s contributed to the rise of truck transport, which further decentralized industry in the city. Manufacturers no longer needed to be near established rail lines, opening up cheaper land beyond city limits for industrial development. Many manufacturers moved their plants eastward, following Interstate 10 (I-10) to settle in communities in the San Gabriel Valley and western San Bernardino County. The buildings they left behind in Los Angeles often shifted to warehouse use within a growing network of importing and distribution businesses.

[32] Kevin Roderick, *The San Fernando Valley: America's Suburb* (Los Angeles Times Books), 2001; "Industrial park planned on 1,400 acre west valley site," *Los Angeles Times*, June, 30, 1963.
[33] "Western Drought may bring cut in industries' water," *Los Angeles Times*, February 3, 1977.

Automakers which had been manufacturing powerhouses in mid-century Los Angeles began to close in the late 20th century as more of their market share went to imports. At the time when Chrysler shut down their Commerce plant in 1971, about 41% of all sales in Los Angeles were for imported cars, a sharp increase from the 1960s. Eight years later, the Goodyear Tire and Rubber Company plant in South Los Angeles closed its doors. The plant had heralded an unprecedented wave of industrial growth just a little over five decades earlier when it was the first major manufacturer to open in the city. A few years after the Goodyear plant closed, nearly every automaker in California left as well, including the Ford plant in Pico Rivera (1980), the GM plant in South Gate (1982), and the GM plant in Van Nuys (1992). Thousands of jobs were lost, many of them in South Los Angeles among communities that were already beset with poverty.[34]

Some industries continued to flourish in the late 20th century, especially industries with defense contracts such as the Aviation and Aerospace industries. Jobs in aerospace firms provided stability to the thousands of workers who settled in the San Fernando Valley, and were a mainstay of the economy. However, the end of the Cold War in 1991 presaged steep cuts in military spending, and many leading firms scaled back operations in Los Angeles. Despite more recent losses, Los Angeles County remains number one in space and defense systems manufacturing.[35]

The city's manufacturing sector remains important on the national stage, ranking 4th overall among cities for number of manufacturing jobs.[36] Leading manufacturing sectors in the Los Angeles economy include computers and electronics, apparel, transportation equipment, fabricated metal products, and food products. However, due to increases in productivity, outsourcing, and technological changes, employment in manufacturing has declined by 50 percent since 1990.

Current uses of historic industrial buildings vary according to location and property type. Many industrial lofts close to Downtown have in the past decade been converted into residential housing. These conversions often meet the Secretary of the Interior's Standards for Rehabilitation and have been be certified by the federal government for Historic Preservation Tax Credits. More common conversions for one- and two-story factories are into warehouse space, which generally involves removal of unused equipment and sometimes the creation of new bays or loading docks. Smaller shops are often still used by small and medium sized-businesses for manufacturing, though many of the large manufacturers have consolidated or moved their factories overseas, leaving large, aging facilities that are more difficult to lease.

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[34] Bob Baker, "L.A.'s Booming Auto Industry Now a Memory," *Los Angeles Times,* July 20, 1991; Rick Wartzman, "From First and Spring: A happening corner in a changing city," *Los Angeles Times,* October 8, 2006.

[35] Based on 2009 Bureau of Labor Statistics. "Los Angeles Totals 179,000 Tech Jobs in 2009." Published by the TechAmerica Foundation, December 8, 2010. Available Online, http://www.techamericafoundation.org/cybercities2010-los-angeles Accessed June 2011.

[36] "Top 50 U.S. Cities by Number of Industrial Jobs" List published by Manufacturer's News, Inc. Available online, http://www.manufacturersnews.com/news/charts/Top50CitiesJobsDec2010.pdf Accessed June 2011.

Although the vacancy rate of industrially-zoned properties in Los Angeles County is low (about 2%), many industrial properties contain older buildings that do not always meet current industry needs, and blocks of historic early and mid-20th century industrial buildings have been demolished for larger facilities with controlled conditions. Pressures to rezone and convert these properties to retail and housing has also had mixed results for historic industrial properties, with some property types (such as industrial lofts) considered suitable for adaptive reuse and other properties vulnerable to demolition due to contaminated conditions and size constraints.[37]

[37] "Manufacturing: Still a Force in Southern California," Los Angeles County Economic Development Corporation, Kyser Center for Economic Research, 2011.

INDUSTRIAL DEVELOPMENT: THEMES AND ASSOCIATED PROPERTY TYPES

THEME: AGRICULTURAL ROOTS, 1850-1945

Agriculture sustained settlement of the Pueblo of Los Angeles during the Spanish Colonial and Mexican era (1781–1849), promoted continued population growth after California statehood, and supported economic development with exports of cash crops across the country. Once a fertile agricultural center, the area produced citrus, grapes, olives, and flowers in large quantities, in addition to dairy, poultry, and beef products. Important agricultural subthemes that have affected the built environment include the export of cash crops, small-scale agricultural production for local markets, and ranching and dairies. Following multiple waves of population expansion starting in the 1870s, the vast majority of agricultural lands, industries, and related historic resources have vanished from the city. Remnants of the agricultural roots of the city remain in farm and ranch houses or collections of buildings associated with early farms or ranches; packing houses or cooperatives associations related to cash crop industries, particularly citrus; vernacular landscapes in the form of groves or orchards, poultry farms, and dairies.

Establishing Agriculture In and Around the Pueblo

Settlers during the Spanish Colonial and Mexican era pursued agriculture in fields surrounding the Pueblo of Los Angeles, growing corn, beans, barley, and wheat in surplus quantities for export to the presidio at Santa Barbara.[38] The ability to control water sources through irrigation was, and continued throughout the 19th century to be, a major factor in the productivity of agricultural fields. Spanish and Mexican settlers were familiar with Southern California's Mediterranean-type climate with sporadic rainfall, and they used irrigation techniques brought from Sonora and Sinaloa, Mexico to increase agricultural productivity. Water was drawn from the Los Angeles River and the *Zanja Madre* (mother ditch), which was completed in 1781 and diverted water to fields west of the Los Angeles River.[39] Seven additional irrigation ditches were added over the next century, with numerous smaller channels dug by property owners whose land did not abut irrigation ditches.[40] Local Native Americans were hired by settlers to cultivate the fields and maintain irrigation ditches. Their work kept the Pueblo agriculturally productive throughout the Spanish Colonial and Mexican era. By 1844, more than half of Pueblo workers were engaged in agricultural pursuits.[41]

Viticulture along the Los Angeles River

Wines were among the earliest agricultural products produced for export in Los Angeles, creating the initial framework for cash crops that became a vital part of the area's economy. Viticulture began with small concentrations of grapevines planted at nearly every Spanish mission. As the population of the Pueblo of Los Angeles grew, vineyards followed, spreading north and south along

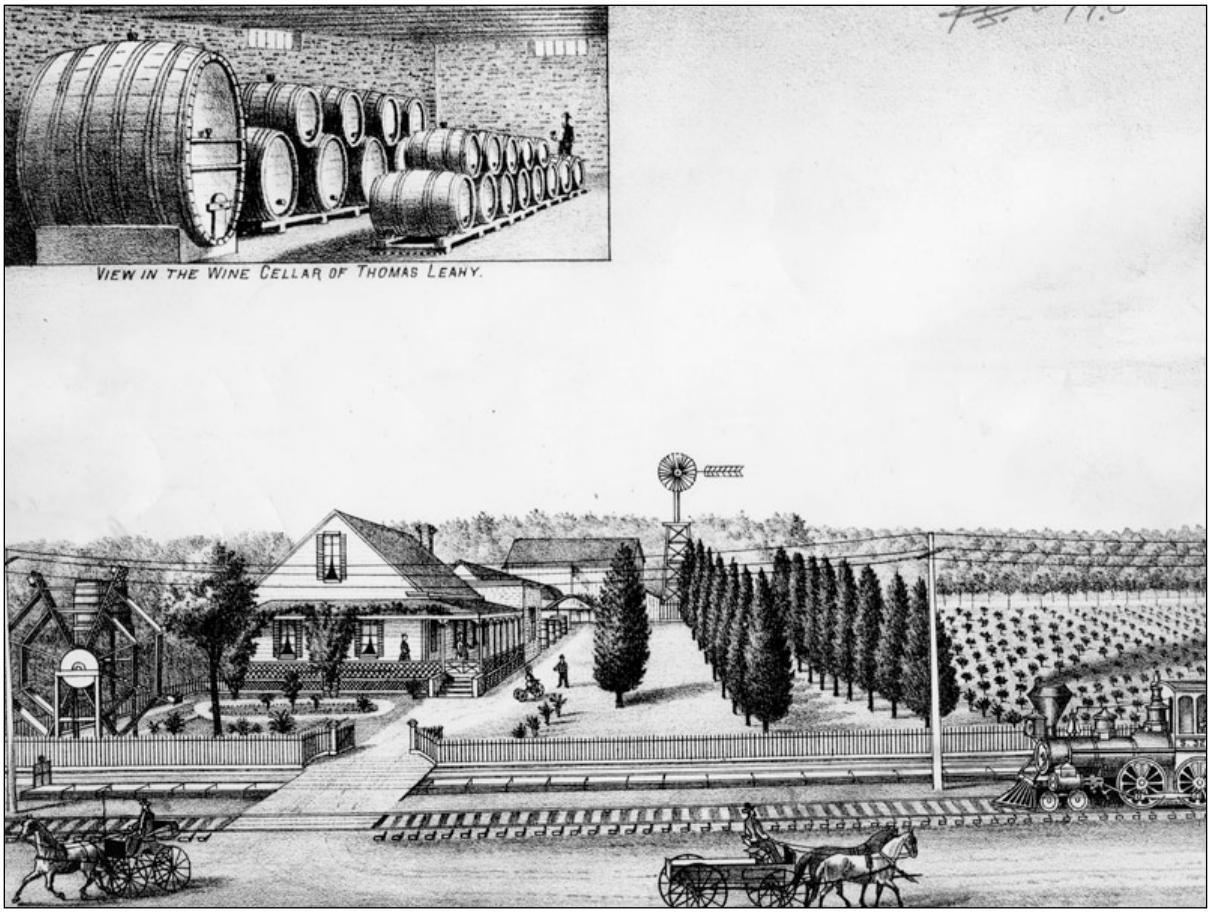
[38] Antonio Rios-Bustamente, "Los Angeles, Pueblo and Region, 1781–1850" (PhD. dissertation, University of California at Los Angeles, 1985), 88. The presidio at Santa Barbara served as a military installation and governmental center for the area south of San Luis Obispo to the Pueblo of Los Angeles.

[39] Blake Gumprecht, *The Los Angeles River: its Life, Death, and Possible Rebirth* (Baltimore: Johns Hopkins University Press, 2001), 44.

[40] Gumprecht, *The Los Angeles River*, 58 and 61.

[41] Ibid.

the Los Angeles River (bounded on the west by present day San Pedro Street). In 1831, 26 vineyards in Los Angeles covered 112 acres.[42]



Residence, orange grove, and vineyard on Alameda Street belonging to Thomas Leahy, c. 1880 (no longer extant) Source: Los Angeles Public Library.

In the 1840s, numerous French immigrants transformed wine production with high-quality grapes into a large-scale industry. Jean Louis Vignes became one of the most successful wine producers in Los Angeles, laying out his El Aliso Vineyard with more than 40,000 vines in 1847. By 1859, there were over one hundred vineyards and 23 commercial wineries in Los Angeles County, which had become the country's leading producer of wine.[43] Early production of wine was consumed locally or shipped to Santa Barbara, Monterey, and San Francisco for sale.

By the late 19th century, California wines had reached the east coast of the United States. Vineyards and wineries declined in Los Angeles in the late 19th and early 20th century as northern California took the lead in wine production. Small wineries still could be found east of Downtown until the start of Prohibition in 1920, when local wine production slowed. Given the large amounts of land needed for commercial vineyards, there are few extant resources related to viticulture within the city of Los Angeles. Resources are limited to Mission San Fernando (Historic-Cultural Monument No.

[42] Gumprecht, *The Los Angeles River* , 47.
[43] Gumprecht, *The Los Angeles River* , 49; Vincent Carosso, *The California Wine Industry: A Study of the Formative Years* (Berkeley and Los Angeles: University of California Press, 1951), 27.

23, 15151 San Fernando Mission Boulevard) and San Antonio Winery (Historic-Cultural Monument No. 42, 725-749 Lamar Street).

Dry Farming in the San Fernando Valley

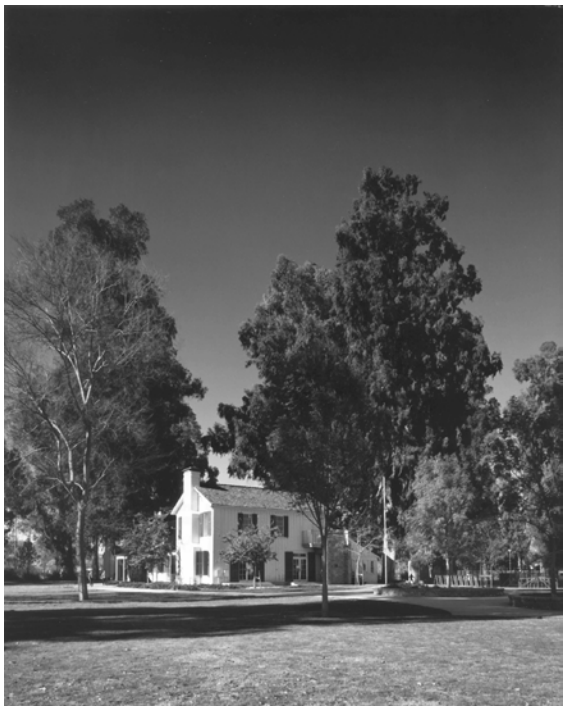
Dry farming in the Valley was pursued to a relatively limited degree in the 19th century. Due to the City of Los Angeles's exclusive rights, Los Angeles River water was off limits to the Valley. Irrigation came from mountain springs and underground sources, and by 1888, less than 6,000 acres in the Valley (one-tenth of total land area) was irrigated by tapping subterranean sources.[44] The Valley became the site of large-scale wheat farming when, in the 1870s, Isaac Lankershim abandoned sheepherding in favor of cultivation of wheat. With partner Isaac Van Nuys, he utilized winter rains to grow the grain, which does not require extensive irrigation. Wheat cultivation dominated the southern half of the Valley until 1910, when Isaac Van Nuys sold his 47,500 acres to Harry Chandler for development.[45]

Plowing and seeding fields on Lankershim Ranch (Historic-Cultural Monument No. 978), San Fernando Valley, circa 1898–1900. Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860–1960. California Historical Society, University of Southern California Libraries Special Collections

Lankershim Ranch (Historic-Cultural Monument No. 978, 10940 N. Sepulveda Boulevard, relocated from the original ranch to Andres Pico Adobe Park) also cultivated 6,000 acres of fruit trees and other crops along the river in present-day North Hollywood and Toluca, where alluvial loam[46] and a shallow water table created favorable conditions. In the 1880s, James B. Lankershim (son of Isaac Lankershim) subdivided the land into 40-acre ranchettes for viticulture and orchards.[47] Alfalfa, used

[44] Gumprecht, *The Los Angeles River,* 79.
[45] Roderick, *The San Fernando Valley*, 48.
[46] Alluvial loam is a rich soil made of approximately equal parts sand, silt and clay that has been deposited by flowing water, as in a riverbed or flood plan; "Alluvial loam," *The American Heritage Science Dictionary* (Houghton Mifflin Company), accessed March 2011, http://dictionary.reference.com/browse/alluvial.
[47] Roderick, *The San Fernando Valley* , 45.

as feed for livestock, was also cultivated in the San Fernando Valley in the late 19th century and early 20th century.[48] Other resources related to dry farming include Shadow Ranch (Historic-Cultural Monument No. 9, 22633 Van Owen Street, Canoga Park) and Pierce College (6201 Winnetka Avenue, Woodland Hills).[49]



Shadow Ranch, n.d. Source: Office of Historic Resources

Fruit and Vegetable Cultivation

Cultivation on land in the city included a wide variety of fruit, vegetables, root vegetables, and legumes.[50] The banks of the Los Angeles River were dominated by vineyards and cornfields. Demand from the population boom of the 1870s combined with contemporaneous expansion and upgrade of the *zanja* and irrigation conduit system caused dramatic growth in agricultural acreage surrounding the city. Within a decade of the arrival of the Southern Pacific Railroad in 1877, the population of the city doubled.[51] In 1849, farms occupied 1,500 acres in Los Angeles; by 1886, irrigation also had spread to 11,136 cultivated acres in the city and beyond, concentrated to the north, south, and east.[52] The railroad also provided new opportunities for shipping produce east. It was now possible to reach Kansas City or St. Louis within a single day, creating new, large-scale markets for Los Angeles cash crops. This rapid increase in population and opening of new markets led to an emphasis on cash crops in the city's agriculture. Nearly half of the newly irrigated acres were

[48] Herbert Michael Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California" (PhD. dissertation, University of California, Los Angeles, 1960), 19.
[49] Identified as Pierce College Cultural Landscape in the SurveyLA survey of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. Recorded as a historic district.
[50] Gumprecht, *The Los Angeles River* , 55.
[51] Ibid., 84.
[52] Ibid., 71.

devoted to fruit production with the remainder divided between vineyards and vegetable production.[53]

With the arrival of the Los Angeles-Owens River Aqueduct in 1913, Los Angeles farms had a reliable and controlled water source to irrigate its crops year-round. Water from the Aqueduct enabled both increased agricultural activity and residential subdivision. In the San Fernando Valley, acreage irrigated through artificial means grew from about 3,000 acres in 1915 to more than 70,000 acres within ten years, with crops including walnuts, oranges, lemons, and sugar beets leading in production.[54] Alfalfa, barley, and wheat fields continued to be cultivated in the San Fernando Valley, supplying feed for local dairies.[55] Following the arrival of the Aqueduct, numerous small (1 to 5 acres) family farms were established in the Valley by factory and professional workers for subsistence and secondary income.[56] Prior to World War II, much of West Los Angeles was planted in walnut groves as well.

One of the larger producers was Jue Joe Ranch (16600-16602 Vanowen Street), established by Chinese immigrant Jue Joe in West Van Nuys in 1919. With the help of a white friend that assisted with buying 100 acres of land, Jue established his home ranch where he initially grew potatoes and later asparagus. By 1934, Jue Joe was referred to as the "Asparagus King," owning over 700 acres of farmland in Van Nuys and other parts of Southern California. Rare remnants of the once-much larger ranch property survive as a reminder of the Valley's historic agricultural industry.

Jue Joe Ranch outbuildings, 16600-16602 Vanowen Street, associated with Jue Joe Ranch, West Van Nuys, 1919-1947. Source: SurveyLA.

[53] Ibid.
[54] Roderick, *The San Fernando Valley,* 71; Gumprecht, *The Los Angeles River,* 118.
[55] Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 27.
[56] Ross Gast, "An acre and liberty – with a paycheck" in *Southern California Business* (June 1930): 18–19.

SUBTHEME: CASH CROPS FOR EXPORT, 1870-1945

Citrus and grapes used for wine production were among the first crops in Los Angeles produced for widespread export. Citrus was the highest valued crop produced in the region between 1890 and 1938[57] and imagery surrounding its production became instrumental in the marketing of Los Angeles to new residents.[58] Oranges were introduced to the region around 1804 at Mission San Gabriel, and Mission trees formed the basis of groves of several Los Angeles growers. The first orange grove in Los Angeles was laid out in 1834, when William Wolfskill planted 70 acres near present day Fourth and Alameda Streets. Wolfskill was later reported to own more than two-thirds of California's orange groves.[59] Another grove planted by Jean Louis Vignes, already a successful wine producer, was located adjacent to his El Aliso Vineyard between present-day Aliso and Alameda Streets.[60] In the following two decades, much land south of Third Street was occupied by orange groves,[61] soon to be replaced by urban development. Even as citrus groves were displaced from the center of the city, the Los Angeles County citrus industry grew in the 1870s and 1880s, from 25,000 citrus trees in 1865 to 500,000 in 1882, mainly in the areas south of the city.

Sustained by a controlled water source from the Los Angeles-Owens River Aqueduct, cash crops were primary drivers of Los Angeles' agricultural boom of the 1920s and 1930s. By 1922, Los Angeles County led all other U.S. counties in the value of its agricultural products, and citrus was Los Angeles' most important and long-lived cash crop for export. [62] Before 1877, citrus was shipped in steamboats from San Pedro and Los Angeles harbors, with markets limited to northern California. In 1877, the Southern Pacific Railroad reached Southern California, and the first car of citrus was shipped east from California. With the introduction of ventilated and refrigerated boxcars in 1887,[63] conditions for the successful shipment of citrus improved. The completion of the Atchison, Topeka and Santa Fe Railroad in 1885 increased citrus shipments and fueled citrus planting.[64] Shipments of citrus from Southern California surpassed one million boxes in 1887. In 1939, 51.4 million boxes were shipped.[65]

Packing houses located along railroad tracks became a major part of the citrus cash crop system. Typically with wood-frame construction, wood siding, and sawtooth or monitor roofs, these buildings housed workers who received produce picked from nearby groves, packed the produce into crates, and distributed it along nearby transportation routes to local, regional, and national markets. In the early 1900s, it was common for railroad companies to construct packing houses along the tracks at their own expense, then leasing the facilities to packing firms.[66] Known resources

[57] Anthea Hartig, "Citrus growers and the construction of the Southern California landscape" (PhD. dissertation, University of California Riverside, 2001), 18.
[58] Tom Zimmerman, *Paradise Promoted*, 63-64.
[59] Gumprecht, *The Los Angeles River* , 52.
[60] Hartig, "Citrus growers and the construction of the Southern California landscape," 60.
[61] Gumprecht, *The Los Angeles River* , 52.
[62] George Clements, "LA County leads in farm products," *Southern California Business* (September 1922), 41.
[63] Ronald Tobey and Charles Wetherell, *The National Orange Company Packing House: An Architectural and Technological History, 1898–1940* (Riverside: University of California, Riverside, 2007), 43.
[64] National Park Service, "California Citrus Heritage Recording Project" (Riverside, California: Historic American Building Record (HAER) CA-118, 1991), 8; Hartig, "Citrus growers and the construction of the Southern California landscape," 64.
[65] Hartig, "Citrus growers and the construction of the Southern California landscape," 62-63.
[66] "City of Fullerton Landmarks Commission Staff Report" (Elephant Packing House, 201 W. Truslow Avenue, Dec. 1982), 1.

include San Fernando Heights Lemon Association Packing House (15300 San Fernando Mission Boulevard, built 1922).

Olive packing house, Los Angeles Olive Growers Association, Sylmar, before 1932. The building features a monitor roof to provide ventilation to the interior workspace. Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860-1960, California Historical Society, University of Southern California Libraries Special Collections.

Growers' cooperative associations formed to manage numerous difficulties encountered by growers in the sale and marketing of citrus and other crops. These associations allowed local growers to band together to establish prices for their produce and facilitate large-scale shipments. In 1893, the Southern California Fruit Exchange (later Sunkist Growers, Inc.) was established and became an influential industry group that systematized local associations into districts and coordinated their activities.[67] Cooperative associations became involved in every aspect of production and distribution and gave growers more control over their product. By 1939, 85 percent of citrus produced in California and Arizona was controlled by cooperative associations, the largest of which was Sunkist, which managed 74 percent of total citrus production. Cooperative associations established local branches near major citrus packing and shipping centers to facilitate the exchange. These buildings, often constructed in the prevalent commercial architecture styles of the period, housed business operations for the associations and provided meeting spaces for local growers and distributors.

In the early 1920s, Los Angeles County devoted over 92,000 acres to citrus, constituting more than a third of state citrus acreage.[68] By this time, citrus that had been displaced from the center of the city

[67] Catherine Merlo, *Heritage of gold: the first 100 years of Sunkist Growers* (Sunkist Growers, 1997), 22–23.
[68] Hartig, "Citrus growers and the construction of the Southern California landscape," 61.

had spread to areas of alluvial slopes and stream tributaries in the north San Fernando Valley including the City of San Fernando and Los Angeles neighborhoods of Northridge, Granada Hills, and Chatsworth. Demand was spurred by the marketing of byproducts, such as juices and oils. Citrus continued to be a valuable cash crop in Southern California throughout the 20th century. However, production in the city of Los Angeles declined dramatically after World War II due to the loss of agricultural land for housing.[69]

Olive cultivation and export followed a similar pattern to citrus. Olive cultivation was centered in the San Fernando Valley community of Sylmar, where the Sylmar Packing Corporation produced and packed olives for local and national distribution beginning in 1894, eventually cultivating 2,000 acres in an area described as the largest grove in the world under one management.[70] In addition to packing its own fruit, Sylmar Packing Corporation assumed control for the packing and marketing of most olives produced by the California Olive Growers Cooperative in 1927, packing between 1,000 and 1,200 tons annually.[71] Canned ripe olives (black rather than green) were cured in large brining tanks and vats and produced exclusively in California in the first half of the 20th century.[72] Olive cultivation was lucrative for producers, netting between $75 to $250 per ton in the 1920s, and the California olive industry was worth $25,000,000 in 1932. However, California producers consistently struggled with competition from abroad, where olive oil was produced more cheaply.[73] Decline of local olive production began with early subdivision of the Sylmar area in the late 1930s[74] and, by 1962, olive acreage in Sylmar had decreased to 900 acres.[75] Extant resources include packing houses and cooperative associations similar to those constructed for citrus. Other resources include olive tanks and vats, typically open concrete or wood tanks and vats used to store and cure olives. These were usually located near olives groves and packing houses. Most extant resources related to the olive industry will be located in the Sylmar area.

Flowers and bulbs were another Los Angeles cash crop that gained momentum in the first half of the 20th century. Beginning in the late 19th century, residential gardeners harvested blooms for sale to local florists.[76] Large-scale flower cultivation, with significant acreage and associated packing buildings, began in the 1920s, enabled by refrigeration. Japanese immigrants led the way in this industry, with specialty flower cultivation centered in west and South Los Angeles. Competition with foreign growers in combination with the housing boom signaled the end of local, industrial-scale cultivation, though the wholesale marketing of blooms in Los Angeles' Flower District (Wall Street between 7th and 8th Street) continued to flourish. Extant resources may include packing houses similar to those described above. Most other extant resources are related to the Farm to Market theme, including produce markets and cold storage facilities, given the importance of refrigeration for large-scale cultivation of flowers and bulbs.

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[69] "California Citrus Heritage Recording Project," 10.

[70] Frederick M. Turner, "The History and Growth of the Olive Industry in California," *Los Angeles Times*, January 25, 1925, J3; "Mammoth grove keeps olive plant busy," *Los Angeles Times*, October 2, 1927, J5.

[71] "Olive men reorganizing," *Los Angeles Times*, January 30, 1927, 18; "Mammoth grove keeps olive plant busy," *Los Angeles Times*, October 2, 1927, J5.

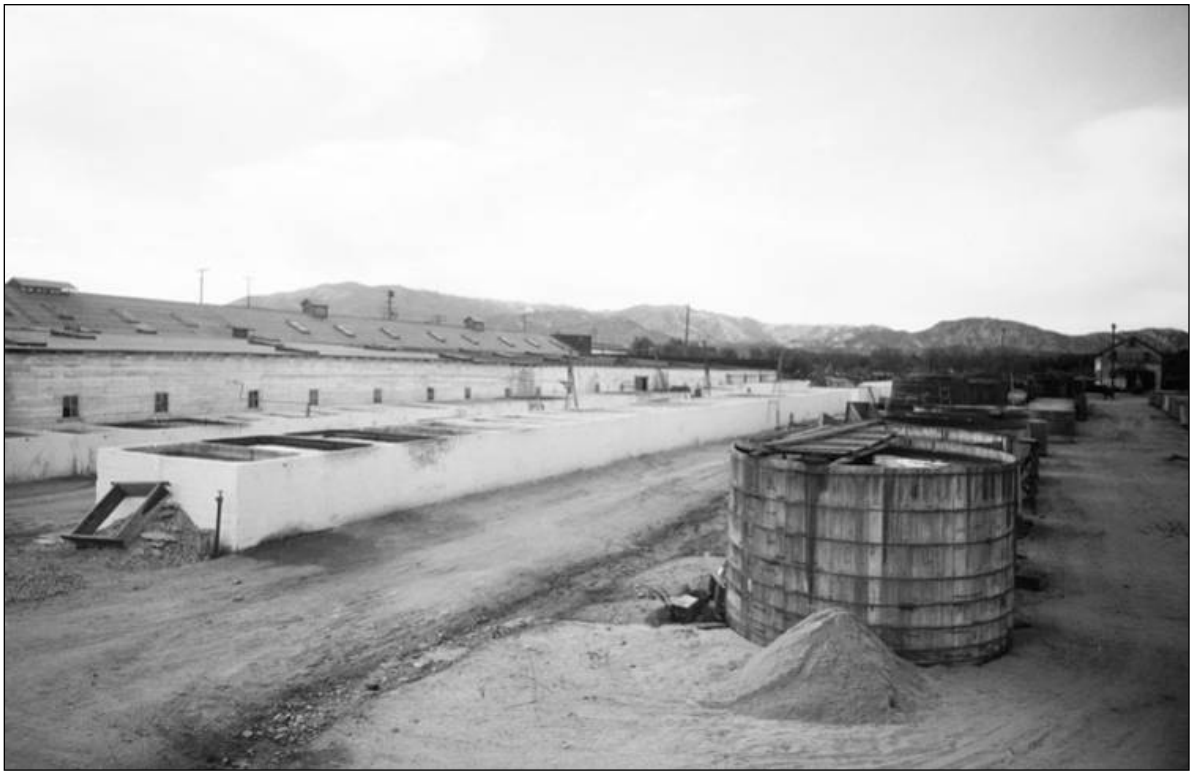
[72] "Olive pack surplus cut," *Los Angeles Times*, October 2, 1932, 19.

[73] Turner, The History and Growth of the Olive Industry in California," J3.

[74] "Large Valley tract opened," *Los Angeles Times*, October 9, 1938, E2.

[75] Dewey Linze, "Sylmar groves give way to progress," *Los Angeles Times*, January 1, 1962, B1.

[76] Peggi Ridgway and Jan Works, *Sending Flowers to America: Stories of the Los Angeles Flower Market and the People Who Built an American Floral Industry (*Los Angeles: American Florists' Exchange, Ltd., 2008), 11.



Olive tanks and brining vats, Los Angeles Olive Growers Association, Sylmar, before 1932.
Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860-1960 California Historical Society, University of Southern California Libraries Special Collections

The agricultural work force for cash crops consisted mostly of ethnic minorities, and shifted in composition over the years.[77] In the 1870s, Native Americans worked in cultivating, picking, and packing produce in many communities. Chinese laborers dominated the industry in the 1880s and early 1890s, but with exclusionary immigration legislation starting in 1882, their numbers diminished. In the early 1890s, Japanese workers entered the labor market and dominated until World War I.[78] Mexicans became dominant in the agricultural labor force after 1914 and their numbers continued to grow; they were two-thirds of the industry labor force by the 1940s. The Bracero Program, a Mexican contract worker program which began in 1942 and continued until 1964, further increased the numbers of Mexican agricultural workers in Southern California.[79] Koreans, East Asians, African Americans, and Jamaicans also pursued agricultural labor during early decades of the 20th century to a limited extent.[80] Although some of these laborers worked as migrant workers across the state, concentrated neighborhoods of ethnic minorities also developed around packing houses and other industrial agricultural properties. While the modest housing they occupied is long gone in most cases, historic archaeological deposits may remain on the site that could potentially contribute to research on their working conditions and lifestyles while laboring on Los Angeles farms and in packing houses.

[77] National Park Service, "California Citrus Heritage Recording Project," 12.
[78] Hartig, "Citrus growers and the construction of the Southern California landscape," 255.
[79] Harold T. Brewer, "Villa Park Orchards Association," *Orange Countiana* 2 (1980): 24.
[80] National Park Service, "California Citrus Heritage Recording Project," 12.

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - CASH CROPS FOR EXPORT, 1850-1945

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Agriculture. Some resources may also be significant in the areas of Ethnic Heritage and/or Architecture. Cash crops, particularly citrus, were among the most important agricultural products cultivated in Los Angeles in the late 19th and early 20th centuries. With technological advancements in irrigation, shipping, and refrigeration, citrus became the highest valued crop produced in the region between 1890 and 1938, supplemented by olives and flowers and bulbs. Imagery surrounding the production of cash crops was key to marketing the bounty of Los Angeles produce to consumers nationwide. Cash crops are also associated with the history of many ethnic/cultural groups who worked in the fields, farms, and packing houses harvesting and packing fruits, vegetables, bulbs, and flowers. Extant resources related to cash crop industries are now rare and include packing houses, cooperative associations, remnants of groves or orchards, and olive vats and tanks.

Property Type #1: **Packing House**

Property Type Description: Packing houses are built for sorting, packing, and distributing cash crops, particularly citrus, to market. They are typically constructed with wood frame and cladding with sawtooth or monitor roofs to provide adequate interior illumination. Their location along transportation routes, particularly railways, facilitated shipments to market and may have loading docks along one or more sides.

Property Type Significance: Packing houses may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. Packing houses represent the historical management of produce from scores of farms, groves, and orchards, nearly all of which have disappeared from the landscape. They are also associated with the historical contributions of several ethnic/cultural groups who made up the agricultural workforce in Los Angeles throughout the 19th and 20th centuries. Very few packing houses remain in

	Los Angeles, so any intact example may be considered eligible under this theme.
Geographic Location:	Along the Los Angeles River; West Los Angeles (for walnuts); San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills
Period of Significance:	1870-1945
Period of Significance Justification:	Dates coincide with likely dates of operation for most packing houses in the city. Agricultural production began to decline after World War II due to a significant reduction in agricultural land.
Areas of Significance:	Agriculture; Ethnic Heritage; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Constructed between 1870 and 1945
- Historically used as a packing house for a cash crop that had economic importance in Los Angeles history

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Rectangular brick building
- Rectangular wood frame building
- Sawtooth or monitor roof
- Loading dock(s) on one or more sides
- Typically located along transportation routes, particularly railways
- May represent the contributions of ethnic/cultural groups to the agricultural history of Los Angeles
- Often designed in prevalent architectural styles of period
    - May also be a significant example of an architectural style from the period of significance

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- Since very few packing houses remain, any intact example should be considered
- Setting may have changed

Property Type #2: **Cooperative Association Office**

Property Type Description: Cooperative Association offices were dedicated to supporting the business operations of cooperative associations and providing meeting spaces for local growers and distributors. They were generally freestanding office buildings constructed in the prevalent architectural styles of the period. They may be located near packing houses, remnant groves, or other agricultural landscapes, and historical transportation routes.

Property Type Significance: Cooperative Association offices may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. They are the place where growers met for business activities and meetings during a key era in history when they banded together to regulate the price, distribution, and marketing of their produce in newly opened national markets. Cooperative association offices were often also notable examples of an architectural style from the period of significance, including Mission Revival, Classical Revival, and Craftsman. Very few cooperative associations remain in the city of Los Angeles, so any intact example may be considered eligible under this theme.

Geographic Location: Along the Los Angeles River; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills

Period of Significance: 1870-1945

Period of Significance Justification: Dates coincide with the establishment and operation of cooperative associations for various cash crops throughout the late 19th and early 20th century. Agricultural production began to decline after World War II due to a significant reduction in agricultural land.

Areas of Significance: Agriculture; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Constructed between 1870 and 1945
- Used as an agricultural cooperative association office during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May be associated with remnant groves or other agricultural landscapes
- May be associated with a packing house
- Typically located along transportation routes, particularly railways

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- The immediate setting of the building may have changed due to extensive build-up of rural areas in the latter half of the 20th century

Property Type #3:	**Grove/Orchard**
Property Type Description:	These cultural landscapes consist of concentrations of numerous mature citrus or other fruit-bearing trees planted with ordered spacing characteristic of cultivated grove or cultivated cropland. The grove should be of a sufficient size as to convey a rural setting. They are typically associated with at least one additional agricultural out-building or landscape feature, including a farm/ranch house (and associated outbuildings), cooperative association office, or packing house.
Property Type Significance:	Extant remnants of groves and orchards may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. They represent the last vestiges of a once expansive agricultural landscape in Los Angeles, and very few properties remain that are associated with cash crop agriculture in the city. Groves/orchards, particularly those that do not have a related agricultural building, may not have a strong enough association to be eligible for the National Register or California Register although they may meet local significance thresholds.
Geographic Location:	Along the Los Angeles River; West Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills
Period of Significance:	1870-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city. Though few if any extant trees will date from the early 20th century, related agricultural buildings may have been constructed as early as 1870.
Areas of Significance:	Agriculture

Criteria: NR: A CR: A Local: 1

Note: Typically only significant under local criteria

Eligibility Standards:

- Planted within the period of significance
- Retains ability to convey historic association from the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Concentration of numerous mature citrus or deciduous trees planted with ordered spacing characteristic of cultivated grove or orchard
- Is large enough to convey a historically rural setting
- Typically associated with a least one additional agricultural building or landscape feature (may include a farm/ranch house; outbuilding, land, cooperative association office, or packing house)

Integrity Considerations:

- Should retain integrity of Location, Setting, Feeling, and Association
- Original trees may have been replaced over time as their productivity decreased, as long as the historical configuration of trees is intact and the majority of existing trees are mature

Property Type #4: **Olive Vat/Brining Tank**

Property Type Description: Olive vats are usually rectangular, open concrete vats (over 8 feet high) used for curing and storing olives. Brining tanks are closed, circular barrel-like wood structures (approximately 10 feet in diameter). They may be associated with at least one additional agricultural out-building, particularly a packing house, and may be associated with remnant olive groves or other agricultural landscapes.

Property Type Significance: Extant olive vats and brining tanks may be significant for their association with olive production in Los Angeles, which was of critical importance to the city's economy and early identity. They represent a key part of the olive curing process and are a rare remnant of a once expansive agricultural landscape. Olive vats and brining tanks may not have a strong enough association to be eligible for the National Register or California Register although they may meet local significance thresholds.

Geographic Location: Along the Los Angeles River; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills. Especially likely to be seen in Sylmar.

Period of Significance:	1894-1945
Period of Significance Justification:	Dates coincide with the era of significant olive production in the city.
Areas of Significance:	Agriculture
Criteria:	NR: A CR: 1 Local: 1
	Note: Typically only significant under local criteria

Eligibility Standards:

- Constructed between 1894 and 1945
- Historically used to cure olives

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Vats: rectangular, open concrete vats for curing olives (over 8 feet high)
- Brining tanks: closed, circular barrel-like wood structures (approximately 10 feet in diameter)
- Typically associated with a least one additional agricultural building or landscape feature (may include a farm/ranch house; outbuilding, land, cooperative association office, or packing house)
- May be associated with a remnant olive grove or other agricultural landscape

Integrity Considerations:

- Should retain integrity of Location, Setting, Materials, Feeling, and Association

SUBTHEME: TRUCK FARMING AND LOCAL MARKETS, 1850-1945

Truck farming, or cultivation of produce for sale at local markets, was widespread in Los Angeles in the early 20th century, facilitated by the combination of abundant agricultural land and growing local demand. On farms ranging in size from 1 to 20 acres, truck farmers processed crops in portable field stations, then sent produce directly to local markets or sold products from street stands.[81] Many truck farmers rented rather than owned their land; approximately a quarter of agricultural land in the Valley in 1939 was rented.

One-acre farms with egg-laying houses at Charles Weeks Poultry Colony, Winnetka, 1925
Source: Los Angeles Public Library

Numerous poultry farms supplying local markets were established in the San Fernando Valley in the 1920s in the Van Nuys, Roscoe, and Reseda neighborhoods, including the utopian Charles Weeks Poultry Colony in present day Winnetka (between Owensmouth Avenue and Reseda Boulevard), which consisted of scores of acre-sized farms with long egg-laying houses at the rear.[82] Small farms and suburban homeowners produced eggs and other poultry products for sale at local markets and at roadside retail stands. With the Great Depression, the Winnetka community declined and by

[81] Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 38.
[82] Roderick, *The San Fernando Valley,* 74-75.

1932, many of the poultry farms faced bankruptcy.[83] Some homeowners continued to sell eggs and poultry, an activity that persisted at roadside stands until at least the 1960s.[84] Additional research may reveal other farming colonies that were developed in a similar way to the Weeks Poultry Colony.

Poultry Farm located at 20303-20309 Stagg Street and associated with the Charles Weeks Poultry Colony, Winnetka, 1927. Source: SurveyLA.

Extant resources related to truck farming are farm houses and out-buildings including egg-laying houses, barns, stables, and sheds. Most resources will be located in the San Fernando Valley including Winnetka, Chatsworth, Northridge, and West Hills. While acreage dedicated to truck farming decreased over course of the 20th century due to the housing boom, it was pursued as recently as the 1960s, relegated to the west and southwest edges of the Valley including Chatsworth, West Hills, and Hidden Hills.[85] Very limited truck farming still occurs on leased public land bordering the 101 Freeway in Encino, and nearby along the Sepulveda River flood basin.

[83] California State University Northridge, "Charles Weeks collection," accessed March 3, 2011, http://library.csun.edu/Collections/SCA/UAC/CW.
[84] Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 29.
[85] Ibid., 26, plate IV.

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - TRUCK FARMING AND LOCAL MARKETS, 1850-1945

Summary Statement of Significance: Resource evaluated under this theme may be significant in the area of Agriculture. Some may also be significant in the areas of Ethnic History and/or Architecture. Truck farming was an important part of agricultural production in Los Angeles, particularly for local markets. It provided a livelihood for thousands of small farmers in rural parts of the city, including farmers from a variety of ethnic and cultural backgrounds. Their contributions when viewed in aggregate were critical the local economy. Furthermore, some truck farms represent a notable movement within early 20th century residential development to provide self-sufficient acreage in a systematic way to newcomers who wanted a rural lifestyle.

Property Type #1: **Industrial – Agricultural - Farm House**

Property Type Description: There is little if any clear difference between the design of a farm house and a non-farm residence from the same era of development. Farm houses may be significant within this theme when they can visibly convey their historic use through the presence of an associated vernacular agricultural landscape. Due to their relative rarity, intact farm houses constructed prior to 1900 may have the smallest suggestion of its former setting (a larger lot, landscaped with fruit trees and/or vegetable gardens) and still be eligible under this theme, particularly under local criteria. Properties from the 20th century are somewhat more common and may require a more expansive historic landscape with some additional agricultural features, such as one or more outbuildings, related structures such as canals, standpipes, corrals, and tanks, agricultural land, or a related grove/orchard. Farm houses may reflect architectural styles popular during the period of significance.

Property Type Significance: Intact farm houses are rare and may be significant remnants of a once expansive agricultural landscape within the city. They represent truck farming for the local market, which was once a critical component of the agricultural economy of Los Angeles. Farm houses are the properties that are most intimately associated with the farmers themselves, and some may reflect the agricultural traditions of farmers from a variety of ethnic/cultural backgrounds. They may also be significant examples of architectural styles from the period of construction.

Geographic Location: Citywide but primarily in the San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.

Period of Significance: 1850-1945

Period of Significance Justification: Dates coincide with the era of significant agricultural production in the city.

Areas of Significance: Agriculture; Ethnic Heritage; Architecture

Criteria: **NR:** A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Was constructed as a farm house between 1850 and 1945
- Conveys historic use through an associated historic vernacular landscape
- Because of their rarity, pre-1900 examples may have minimal associated agricultural landscape feature, particularly under local criteria

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood-framed single family residence
- Often designed in prevalent architectural styles of the period
  - May also be a significant example of an architectural style from the period of significance
- Associated historic vernacular landscape features may include barns or stables, corrals, irrigation features, standpipes, tanks, farm land, and or a grove/orchard
- May have played a significant role in agricultural development for local and/or regional/national markets
- May be associated with ethnic/cultural history of the area in which it is located
- May be part of a former farming colony developed during the period of significance

Integrity Considerations:

- Should retain integrity of Setting, Materials, Design, Feeling , and Association
- Under local criteria setting may have changed

Property Type #2: **Industrial – Agricultural - Barn/Stable**

Property Type Description: Barns and stables may be part of a vernacular agricultural landscape that includes other agricultural features such as farm houses, other outbuildings, related structures such as canals, standpipes, corrals, and tanks, agricultural land, or a related grove/orchard. On their own, barns and stables are not sufficiently representative of truck farming or ranching to be eligible under this theme, particularly for the National

	and California Registers. However, barns and/or stables that are excellent examples of the type, possess high artistic value, or are excellent examples of architectural styles (such as Dutch Colonial Revival, American Colonial Revival, or Craftsman) as applied to an agricultural building may be eligible under themes within the Architecture and Engineering context.
Property Type Significance:	Intact barns and stables may be significant components of a once expansive agricultural landscape within the city. They represent truck farming for the local market, both of which were once critical components of the agricultural economy of Los Angeles.
Geographic Location:	San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1850-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.
Areas of Significance:	Agriculture; Architecture
Criteria:	NR: A/C CR: 1/C Local: 1/C

Eligibility Standards:

- Is a rare and/or excellent example of the property type
- Constructed between 1850 and 1945

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood frame and cladding; double height construction with double doors on side or end elevations
- Typically associated with at least one additional agricultural building or landscape feature
- Exceptional examples of the property type may have minimal associated agricultural buildings or landscape features
- May be associated with ethnic/cultural history of the area in which it is located
- May also be a significant example of an architectural style from the period of significance

Integrity Considerations:

- Should retain integrity of Location, Materials, Design, and Feeling
- Setting may have changed

Property Type #3:	**Industrial – Agricultural - Vernacular Agricultural Landscape**
Property Type Description:	Historic vernacular landscapes depict agricultural activity from the late 19th or early 20th centuries. They generally include at least one agricultural building that serves as a focal point of agricultural activity (generally a barn or stable) and adjacent agricultural land. Excellent examples will also include related structures for a full range of farming activity such as irrigation, harvesting, storage, or livestock containment. Typically organized around a farm house, the landscape may be located on a larger lot and be visibly older than surrounding development.
Property Type Significance:	Vernacular agricultural landscapes may be significant remnants of a once expansive agricultural landscape within the city. They represent truck farming and/or ranching for the local market, both of which were once critical components of the agricultural economy of Los Angeles. Of all potentially eligible property types, the vernacular agricultural landscape has the strongest historical associations through the retention of several related features. This more complete and expansive property type allows for the fullest understanding of historical agricultural practice and conveys a more all-encompassing sense of place.
Geographic Location:	San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1850-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.
Areas of Significance:	Agriculture; Ethnic Heritage
Criteria:	NR: A CR: 1 Local: 1

Eligibility standards:

- Established between 1850 and 1945

Character Defining/Associative Features:

- Open landscape with agricultural features that may include a farm house, farm land, orchard/grove, agricultural outbuildings and related features such as corrals, irrigation systems, standpipes, and tanks.

- Retains most of the essential character defining features from the period of significance
- May be associated with ethnic/cultural history of the area in which it is located
- May have played a significant role in agricultural development for local and/or regional/national markets

Integrity Considerations:

- Should retain integrity of Location, Setting, Materials, and Feeling
- Relationships between buildings/structures and landscape features should be retained

SUBTHEME: RANCHING AND DAIRIES 1850-1965

Ranching

Although horses and cattle were the primary agricultural products in Los Angeles during the Spanish Colonial and Mexican era period (1781–1849), most ranchos were small scale and family oriented, not producing goods for export. Small-scale sheep ranching also began in the 1780s, introduced and sponsored by the Spanish government.[86] Over the course of the 19th century, large-scale ranchos came to dominate the landscape of Los Angeles, derived from grazing permits granted to colonial veterans of the Presidios.[87] Petitions for legal title of the land began only after it had been occupied and improved for several years. Individual ranchos varied greatly in size and level of commercialization, and, until the turn of the 19th century, primarily raised beef cattle.[88] They frequently supported not only hundreds to thousands of heads of livestock but also crops, such as wheat and alfalfa, along rivers and watersheds.[89]

Commercialization of ranchos increased after secularization of the missions in 1838, as export opportunities grew for hides and tallow produced on local ranches.[90] Over 100,000 cattle roamed the land in 1850.[91] Cattle and sheep were the primary exports of Southern California in that decade. Mexican- and Anglo-American herders tended livestock on open or public land previously defined by Spanish ranchos. Scattered settlements of homesteaders and ranch hands occupied much of Los Angeles basin and San Fernando Valley until the 1880s.[92] In the San Fernando Valley, ownership of land was consolidated to four owners between 1870 and 1910 – Isaac Lankershim in the south, and brothers Ben and George Porter and Charles Maclay in the north.[93] Lankershim focused his efforts on sheepherding until the 1870s. Large-scale, range-fed commercial sheep and beef cattle ranching declined throughout the region beginning in the 1860s due to encroachment of agriculture, multi-year drought, enclosure of public land, and overgrazing.[94] Stock farms, which contain livestock in pens, barns, or other grazing areas, took the place of the open range by the 1890s.[95]

Extant resources include ranch houses, barns and stables, and vernacular agricultural landscapes consisting of multiple agricultural outbuildings and grazing pastures or feed lots. Designated resources include the Leonis Adobe (Historic-Cultural Monument No. 1, 23537 Calabasas Road, Calabasas), Minnie Palmer Residence (Historic-Cultural Monument No. 133, 22360 Devonshire Street, Chatsworth), Rancho El Encino (Historic-Cultural Monument No. 689, 16756 Moorpark Street, Encino), and Orcutt Ranch (Historic-Cultural Monument No. 31, 23600 Roscoe Boulevard, West Hills).

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[86] Rios-Bustamente, "Los Angeles, Pueblo and Region, 1781–1850," 107.
[87] Ibid., 101.
[88] Hazel Pulling, *A History of California's Range-Cattle Industry* (PhD. dissertation, University of Southern California, 1944), appendices C and D.
[89] Rios-Bustamente, "Los Angeles, Pueblo and Region, 1781–1850," 102-103.
[90] Ibid., 106.
[91] Gumprecht, *The Los Angeles River,* 77.
[92] Roderick*, The San Fernando Valley,* 37.
[93] Ibid., 41.
[94] RoderickThe San FDernando Valley, 44; Gumprecht, *The Los Angeles River,* 79; Pulling, *A History of California's Range-Cattle Industry,* 125-136.
[95] Pulling, *A History of California's Range-Cattle Industry,* 327.

Additional resources may be located in the San Fernando Valley. These resources may consist of a ranch house surrounded by a barn or stable and multiple fields serving as feed lots and grazing pastures. The fields may also contain small outbuildings providing shelter for livestock. Given the extent with which residential development has displaced agriculture in the city, it is unlikely that many fields, feed lots, and grazing pastures remain.

Horse ranches intended to serve as rural homes with some agricultural functions have persisted in the Valley from pre-subdivision to the present day. Ranging in size from estates to half-acre ranchitos, horse ranches often included multiple agricultural uses.[96] These resources may consist of a ranch house with a surrounding vernacular agricultural landscape including barns or stables, fields or groves, and other outbuildings. The barn or stable may be located near a circular or rectangular fenced paddock for exercise and feeding of livestock. Known resources include Oakridge Estate (Historic-Cultural Monument No. 484, 18650 Devonshire Street). Other resources may be located in subdivided neighborhoods across the Valley; these resources will be evident based on larger lot sizes and buildings that are older than surrounding development.

Dairying

As the number of beef cattle in and around Los Angeles declined, the number of dairy cattle grew. Between 1870 and 1910, beef cattle in Los Angeles County declined in number from 65,000 head to 23,000 and dairy cattle increased from 2,500 head to over 20,000.[97] Before 1920, milk came from small herds on mixed crop and livestock farms, with producers selling the bulk of their product to local wholesalers and retaining sufficient quantities to sell from roadside stands.[98] Between 1925 and 1965, Los Angeles County was the leading dairy county in the country;[99] at the industry's apex in 1950, dairy cattle amounted to almost 92,000 head at 600 dairies in Los Angeles County.[100]

Growth in the industry was spurred by both the guaranteed, growing local market, and state price stabilization policies that favored urban producers.[101] The dairy industry, in particular, benefited from the introduction of new technology. European immigrants (and in particular the Dutch) first introduced "drylot dairying" to the United States in Los Angeles, a technique which concentrated cows on small acreages and fed them in place with purchased feed. Drylot dairying quickly industrialized with very large herds and reliance on hired labor.[102] Many small, mixed-use dairy farms were forced to close in the 1920s due to tightened state health regulations.[103] Dairies clustered in areas of southeast and southwest neighborhoods in the city of Los Angeles, with fewer in the San Fernando Valley. By 1950, most dairies in Los Angeles were located south of the present-day 105 Freeway.

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[96] Eder, "Some Aspects of the Persistence of Agriculture in the San Fernando Valley, California," 46.
[97] Pulling, *A History of California's Range-Cattle Industry,* Appendices C and D.
[98] Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 39.
[99] Jess Gilbert and Kevin Wehr, "Dairy Industrialization in the First Place: Urbanization, Immigration, and Political Economy in Los Angeles County, 1920-1970" in *Rural Sociology* 68, 4 (2003): 471.
[100] Gilbert and Wehr, "Dairy Industrialization in the First Place: Urbanization, Immigration, and Political Economy in Los Angeles County, 1920-1970," 472.
[101] Gordon Fielding, "The Los Angeles Milkshed: A Study of the Political Factor in Agriculture" in *Geographical Review* 54, no. 1 (Jan. 1964): 4.
[102] Gilbert and Wehr, Dairy Industrialization in the First Place: Urbanization, Immigration, and Political Economy in Los Angeles County, 1920-1970," 471.
[103] Ibid., 474.

The reliance on drylot dairying produced both large- and small-scale dairies concentrated in neighborhoods south of Downtown. Most of the acreage used to house dairy cows has been redeveloped for other industrial or residential uses. Designated resources include the Joseph L. Starr Farmhouse (Historic-Cultural Monument No. 865, 2801 S. Arlington Avenue). Extant resources are rare and may include barns, open lots lined with sheds providing shelter and feeding troughs for cows, and processing facilities, including refrigeration, for dairy products.

Joseph L. Starr Farmhouse, 2801 S. Arlington Ave.
Source: Office of Historic Resources

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - RANCHING AND DAIRIES, 1850-1965

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Agriculture. Some examples may also be significant in the areas of Architecture and/or Ethnic History. In the 19th century, large-scale ranchos with thousands of heads of cattle dominated the landscape; cattle and sheep were among the primary exports from Los Angeles. In the 20th century, dairies became the most important livestock industry in the city, producing milk, cheese, and other byproducts for local and regional markets. This landscape has all but disappeared due to the loss of agricultural land after World War II and intact properties that represent this theme are rare. Extant resources include ranch houses, barns, dairies, and vernacular agricultural landscapes.

Property Type #1: **Industrial – Agricultural - Ranch House**

Property Type Description: There is little if any clear difference between the design of a ranch house and a non-ranch residence from the same era of development. Ranch houses may be significant within this theme when they can visibly convey their historic use through the presence of an associated vernacular agricultural landscape. Due to their relative rarity, intact ranch houses constructed prior to 1900 may not retain a historic setting and still be eligible under this theme, particular under local criteria. Properties from the 20th century are somewhat more common and may require a more expansive historic landscape with some additional agricultural features, such as one or more outbuildings, related structures such as feedlots, corrals, and tanks, agricultural land, or a related grove/orchard. Ranch House may reflect architectural styles popular during the period of significance.

Property Type Significance: Intact ranch houses may be significant remnants of a once expansive agricultural landscape within the city. They represent ranching for local and regional markets, which was once a critical component of the agricultural economy of Los Angeles. Ranch houses are the properties that are most intimately associated with the ranchers themselves. They may also be significant examples of architectural styles from the period of construction.

Geographic Location: South Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar,

	Shadow Hills, Sunland, Tujunga, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1850-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.
Areas of Significance:	Agriculture; Ethnic History; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Was constructed between 1850 and 1945
- Must be proven to have played a significant role in industrial agricultural development for local and/or regional/national markets

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood-framed single family residence
- Often designed in prevalent architectural styles of the period
  - May also be a significant example of an architectural style from the period of significance
- Associated historic vernacular landscape features may include barns, stables, corrals, irrigation features, feedlots, tanks, pasture land
- Because they are rare, a pre-1900 ranch house may be significant without a related vernacular agricultural landscape
- May be associated with ethnic/social history of the area in which it is located

Integrity Considerations:

- Should retain integrity of Setting, Materials, Design, Feeling, and Association

Property Type #2:	**Industrial – Agricultural - Barn/Stable**
Property Type Description:	Barns and stables may be part of a vernacular agricultural landscape that includes other agricultural features such as farm houses, other outbuildings, related structures such as canals, standpipes, corrals, and tanks, agricultural land, or a related grove/orchard. On their own, barns and stables are not sufficiently representative of truck farming or ranching to be eligible under this theme. However, barns and/or stables that are excellent examples of the property type, possess high artistic value, or are excellent examples of a particular architectural style (such as Dutch Colonial Revival, American Colonial Revival, or Craftsman) as applied to an

	agricultural building may be eligible under themes within the Architecture and Engineering context.
Property Type Significance:	Intact barns and stables may be significant components of a once expansive agricultural landscape within the city. They represent ranching for local and regional markets, which was once a critical component of the agricultural economy of Los Angeles.
Geographic Location:	South Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, Sunland, Tujunga, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1850-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.
Areas of Significance:	Agriculture; Ethnic History; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Was constructed between 1850 and 1945
- Must be proven to have played a significant role in agricultural development for local and/or regional/national markets
- Is one component of a larger historic vernacular agricultural landscape

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood frame and cladding; double height construction with double doors on side or end elevations
- Associated vernacular agricultural landscape features may include a ranch house, corrals, irrigation features, tanks, pasture land
- Associated structures include a circular or rectangular fenced paddock with feed troughs for exercise and feeding of livestock
- May also be a significant example of an architectural style from the period of significance
- May be associated with ethnic/social history of the area in which it is located

Integrity Considerations:

- Should retain integrity of Location, Materials, Design, Feeling, and Association

Property Type #3:	**Industrial – Agricultural - Vernacular Agricultural Landscape**
Property Type Description:	These sites are essentially historic vernacular landscapes that depict ranching activity from the late 19th or early 20th centuries. They generally include at least one agricultural building that serves as a focal point of agricultural activity (generally a barn or stable) and adjacent agricultural land. Excellent examples will also include related structures for a full range of ranching activity such as corrals, barns, feedlot stanchions, storage sheds, or pasture land. Typically organized around a ranch house, the landscape may be located on a larger lot and be visibly older than surrounding development.
Property Type Significance:	Agricultural landscapes may be significant remnants of a once expansive agricultural landscape within the city. They represent ranching for the local market, which was once a critical component of the agricultural economy of Los Angeles. Of all potentially eligible property types, the vernacular agricultural landscape has the strongest historical associations through the retention of several related features. This more complete and expansive property type allows for the fullest understanding of historical agricultural practice and conveys a more all-encompassing sense of place.
Geographic Location:	South Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, Sunland, Tujunga, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1850-1945
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.
Areas of Significance:	Agriculture; Ethnic History
Criteria:	NR: A CR: 1 Local: 1

Eligibility Standards:

- Dates from the period 1850 and 1945
- Must be proven to have played a significant role in the agricultural development for local and/or regional/national markets
- Depicts ranching activities from the late 19th/early 20th centuries

Character Defining/Associative Features:

- Concentration of numerous outbuildings, fields, groves, barns, stables, yards, feed lots, or other agricultural buildings typically organized around a ranch house
- Retains most of the essential character defining features from the period of significance
- May be associated with ethnic/cultural history of the area in which it is located
- Often designed in prevalent architectural styles of the period
  - May be a significant example of an architectural style from the period of significance

Integrity Considerations:

- Should retain integrity of Location, Materials, Design, Feeling, and Association

Property Type #4:	**Industrial – Agricultural - Dairy**
Property Type Description:	These are complexes of buildings, including barns, open lots lined with sheds providing shelter and feeding troughs for cows, and processing facilities related to the dairy industry. Most resources will be located in neighborhoods south of Downtown; some may be located in the San Fernando Valley.
Property Type Significance:	Intact dairies may be significant in association with the dairy industry in Los Angeles, which in the early-mid 20th century was the largest livestock industry in the city and the leading dairy industry in the nation (for the county). Since the 1960s dairies have declined due to loss of agricultural land and migration of dairy activities outside the city, making extant dairy properties in Los Angeles very rare.
Geographic Location:	South Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.
Period of Significance:	1890-1965
Period of Significance Justification:	Dates coincide with the introduction of drylot dairying and the era in which Los Angeles County had the largest dairy industry in the nation.
Areas of Significance:	Agriculture; Ethnic History
Criteria:	NR: A CR: 1 Local: 1

Eligibility Standards:

- Constructed between 1890 and 1965
- Must be proven to have played a significant role in the agricultural development for local and/or regional/national markets

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May include barns, open lots lined with sheds providing shelter and feeding troughs for cows, and processing facilities, including refrigeration
- May consist of a complex of buildings and landscape features
- May be associated with ethnic/cultural history of the area in which it is located

Integrity Considerations:

- Should retain integrity of Location, Materials, Design, Feeling and Association

Designated Agricultural Resources in the City of Los Angeles

Resource Name	Location	Comments
Gless Farmhouse	131 S. Boyle Avenue	HCM No. 982. Land previously used for sheep; unsure which uses dominated after farmhouse constructed
Harvester Farms	22049 Devonshire Street, Chatsworth	HCM No. 645. Cattle, poultry
Joseph L. Starr Farmhouse	2801 S. Arlington Avenue	HCM No. 865. Farm House that was historically part of a dairy.
Lankershim Reading Room	10940 N. Sepulveda Boulevard, Mission Hills	HCM No. 978. Dry-farming; relocated from location of original Lankershim Ranch to Andres Pico Adobe Park (HCM 7)
Leonis Adobe	23537 Calabasas Road, Calabasas	HCM No. 1. Sheep
Minnie Palmer Residence	22360 Devonshire Street, Chatsworth	HCM No. 133. Cattle
Mission San Fernando	15151 San Fernando Mission Boulevard	HCM No. 23. Viticulture
Oakridge Estate	18650 Devonshire Street	HCM No. 31. Previous horse ranch with estate house, riding paths, and meadow extant
Orcutt Ranch	23600 Roscoe Boulevard, West Hills	HCM No. 484. Citrus, livestock
Rancho El Encino	16756 Moorpark Street, Encino	HCM No. 689. Sheep, cattle
San Antonio Winery	725–749 Lamar Street and 738–744 Gibbons Street	HCM No. 42. Viticulture
Shadow Ranch	22633 Van Owen Street, Canoga Park	HCM No. 9. Wheat farming, cattle

Known Agricultural Resources in the City of Los Angeles

Resource Name/ Description	Location	Comments
Agricultural fields	Near intersection of Chatsworth Street and Topanga Canyon Boulevard, Chatsworth; near Chatsworth Nature Preserve, previous site of Chatsworth Reservoir	
Jue Joe Ranch house and outbuildings	16600-16602 Vanowen St	Four buildings – a ranch house, barn, carport and packing shed, and bathhouse – comprise what is left of the original ranch. The barn was constructed in 1919 and the carport/packing shed was built shortly after. The main house was built between 1946 and 1947, replacing the original ranch house which is either not extant or has been incorporated into the complex of outbuildings. The bathhouse was constructed at an unknown date. The buildings are only partially visible from the public right of way, but the outbuildings appear to be vernacular in style and constructed of wood with gabled roofs and vertical and horizontal wood cladding. The two-story house appears to be American Colonial Ranch style. The buildings as well as a swimming pool are clustered near the southwest end of the property; the remaining property is left as open space planted with a few mature trees. The northwest portion of the property now contains tennis courts. The current two-and-a-half-acre property is a small remnant of what was originally a 100-acre ranch.
Olive packing shed (or other produce)	13665 Polk Street, Sylmar	At rear of lot
Pierce College Cultural Landscape	6201 Winnetka Avenue	426 acres containing a variety of historic agricultural resources including farmhouses, poultry houses, horse and sheep barns, vegetable gardens, and alfalfa and wheat fields

Resource Name/ Description	Location	Comments
Poultry farm house	19954 W. Chase Street	Associated with Weeks Poultry Colony. Farm house only extant and dates to 1927. Eligible under City HCM and California Register criteria only.
Dundee Egg Farm	7645-7649 San Fernando Road	Constructed 1931; location of Dundee Egg Farm. Not know when their occupancy ended.
William Bernhardt Ranch House	10359 N. Oro Vista Avenue	Rare example of an 1880s ranch house. Part of the Bernhardt Ranch an early and large agricultural property in the San Fernando Valley
Poultry farm house	20012 W. Chase Street	Associated with Weeks Poultry Colony. Farm house only extant and dates to 1926. Eligible under City HCM and California Register criteria only.
Poultry farm	20303-20309 W. Stagg Street, Winnetka	Associated with Weeks Poultry Colony Constructed 1927. Egg-laying farm at rear with ranch house at front. Recorded as a district for SurveyLA.
Poultry farm	20024 W. Chase Street	Associated with Weeks Poultry Colony and dates to 1927. House and some ancillary buildings remain. Eligible under City HCM and California Register criteria only.
Poultry farm house	20259 W. Lanark Street, Winnetka	Associated with Weeks Poultry Colony. Farm house only extant and dates to 1925. Eligible under City HCM criteria only.
Poultry farm house	20136 W. Strathern Street, Winnetka	Associated with Weeks Poultry Colony. Farm house only extant and dates to 1930. Eligible under City HCM criteria only.
Poultry farm	20327-29 W. Stagg Street, Winnetka	Ranch house and associated buildings constructed 1930. Eligible under City HCM criteria only.
Poultry farm house	19811 W. Stagg Street, Winnetka	Associated with Weeks Poultry Colony. Farm house only extant and dates to 1926. Eligible under City HCM criteria only.
Poultry farm	20147 W. Strathern Street	Associated with Weeks Poultry Colony. 1932 ranch house and chicken coops.
Poultry farm house	20115-20119 W. Stagg Street	Associated with Weeks Poultry Colony and dates to 1924. Eligible under City HCM criteria only.
Ranch	Parcel east of 20101 Devonshire Street, Winnetka	Appears to have ranch house, two barns or one barn and possible packing shed

Resource Name/ Description	Location	Comments
Ranch	20137 Arminta Street, Winnetka	Ranch house from 1927; not visible
Ranch	15852-15906 Devonshire Street	Appears to be an early agricultural-related residential property; more research needed.
12801 Maclay House and Barns	12801 Maclay, Sylmar	House and two barns extant.
Remnant citrus grove	California State University Northridge, 18111 Nordhoff Street	Citrus
Ranch House	9803 N. Burnet Avenue	Limited visibly; more research needed to assess significance.
Remnant citrus grove	Granada Hills at Constable Avenue and Canyon Ridge Lane	Olives
Remnant olive grove	13398 Borden Avenue, Sylmar	Olives
Remnant olive grove	14280 Polk Street and 14167 Polk Street, Sylmar	Olives; on residential lot
Remnant olive grove	13356 Dronfield Avenue, Sylmar	Olives; on residential lot
Remnant olive grove	Macson Oil Company Road in Granada Hills/Balboa Highlands west of Balboa Boulevard	Olives
Remnant citrus grove	23400 W. Justice Avenue	Possible associated with the Orcutt Ranch. More research needed but does not appear eligible
San Fernando Heights Lemon Association Packing House	15300 San Fernando Mission Boulevard	Now used for storage, heavily altered, built 1922
Sepulveda flood control basin in the San Fernando Valley	Area bordered by I-405 to east, U.S. 101 to south, Victory Boulevard to north, and White Oak to west	Agricultural fields, some appear to be alfalfa
Sunset Ranch	3400 North Beachwood Drive	Established 1929, unsure if history is purely recreational or agricultural
Fruit Packing House	250 N. Myers Street	Now called Walker Foods, identified in the CRA Adelante/Eastside Survey, 2008.

Resource Name/ Description	Location	Comments
Ranch House	16304 W. Chase Street	Ranch house from 1918, associated with a chicken farm
4-H Club	13514 W Norris Avenue	Constructed 1946.
California State University, Northridge Orange Grove	Clustered in a L-shape are roughly three acres and bounded by Dearborn Street on the north, Nordhoff Street on the south, Matador Road and Zelzah on the east, and Lindley Avenue on the west.	Citrus
Bothwell Ranch	5300 N. Oakdale Avenue	13-acre citrus orchard; owned by the Bothwell family since 1926 and still operated by the family.

SUBTHEME: FROM FARM TO MARKET, 1900-1960

Produce Markets

Produce Markets were the commercial hub for agricultural goods, including fresh fruits and vegetables, meats, fish, and grains. In the 1880s and 1890s, farmers trucked produce to Main Street between 1st and 2nd Streets on wagons to sell, and as streets became congested, they received permission to sell at the Plaza. Choices for farmers in the 19th century were limited to either hawking their own merchandise or selling through a broker.[104] Dealers such as the Keystone Produce Company (309–317 Towne Avenue, extant) took produce on commission and arranged sales from their private warehouses or from leased space nearby. Prices for produce fluctuated wildly from day to day due to a lack of coordination among growers and a resistance among brokers to take responsibility for freight-transport of produce from multiple growers. In 1889, an editorial in the *Los Angeles Times* bemoaned the state of wholesale produce, suggesting that the farmers create a producers' protective union similar to the dried fruit unions organized in northern California and the short-lived Orange Growers' Protective Association (a pre-cursor to the Sunkist Growers Cooperative).[105]

In 1903, several growers and businessmen created the Los Angeles City Market Company and constructed the first consolidated produce market at the southeast corner of Central and 3rd Streets. Before the consolidated markets, produce brokers operated out of hybrid office/warehouse space near cold storage and other warehouses. The centralized market was a new kind of property designed to centralize and organize storage and selling space for multiple growers and brokers. These objectives were accomplished through the design of long, narrow buildings with rows of small spaces for vendors. The buildings were organized in rows in order to create corridors for market activity. Growers could lease spaces from the market year-round, reducing the daily jockeying for space at the informal markets and providing space for them to store unsold goods.

A few years later, local demand for fresh produce had grown to such an extent that the company sold shares to raise money for an expanded site. However, disagreements between the shareholders of the Los Angeles City Market Company led to a split, and in 1909 the group constructed two separate markets. The new Los Angeles City Market was located at 6th and Alameda Streets (substantially altered). Another group of shareholders constructed the City Market at 9th, 11th, San Pedro, and San Julian Streets. The City Market shareholders were a diverse group that included many Chinese and Japanese farmers. Businessman and grower Louis Quan raised 41 percent of the initial capital from 373 Chinese stockholders, giving Chinese grocers a notable foothold in the market.[106] The City Market, designed by the architecture firm of Morgan, Walls and Clements, was demolished in 2013 and other pre-1910 markets have been demolished or altered beyond recognition.

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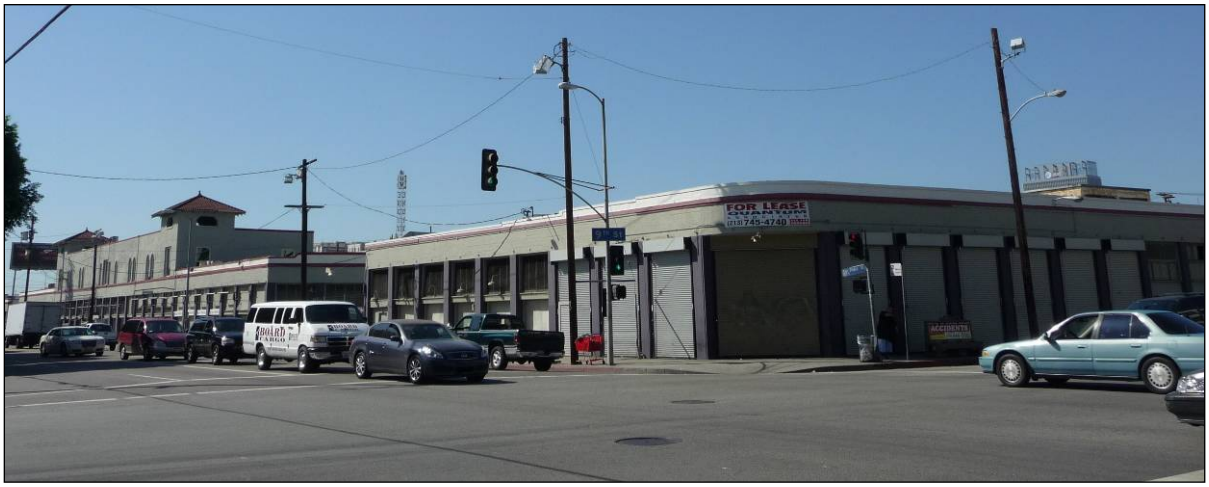
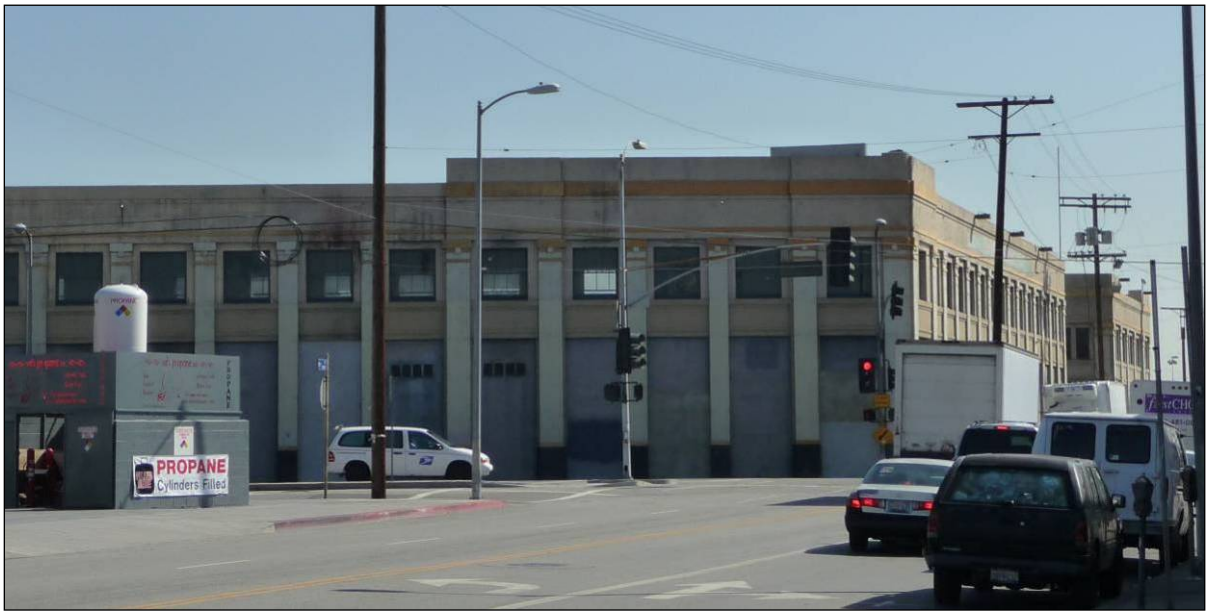
[104] "Modern Produce Plant Planned to Take Care of Expanding Business," *Los Angeles Times,* March 21, 1909.
[105] Ibid.
[106] Tara Fickle, "A History of the Los Angeles City Market 1930—1950" in *Gum Saan Journal* 32, no. 1 (2010). Available on the Los Angeles Chinatown Remembered website by the Chinese Historical Society of Southern California, http://www.chinatownremembered.com/index.php?option=com_content&view=article&id=78&Itemid=112 Accessed January 2011. This resource contains useful additional information about Los Angeles' Chinese growers and grocers in the 20th century.



Whereas Union Terminal served big agricultural enterprises, City Market (pictured in 2010) served smaller scale agriculture, particularly Chinese and Japanese truck farmers. Source: Authors 2010

In the 1910s and 1920s, the produce markets continued to expand with the growth of the local market and take advantage of new found access to markets abroad. In 1917, the Los Angeles Union Terminal Company (apparently a descendant of the Los Angeles City Market Company) constructed a $10 million produce terminal, intending "to bring the harbor to the city."[107] Located on 32 acres between 8th, 9th, and Alameda streets and S. Central Avenue, the terminal effectively replaced the Los Angeles City Market on 6th Street.[108] The market contained its own cold storage area, and by the *Los Angeles Times'* account, was the largest produce market in the nation when it was built.[109] Like the other consolidated produce markets, Union Terminal was composed of several long two-story buildings constructed of reinforced concrete, with open stalls facing the interior lanes between buildings. In addition to this, Union Terminal also provided commercial warehouse space for local retailers and food processors in four-story concrete buildings. In one section of one of the four-story sections even hosted manufacturing space for a peanut butter, chocolate, and candy maker.[110] Whereas City Market was considered a "growers market," Los Angeles Union Terminal was big business for produce distributors.[111]

[107] "Huge Terminal Plans Are Announced," *Los Angeles Times*, February 5, 1916. Union Terminal is listed in the California Register and was formally determined eligible for the National Register through the Section 106 review process in 1997.
[108] But it did not replace the City Market on San Pedro. The old 6th Street property was given to the Pacific Electric for Car Barns and has since been demolished.
[109] "Where Producer, Shipper, Wholesaler, and Retailer Meet to do Business," *Los Angeles Times*, May 12, 1918.
[110] Sanborn Fire Insurance Maps for Los Angeles, 1906-1951 (volume 2), sheet 191, 1923.
[111] "Handling Farm Produce for a Great City," *Los Angeles Times*, February 8, 1925.



The construction of Union Terminal in 1917 meant big business for Los Angeles produce
Source: Authors 2010

A view of the Central Wholesale Market, constructed in 1927
Source: Authors 2010

Although the Union Terminal Market provided the city with a widespread reach via harbor and rail, growers' markets remained relevant as providers of a diverse range of produce from local markets. City Market, originally made up of five buildings along San Julian and South San Pedro Streets, between 9th and 11th Streets, continued to expand in the 1920s. The City Market group purchased land south of 11th Street and continued to thrive particularly within the Chinese American and

Japanese American communities.[112] Though few buildings remain from this period of City Market's expansion, some extant buildings have been found to be individually significant, including: 1105 South San Pedro Street for its association with Chinese American produce merchant, Jue Joe Company and 1122 San Julian Street as an excellent intact example of a wholesale produce building from the 1920s. In 1927, the Central Wholesale Market Company broke ground on another smaller market intended to serve local truck farmers who came in increasing numbers on improved roads (extant).[113]

Throughout the early 20th century, produce markets remained in the east side of Downtown, where carloads of fresh produce from the San Fernando Valley and South and East Los Angeles arrived on the railroads. Spurs from the railroads led directly into the market properties, but they also provided space for trucked in produce. The presence of produce markets sparked an influx of related industries, including cold storage houses, fish processors, and other wholesale warehouses. Many of these properties continue to coexist along and near the railroad on the eastern side of Downtown Los Angeles.

Cold Storage

Early growth of the Los Angeles cold storage industry mirrored that of other cities in the country. As the urban population grew, those previously living in agricultural areas no longer had immediate access to the products of their own land. The demand for fresh products in urban areas brought with it the need for storage of those items; it quickly became apparent that if food products were chilled they would last longer and could be delivered in greater numbers.[114] Thus, the cold storage industry grew alongside urbanization, providing a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice making plants, with both frequently located within the same facility.[115] Reflecting nationwide industry growth, in 1891, the National Association of Refrigerated Warehouses (NARW) was formed to ensure that collaboration between all industry segments resulted in the highest level of care for food products, maintaining their freshness from creation to storage and, ultimately, to the consumer; it is currently the International Association of Refrigerated Warehouses (IARW).[116]

Produce and other raw food products from Los Angeles were initially limited to sale in local markets. The introduction of cold storage warehouses, ice making plants, and refrigerated railway boxcars, in the late 1880s allowed for wider distribution of local fresh products. New opportunities for transfer of goods brought about by the emerging cold storage industry created great excitement.[117] An 1892 *Los Angeles Times* reporter announced, "Strawberries and equally perishable fruits may be picked in

[112] The neighborhood surrounding City Market, around East 9th and San Pedro Streets, was commonly known as "Market Chinatown." The area housed and provided services to market workers in buildings leased and owned by Chinese merchants.

[113] "Wholesale Mart Plans Completed," *Los Angeles Times*, August 12, 1927.

[114] *International Association of Refrigerated Warehouses, 1891-1991, 100 Years Service to the Food Industry,* Bethesda: International Association of Refrigerated Warehouses, undated), 3. Booklet on the history of the organization.

[115] According to Global Cold Chain Alliance, a worldwide industry organization, there is strong industry-wide emphasis on maintaining each sector of the "cold chain" from the point at which product is harvested to the point at which it is sold, to ensure food safety and satisfied customers; *Global Cold Chain Directory,* Alexandria: Global Cold Chain Alliance, 2010, 7.

[116] *International Association of Refrigerated Warehouses,* 4.

[117] The World's Columbian Exposition in Chicago in 1893 featured a cold storage and ice making pavilion that helped popularize the burgeoning cold storage industry; *Ice and Refrigeration*, Jan 1949, 24.

Florida or California when fully ripe, and deposited in our markets in just as good condition as when picked."[118] As demand for perishable cash crops like citrus and grapes increased nationally, produce distributors became the largest consumers of cold storage space in Los Angeles. Eggs, butter, and cheese were other items that held a significant share of cold storage space.[119] In 1904, it was proclaimed, "There is enough butter in cold storage in Los Angeles today to last the city for one year and three months..."[120]

Los Angeles Ice and Cold Storage Company, 715 E. 4th St, c. 1900.
Source: USC Digital Library Photograph Collection, CHS Collection, record ID CHS-31396

Use of the refrigerated railway boxcar to transport goods resulted in a concentration of industrial development (including cold storage facilities) around packing houses and rail depots. Early cold storage facilities were grouped on Central Avenue (between Fourth and Sixth Streets) and on Santa Fe Avenue (between First and Fourth Streets), and later in more urbanized areas, as well as at the Los Angeles Harbor. Related businesses, such as brokers and distributors and other food processing plants, found it advantageous to locate in these areas as well. Early important Los Angeles cold storage facilities located in proximity to the Santa Fe rail line included Los Angeles Ice and Cold

[118] "Cold Storage for Fruit Producers," *Los Angeles Times*, December 31, 1892, 11.
[119] Ross H. Gast, "Handling the Cold Storage Problem" in *Southern California Business* (September 1925): 21.
[120] "Softer Price for Butter," *Los Angeles Times*, September 4, 1904, A1. A 1915 *Los Angeles Times* article reported that as of August 4th 1915, it was reported that the city of Los Angeles aggregated 65,050 cases of eggs, 971,882 pounds of butter and 647,113 pounds of cheese in cold storage ("Commercial," *Los Angeles Times,* August 12. 1915, II8).

Storage Company, National Ice and Cold Storage Company, and Merchants' Ice Company, described briefly below.

Established in 1895 and now known as Los Angeles Cold Storage, Los Angeles Ice and Cold Storage Company expanded in 1902, opening a $200,000, five-story plus basement brick, 100 × 100-foot cold storage house adjacent to a 50 × 100-foot brick power house at the northeast corner of Fourth Street and Central Avenue (extant and known as "4th Street Facility").[121] The company was at the time the primary supplier of refrigeration to many produce markets, hotels, and buildings in greater Los Angeles.[122] Expanding again in 1905, the company opened a facility at Seventh Street at the Santa Fe tracks.[123] A *Los Angeles Times* article from 1905 noted, "the cold-storage business of [Los Angeles] is chiefly in the hands of the Los Angeles Ice and Cold Storage Company."[124] The company has continued to expand over time and is still in operation today, with three locations: 410 S. Central Avenue (Astro Facility); 440 S. Central Avenue (Central Facility); 715 E. 4th Street (4th Street Facility).[125]

Currently known as National Cold Storage, the National Ice and Cold Storage Company was first established in Los Angeles in 1892;[126] its operations expanded in 1909 with erection of a $100,000, five-story plus basement reinforced concrete building as an addition to its existing plant, covering an entire block bounded by Banning and Center streets (extant and located at 210 Center Street).[127] Supporting the expansion, company representative, Mr. John O. Cashin, declared, "It is the opinion of the company that Los Angeles will be soon a great seaport city. The growth of the population here in the past has been so very rapid that we feel entirely justified in making the present very large addition to our plant at so much cost." It was boasted that the building, providing 700,000 cubic feet of floor space, "will be one of the largest and best arranged plants of its kind in the West," with each floor insulated and the latest cold storage construction techniques employed. Its prime location was also emphasized, noting that "location…on the railroad trackage of the river bed insures the company unsurpassed transportation facilities."[128] In 1910, the company's Los Angeles factory had an annual output of more than 50,000 tons of ice.[129] In the same year, the company expanded again, with a two-story brick and steel office structure, 71 × 81 feet, built on Banning Street near the company's plant.[130] Although the plant was heavily damaged in a 1912 fire the 1910 building may be extant.[131]

In 1910, it was announced that architects Eisen and Son had designed a two-story and basement ice and cold storage plant, 97 × 90 feet, for Merchants' Ice Company at Seaton and Palmetto streets,

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[121] "Quarter of a Million Dollar Enterprise," *Los Angeles Times*, November 8, 1902, A1.
[122] "History of Los Angeles Cold Storage Company," published on Los Angeles Cold Storage Company website, accessed 28 June 2011, available online http://www.lacold.com/index.php?option=com_content&task=view&id=13&Itemid=26.
[123] Portions of this building may be extant and currently in use as Rancho Cold Storage, located at 670 Mesquit Street. It is noted that Los Angeles Ice and Cold Storage Company had a location at Seventh and Mesquite Streets in a 1925 magazine article ; Ross H. Gast, "Handling the Cold Storage Problem" in *Southern California Business*, September 1925, 20.
[124] "Below Zero Constantly," *Los Angeles Times*, February 5, 1905, I17.
[125] Los Angeles Cold Storage website, accessed June 28, 2011, available http://lacold.com/index.php?option=com_frontpage&Itemid=1.
[126] "National Ice and Cold Storage Company," *Los Angeles Times,* January 1, 1910, AM26.
[127] "New Cold-Storage Plant," *Los Angeles Times,* August 22, 1909.
[128] "Huge Storage Plant," *Los Angeles Times, December 12,* 1909, V24.
[129] "National Ice and Cold Storage Company," *Los Angeles Times,* January 1, 1910, AM26.
[130] "Apartments in Every Section," *Los Angeles Times*, July 17, 1910, VI1.
[131] "Cold-Storage Fire and A Heavy Loss," *Los Angeles Times,* September 21, 1912, II1.

with the building to be constructed in a manner that could ultimately accommodate two additional stories.[132] Designed as an ice manufacturing and cold storage plant, the facility was located within a block of the Arcade depot on the corner of Palmetto and Seaton streets, with daily capacity of 50 tons of distilled water ice. "The buildings of this plant are of solid brick construction, with wells of freezing tank and storage rooms heavily insulated with the latest and most approved materials. The boiler and engine-rooms are spacious, each being about fifty feet square, thereby affording ample space for two additional boilers and ice machines. The large cold storage building comprising a part of the plant was nearing completion in 1905, at which time the company was also constructing a large barn to house 24 horses and wagons. Total project cost was $85,000.[133] In 1910, the company received building permits to construct a $10,000 one-story addition on its existing storage plant at 1135 Palmetto Street.[134]

Other early Los Angeles cold storage facilities included those for Union Ice Company, established in 1882, and with facilities constructed c. 1900 that were located at the east side of Alameda Street, between Second and Third Streets, and an earlier facility at First and Alameda Streets (no longer extant).[135] Established in the late 1800s, the Hendrick Ice and Cold Storage Company's plant was completed in 1888 and was dubbed the "largest manufacturing establishment in Southern California, and the largest of its kind in the world."[136] Its buildings were located a short distance south of the Santa Fe depot grounds, at the corner of Seventh and Mesquite streets (altered).

Cold Storage became a necessity of the war effort during World War I (1914–1918), as freezer space was needed to store perishables, especially meats, for soldiers and allied troops and civilian populations in Europe as other food sources were cut off.[137] A 1916 *Los Angeles Times* article notes that Los Angeles was well-poised to play an important role in supporting a war effort as, "there [were]…immense cold storage plants in the city," with, "butter and eggs and dairy produce…all jobbed from here."[138] A similar 1917 article states, "Los Angeles is fortunate in having a number of modern, well-equipped cold-storage houses with ample facilities to take care of all the requirements of the inhabitants not only of this city but of certain outlying districts as well," and also provides that, "There are three large plants in this city, the Los Angeles Ice and Cold Storage Company, the Merchants' Ice and Cold Storage Company and the National Ice and Cold Storage Company," and that those businesses collectively handled approximately $5.2 million worth of foodstuffs per year.[139]

Following the January 1919 ratification of the 18th Amendment to the United States Constitution prohibiting sale and consumption of alcohol (Prohibition), those previously engaged in making or selling alcohol moved into new areas of business, some of which were in the cold storage industry. In 1919, George E. Wells of Anheuser-Busch Company announced that a Busch storage plant at North Main and Albion Streets would be converted into an ice factory and cold storage warehouse, reflecting a nationwide trend to convert Bush plants into ice plants, cold storage warehouses, or ice

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132 "The Architects," *Los Angeles Times*¸ April 10, 1910, V24.
133 "A New Ice Plant," *Los Angeles Times*, August 20, 1905.
134 "Building Permits," *Los Angeles Times*, July 13, 1910, VI4. (It is unknown if these buildings are extant or if the company is still in operation).
135 "New Ice Factory for Los Angeles," *Los Angeles Times*, October 6, 1900, I13.
136 "Ice and Cold Storage, The Hendrick Company's Big Establishment," *Los Angeles Times*, August 2, 1888, 2.
137 *International Association of Refrigerated Warehouses*, 7.
138 How Los Angeles Would Help in Case of War," *Los Angeles Times,* April 23, 1916, II1.
139 "Cold Storage Benefits All," *Los Angeles Times*, April 1, 1917, I12.

cream factories, 30 of which had been converted by that time. The conversion project cost $200,000.[140]

Central Ice and Cold Storage Company refrigerator truck (made by Dodge), location unknown, n.d.
Source: Los Angeles Public Library

By the 1920s, the availability of new transportation methods for moving items to and from cold storage prompted further industry expansion. In October 1921 an innovative refrigerator truck consisting of a "special refrigerator body…mounted on a Mack truck," received local interest following a demonstration in Los Angeles. The truck provided "transportation of perishable goods…over the highway in perfect condition without the necessity of hauling great excess weight in ice."[141] While it was initially critical for cold storage facilities to be near rail lines or water to receive goods, the widespread use of refrigerated trucks eventually made location near rail or water less necessary, creating new opportunities for development of cold storage facilities in urban locations; "the attractiveness of downtown Los Angeles as a food distribution center was [subsequently] enhanced."[142] This was reflected in continuing development and expansion of cold storage facilities in downtown Los Angeles, including a plant constructed in 1926 for Central Ice and Cold Storage Company,[143] dubbed "one of the most compact ice plants of recent years," and publicized for its

[140] "Beer Plant to be Ice Factory," *Los Angeles Times,* May 6, 1919, II3.
[141] "Truck as Refrigerator," *Los Angeles Times,* October 9, 1921, VI8.
[142] West Coast Fisheries Development Foundation, for the Community Redevelopment Agency of the City of Los Angeles, *Downtown Los Angeles Seafood and Related Industry Market Study*, December 1987, 12.
[143] The location of this facility is unknown.

space-saving features, including ammonia condenser taking up only one-fortieth of the space required for previous condensers.[144]

The expanding cold storage industry supported citywide development in the 1920s by providing employment opportunities. Principal agricultural and dairy products utilizing local cold storage at that time were eggs, butter, cheese, apples, potatoes, onions, nuts, and a variety of produce.[145] A massive industrial building program concentrated in the adjoining areas southeast of Downtown Los Angeles known as the Central Manufacturing District and Union Stock Yard (now in the City of Vernon) was planned for industrial development in 1923.[146] Included in development of that area was a five-acre campus for Federal Cold Storage and Pacific Refrigerating Company, including buildings for ice making, ice storage, dry storage, and cold storage, and vegetable sheds that were largely constructed from 1923–1926.[147]

In 1925, the city of Los Angeles had more cubic feet of cold storage acre per capita than any other city in the country, with over 5,000,000 cubic feet of capacity, representing an investment of close to $4,000,000.[148] By 1926, the growth of Los Angeles as a consuming and distributing center, combined with the popular reception of modern cold storage facilities had exceeded expectations of the Los Angeles cold storage industry, with ice making and cold storage facilities such as Federal Cold Storage Company expanding their operations at that time.[149] Reflecting that trend, in 1927, a new Los Angeles Produce Terminal with about 100 store rooms and room for 300 producers, was formally dedicated in the Central Manufacturing District, an important element of the larger development of that area.[150] In 1928, five ice manufacturing, cold storage and ice cream companies operating in and around Los Angeles were purchased and combined into a newly organized company, California Consumers' Company for more than $7,000,000, the effort of public utility operator A.E. Fitkin. That merger included Los Angeles Ice and Cold Storage, Pasadena Ice, Citizens' Independent Ice, Globe Ice Cream, and Beverly-Globe Ice companies.[151] The new company was to be under management of the United States Engineering comprising technical experts associated with public utility companies. The combination would have nine ice manufacturing and four cold storage plants and would supply distilled water in addition to its existing services. The gross earnings of the combined companies were about $2.3 million in 1927.[152]

The Los Angeles seafood industry is today "one of the nation's most important seafood marketplaces,"[153] evidenced by the fact that in 1986, about 63 percent of Downtown cold storage

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144 The facility was built small, with plans for later expansion; to that end, its water purifier was installed with a larger capacity than was needed at the time ("Ice Plant is Completed," *Los Angeles Times*, June 6, 1926, E11).

145 Ross H. Gast, "Handling the Cold Storage Problem," *Southern California Business* (September 1925), 40.

146 A group of men responsible for development of a primary industrial center in Chicago, purchased 300 acres of land roughly bounded by Slauson Blvd. to the west, Downey Blvd. to the north, the Union Pacific Railroad to the east and Pasadena Ave. to the south to create a new industrial center ("Opens New Chapter in Industrial History," *Los Angeles Times,* July 15, 1923, V11).

147 "Opens New Chapter in Industrial History," *Los Angeles Times,* July 15, 1923, V11.

148 Gast, 20.

149 "Storage Plant is to Enlarge," *Los Angeles Times*, October 24, 1926.

150 "New Produce Terminal Formally Opened," *Los Angeles Times,* December 11, 1927, J5.

151 "Refrigerator Companies in $7,000,000 Merger," *Los Angeles Times,* April 1, 1928, B1.

152 Ibid.

153 West Coast Fisheries Development Foundation, *Downtown Los Angeles Seafood and Related Industry Market Study,* 1.

space was used for seafood. Los Angeles Cold Storage was at that time the largest cold storage business located Downtown, with half of its business devoted to seafood storage.[154]

A significant concentration of cold storage and ice making facilities also developed at the Los Angeles Harbor, facilitating expansion of local seafood and shipping industries. A 1987 study on the Los Angeles fishing market notes, "Cold storage houses are a critical link in the seafood distribution chain and an important factor in determining the location of other industry segments. Virtually every industry segment uses cold storage at one time or another; processors, to store their raw materials and final products; brokers to hold the products they are selling; wholesalers and distributors, to hold the products until delivery or pickup by their customers."[155] In an effort to meet the demand for greater cold storage space for seafood, in 1919, the Trident Packing Company purchased the plant of the Pacific Packing Company and adjoining property near the harbor to erect a high-capacity refrigerating plant, to engage extensively in the smoked and salted fish industry, among other operations, and would carry fresh fish in cold storage for markets throughout California and in neighboring states.[156] The location of this facility is unknown.

In October 1921, plans were discussed to accommodate a massive building program to construct cold storage plants and docks for six Shipping Board steamers of 7,500 tons each for shipping Southern California fruit from the Los Angeles Harbor through the Panama Canal to Atlantic Coast Ports via a line called the Producers' Steamship Company, a subsidiary of the California Fruit Growers Exchange. The ships were set to arrive in spring of the same year and Los Angeles Chamber of Commerce President Weaver noted, "The new steamship line will be one of the greatest steps that has been taken in the development of our harbor. Steamships owned and operated out of a home port make a harbor, and that shows the importance of the starting of this new line in Los Angeles."[157] As providing ample cold storage space was essential to success of shipping operations, in May 1925, the City Chamber of Commerce asked the Board of Harbor Commissioners to investigate the necessity for additional cold storage facilities in Los Angeles Harbor, as a "considerable export of citrus fruits had been developed to Europe, and that a large movement of apples from the Yucaipa Valley, and pears from the Antelope Valley was being handled through the port." In addition, it was noted that a large amount of lettuce and cantaloupes from the Imperial Valley would be moved by water should sufficient cold storage be provided.[158]

Starting in the 1930s, widespread use of home refrigerators lessened the need for large-scale ice production. As a result, cold storage facilities housing ice making and cold storage shifted their operations to focus more on cold storage services.[159] By 1960, Los Angeles Cold Storage had sold its ice production plants and moved out of the ice business, focusing entirely on cold storage and warehouse services for nationwide customers.[160]

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154 West Coast Fisheries Development Foundation, *Downtown Los Angeles Seafood and Related Industry Market Study*, 12.
155 West Coast Fisheries Development Foundation, *Downtown Los Angeles Seafood and Related Industry Market Study*, 14.
156 "Cold Storage for Surplus Fish Stock," *Los Angeles Times*, September 7, 1919, VI8.
157 "New Era in Shipping of Fruit Near," *Los Angeles Times*, October 15, 1921, II1.
158 "Port Cold Storage Up in Chamber," *Los Angeles Times,* May 10, 1925, C7.
159 Nancy Brooks, "The Ice Man Cometh on Strong Once Again," *Los Angeles Times,* July 19, 1987, D1.
160 *International Association of Refrigerated Warehouses*, 15.

While there were efforts to popularize frozen foods like vegetables and pre-packaged meals as early as 1930,[161] such items did not become popular in the country until after World War II. Initially, consumers were skeptical about the safety and taste of frozen foods. Frozen products were a necessity of wartime, however, and the cold storage industry flourished during World War II. Demand for cold storage space decreased nationwide in the immediate aftermath of World War II, and Los Angeles cold storage facilities were also affected by the decline of cash crop industries in Southern California at that time. The postwar era brought about a change in consumer attitudes favoring frozen foods that prompted rapid development of a frozen food industry.[162] Widespread use of home refrigerators and freezers opened up new markets as demand for a great variety of frozen foods increased exponentially. The industry's first "volume item" was frozen concentrated orange juice, which was introduced in the 1950s, followed quickly by frozen TV dinners and other pre-packaged meals.[163] Development of the microwave oven in the 1960s prompted proliferation of a great variety of frozen food products packaged for use in that device.[164] Reflecting the nationwide postwar growth of the cold storage industry, many cold storage operations were established mid-century in Los Angeles.

In 1957, the Los Angeles Cold Storage Company constructed a $1,500,000 public refrigerated warehouse at the site of the old Union Station and 4th and Central in Downtown Los Angeles, unique in that "two miles of special subterranean heating coils were installed followed by the first loads of 16,000 cubic yards of earth fill [that elevated] the ground floor of the refrigerated warehouse to the loading level of modern trucks and railroad cars." The warehouse consisted of buildings covering 135,000 square feet of the 248,000 square-foot site, including refrigerated warehouse, office, and dock space.[165] U.S. Growers Cold Storage, Inc., although technically located in the City of Vernon, established a large operation in 1950, which has grown into one of the largest cold storage operations in the greater Los Angeles area.[166]

With the rise of globalization in the 1970s, strong international ties ensured widespread transfer of produce,[167] helping foster long-term industry viability. In addition, the availability of computer systems gained widespread industry use in the 1980s as an essential means of communication between warehouses and depositors and enabling facilities to more effectively catalog stored goods and keep track of items coming and going, enabling them to accommodate a great variety products.[168] Facilities could also more accurately track the length of stay of a particular good and charge fees accordingly, essential for managing the large variety of products today's cold storage facilities tend to store.[169] Evidencing continuing importance of the local industry, in the 1980s[170] and

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161 Ibid., 9.

162 *International Association of Refrigerated Warehouses*, 15.

163 Ibid., 15-18.

164 Ibid., 19.

165 "New $1,500,000 Unit Begun at Old Depot Site," *Los Angeles Times,* September 8, 1957, F15.

166 *2010 Global Cold Chain Directory* (Alexandria: Global Cold Chain Alliance, 2010), 139-142.

167 In the 1970s, the National Association of Refrigerated Warehouses became the International Association of Refrigerated Warehouses, reflecting its growing international membership and emphasis on international business relationships (*International Association of Refrigerated Warehouses*, 22).

168 West Coast Fisheries Development Foundation, *Downtown Los Angeles Seafood and Related Industry Market Study,* 24.

169 Angelo Antoci, President, U.S. Growers Cold Storage, Inc., Personal Interview with Kathryn McGee of Chattel Architecture, Planning & Preservation, Inc., May 11, 2011.

170 In 1986, a fire at the City's Central Library lead to millions of books being doused with water from the building's fire protection sprinklers. As the only way to quickly remove water from the books is through evaporation, several local cold storage facilities, including U.S. Growers Cold Storage, Inc. were called on to aid in blast freezing massive quantities of books immediately following the incident. The recovery, lead by the Community Redevelopment Agency

1990s, Los Angeles Cold Storage continued to grow, with a warehouse expansion and renovation of its Fourth Street plant.[171] There are still large concentrations of cold storage facilities in or near their historic locations, although the extent of remaining historic fabric is limited.

Fish Markets

The seafood industry in Los Angeles was historically composed of processing plants that took fresh or frozen fish and applied various treatments, including canning, smoking, filleting, breading, and packaging. These plants relied on cold storage facilities, either within their buildings or in separate cold storage houses.

The industry initially grew around fishing activities in the San Pedro Harbor area in the late 19th century, where Japanese fishermen harvested many kinds of sea creatures including fish and abalone. The California Fish Company began there in 1893 as a small sardine cannery. In 1903, the company developed a method of canning tuna that softened the flavor and whitened the meat, which caused the popularity of canned tuna to increase dramatically. As the Port of Los Angeles was founded and improved in 1909, new fishing and canning operations moved into the harbor, including the Van Kamp Seafood Company (1912, originally the California Tuna Canning Co.), Star-Kist (1917, originally the French Sardine Co.) and several others. By 1919, 40 canneries operated in the harbor, and the City operated the Municipal Fish Market there as well. The Port constructed a dedicated terminal for the canneries called "Fish Harbor" in 1928. By 1930, Los Angeles was tied with San Diego for the scope and value of its canneries, and a reported 75 percent of all fish caught in California went to Los Angeles Harbor for canning. Canneries continued to be an important industry at the harbor through the 20th century, and expanded again after World War II. Canning in the harbor began to decline in the 1960s as multinational conglomerates bought out the major canneries and eventually moved operations away from Los Angeles. By the end of the 1980s, only one cannery remained in operation at the harbor. It closed in 2001, leaving the once bustling buildings at Fish Harbor largely vacant.[172]

Although the most visible segments of the fishing industry were located at the harbor, a smaller-scale operation grew on the east side of Downtown Los Angeles along the Santa Fe and Southern Pacific railroads. In 1893, the first known fish processing plant was constructed in San Pedro, others followed. As trucking came to replace rail freight for regional distribution, Downtown fish processors took advantage of their proximity to both freight rail and freeways to expand their presence. The plants Downtown appear to have served more of the local and regional markets for seafood than for national and international markets. Many of the Downtown fish processors were family-owned (48% in 1983) and often run by Japanese Americans. As of 1983, Downtown seafood firms had been in business an average of 24 years (and in the same place for an average of 13 years), which underscores a long tenure in the area with many capital improvements in the mid-20th century.[173]

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of the City of Los Angeles and with thousands of volunteers participating, was a success due to the willing assistance provided by the cold storage facilities.; Bob Baker, "Library Races Against Time to Save Books," *Los Angeles Times*, 1 May 1986, OC1.

171 "History of Los Angeles Cold Storage Company," company history published on Los Angeles Cold Storage Company website, accessed 28 June 2011, available online http://www.lacold.com/index.php?option=com_content&task=view&id=13&Itemid=26.

172 Port of Los Angeles. *Timeline of the Fishing Industry in the Los Angeles Harbor.* Available Online, http://www.laporthistory.org/level2/archive/form/pdfs/fish-market-timeline.pdf. Accessed April 2011.

173 West Coast Fisheries Development Foundation. *Downtown Los Angeles Seafood and Related Industry Market Study*.

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - FROM FARM TO MARKET, 1900-1960

Summary Statement of Significance: From Farm to Market resources are significant in the area of Industry. Some examples may also be significant in the areas of Architecture and/or Ethnic Heritage. Early on in the city's history, its agricultural sector relied on a Downtown connection to get their produce to local, regional, and national markets. Cash crop and truck farmers alike used brokerage houses to secure buyers for their produce, and these brokerages generally opened up east of downtown near the rail line, which was the chief means for transporting large shipments of produce from the farm to distant markets. The invention of refrigerated cars and the rise of trucking expanded both local and distant markets, and collaboration among growers and investors led to the creation of the city's first consolidated produce markets. These markets relied on a network of support services such as cold storage to keep perishable items from spoiling before they were sold. Fish processors moved in from the port to take advantage of the booming downtown markets as well. The rich collection of brokerage houses, consolidated produce markets, cold storage warehouses, and fish processors located east of Downtown conveys a sense of this critical segment of the agricultural supply chain for Los Angeles and the region overall.

Property Type #1: **Industrial – Agricultural - Produce Brokerage**

Property Type Description: Produce brokerages look very similar to office buildings from the early 20th century, but with loading bays on the ground floor to receive and send produce commissions. Brokerage offices were located on the second story, accessible through a door and stairwell on the ground floor. Produce brokerages tended to be designed in the architectural styles popular for commercial buildings in the early 20th century, including Classical Revival and Beaux Arts. Most are located near freight rail, though they may not have all had direct access.

Property Type Significance: Produce brokerages may be significant as the earliest extant property types designed for produce storage and sales outside of the agricultural landscape. Prior to the rise of consolidated produce markets, individual brokers took produce on commission, secured buyers, and distributed the produce. Larger brokers such as the Keystone Produce Company built their own private warehouse space into their brokerage house, while smaller brokers likely leased office

	and warehouse space separately. As the consolidated produce markets grew and expanded, brokerages continued their own operations, representing an alternative to the consolidated approach. This property type evolved over the 20th century for use in the non-produce wholesale markets as well. Produce brokerages may also be significant examples of architectural styles from the period of significance.
Geographic Location:	Along historic railroad alignments, with a particular concentration on the east side of Downtown. Known concentrations of produce brokerages exist at the intersection of Towne and Central Avenues, and along San Julian and San Pedro Streets near the City Market. Sanborn maps for this area provide information on historic use.
Area of Significance:	Industry; Architecture
Criteria:	NR: A/C CR: 1/C Local: 1/C
Period of Significance:	1900-1930
Period of Significance Justification:	Dates encompass the earliest known produce brokerages and the decline of dedicated brokerage buildings as a distinct property type.

Eligibility Standards:

- Was constructed between 1900 and 1930 for a produce broker or wholesaler

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Two-story brick, poured concrete, or steel framed building
- First-story warehouse/storage space, characterized by open loading/unloading bays
- Second-story used for offices
- Often designed in prevalent architectural styles of the period
  - May also be a significant example of an architectural style from the period of significance
- Access from the street for produce wagons (and later trucks)
- Proximity to other produce markets, cold storage warehouses, and rail spurs

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Feeling, and Association
- Due to the rarity of the type, loss of historic windows and/or original bay doors may be acceptable, especially for early examples

Property Type #2: **Industrial – Agricultural - Consolidated Produce Market**

Property Type Description: Physically, consolidated produce markets have several key features in common. They are usually composed of two or more reinforced concrete buildings organized into rows or lanes. One-story examples feature rows of open stalls usually secured by roll-up doors, with small offices at corners or ends of the buildings. Two-story examples have office space above the stalls, with access doors on the ground floor.

Property Type Significance: Consolidated produce markets may be significant because they represent an innovation in agricultural commerce through the coordination of hundreds of independent growers and wholesalers into a single entity, providing them with space and visibility through an affordable lease. Their establishment and expansion represents the economic importance of agriculture to Los Angeles, as well as the diversity of growers and wholesalers operating in the city during the peak of its agricultural production. They may also be significant examples of architectural styles of the day.

Geographic Location: Along historic railroad alignments, with a particular concentration on the east side of Downtown.

Area of Significance: Commerce; Industry; Ethnic Heritage; Architecture

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1909-1930

Period of Significance Justification: Dates encompass the earliest extant produce market and the decline of produce markets as a distinct property type

Eligibility Standards:

- Was constructed between 1909 and 1930 as a consolidated produce market
- Had an important role in the local, regional, or national agricultural economy, either as a growers' market or a broker/distributor's market

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Two or more brick or reinforced concrete buildings, 1–3 stories in height
- Arranged in rows, or surrounding courtyards
- Access to the railroad through a spur track
- Access from the street for produce wagons (and later trucks)

- Often designed in prevalent architectural styles of period
  - May also be a significant example of an architectural style from the period of significance
- Dedicated space for vendors, including open space for stalls and/or permanent shop space typically facing interior "lanes" or courtyards
- Dedicated office space on the 2nd or 3rd floor (for 2-3 story examples)
- May also be significant under themes within the ethnic/cultural contexts

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Materials, Feeling, and Association
- Driveways may have been enlarged for bigger trucks and rail spurs may be missing

Property Type #3: **Industrial – Agricultural - Cold Storage Warehouse**

Property Type Description: Generally utilitarian in character, cold storage facilities constructed in Los Angeles at the beginning of the 20th century typically housed both cold storage and ice making operations. They were generally constructed of brick, consisting of multiple stories plus basement. Reinforced concrete soon became the preferred method of construction, typically with warehouses of multiple stories plus basement, with windowless walls insulated with corkboard with a plaster finish.[174] More advanced facilities had two wall layers with insulation between. Loading docks have always been an essential component of cold storage facilities. Interior space in earlier cold storage warehouses was often divided into rooms separating specific goods. As facilities grew in size and computer organization of inventory became possible, interior spaces became larger, uninterrupted spaces accommodating a wide variety of goods, divided by temperature of the room,[175] rather than product type.

While early cold storage facilities were often designed with a small footprint and several floor levels of storage space, that arrangement depended on use of an elevator to provide access to upper floors. Following World War II, the industry began to grow and change rapidly to accommodate new technologies, product demands, and food buying and

[174] Jerry P. Johnson, Address of National Association of Refrigerated Warehouses Past President to Traffic Club of Baltimore, Maryland, c. 1951.

[175] To ensure the ability to accommodate a variety of product types, cold storage facilities typically offer freezing and cooling at several different temperatures, with varying degrees of coldness being more appropriate for certain products. Blast freezing, for example, is optimal for freezing meat if there is a desire to keep blood in the meat (and the weight of the meat high) and is more effective for maintaining freshness of certain products (Angelo Antoci).

selling trends. Availability of forklifts, wooden pallets, and metal shelving encouraged development of sprawling, single-story, high-volume cold storage facilities to take advantage of that technology. [176] Some facilities originally constructed with low-height ceiling later had those ceilings raised to provide additional storage room to utilize modern technology. Given their sprawling property type, cold storage facilities require more land than other food processing plants. Generously sized loading dock, truck bay, and automobile turnaround space is also of high importance, as is frontage on a wide street and proximity to freeways for efficient truck circulation.[177]

Property Type Significance: Cold storage warehouses represent a key link between the collection of agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. They were critical to maintaining a stable supply of perishable goods and maintaining the stability of their prices on a daily basis. Significant buildings are those that played a key role in this emerging industry as an early and/or long-established industry leader. The industry has continued to grow since the first facilities were established in the city in the 1880s. As a result, many historic cold storage facilities have been altered over time to accommodate changing technology and industry needs; losses of integrity to those resources are anticipated.

Geographic Location: Along historic railroad alignments, with a particular concentration on the east side of downtown. Later examples present in Westchester/LAX. Property type is hard to distinguish from regular warehouses, historic use may be determined from Sanborn Maps.

Area of Significance: Industry

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1900-1945

Period of Significance Justification: Dates encompass the earliest known example and the approximate end of cold storage as a distinct property type.

[176] *International Association of Refrigerated Warehouses*, 17.
[177] West Coast Fisheries Development Foundation, *Downtown Los Angeles Seafood and Related Industry Market Study*, 58.

Eligibility Standards:

- Was constructed between 1900 and 1945 as a cold storage warehouse
- Represents a key link between the collection of agricultural goods from farms, fisheries, and ranches and their distribution to produce markets and food processors
- Is a good to excellent example of the property type

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Utilitarian reinforced concrete building, 1-6 stories
- Frontage on a wide street for efficient truck circulation
- Loading dock(s) on one or more sides
- Generously sized loading dock, truck bays, and vehicle turnaround space
- Few or no window openings
- May have "dummy" windows to maintain continuity with the streetscape
- Property setting includes produce markets and/or fish processors (within a block)

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Materials, Feeling, and Association
- New refrigeration equipment may have replaced older equipment, as long as the new equipment does not significantly alter the appearance of the property

Property Type #4: **Industrial – Agricultural - Fish Processing Plant**

Property Type Description: From the outside processing plants do not necessarily look different from warehouses and other small factories. They are typically utilitarian concrete buildings with few or no windows to trap cold air and prevent spoilage. Equipment inside may include canning, breading, and smoking machines, and an in-house cold storage area. In many cases, signage (included painted signs on the building) is the only indicator of a current or historical use as a fish processor, and if these signs are extant they are a key character defining feature of the property.

Property Type Significance: Fish processing plants include buildings where fish are filleted and packaged, breaded, or smoked. Sanborn maps from 1906–1950 depict a few fish processors in the area east of Downtown, near produce markets and cold storage facilities. They may be significant in the context of a historic district that also contains historic produce markets and cold storage warehouses. The majority of fish processing occurred at the port, which is discussed in the "Port of Los Angeles" theme, but the concentration east of Downtown is part of the larger story of the economic importance of the

	produce district. Many of the Downtown fish processors were family-owned and often run by Japanese Americans.
Geographic Location:	East of Downtown near produce markets and cold storage warehouses
Area of Significance:	Industry; Ethnic Heritage
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1906-1960
Period of Significance Justification:	Dates correspond with the period of significance for a potential produce market historic district.

Eligibility Standards:

- Was constructed between 1906 and 1960 as a fish processing plant
- Must be proven to have played a significant role in the industrial history of Los Angeles

Character Defining/Associative Features:

- Retains most of the character defining features from the period of significance
- Utilitarian building with few or no windows
- Processing activities generally include canning, breading, and smoking
- Retains branding or signage indicating its use as a fish processing plant
- May be significant for ethnic/cultural associations

Integrity Considerations:

- Should, as a whole, retain integrity of Location, Setting, Materials, Feeling, and Association

Known "From Farm to Market" Resources in the City of Los Angeles

Resource Name	Location	Comments
Los Angeles Union Terminal (listed in the California Register; formally determined eligible for the National	Bounded by 7th Street, 8th Street, Central Avenue, and Market Street	Constructed 1918, historic district composed of several long market buildings
City Market	1057 S. San Pedro Street (bounded by San Julian Street, Olympic Boulevard, San Pedro Street, and 11th Street	Mostly demolished in 2013. Constructed 1909 by Morgan Walls and Clements.

Resource Name	Location	Comments
Market Wholesale Warehouse Grocery Co.	1600 E. 6th Street	Identified in the Adelante/Eastside Survey as a contributor to the South Anderson Street Industrial Business Historic District
Central Wholesale Produce Market	Bounded by Kohler Street on the west, 8th Street on the north, Central Avenue on the east, and Olympic Boulevard on the south.	Seven buildings; six constructed in 1927. Recorded as a district for SurveyLA and found eligible under local HCM criteria and California Register criteria only due to alterations that have impacted integrity.
Overland Terminal Produce Warehouse	872 S. Alameda Street	Constructed 1931
Los Angeles Ice and Cold Storage Company	714 E. 4th Street at Central Avenue	Constructed 1902 and in continuous use since that date. Designed by Eisen and Wyman.
Los Angeles Cold Storage	670 Mesquit Street	Constructed 1905, currently Rancho Cold Storage. May not retain sufficient integrity.
National Cold Storage	210 Center Street	National Ice & Cold Storage Co. was established on the site in 1892 and expanded in 1909. Recorded as a district for SurveyLA.
Produce Exchange Building; Ono Fish Cake	333 S. Central Avenue	Produce brokerage constructed 1905, flatiron shaped building. Also significant for association with Chinese Americans in Los Angeles.
City Market Building	1122 S. San Julian Street	Constructed 1928; associated with City Market, one of the largest consolidated produce markets in Los Angeles. Most other associated buildings have been demolished. Meets local thresholds for significance only.
Keystone Produce Company	307 Towne Avenue	Constructed 1906, company established earlier in another building that was destroyed by fire.
Wholesale Fish	512-514 Gladys Avenue	Constructed 1925. Identified on Sanborn 1906–1950, largely intact 1-story utilitarian brick building. Not recorded for SurveyLA. Research needed to asses significance and integrity
Los Angeles Fish Co.	420 S. Stanford Street	Not recorded for SurveyLA. Research needed to asses significance and integrity

Resource Name	Location	Comments
Harbor Canning Company	627 N. Eubank Avenue	Existing building constructed 1982, Location of Juanita's Foods since 1982. May meet significance thresholds under local criteria only.

THEME: BUILDING THE CITY, 1876–1965

The population boom created its own market for another critical Southern California industry to take root in Los Angeles – the construction industry. With each successive building boom in 1885–1888, 1910, 1923-1929, and 1945-1965, thousands of new homes, offices, schools, churches, and industrial plants expanded the city's building stock. As speculators recorded new subdivisions, builders vied with each other to construct the dream homes of countless newcomers, as illustrated by their expressive display ads in local newspapers. Numerous commercial and institutional commissions kept architects and contractors busy and prosperous. Their collective need for building materials and supplies created a proliferation of lumber yards, planing mills, steel fabricators, stone and masonry suppliers, and concrete ready-mix facilities. While the creations of this robust industry have left a built legacy that defines Los Angeles, the key properties associated with them bear little distinction and have become increasingly rare.

To keep up with the need for building materials, contractors and independent suppliers established sites for storage, processing, and distribution to manage the flow of materials to countless worksites across the city. Large builders integrated these different elements of the supply chain vertically to varying degrees to ensure consistent supply, price, and quality. The classic example of vertical integration is Andrew Carnegie's steel empire of the late 19th century, which controlled the steelmaking process comprehensively from the mining of iron ore, coke, and coal to the production of finished steel for the market. In Los Angeles, Pacific Redi-Cut Homes (no longer extant) operated a vertically-integrated facility where a lumber yard, planing mill, carpentry shop, foundry, machine shop, paint factory, marketing office, and model homes coexisted in one place. Not all builders practiced vertical integration to that extent, but it was not uncommon for a larger builder to include a few elements of their supply chain on site.

Wood products generally came to the city through the Port as timber or rough-cut lumber from old-growth forests in northern California and the Pacific Northwest. They were off-loaded into wharves and docks, where dockworkers loaded them onto train cars headed for a decentralized network of lumberyards and planing mills. Some of the lumber headed to the yards of a large builder or contractor who kept large quantities on hand for several projects, and other carloads went to retail lumber yards where independent buyers could purchase as needed. If buyers needed finer millwork, they purchased or commissioned it from a carpentry shop.

Due to the weight of the material, masonry was generally made locally from available materials. Adobe bricks were made in Los Angeles since the mission era on site using local mud, filler such as straw, and wooden forms. Adobe was the dominant building material until the arrival of Anglo-Americans in the latter half of the 19th century, who used wood and brick for their own structures. Bricks were made from local clay and fired in kilns by local brick makers. Brick factories included facilities for storing clay powder and finished bricks, mixing equipment, and kilns. These factories also frequently manufactured the curved roofing tiles for the popular Spanish Colonial and Mediterranean Revival styles throughout the 20th century.

Lauded as a fireproof and more seismically-stable alternative to masonry or wood, reinforced concrete became a signifier of the highest-quality of commercial and industrial building in the early 20th century. The California Portland Cement Company opened in 1891 in Colton and quickly became the prime local source for Portland cement in the region. Builders in Los Angeles combined cement with locally-quarried sand and gravel to produce thousands of concrete buildings, streets, bridges,

pipes, canals, and other infrastructure, as well as stucco for wood-framed buildings and elaborate castings for decorative surfaces.

Concrete was (and still is) often poured in place using forms that could be lifted as the material dried. It begins to set within 90 minutes, making the logistics of supplying a worksite with concrete somewhat limited. In the early 20th century, concrete was usually mixed on site in batches that builders could pour within a few hours; thus builders hauled concrete mixing machinery to a central location for multiple job-sites in an area. Early ready-mix plants were little more than a few hoppers supplied by conveyor belts, surrounded by piles of aggregates, and once builders completed nearby projects, the plants were dismantled and rebuilt in another developing area. Eventually, a few ready-mix facilities became permanent features of the landscape, a testament to the continual pace of construction in the city. In 1923, the first "ready-mix" plant was established at the corner of La Brea Avenue and Santa Monica Boulevard, reportedly the first Portland cement concrete mixing plant established on the West Coast. This facility, no longer extant, had a capacity of 365 yards of mixed concert per eight hours, and included specialized trucks that could deliver correctly mixed concrete to a small jobsite. Sometime in the 1930s, another ready-mix plant opened nearby at the northeast corner of La Brea Avenue and Romaine Street. This property, which straddles the Los Angeles/West Hollywood border, is still in use as a concrete ready-mix facility. The only other known extant ready-mix plant that is 50 years or older includes a plant in the San Fernando Valley at the corner of Ethel Avenue and Raymer Street constructed in 1953.

Concrete block and decorative stone were used in limited amounts in the early 20th century (for example, Frank Lloyd Wright used decorative cast concrete blocks during his "Romanza" period, which included the construction of Hollyhock House and the Ennis House in Hollywood in the 1920s), but after World War II builders used these materials to a much greater degree, creating a market for new concrete block and decorative stone fabricators. Concentrations of these businesses are located in Van Nuys just south of the Southern Pacific tracks.

Concrete ready-mix plant constructed in 1953, corner of Raymer Avenue and Ethel Street in the San Fernando Valley. Source: Authors 2010

Decorative Concrete Block Fabricator at 13422 Wyandotte Street. Source: Authors 2010

ELIGIBLITY CRITERIA: BUILDING THE CITY

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Industry. The building industry emerged in the late 19th and early 20th centuries to provide the raw materials, carpentry, and finish work needed to support building construction during a period of exponential growth in Los Angeles.

Property Type #1: **Industrial – Building and Construction - Concrete Ready Mix Plants**

Property Type Description: Generally, a ready-mix concrete plant is distinguishable by several metal hoppers and conveyor belts for loading aggregate into mixers, mixing equipment beneath the hoppers. Usually, there is a small 1-story office nearby. The property setting includes space for concrete trucks to park and load, as well as piles of different sized aggregate.

Property Type Significance: Concrete ready-mix plants from the early and mid-20th century represent an innovation in the procurement of pre-mixed concrete for construction work in the City. They were established in conjunction with the invention of specialized concrete trucks that could deliver loads of concrete on-demand, eliminating the need for costly and inconsistent mixing at the construction site. Very few early concrete mixing sites remain, but extant properties provided a key processing link between the raw building material and the jobsites for the thousands of concrete buildings constructed in Los Angeles. Designed around a single purpose, their form is unmistakable and intact ready mix plants from the period of significance may also be an excellent example of this significant property type.

Geographic Location: Citywide, but extremely rare. Ready Mix Plants had to be a maximum of 90 minutes from their job-sites to keep concrete from setting inside the mixers.

Area of Significance: Industry

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1923-1965

Period of Significance Justification: Date range encompasses earliest known ready-mix plant as well as two significant building booms when demand for materials such as concrete was at its highest.

Eligibility Standards:

- Is one of a few remaining concrete ready-mix plants constructed between 1923 and 1965

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Large open lot occupied by concrete mixing equipment and materials
- Open space for trucks to park and load
- 30–40 foot high hoppers for holding cement
- Conveyor belts for loading aggregate into mixers
- Ingress/egress for cement mixers

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Feeling, and Association
- Mixing equipment may have changed with improved technologies; hoppers may have been enlarged due to site expansion
- Historic materials may have been replaced over time with the same material

Although this property was historically a felt works, the cyclones on the top are similar to what would be present on a carpentry shop. Source: Authors 2010

Property Type #2:	**Industrial – Building and Construction - Carpentry Shop**
Property Type Description:	Carpentry shops are often hard to distinguish from other shops and warehouses. However, the presence of "cyclones" on the roof often reflects a building's use as a carpentry shop. Cyclones are cylindrical metal structures that filter dust particles from air inside a shop. Otherwise, a carpentry shop will generally reflect the same industrial engineering and design as other shops from its era, with early-mid 20th century day-lighting and an overall utilitarian appearance.
Property Type Significance:	Carpentry shops are one a few extant property types that represent the early building industry in Los Angeles. Intact carpentry shops may be significant for their association with an important builder or building materials fabricator whose workmanship is broadly represented in the Los Angeles built environment.
Geographic Location:	Citywide, with likely concentrations near historic railroad alignments. Consult Sanborn Maps to determine historical use.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1900-1965
Period of Significance Justification:	Date range encompasses an era of unprecedented growth in Southern California when demand for carpentry goods and services was at its highest.

Eligibility Standards:

- Was constructed between 1900 and 1965 as a carpentry shop
- Was historically associated with a building company that that was well-known in the local, regional, or national marketplace

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- One or more buildings housing carpentry equipment and lumber storage
- Cyclones on roof to filter sawdust from the interior
- Building usually utilitarian in design
- Shops may have industrial sash, sawtooth/monitor rooflines, skylights, or other daylight features

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Associated equipment may have changed with improved technologies
- Setting may have changed.

Property Type #3:	**Industrial – Building and Construction - Lumber Yards and Planing Mills**
Property Type Description:	Lumber yards and planning mills are generally large open lots with areas for lumber storage, warehouses, and carpentry shops. Most building are utilitarian in style. Lumberyard and planning mills are located near historic railroad alignments for easy shipping access. Few examples remain.
Property Type Significance:	Lumberyards and planning mills are one a few extant property types that represent the early building industry in Los Angeles. Intact examples are rare and may be significant for their association with an important building company that played a significant role in the physical development of Los Angeles.
Geographic Location:	Citywide, with likely concentrations near historic railroad alignments.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1920-1965
Period of Significance Justification:	Date range encompasses an era of unprecedented growth in Southern California when demand for building materials was at its highest.

Eligibility Standards:

- Is one of the few remaining planning mills/lumber yards constructed between 11920 and 1965
- Was historically associated with a building company that that played a significant role in the physical development of Los Angeles

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- Large open lots occupied open lumber storage, warehouses, and carpentry shops
- May retain a railroad spur that historically served the property

- Buildings are generally utilitarian in style

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Associated equipment may have changed with improved technologies
- Setting may have changed

Property Type #4:	**Industrial – Building and Construction- Metal Shop**
Property Type Description:	Metal shops are often hard to distinguish from other shops and warehouses. Good examples of the property type will be able to demonstrate multiple steps in metal fabrication through the presence of foundries and machine shops. Adequate ventilation and fire-resistance were important attributes of a metal shop (particularly buildings that contained furnaces), and operable industrial sash, steel framing with corrugated metal siding, and open monitor rooflines were common.
Property Type Significance:	Metal shops are one of a few extant property types that represent the early building industry in Los Angeles. Intact metal shops may be significant in association with an important builder or building materials fabricator whose workmanship is broadly represented in the Los Angeles built environment.
Geographic Location:	Citywide, with likely concentrations near historic railroad alignments.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1900-1965
Period of Significance Justification:	Date range encompasses an era of unprecedented growth in Southern California when demand for metal work was at its highest.

Eligibility Standards:

- Was constructed between 1900 and 1965 as a metal shop
- Was historically associated with a building company that that was well-known in the local, regional, or national marketplace

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- One or more utilitarian buildings
- Steel framing with corrugated metal siding
- May retain an on-site foundry
- May retain an on-site machine shop
- Shops have industrial sash, sawtooth/monitor rooflines, skylights, or other daylight features

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Associated equipment may have changed with improved technologies
- Setting may have changed (surrounding land uses)

Property Type #5:	**Industrial – Building and Construction - Stone and Masonry Fabricator**
Property Type Description:	Stone and masonry fabricators generally occupy utilitarian 1-story buildings with associated yards for materials storage. They are usually not distinguishable from the outside from other shops and warehouses. However, some shops may use their own product to decorate the façade of their shop and/or offices as a way to advertise the kinds of materials the manufacture. They are usually located near railroad tracks and highways. Similar fabricators appear to concentrate near each other, possibly to create favorable rates in shipping cement, aggregate, and stone to their shops.
Property Type Significance:	Stone and masonry fabricators are one a few extant property types that represent the building industry in Los Angeles. Intact stone and masonry fabricators may be significant in association with an important builder or building materials fabricator whose workmanship is broadly represented in the Los Angeles built environment.
Geographic Location:	Along historic railroad alignments, with possible concentrations in Northeast Los Angeles and the San Fernando Valley.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1900-1965

Period of Significance Justification: Date range encompasses an era of unprecedented growth in Southern California when demand for stone and masonry materials was at its highest.

Eligibility Standards:

- Constructed between 1900 and 1965 to manufacture concrete blocks, bricks, or decorative stone veneer for the commercial building market
- Was associated with one or more builders who had a significant role in the physical development of the City

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- One or more one-story utilitarian buildings
- Associated commercial buildings may be programmatic in style, faced in the kind of brickwork or veneer historically manufactured by the company
- Buildings may be surrounded by an open lot containing materials storage
- Associated structures may include metal hoppers and conveyors

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Associated equipment may have changed with improved technologies
- Setting may have changed (surrounding land uses)

Known "Building the City" Resources in the City of Los Angeles

Note: There are no designated resources at this time

Resource Name	Location	Comments
Concrete Ready Mix Plant	1000 N. La Brea Avenue	Partly in West Hollywood, cement mixing on site since before 1926, extant equipment likely from late 1940s or 1950s
Price Pfister Brass Manufacturing	3011 Humboldt Street	Established on site before 1920, extant buildings ca 1951. Pfister is an international brand for brass fixtures and this was their oldest known facility. Identified in the Cornfield Arroyo Seco Specific Plan (CASP) Historic Resources Survey, 2011.
California Steel and Cornice Company	1611 Naud Street	Constructed 1945. Fabricated steel for the Case Study houses. Identified in the Cornfield Arroyo Seco Specific Plan (CASP) Historic Resources Survey, 2011.
Concrete Block manufacturer	13422 Wyandotte Street	Constructed 1962. Concrete block manufacturer, programmatic façade composed of concrete and glass blocks.

F.D. Butzer Planing Mill	1258 W. 58th Street	Constructed 1923. Still in use as the Foster Planing Mill.
Valley Planing Mill	6103 N. Cedros Avenue	Constructed 1926.
Metal Shop	1688 W. Washington Blvd.	Constructed 1922 for use as a metal shop.
Alloy Steel and Metals Company	1862 East 55th Street	Metal shop constructed in the 1920s. Alloy occupied the site from 1924 to 1965.
Supreme Cabinet Company	2830 W. Exposition Place	Constructed 1924 for Supreme Cabinet Co.
Steelbilt Inc.	1801 Figueroa Street	Constructed in 1954 for Steelbilt Inc. for steel sash manufacturing. Owned by Diamond Perforated Manufacturing, makers of perforated metal for building purposes, from about 1965 to at least 1990. Not full visible from the pub right-of-way,
Valley Sash & Door	14830 W. Aetna Street	Carpentry shop providing sashes and doors for postwar construction boom in the San Fernando Valley. Continuous operation here since 1947. Significant under City HCM criteria only.

THEME: OIL AND OTHER PETROLEUM PRODUCTS, 1892–1965

Prior to American settlement in the 19th century, *brea* seeping to the surface had a variety of uses for the Chumash and other area Native Americans, and the oily pools at the La Brea tar pits were well known by Spanish and Mexican explorers and settlers. In 1892, prospectors Edward L. Doheny and business partner Charles A. Canfield discovered what would become the Los Angeles Oil Field. The field was originally located on the site of present-day Dodger Stadium, along with portions of the current Interstate 5 and U.S. 101 freeways. Doheny's development of the field commenced with the digging of the first well along Glendale Boulevard near Colton Street, in the approximate location of what is now the Echo Park Deep Pool (1419 Colton Street).

By the first decade of the 20th century, the oil boom spread to exploration in areas all around Downtown Los Angeles, including what was then the western city limits at Crown Hill and the hillside above Westlake Park. Wealth from oil production financed construction in fashionable neighborhoods west and south of Downtown, and petroleum distillates provided a steady source of fuel for the nascent industrial sector. Oil and diesel-fueled steam plants helped to electrify the city. The capture and use of natural gas revolutionized cooking and helped to make the steel industry in Los Angeles "second only to Pittsburgh" in economic importance. By 1910, the rate of oil production had risen to 70 million barrels per year.[178]

The Los Angeles Oil Field reached its peak production in 1901, when 830,000 barrels of oil were produced per day by 200 separate companies operating about 1,150 producing wells. One of the most prominent developers in the field was Emma A. McCutcheon Summers, who eventually came to control approximately half of the field's production and became known as the "Oil Queen of California."[179] By 1913, the Los Angeles City Oil Field comprised approximately 0.6 square miles with 400 wells. The field was divided into three separate Western, Central, and Eastern fields. The Eastern field extended from Buena Vista Street to Sunset Boulevard and was first developed between 1896 and 1897. The Central field was the next to be developed, extending from Sunset Boulevard to Coronado Street. The Western field was developed beginning in 1899 and continuing through 1900, but was largely abandoned by 1913. Active development of the fields had largely ceased by 1907 due to an exhaustion of resources and new restrictions placed upon the drilling of new wells with the city limits, and activity shifted to maintaining existing derricks. The field remained in operation for several decades, but by 1961 the surface area of the field had been completely developed for industrial and residential use, and most of the productive area placed under the auspices of the Urban Renewal Association. Every well but one, located on S. Mountain View Avenue, has since been abandoned.

Three major discoveries in 1920 and 1921 caused a second oil boom that led to exceptional economic growth, prosperity, and speculation in the 1920s. In 1921, the largest of these discoveries was made in Signal Hill by Shell Oil. Within the year, the landscape of Signal Hill changed dramatically. One *Los Angeles Times* journalist described the scene as "bristling oil derricks which give to the sunny slope the appearance of a Brobdingnagian stubble field."[180] Residential

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[178] Paleontological Research Institution (PRIweb.org). "The Story of Oil" In the Petroleum Education section of the PRI website. http://www.priweb.org/ed/pgws/history/signal_hill/signal_hill.html Accessed January 2011.

[179] Information on the Los Angeles Oil Field primarily taken from Stephen M. Testa, "The Los Angeles City Oil Field: California First Oil Boom During the Revitalization Period (1875-1900)" in *Oil Industry History* 6, no. 1 (2005): 79-100, 82.

[180] *Los Angeles Times,* August 6, 1922. Brobdingagian means "colossal," after a land of giants in *Gulliver's Travels*.

subdivisions with oil derricks in the backyard became a common sight throughout the oilfields of Los Angeles County, while wealthier neighborhoods in Los Angeles sought to preserve their character through an outright ban of oil drilling.[181]

At the time, Signal Hill was in the process of being developed as a residential community, and lot subdivisions were underway. However, most properties had not yet been improved with residences, and many landowners quickly changed their minds and decided to enter the oil business. According to the Paleontological Research Institution, "the parcels of land were so small and the forest of tall wooden derricks so thick that the legs of many of them actually intertwined. Oil promoters were selling shares of wells that had not yet been drilled."[182] Yet somehow, "Signal Hill was to prove so prolific that, almost unbelievably, many of those buyers actually made money on their investments."[183] The production at Signal Hill played a critical role in making California the source of one-quarter of the world's entire output of oil.[184] Having peaked by the mid-1920s, production began to decline by the end of the decade with the onset of the Great Depression; however, the field remains active today. A secondary oil recovery system was eventually implemented in the 1970s to reduce the blight of oil derricks and reclaim a portion of the land for residential and commercial development.[185]

The Torrance Oil Field was first discovered in 1921 by the Chanslor-Canfield Midway Oil Company, which was a subsidiary of the Santa Fe Railroad.[186] Motivated by the discovery of significant nearby fields such as Signal Hill, oil concerns had been studying Torrance as a potential site since the end of World War I. The company claimed several major strikes at two wells in 1921 and 1922, and soon the Del Amo No. 1 well was producing 2,500 barrels a day.[187] As a result, the field would become known for a time as the Del Amo Oil Field. A second well was drilled that same year, shortly before wells owned by Standard Oil, Fullerton Oil, and Union Oil. At its peak the field was composed of 1,492 wells.[188]

The Wilmington Oil Field was the last of the significant fields to be developed. When it was first discovered in 1932 by Ranger Petroleum Corporation, it was believed to be an extension of the nearby Torrance Oil Field to the west. However, subsequent investigation in 1936 revealed that the Wilmington Oil Field was a separate entity.[189] The boundaries of the Wilmington oil field were from the Torrance field to the northwest, to the Harbor District of Long Beach to the southwest. The Wilmington Oil Field reached peak production very quickly, and the output of individual wells then declined sharply. This was due in part to the arrangement of small individual holdings, and resultant

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[181] LSA Associates, Inc., Historic Resources Survey Report – Westlake Redevelopment Recovery Area, June 2009. Survey completed for the Community Redevelopment Agency.

[182] "The Story of Oil in California: Signal Hill," Petroleum Education: History of Oil, Paleontological Research Institution, http://www.priweb.org/ed/pgws/history/signal_hill/signal_hill2.html (accessed March 2015).

[183] Ibid.

[184] Ibid.

[185] "Derricks to Go in Signal Hill Redevelopment," *Los Angeles Times*, September 12, 1971.

[186] Torrance is an incorporated city outside the city of Los Angeles.

[187] Sam Gnerre, "Torrance becomes an oil boom town in the 1920s," South Bay History, http://blogs.dailybreeze.com/history/2014/10/18/torrance-becomes-an-oil-boom-town-in-the-1920s/?doing_wp_cron=1427731894.0135319232940673828125 (accessed March 2015).

[188] Ibid.

[189] George E. Otott, Jr. and Donald D. Clarke, "History of the Wilmington Field – 1986-1996," available at http://www.searchanddiscovery.com/documents/2007/07014priority/fields%20of%20la%20basin/17.pdf (accessed March 2015).

small well spacing of less than three acres per well.[190] Between April and June 1937, daily production skyrocketed from 10,000 barrels per day to 50,000 barrels per day.[191] That same year, however, curtailment efforts were already underway, and oil producers had agreed to curtail 50 percent of the field's production.[192]

By the 1940s, the Wilmington Oil Field began to suffer from land subsidence at the east end of Terminal Island.[193] As a result, the City of Long Beach halted further development of the field until the issue could be resolved. Various plans were proposed throughout the 1950s to address the subsidence problem, including a system of water injections to restore ground pressure. In 1954, seismic exploration showed that the Wilmington subsidence extended at least four miles to the southeast and under Long Beach Harbor.[194] Once it was established that water injection would prove to be a feasible solution, the City prepared a comprehensive plan for the development of the eastern part of the field, known as the East Wilmington Field, through pressure-maintenance operation.[195] The plan was implemented in 1962 and subsequent development activity was concentrated in the eastern portion of the field. Today, the Wilmington Oil field ranks as the third largest oil field in the United States, based on cumulative production.[196]

While the Los Angeles, Signal Hill, Torrance, and Wilmington oil fields have been identified as the largest and most significant examples among those with land area within Los Angeles County, many other oil fields operated in the city of Los Angeles over time, most of which were much smaller operations. The abundance of oil in the area fostered the development of several key industries in and around Los Angeles, including automotive, rubber and tires, steel, and paving. Oil helped popularize the automobile in Southern California, providing cheap fuel and miles of asphalt roads. All the major oil companies, Getty, Atlantic Richfield Co., Shell, Unocal, Stanford Oil, and others, made their mark on the Downtown Los Angeles skyline through the 1960s with office towers that served as corporate headquarters and significant branch offices.

Very few industrial properties are extant in the Los Angeles that represent the rich and powerful impact oil production had on the city's landscape. As one of the world's most urbanized collection of oilfields, oil wells, and related production, facilities have undergone extensive changes as smaller, less-intrusive, and cleaner technology has replaced the old derricks and refineries of the past. And wells that are still in production are generally obscured by soundproofing and barricades to mitigate their impact on the surrounding urban environment. In 2010, the Center for Land Use Interpretation conducted a tour titled "The Oil Fields of the Los Angeles Basin." It traveled west to east from the Sawtelle Oil Field in West Los Angeles to the Los Angeles Oil Field and south to Signal Hill and Long Beach. Most of the places profiled were well sites that had undergone significant changes in the past 20 to 30 years, or sites that were located outside Los Angeles City boundaries.[197]

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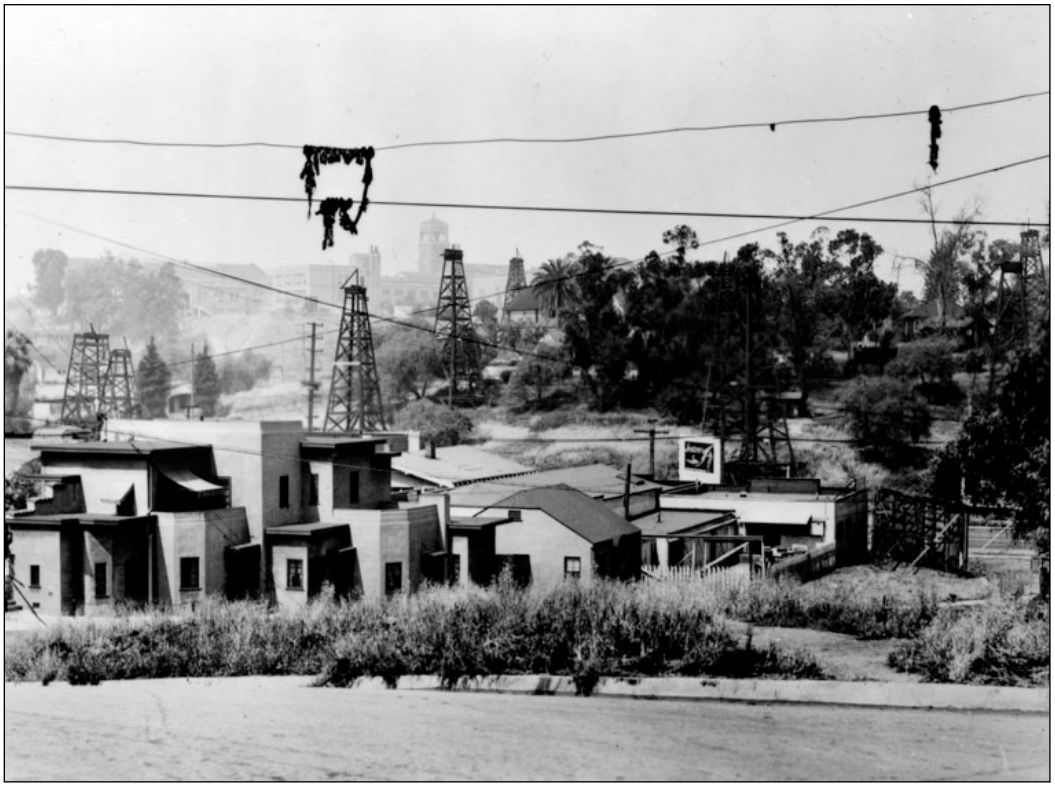
[190] Ibid.
[191] "Rapid Development of Oil at Wilmington Astonishing," *Los Angeles Times*, June 14, 1937.
[192] Ibid.
[193] Otott and Clarke, "History of the Wilmington Field – 1986-1996."
[194] Ibid.
[195] Ibid.
[196] Ibid. While most of the Wilmington Oil Field is in the City of Long Beach, a portion of it is situated within Los Angeles city limits.
[197] "Urban Crude: The Oil Fields of the Los Angeles Basin" in *The Lay of the Land* Newsletter, Center for Land Use Interpretation, Spring 2010.



Oil Derricks in a neighborhood near Glendale Boulevard in 1937. Source: Los Angeles Public Library

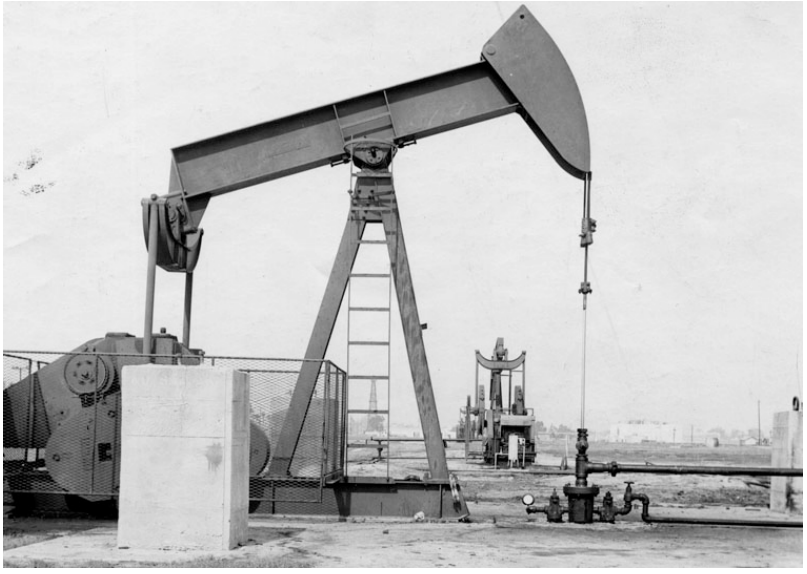
While the oil derrick is the physical feature most commonly associated with early oil field development in Los Angeles, other technological innovations such as the oil pump jack revolutionized the business of oil extraction. An oil derrick is the lattice framework, often wood, which supports the oil drilling apparatus when the well has enough natural pressure for the oil to flow to the surface on its own. An oil pump jack is subsequently installed as an above-ground drive to mechanically pump oil out of the well when the natural pressure is no longer sufficient. Pump jacks are typically powered by an electric motor or a natural gas or gasoline engine.

Pump jacks are particularly critical in wells with a depleted pressure state; once such wells are shut down, they can never be restarted economically. As a result, many depleted wells are "kept alive" by pump jacks.[198] In the early days of the industry, oilmen adapted water-well technology to create steam-driven pump systems.[199] A popular example – and likely the first device to employ the term "pump jack" was the Simplex Pumping Jack. Developed in 1913 by the Oil Well Supply Company of Oil City, Pennsylvania, the Simplex Pumping Jack utilized a central power source which could connect and operate several dispersed Simplex units by way of steel rod or "jerk" lines.[200]

[198] "All Pumped Up – Oil Field Technology," American Oil & Gas Historical Society, http//aoghs.org/technology/oil-well-pump/ (accessed March 2015).
[199] Ibid.
[200] Ibid.

Oil Derrick and Pump jack (left) n.d. and Grasshopper Model Oil Pump Jack (right), n.d.
Source: Security Pacific National Bank Collection, Los Angeles Public Library

In 1925, Walter Trout, an employee of the Lufkin Foundry & Machine Company in Lufkin, Texas, first sketched out his idea for the counterbalanced oil well pump jack. Trout's model, and others like it, most closely resembles the pump jacks seen today – the ones that have earned nicknames such as the "nodding donkey," the "grasshopper," the "horse-head," or the "thirsty bird."



Source: Security Pacific National

ELIGIBILITY CRITERIA: OIL AND OTHER PETROLEUM PRODUCTS

Summary Statement of Significance: Resources associated with oil and petroleum products are significant in the area of Industry. Some are also significant in the areas of Commerce and/or Architecture. Oil exploration and processing had a profound and far-reaching impact on the development of Los Angeles, from fueling emerging industries in the early 20th century to financing the construction of high-style residential and commercial architecture. The decline of the industry in the late 20th century, combined with technological improvements in petroleum exploration and processing, has caused historical remnants of this industry to largely vanish from the built environment. Due to the near absence of actual extraction and processing sites such as historic oil derricks, refineries, and gas processing plants, other property types such as oil company offices and oil industry production and maintenance facilities are more significant within this theme.

Property Type #1: **Industrial – Oil Production - Oil Pump jack**

Property Type Description: An oil pump jacks is installed as above-ground drive to mechanically pump oil out of an oil well when the natural pressure is no longer sufficient. They are typically powered by an electric motor or a natural gas or gasoline engine and reflect a variety of the models such as those nicknamed "nodding donkey," "grasshopper," "horse-head," and "thirsty bird. May be found in clusters.

Property Type Significance: Oil pump jacks

Geographic Location: Citywide in areas will active oil fields. Not all locations are zoned industrial. Grouping identified in the Wilmington area on residential parcels. Consult USGS topographic maps and other maps that depict historic oilfields.

In some instances, such as Wilmington, pump jacks occur in clusters, indicating a still-functioning oil field. In other cases, like the Temple-Beaudry neighborhood near Downtown Los Angeles, isolated pump jacks occur amid later residential and commercial development and serve as reminders of the once-prolific Los Angeles Oil Field

Area of Significance: Industry

Criteria: NR: A CR: 1 Local: 1

Period of Significance: ca. 1915-1980

Period of Significance Justification: Date range encompasses the early period of use of pump jacks to the present as many are still operating.

Eligibility Standards:

- Is one of a few remaining oil pump jacks constructed between 1892 and 1965
- Has an important associated with oil production in Los Angeles

Character Defining/Associative Features:

- May be in clusters or individual examples
- Retains most of the essential character defining features from the period of significance
- May be partially or entirely obscured by sound-proofing materials, as long as the original structure is intact underneath

Integrity Considerations:

- Should retain integrity of Design, Materials, Feeling, and Association
- Setting may have changed

Property Type #2: **Industrial – Oil Production - Oil Derrick**

Property Type Description: Oil derricks are usually square lattice work towers that taper at top. The earliest examples are made of wood. Towers housed a pump that extracted oil from a well site located directly underneath the derrick. Extant oil derricks are typically obscured by soundproofing.

Property Type Significance: Oil derricks are significant for their historical associations to the oil industry and are also important as an industrial property type. While now rare, in the early and mid-20th century, oil derricks were a ubiquitous site in the Los Angeles built landscape. They are a well-known symbol for the area that was once one of the most productive oil fields in the world.

Geographic Location: Citywide

Area of Significance: Industry

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1892-1965

Period of Significance Justification: Date range encompasses the period of greatest oil extraction and processing activity in the city.

Eligibility Standards:

- Is one of a few remaining oil derricks constructed between 1892 and 1965

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wooden or steel latticework tower
- May be partially or entirely obscured by sound-proofing materials, as long as the original structure is intact underneath

Integrity Considerations:

- Should retain integrity of Design, Materials, Feeling, and Association
- May have been moved from its original location for any reason
- Setting may have changed since the time of its construction

Property Type #3:	**Industrial – Oil Production - Oil Refinery Complex**
Property Type Description:	An oil refinery is generally composed of steel tanks that hold piped-in crude oil and finished petroleum products. A network of pipes leads from these tanks to a forest of "fractionation towers" that remove chemical compounds from the liquid. In addition to the actual refining equipment, a few office, maintenance, and laboratory buildings are generally on site to monitor the process, determine sources of crude, and manage delivery of the finished distillates.
Property Type Significance:	Oil refineries are one of a few key property types that represent the significant industrial history of the oil industry in Los Angeles. Few if any of these properties are extant within the city. In addition to their significant historical association with the oil industry, good examples of an oil refinery as a property type will demonstrate the process of refining crude oil into gasoline and other petroleum distillates.
Geographic Location:	Citywide, but extremely rare. Consult USGS topographic maps and other maps that depict historic oilfields. Extant properties will be zoned industrial.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1892-1965

Period of Significance Justification: Date range encompasses the period of greatest oil extraction and processing activity in the city.

Eligibility Standards:

- Is one of a few remaining oil refineries constructed between 1892 and 1965

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Multiple cylindrical metal tanks for holding raw and finished products
- Multiple cylindrical metal towers (fractionation towers) on site of varying heights
- One or more utilitarian buildings housing offices, shops, or laboratories

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Loss of some of the original refinery buildings, tanks or towers may be acceptable, provided there are sufficient structures on site from the period of significance that represent the process of refining oil

Property Type #4: **Industrial – Oil Production - Natural Gas Plant**

Property Type Description: A natural gas plant is generally composed of steel tanks to "scrub" heavier natural gas liquids from the raw gas, compressors that make the gas into a consistent high pressure, cooling towers and/or chemical chillers that cool the pressurized gas, and fractionation towers that remove additional natural gas liquids from the gas before it is finished. A network of pipes leads between the equipment, resulting in multiple cycles of scrubbing, compression, and cooling before the gas is piped to a storage tank or off site to a utility company. Rows of compressors are housed in metal compressor houses, which have mufflers on the roof to control the sound of the engines. In addition to the equipment, a few office, maintenance, and laboratory buildings are generally on site to monitor the process, determine sources of raw gas, and manage delivery of the finished gas and natural gas liquids.

Property Type Significance: Natural gas plants are one of a few key property types that directly represent the significant industrial history of the oil industry in Los Angeles. Few if any of these properties are extant within the city. In addition to their significant historical association with the oil industry, good examples of a natural gas plant as a property type will demonstrate the process of converting raw natural gas into finished natural

	gas, as well as a variety of natural gas liquids such as butane and propane.
Geographic Location:	Citywide, but extremely rare; zoned industrial. Consult USGS topographic maps and other maps that depict historic oilfields.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1892-1965
Period of Significance Justification:	Date range encompasses the period of greatest oil extraction and processing activity in the city.

Eligibility Standards:

- Is one of a few remaining natural gas plants constructed between 1892 and 1965

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Demonstrates the process of converting raw natural gas into finished natural gas as well as a variety of natural gas liquids
- Multiple cylindrical metal tanks for holding raw and finished products
- May have circular or expanding tanks designed specifically for holding gases
- Multiple cylindrical metal towers (fractionation towers) on site of varying heights
- One or more “scrubber tanks”- wide cylindrical tanks connected to the natural gas pipeline
- One or more utilitarian buildings housing compressors
- Associated natural gas pipelines connect processes on site
- May retain a multistory wooden cooling tower
- One or more utilitarian buildings housing offices, shops, or laboratories

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Loss of some of the original plant buildings, tanks, or towers may be acceptable provided there are sufficient structures on site from the period of significance that represent the process of refining and compressing natural gas

Property Type #5:	**Industrial – Oil Production - Oil Industry Production and Repair Facilities**
Property Type Description:	Oil industry production/repair facilities are similar in physical character to other shops from the early and mid-20th century. The facility may be composed of one or more one-story utilitarian shop buildings. At least one of the buildings may be a metal shop and there might also be a garage for truck repairs.
Property Type Significance:	By the mid-20th century, Los Angeles led the nation in the manufacture of oil industry tools and equipment. In the absence of more representative properties of the oil industry, the oil industry tool manufacturer/oil company repair facility is one of the few remaining property types that is associated with the oil industry in Los Angeles.
Geographic Location:	Citywide, with concentrations in Southeast Los Angeles, Harbor/Gateway, the Port, and north of Downtown along the LA River from Chinatown to Glassell Park. Generally has industrial zoning. Consult Sanborn Maps to ascertain historic uses.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1892-1965
Period of Significance Justification:	Date range encompasses the period of greatest oil extraction and processing activity in the city, as well as the period following the city's first oil discovery.

Eligibility Standards:

- One of few remaining oil industry properties that were constructed between 1892 and 1965
- Was a key facility for an oil company that had a significant role in the historical development of the oilfields of the Los Angeles Basin

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- One or more utilitarian buildings housing shops or garages
- Buildings may be representative of one or more of the property types identified in the industrial engineering and design theme

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed since the time of its construction

The Standard Oil Company Maintenance Offices, initially constructed in 1928, is an example of an Oil Industry Production and Repair facility. Source: Authors 2010.

Property Type #6:	**Commercial – Office/High Rise**
Property Type Description:	Oil company offices are generally free-standing buildings and located in Downtown Los Angeles. Early 20th century offices range from two to five stories; midcentury examples are generally high-rise office towers. The buildings reflect popular architectural styles from their period of construction and were often designed by noted architects. They may also have branding that indicates the owner as a particular oil company.
Property Type Significance:	Oil Company offices are significant in the areas of Industry, Commerce, and/or architecture Oil company office buildings may be significant as one of a few extant property types that are associated with the oil industry in Los Angeles. The office building represents the operational headquarters for the dominant oil companies of the 20th century and their oftentimes opulent design indicates their success in the industry. Mid-century buildings may also be significant examples of corporate high rise type and architectural style of the period.
Geographic Location:	In built-up commercial areas, particularly Downtown.

Area of Significance: Industry; Commerce; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Period of Significance: 1892-1970

Period of Significance Justification: Date range encompasses the period of greatest oil extraction and processing activity in the city, as well as the period following the city's first oil discovery.

Eligibility Standards:

- Constructed between 1892 and 1965 as an office building
- Was the corporate or branch office of an oil company that had a significant role in the historical development of the oilfields of the Los Angeles Basin

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Often designed in prevalent architectural styles of the period
  - May also be a significant example of an architectural style from the period of significance and/or the word of noted architects

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed

Early offices for the Standard Oil Company of California, located at 1727 N. Spring Street. Source: Authors 2010

Designated and Known "Oil and Petroleum Products" Resources in the City of Los Angeles

Resource Name	Location	Comments
Standard Oil Building (HCM No. 340)	953 S. Hope Street	Commercial Office, also architecturally significant
Standard Oil of California Sales Office (HCM in process)	1727 N. Spring Street	Constructed 1914, also known as the Woman's Building 1973–1991. Identified in Cornfield Arroyo Seco Specific Plan (CASP) Survey, 2011.
Petroleum Building (HCM No. 596)	714 W. Olympic Boulevard	Commercial Office Constructed 1924 as headquarters for Doheny's oil empire.
General Petroleum Building (HCM No. 766 and listed in the National Register)	612 S. Flower Street	High-rise office building constructed 1949.
Standard Oil of California Maintenance Facility	1756 N. Spring Street	Constructed 1920-1938. Identified in Cornfield Arroyo Seco Specific Plan (CASP) Survey, 2011.
Doheny Discovery Well Site (now Echo Park Pool)	1419 Colton Street	Discovery well site in vicinity of parking lot.
Old Pumps	Belmont Avenue and Rockwood Street	Part of a small oil operation in the Los Angeles City Oil Field, McDonald Oil Company, no derricks, but old pump jacks.
Occidental Petroleum Building	10899 Wilshire Boulevard	Office Building Constructed 1961 by Claud Beelman. Attached to the Hammer Museum.
Union Oil Company of California Refinery Conoco-Philips Refineries	West Anaheim Street between North Gaffey Street on the west and approximately Figueroa Place of the east.	Not full visible from the public right-of-way. Additional analysis needed to assess eligibility.
23rd Street-St. James Place Oil Wells	Southeast corner of W. 23rd Street and St. James Place on the Mount St. Mary's Doheny Campus	Earliest wells date to the early 190s. Owned and operated by oil baron Edward Doheny. Current facilities owned and operated by Allenco. Not accessible or visible from the public right-of-way.
Cardiff Tower Oil Well Facility	9101 W. Pico Blvd.	Constructed by Occidental Petroleum in 1966 to pump oil from the Beverly Hills Oil Field.

Resource Name	Location	Comments
Hillcrest Country Club Oil Wells	On Pico Blvd. east of Motor Avenue in West Los Angeles.	Constructed and operated by Signal Oil and Gas Company, now operated by Hillcrest Beverly Oil Company. Not visible from the public right-of way. More analysis need to assess significance.
Rancho Park Golf Course Oil Wells	On the grounds of Rancho Park Golf Course on Pico Blvd. west of Motor Avenue in West Los Angeles.	In continuous operation on the Cheviot Hills Oil Field since the late 1950s. Not visible from the public right-of-way. More analysis need to assess significance.
Los Angeles Downtown Oil Wells	155 West 14th Place; near the South Park neighborhood.	Initially operated by Standard Oil Company of California (Chevron) and the Atlantic Richfield Company (ARCO). Now operated by the St. James Oil Company. Oil production began here in 1965.
Tidewater Oil Company Building	4201 W. Wilshire Blvd.	Constructed 1958 and operated as the headquarters of Tidewater Oil until 1969. Company owned by oil magnate J. Paul Getty. Work of noted architect Claud Beelman.
San Vicente Drill Site	Located along San Vicente Blvd. bounded by Beverly Blvd. to the north and Third Street to the south. Behind the Beverly Center mall.	Not full visible; more research needed to assess significance.
Standard Oil Pico Drill Site; Now known as the Packard Drill Site	5700 Block of W. Pico Blvd.	Constructed 1968 and is still in operation.
Signal Oil Company Offices	1221 S. Western Avenue	Constructed 1946. Serves as a branch office of Signal Oil Co. and successor Humble Oil between 1946 and 1970.
Manley Oil Company Headquarters	1504 W. Rockwood Street	Residence served as the headquarters of the Manley Oil Company.
Wilmington Oil Field Historic Districts	In Wilmington; roughly bounded by R Street to the north, Anaheim Street to the south, Marine Avenue to the east, and Ronan Avenue to the west.	Concentration of oil pump jacks located to the rear of properties in a single-family residential neighborhood.

THEME: FREIGHT RAIL TRANSPORTATION, 1876–1940

Railroad construction played an important role in connecting the city of Los Angeles with economic centers throughout the United States, stimulating industrial growth. Phineas Banning, who operated stage coach service between San Pedro and Downtown Los Angeles in the 1850s, oversaw completion and operation of the Los Angeles and San Pedro Railroad (LA&SP) in 1869, reducing transportation times along this route.

Construction of the Southern Pacific Railroad (Southern Pacific) route through the city of Los Angeles, following passage of the Texas-Pacific Bill in February 1871, connected Los Angeles with San Francisco and New Orleans.[201] The Southern Pacific route was initially planned to run from Louisiana to San Diego through Cajon Pass, 30 miles east of Los Angeles, bypassing the Los Angeles completely; however, Benjamin D. Wilson, who served as mayor of Los Angeles in 1851, traveled to Washington D.C. to meet with California legislators to successfully advocate for inclusion of Los Angeles in this route.[202] Completed in 1876, Southern Pacific's Tunnel 25 was constructed near the community of Sylmar as part of the Bakersfield-Mojave-Palmdale-Los Angeles mainline to connect Los Angeles with northern California. Tunnel 26 was constructed near the city of Simi Valley in 1905 as part of the Coast Line, also connecting to northern California. Much of the Southern Pacific's expansion included acquisition of existing railroads in Los Angeles, including LA&SP and Los Angeles and Independence Railroad, which operated a route to Santa Monica. By 1891, Southern Pacific operated 325 miles of railroad in Los Angeles County.[203]

Atchison, Topeka, and Santa Fe Railway (Santa Fe) constructed its first route to Los Angeles in 1886 through Cajon Pass. Santa Fe also operated local routes to San Diego and Redondo Beach, resulting in growth of a port and lumber shipping industry in Redondo Beach.[204] By 1891, Santa Fe operated 80 miles of railroad in Los Angeles County.[205]

In 1900, William Andrews Clark acquired Los Angeles Terminal Railway lines to Pasadena with plans to incorporate these routes within a larger Los Angeles and Salt Lake Railroad (LA&SL) route extending through Cajon Pass to mineral rich land in Nevada and Utah.[206] LA&SL lines were completed in 1905, acquired by Union Pacific in 1921.[207]

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201 Remi Nadeau, *City-Makers: The Story of Southern California's First Boom* (Corona del Mar, CA: Trans-Anglo Books, 1965), 53.
202 Nadeau, *City-Makers,* 56.
203 "A Railroad Center," *Los Angeles Times,* January 1, 1891, 22.
204 "From Los Angeles to the Ocean," *Los Angeles Times,* June 16, 1889, 4.
205 "A Railroad Center."
206 "W.A. Clark's Big Deal," *Los Angeles Times,* August 21, 1900, 113.
207 "U.P. Plans to Increase Facilities," *Los Angeles Times,* June 5, 1921, 112.

Numerous local companies operated railroads in Los Angeles. In 1892, the Los Angeles and Terminal Island Railroad Company acquired land at Terminal Island near San Pedro.[208] San Gabriel Valley Rapid Transit Railroad opened a line from Los Angeles to Pasadena in 1888, and the Los Angeles and Pacific Line operated a route to the coast, extending along the foothills of the Santa Monica Mountains.

Historic rails lines with cut stone granite bricks that run along East 15th Street near South Santa Fe Street. Source: SurveyLA

[208] "Railroad Affairs," *Los Angeles Times,* January 27, 1892, 3.

ELIGIBILITY CRITERIA: FREIGHT RAIL TRANSPORTATION

Summary Statement of Significance: Resources evaluated under this theme may be significant in the areas of Industry and Transportation. The development of railroads dictated early industrial development patterns. The Santa Fe, Salt Lake, and Southern Pacific Railroads developed industrial tracts on land adjacent to their tracks in a way that was similar to the streetcar suburbs developed by real estate speculators, and access to freight trains was critical in the early transport of raw materials and manufactured goods to and from the city. Properties that represent the dominance of rail freight in the early 20th century may be significant as remnants of a once expansive transportation network for industrial freight. While many properties have already been identified in Los Angeles, relatively few properties remain intact from this once-expansive network. Associated properties are likely to be found adjacent to railroads at major junctions and station stops.

Segments of historic railroad alignments and railroad spurs are generally significant as contributing features of larger historic landscapes comprising historic districts. Some individual features may meet significance thresholds under local criteria.

Property Type #1: **Infrastructure – Transportation – Rail - Freight Rail Property**

Property Type Description: Because of their relative rarity, freight rail properties have been included together as one property type for SurveyLA. No character defining features have been named for this property type because it encompasses a wide variety of buildings, structures, objects, and landscape features associated with historical freight rail infrastructure. Essentially, any associated building, structure, or object that was constructed within the period of significance for freight rail development should be flagged for further research and considered in the context of related freight rail properties. Cultural landscapes associated with freight rail infrastructure may exist as in a linear form that is not readily discernable during initial surveys.

Property Type Significance: Freight Rail Properties, which include rail lines, signal towers, freight stations, switching yards, repair facilities, and storage facilities, may be significant in several areas including transportation and industry. They represent an important link between manufacturers, their markets, and

	their raw materials. For most of the late 19th and early 20th centuries, industrial development was predicated on having access to the railroad and many shops, warehouses, and manufacturing districts are connected by kite and spur tracks.
Geographic Location:	Along historic rail alignments. Historic and current aerial photographs and historic USGS maps show the locations of switching facilities, major intersections, stations, and repair/ maintenance areas.
Area of Significance:	Transportation; Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1876-1920
Period of Significance Justification:	Date range encompasses an era during which freight transport was dominated by railroads, before improved roads led to reliance on trucking and a more inter-modal approach to freight.

Eligibility Standards:

- One of a few remaining railroad structures constructed between 1876 and 1920
- Represents the railroads' significant role in fostering industrial development within Los Angeles

Character Defining/Associative Features:

- May include rail lines, signal towers, freight stations, switching yards, repair facilities, and storage facilities

Integrity Considerations:

Because of the rarity of the type, and associated building, structure, or object constructed during the period of significance for freight rail development should be flagged for further research.

Designated and Known "Freight Rail Transportation" Resources in the City of Los Angeles

Resource Name	Location	Comments
River Station Area (HCM No. 82)	North Spring Street, Los Angeles State Historic Park	Site of first Southern Pacific Passenger Depot, also former classification yard. Now a State Park with excavated roundhouse.
Canoga Park SPRR Station (HCM No. 488)	21355 Sherman Way	Original Owensmouth Southern Pacific Station
Los Angeles and Salt Lake Rail Yard	E. 4th Street	Identified in the historic resources survey for the Adelante/Eastside Redevelopment Area.
Salt Lake Locomotive Repair Building	516 S. Anderson Street	Identified in the historic resources survey for the Adelante/Eastside Redevelopment Area.
Taylor Yard	2800 Kerr Street	Railroad switching, maintenance and repair facility of the Southern Pacific Railroad. Developed in 1925. Closed in 1985. Does not appear to retain sufficient integrity from the period of significance.
Taylor Yard Signal Tower	1559 N. San Fernando Road	Dates to 1925.
Dayton Avenue Signal Tower	1803 San Fernando Road	Identified by the Los Angeles Conservancy.
Santa Fe Freight Depot/Santa Fe Inbound Freight House (HCM No. 488; National Register)	960 E. Third Street	Currently occupied by SCI-Arc.
Mission Tower; Terminal Tower; AT&SF Tower	337 E. Cesar Chavez Avenue	Constructed 1940. Determined eligible for the National Register and California Register.
Redondo Junction	N. of Washington, between Santa Fe and the Los Angeles River	Mostly demolished in 2000. Turntable from 1914 Roundhouse is extant.
Atchison, Topeka, and Santa Fe Railroad Depot	711 E. Anaheim	Passenger and Rail Depot constructed 1935.

THEME: THE PORT OF LOS ANGELES, 1907-1980

The Port of Los Angeles contains several significant historical properties that are best understood in the context of Port development. Some properties may also be significant under other themes in the Industrial Context (e.g., oil, fishing, or manufacturing), but their primary significance will generally be in association with the history of the Port. SurveyLA field surveys did not cover the Port of Los Angeles since the agency conducts their own historic resource surveys. Surveys led by the Port of Los Angeles also include historic context on Port development and information on identified and surveyed historic and cultural resources. Summary survey tables of designated and known historic industrial resources at the Port of Los Angeles are included as Appendix A. For survey reports completed by the Port of Los Angeles, please see: https://www.portoflosangeles.org/idx_search.asp?q=historic%20resource%20surveys.[209]

Early History of the Port of Los Angeles

Today one of the world's largest and busiest deep-water ports, the Port of Los Angeles began as a quiet natural harbor ringed with Gabrieleno-Tongva villages. The first known European discovery of the area was in October 1542, when Portuguese explorer Juan Rodriguez Cabrillo named the harbor at the northwest end of San Pedro Bay "Bahia de Los Fumas" (Bay of Smokes); the name was inspired by smoke rising from hillside brushfires, which Cabrillo surmised may have been set by the Gabrieleno-Tongva. In 1602, Spanish explorer Sebastian Vizcaino named the bay for St. Andrew during his mapping expedition of the California coastline, mistakenly thinking he had entered it on the saint's feast day. The error was corrected in 1734, and the bay was renamed San Pedro for St. Peter, on whose feast day Vizcaino's discovery had actually been made.

No permanent European use or development of the bay took place until the early 1770s, when Spanish missionaries established Mission San Gabriel Archangel some 40 miles inland. The missionaries used the harbor in San Pedro as a trading post, receiving goods shipped from Spain in exchange for hides and tallow produced by Indian labor. The Spanish government prohibited its settlers from trading with ships from other countries, but the great distance meant enforcement was lax, and international trade flourished as a result. The first landings, docks, and wharves in San Pedro Bay were constructed during this time period. Spain gave a large land concession, Rancho San Pedro, to Portola Expedition member Juan Jose Dominguez in 1784; encompassing the current area of San Pedro and Wilmington as well as many surrounding areas, the rancho was the first private land concession in Southern California.

After gaining independence from Spain, Mexico lifted Spain's trade restrictions in 1822, leading to rapid growth of settlement and commercial operations in the San Pedro area. In 1834, the Mexican government amended the Rancho San Pedro land grant to give a portion to the Sepulveda family, and the Sepulveda's built a dock and landing at the harbor. By the time California joined the United States in 1848, San Pedro was well established as a port of trade and a transportation hub. Because of the bay's shallow water and tidal mudflats, ships had to anchor off shore and use small boats to ferry goods and passengers into the harbor. The region's new American status meant an even higher

[209] The Port of Los Angeles completed several surveys following the completion of this theme for SurveyLA, information from recent reports has not been included in the associated tables of Designated and Known Resources included as Appendix A.

influx of settlers and entrepreneurs, and it soon became clear that the harbor required expansion and development to accommodate the influx of goods headed to Los Angeles.

Diego Sepulveda sold his waterfront property, including a small wharf, to German immigrant Augustus Timms in 1852; Sepulveda's Landing soon became known as Timms Landing and Timms Point. Timms improved the existing dock facilities and added a hotel, warehouse, store, and corral. The small settlement became the main shipping and transportation hub for the area, as well as a resort destination with a reputation for good clamming. Delaware native Phineas Banning arrived in San Pedro in 1851 and proceeded to spearhead much of the port's development, starting by becoming a partner in a large passenger and freight transportation business and quickly establishing more harbor facilities to support his shipping endeavors. After an 1857 storm destroyed his San Pedro wharf, Banning founded the town of New San Pedro on former Rancho San Pedro land he and a group of fellow investors purchased from the Dominguez estate, and moved his base of operations there.[210] The name of the town was later changed to Wilmington. Banning's new location required the creation of a shallow harbor, excavated from the mud flats, as well as the construction of a new wharf. Upon its completion in 1858, it was poised to eclipse Timms Point as the new focus of shipping and transportation in the region.

Connecting Freight Rail

Banning's plans began bearing fruit with the completion of the Los Angeles and San Pedro Railroad (LA&SP) line between Wilmington and Los Angeles in 1869, enabling quicker shipment of goods and passengers. In 1871, Banning's political efforts resulted in U.S. Congressional approval of funds for major harbor improvements, including dredging of the main channel to a depth of 10 feet and construction of a breakwater between Deadman's Island (no longer present) and Rattlesnake Island (now Terminal Island). Business at the improved port accelerated, and by 1885 it was handling 500,000 tons of cargo annually.[211]

Southern Pacific Railroad began its expansion southward from San Francisco in the early 1870s, and in 1872 agreed to make a Los Angeles connection only after local voters accepted its demands: right-of-way, 60 acres Downtown for a depot, $600,000 in cash, and possession of the LA&SP.[212] The Southern Pacific quickly took advantage of its monopoly by inflating shipping rates, and director Collis P. Huntington (one of the "Big Four", with Leland Stanford, Mark Hopkins and Charles Crocker) ruthlessly pursued control of all shipping and trade in the Los Angeles region.

In 1874, Nevada Senator John P. Jones announced the establishment of a new railroad from Los Angeles to his proposed township of Santa Monica, as well as his intent to make Santa Monica the region's port. On the same day Jones' Los Angeles and Independence Railroad was completed, the Southern Pacific cut its shipping rates in half. After several more years of being undermined by Huntington and his allies, Jones sold his railroad to them and Santa Monica's nascent port facilities fell into disrepair.

[210] Ernest Marquez and Veronique de Turenne, *Port of Los Angeles: An Illustrated History from 1850 to 1945* (Los Angeles: Los Angeles Board of Harbor Commissioners, 2007), 46.
[211] *Port of Los Angeles*, *History* (Los Angeles: Port of Los Angeles, 2007-2010).
[212] Charles Queenan, *The Port of Los Angeles: From Wilderness to World Port* (Los Angeles: Los Angeles Harbor Department, Government and Community Relations Division, 1983):19.

Southern Pacific acquired a right-of-way from Wilmington to San Pedro and extended its line all the way to Timms Point in 1882; this restored San Pedro to its original place as the port's leading city (San Pedro was then an incorporated city) and solidified the railroad's control of the harbor. Free from competition, the Southern Pacific set shipping rates at a level where it cost more to ship goods from Los Angeles to San Pedro than from San Pedro to Hong Kong.[213] Rival rail lines began competing as early as 1885, when the Atchison, Topeka & Santa Fe (AT&SF) ran a line to what is now Marina Del Rey with the goal of establishing a port there. The narrow-gauge Redondo Railway Co. built a wharf at Redondo with the same goal, and the AT&SF eventually ran a line to Redondo after its port project failed. By 1892, Redondo's wharves were processing 62 percent of all port commerce, except for the coal and lumber still controlled by the Southern Pacific.[214] The Los Angeles Terminal Railway bought Rattlesnake Island, renamed it Terminal Island, and ran a line to it from Los Angeles; this gave it control of all shipping traffic on the east side of the main channel, posing a direct challenge to Huntington and the Southern Pacific.

The Free Harbor Fight

Huntington responded to the competition by buying up as much waterfront property in Santa Monica as he could, readying a bid to make Santa Monica the official port for the City of Los Angeles, under total control of the Southern Pacific. Construction on the mile-long Long Wharf began in 1892, in the midst of the brewing legal battle between the railroad and the City of Los Angeles; the city supported San Pedro as the official port, encouraged by a U.S. Congressional engineering recommendation that its natural sheltering made it the best available location, and the railroad supported Santa Monica (boldly naming it Port Los Angeles).

After a long, convoluted, and highly public political battle featuring Huntington pulling every string he had, the free-harbor fight resulted in the amended River and Harbor Bill of 1896. As amended by Senator Stephen M. White, the bill stated that a $3 million appropriation would go to the development of either San Pedro or Santa Monica, with the decision made by a board of engineers. Crucially, White's amendment stated that if Santa Monica won out, the Southern Pacific would be legally obligated to let any other railroad to use the tracks and the port at a reasonable price. In 1897, the board of engineers decided on San Pedro, ending Santa Monica's bid. The City formally acquired the harbor and its facilities in 1906 by annexing a mile-wide strip of land running the 16 miles between the southern city boundary and Wilmington/San Pedro; it later consolidated the harbor cities as well. In 1907, the City Council created the Board of Harbor Commissioners and officially founded the Port of Los Angeles.

Industry Moves into the Port

Development of the port proceeded apace, in anticipation of the 1914 completion of the Panama Canal and the fundamental changes in shipping patterns it would bring. Most of the development was industrial in nature, with notable exceptions like the Brighton Beach resort community along the Terminal Island beach, and the South Coast Yacht Club, later known as the Los Angeles Yacht Club. The port has retained recreational tenants to this day, mostly in the form of marinas, but these are rare and small in scale compared to the industrial occupants. The major port development of the early 1900s involved extensive dredging, completion of the large breakwater, wharf construction, placement of the Los Angeles Harbor Light (Angels Gate Lighthouse), and establishment of a

[213] Ibid, 28.
[214] Queenan, *The Port of Los Angeles,* 28.

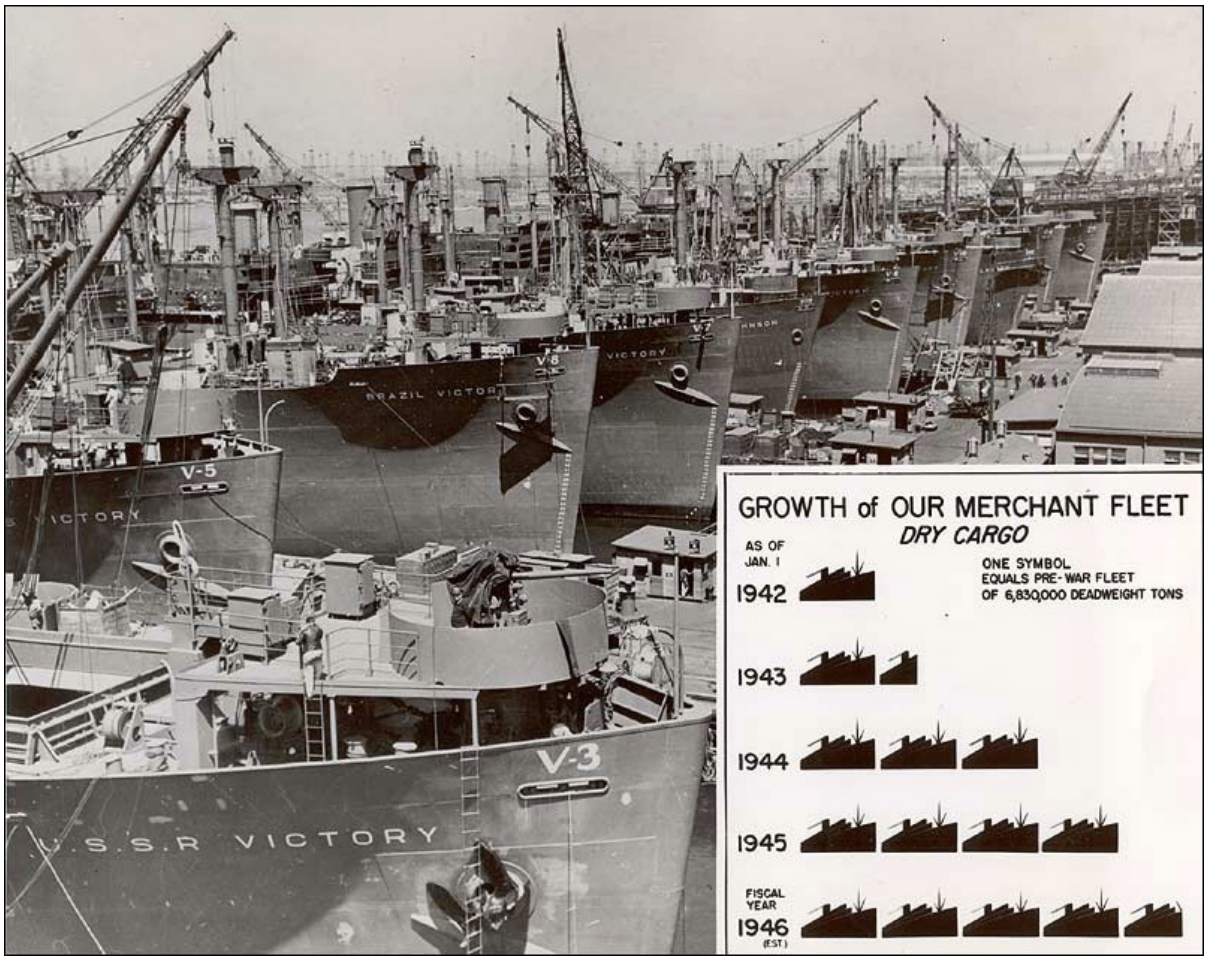
municipal pier and wholesale fish market. In 1915, Fish Harbor was constructed on Terminal Island, creating a specialized area for fish processing and canning; it would continue to be enlarged, deepened, and modified until 1928. Perhaps the most impressive building constructed during this time was Municipal Warehouse No. 1, built 1915–1917 as the largest building at the port; it is listed in the National Register of Historic Places.

Picture of Municipal Warehouse No. 1 shortly after it was constructed.
Source: Los Angeles Port Authority Archives

Port development slowed with the United States entry into World War I, and shipbuilding became the dominant activity. Before the harbor's early 20th century improvements, its shallow depth meant only small fishing boats and tugboats could be constructed and repaired by local shops. Shipbuilding grew in importance after the passing of the Merchant Marine Act in 1916, which led to the creation of a merchant marine fleet. The Southwestern Shipbuilding Company and the Los Angeles Shipbuilding and Drydock Corporation established shipyards at the port; during the war, these companies built over 600,000 tons in steel cargo ships.[215] By 1918, the port had at least four shipbuilding yards employing over 20,000 workers.[216]

[215] *Los Angeles Times* 8 January 1928, in Shannon Carmack et al., *Built Environmental Evaluation Report: Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California* (Los Angeles: SWCA Environmental Consultants, 2010), 11.

[216] Queenan, *The Port of Los Angeles*, 59.



Eight of the California Shipbuilding Corporation's Victory Ships and two Liberty ships are depicted here docked in the Los Angeles Harbor during World War II.
Source: U.S. War Shipping Administration, 1944 (Wikimedia Commons)

After the war, shipbuilding slowed significantly, but shipping traffic at the port skyrocketed as stockpiled goods began to be moved, and booms in construction required more materials. Lumber was a particularly ubiquitous import, coming from the Pacific Northwest to fuel the Los Angeles building boom. Oil production and storage had been taking place in the area since the turn of the century, but became a major port industry after the discovery of nearby oil fields in 1921. Refineries, warehouses, pipelines, and derricks surrounded the port and considerably changed the physical landscape.

The fishing industry also grew rapidly. Small-scale fishing had taken place around San Pedro since the late 19th century, with a sizable population of Japanese fisherman harvesting abalone, sardines, and other fish for mostly local consumption. The first cannery, the California Fish Company, opened in 1893 to process the abundant sardine supply found off the coast; like other canneries, it later shifted to canning tuna when sardine populations dropped after 1903. Other canneries followed suit, with most moving to Fish Harbor upon its construction, and by the 1920s, 11 canneries operated from the port, employing 1,800 cannery workers and 4,800 fishermen.[217] Major canneries

[217] Jones & Stokes, *Architectural Survey and Evaluation of 155 and 215 Cannery Street, Port of Los Angeles* (San Pedro: Jones & Stokes for the Los Angeles Harbor Department, March 2004), 10.

included Van Camp, French Sardine (later Star-Kist), the Franco-American Packing Co., and White Star Canning. The California Fish Co. burned down in 1914. The plentiful supply of fish, industrious canneries, and good railroad connections (not to mention cunning promotions that created a market for tuna) made the port the leading commercial fishing center in the nation.

Independent fishermen supplied the canneries with albacore, sardines, and mackerel, using purse seine technology to catch large numbers of fish at a time. They were a diverse mix, including Japanese, Yugoslavs, Portuguese, Italian, and Scandinavians; many lived in San Pedro and took the ferry to work, while others lived on Terminal Island. Most of the Terminal Island residents were Japanese Americans living in largely cannery-owned housing near Fish Harbor; this village housed a mix of first- and second-generation Japanese Americans who developed a distinctive hybrid dialect and culture unique to the Port. The heart of this community was the small commercial core on Tuna and Cannery Streets. The block of Tuna Street between Cannery and Fish Harbor was lined with restaurants, barber shops, pool halls, markets, shops, hardware stores, and clothing stores the Nanka Shokai ("Southern California Store"), a clothing store.[218] A few of these buildings survive, including the Nanka Shokai building at 700 Tuna Street, the Nakamura Co. store building at 712 Tuna Street, the building that once contained the Tokiwa Low restaurant and the Hidaka Shinyukai organization at 744 Tuna Street, and a pool hall and store (now the Harbor Light restaurant and mini-mart) at 748 Tuna Street.[219]

Aerial view of Los Angeles Fish Harbor, taken by Spence Air Photos (Negative No. D-1295) on December 4, 1948. Source: Los Angeles Port Authority Archives

[218] Maggie Shelton, *Red Lacquer Bridge* (Bloomington: Author House, 2006), 100.
[219] Preserving California's Japantowns, *Terminal Island*.. http://www.californiajapantowns.org/preserving.html

By 1920, the Port of Los Angeles was a major Pacific commercial center with a highly industrialized landscape, punctuated by residential areas like parts of Terminal Island and by small commercial areas catering to local residents. Bars, restaurants, grocery stores, and other small businesses provided the port community with services and also acted as gathering places and breaktime retreats for shift workers. Another burst in port development came in 1923, when voters passed a $15 million bond issue for harbor improvement. New and improved wharves, roads, bridges, and other facilities were constructed, the port's Main Channel was widened and dredged to accommodate more and larger cargo ships, and Deadman's Island at the harbor entrance was demolished. The improvements enabled port commerce to expand beyond lumber, oil, and fish, gave rise to direct trade with Asian markets (which had previously gone only through San Francisco and Seattle), and signaled a major shift to truck transportation of goods in addition to rail transportation. They also led to an increase in passenger traffic, with ships carrying people everywhere from Catalina Island to the other side of the world.

Port commerce slowed in the Great Depression, and harbor improvements scaled back. The decrease in trade meant that many of the seamen who had come to Los Angeles looking for work (or were stranded there when a job ended) were left unemployed and homeless. The State Emergency Relief Association established camps around Timms Point as temporary shelter,[220] but the situation remained dire until the end of the Depression.

World War II And After

World War II dramatically changed the face of the port, as every shipyard of every size shifted to the construction and maintenance of ships for the war effort. Smaller yards produced auxiliary vessels, while larger ones built cargo ships, troop carriers, and destroyers. Between 1941 and 1945, the shipyards employed over 90,000 workers.[221] The largest, the California Shipbuilding Corporation (CalShip) yard at the north end of Terminal Island, produced an average of 12 military cargo ships a month.[222] Facilities built or expanded to accommodate the increased workforce included the municipal ferry terminals between San Pedro and Terminal Island, enabling easy transport of people and vehicles between the shipyards. The terminal on the San Pedro side is today the Los Angeles Maritime Museum (Historic-Cultural Monument No 146). The port continued serving as a shipping hub during the war, with very limited international trade but with millions of tons of war materials and equipment coming through the area.

The face of the port changed in another way too, with the forced wartime relocation of thousands of Japanese families from Terminal Island and San Pedro. By 1940, the Japanese population of Terminal Island was about 3,000 people.[223] The FBI began detaining some of the local men in 1941, and in early 1942 the rest of the port's Japanese American population began to be forcibly removed from their homes. The residents of Terminal Island were the first Japanese Americans on the west coast to be taken to internment camps, and most were sent to Manzanar in California's Owens Valley. The Navy bulldozed their homes and most of the businesses, leaving nothing to return to at the war's end.

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[220] Queenan, *The Port of Los Angeles,* 80.
[221] Shannon Carmack, et al. 2010, 12.
[222] Robert G. Marshall, *History of the California Shipbuilding Corporation* (Northridge: California State University, 1985) in Shannon Carmack et al., *Built Environmental Evaluation Report: Al Larson Boat Shop,* 2010, 12.
[223] Preserving California's Japantowns.

The port quickly returned to normal operations at the end of 1945, including extensive repairs and maintenance that had been deferred during the war, and expanded into the now-vacant land that had once contained hundreds of Japanese American residences. Historian Charles Queenan summarizes the state of industrial occupation in 1947:

> [The port] could offer simultaneous berthing for 80 ocean-going vessels, space and equipment alongside the port's 23 transit sheds for 35 vessels to work cargo at the same time, berths for more than a thousand fishing craft and space for twice that many pleasure boats. Using the harbor were 115 shipping lines, 200 commercial trucking companies, three transcontinental railroads, 38 bulk petroleum carriers, eight lumber carriers, five lumber companies, 18 ship and boatbuilding and repair firms, 19 canneries, nine stevedore companies, 54 ship chandlery and marine supply firms, two dredging companies, 134 marine surveyors, two navigation instrument firms, two water taxi services, 11 custom brokers and 40 licensed ship and yacht brokers. These, in addition to the many thousands of business firms whose materials and products regularly moved through the harbor.[224]

Los Angeles experienced another building boom after the war, partly due to the many wartime workers who came to work in defense industries and decided to stay. Shipping of lumber and other materials increased to meet the demand, and the harbor continued to build up and develop through the late 1940s and 1950s. A notable addition to the port's commerce was the import of automobiles from Japan. In 1959, voters approved a measure authorizing the Harbor Department to finance harbor improvements with revenue bonds, leading to a large-scale replacement of older terminals and the renovation of many of the terminals that survived.

Containerization and Other Later Developments

The port experienced a significant change in the way it operated with the advent of containerization, where cargo was moved from place to place in large standardized containers. The use of these large containers meant changes in cargo ships, from keeping cargo in holds to keeping it on open decks. It also required changes in port infrastructure; enormous cranes were built to move cargo, and wharves had to be modified to support the increased weight of tons of containers, to store large amounts of cargo in the open instead of in warehouses, and to accommodate the new larger ships. Most of the wharves in the port were eventually rebuilt with concrete to handle the increased loads. In 1960, the Board of Harbor Commissioners approved a development plan to modernize existing facilities and construct new ones.

Some of the port's most visible resources were constructed at this time; the Vincent Thomas Bridge was built in 1963, connecting Terminal Island to the mainland and replacing the municipal ferry service. Ports O' Call Village started with one restaurant in 1961 and quickly grew into a complex of shops and restaurants designed to reflect the seaside architecture of many nations. It became a popular tourist attraction and increased non-industrial business at the port as thousands of visitors descended to shop, eat, and watch ships move in and out of the harbor. Ports O' Call is the only known property at the port which was built as a tourist attraction; other popular properties like the Maritime Museum (originally the municipal ferry terminal) and the Ralph J. Scott fire boat originally had other uses. It is potentially significant due to its association with tourism and with the history of the port in general.

[224] Queenan, *The Port of Los Angeles,* 94.

By the late 1960s, the Port of Los Angeles had converted its infrastructure to adapt to containerization and was solidly established as a modern industrial hub. This conversion resulted in significant and widespread changes to its built environment, as existing facilities were modified or demolished to make way for new construction on an unprecedented scale.

The 1960s saw the beginning decline of the Fish Harbor canneries, as the largest operations, Van Camp and Star-Kist, began establishing other canneries overseas; by 1975, most of the port's canneries had been bought out by multinational corporations and by the mid-1980s many of their operations had moved out of Los Angeles.[225] The last plant, Chicken of the Sea, closed in 2001.

Port development continued over the years and included dredging and widening the Main Channel to accommodate ever-larger cargo ships, creating new landfill from the dredged sediments to increase storage space, construction of new terminals, and general maintenance and upgrading. The need for a harbor railhead closer to the port was met by the construction of the Intermodal Container Transfer Facility in the early 1980s. Rail shipping was again facilitated by the completion of the Alameda Corridor in 2002; this cargo "expressway" enabled a robust connection between the port and the mainline tracks closer to downtown, and reduced traffic congestion by eliminating grade crossings.

Largely as a result of the conversion to containerization in the 1960s, much of the port's older historic character has been lost, and pre-1960s resources are increasingly scarce. However, as the above narrative illustrates, one of this area's primary character defining elements is its tendency to change and develop within an industrial context. The port presents a different landscape than any other part of Los Angeles, characterized by adaptation and change and requiring surveyors to pay attention to properties on a larger scale than the individual building. Sites like Fish Harbor, features like wharves and boat slips, and industrial complexes containing multiple buildings that may be significant only when viewed as a whole are equally important.

[225] Jones & Stokes, *Final Architectural Survey and Evaluation of the Star-Kist Plant, Terminal Island, Port of Los Angeles, Los Angeles, California* (San Pedro: Jones & Stokes for the Los Angeles Harbor Department), January 2008.

ELIGIBILITY CRITERIA: THE PORT OF LOS ANGELES

Summary Statement of Significance: Resources related to the Port of Los Angeles may be significant in the areas of Industry, Ethnic Heritage, Commerce, Maritime History, Defense, Architecture and/or Transportation. Though it has undergone several waves of changes associated with growth, technological advancements, the Port of Los Angeles contains a concentration of buildings, structures, and infrastructure that, as a whole, represents the dynamic and economically important history of the Port as an international trading hub. Several elements of the Port, including historical pier configuration, breakwaters, and the property types discussed within this section demonstrate the evolution of the port over its 150-year history.

Property Type #1: **Industrial – Food Processing - Cannery**

Property Type Description: Located exclusively at the Port, canneries are located near docks and wharves where fishermen brought the day's catch. They are generally utilitarian in character with an open interior where canning equipment was set up. Due to the rarity of the type, cannery support buildings such as steam plants, warehouses, and wharves are also significant within the Port theme.

Property Type Significance: Canneries are individually significant within the history of the Port because they represent the commercial fishing industry in Los Angeles. Because cannery workers and fishermen came from many different ethnic backgrounds, canneries are also representative of the diverse social and ethnic history of the city.

Geographic Location: The Port of Los Angeles; most if not all cannery-related properties will be in the Fish Harbor area.

Area(s) of Significance: Industry; Ethnic Heritage; Commerce; Maritime History; Transportation

Criteria: NR: A/C CR: 1/C Local: 1/C

Period of Significance: 1906-1980

Period of Significance Justification: Date range includes the initial construction of the port through the end date for SurveyLA.

Eligibility Standards:

- Was historically designed for and used as a cannery or related support infrastructure feature (e.g., steam plant, wharf)

- Is associated with the history of the Port of Los Angeles during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Designed for processing and packing of fish, or for providing steam power or other industrial support
- Tall one-story utilitarian building
- Large open interior (equipment need not be present)
- May also be significant under a theme within the Architecture and Engineering context

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Materials
- Setting may have changed

Property Type #2:	**Industrial – Port Production, Manufacturing, and Processing Plants**
Property Type Description:	Port production, manufacturing, and processing plants are generally utilitarian in character, composed of one or more one-story shop and storage buildings near a dock or a wharf. They may also have tanks and equipment that are related to their particular process.
Property Type Significance:	Port production, manufacturing, and processing plants may be significant in the history of the port because they are directly associated with the rise to prominence of industry in Los Angeles. Intact plants near the port may be contributors to a potential historic district or cultural landscape. Plants that are associated with a well-known manufacturer may also be individually significant under the "Manufacturing for the Masses" theme or another related theme. These plants were historically used to produce process or manufacture products other than seafood, such as oil or potash.
Geographic Location:	The Port itself and the surrounding industrial area, including portions of San Pedro and Wilmington.
Areas of Significance:	Industry; Ethnic Heritage
Criteria:	NR: A/C CR: 1/C Local: 1/C
Period of Significance:	1906-1965
Period of Significance Justification:	Date range coincides with the initial construction of the port and the end of the pre-containerization era.

Eligibility Standards:

- Was historically designed for and used for resource extraction or processing (excluding seafood), or for industrial manufacturing or processing
- Is associated with the history of the Port of Los Angeles during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Designed for producing, processing, or manufacturing products other than seafood (e.g., oil or potash)
- One-story utilitarian building
- May be a feature or structure as opposed to a building (e.g., oil derrick, tank, or bin)
- May also be significant under a theme within the Architecture and Engineering context

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, an d Association
- Setting may have changed

Property Type #3:	**Industrial – Port Shipyards**
Property Type Description:	Shipyards can be identified by the presence of dry-docks, a specialized slip where the water was blocked and pumped out, leaving a dry space for workers to construct or repair ships. Once the vessel was seaworthy, the space was filled with water and workers could sail it to a regular dock. In addition to the drydock, a shipyard included utilitarian buildings such as machine shops and storage buildings.
Property Type Significance:	Port Shipyards may be significant for their association with the shipbuilding industry at the Port of Los Angeles. Intact examples of the property type are individually significant as representatives of a key industry as well as part of the broad-reaching mobilization of industry for wartime production during World War II.
Geographic Location:	The Port of Los Angeles
Area(s) of Significance:	Ethnic Heritage; Industry; Maritime History; Transportation; Defense
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1906-1950
Period of Significance Justification:	Date ranges encompass the construction of the port through the end of World War II and immediate postwar production.

Eligibility Standards:

- Was historically designed and used for the construction and repair of ships and boats, or was a property of differing original use that was adapted for this use during World War II
- Is associated with the history of the Port of Los Angeles during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Designed for building and repairing boats and ships
- Has associated dry-docks
- Properties are likely to have multiple buildings and structures in association
- May also be significant under a theme within the Public and Private Institutional Development context (sub-context Military Institutions and Activities, theme LA Harbor 1871–1975)

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Association, and Materials
- Setting may have changed

Property Type #4:	**Industrial – Port Transportation and Storage**
Property Type Description:	Linear resources such as the Alameda Corridor and Southern Pacific rail lines will generally be considered under the larger theme of Freight Transport, but directly Port-related facilities such as transit sheds, sidings, and docks may be considered under this theme as contributors or related features of a potential historic district or cultural landscape. The Port Transportation and Storage property type also encompasses port storage facilities that are not directly related to properties falling under the Port Production, Manufacturing and Processing property type; this may include fruit storage warehouses and lumber yards.
Property Type Significance:	Port transportation and storage facilities may be significant for the association with the history of the Port of Los Angeles.
Geographic Location:	The Port itself and the surrounding industrial area, including portions of San Pedro and Wilmington
Area(s) of Significance:	Transportation; Ethnic Heritage; Industry
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1906-1920

Period of Significance Justification: Date range encompasses an era during which freight transport was dominated by railroads, before improved roads led to reliance on trucking and a more inter-modal approach to freight.

Eligibility Standards:

- Was historically designed and used for the movement and storage of goods at the port
- Is associated with the history of the Port of Los Angeles during the period of significance

Character defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- Designed for transporting and storing goods of various types at the Port of Los Angeles
- Properties are likely to have multiple buildings and structures in association
- May also be significant under a theme within the Architecture and Engineering context

Integrity Considerations:

- Should retain integrity of Location, Design, Association, and Materials
- Setting may have changed.
- and workmanship may have changed

Property Type #5: **Port Worker Residential, Commercial, and Community Resources**

Property Type Description: Properties related to worker housing, commercial businesses catering to port workers, and community resources (e.g., social halls, fraternal organizations, and union facilities) at the Port of Los Angeles are potentially significant as part of the history of the Port between 1906 and 1980

Property Type Signification: Resources relating to worker cultural of the Port area reflect the lifestyle and culture of workers. Extant examples are now extremely rare.

Geographic Location: The Port itself and the surrounding industrial area, including portions of San Pedro and Wilmington

Area(s) of Significance: Industry; Commerce; Ethnic Heritage; Defense

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1906-1980

Period of Significance Justification: Date range includes the initial construction of the Port through the end date for SurveyLA.

Eligibility Standards:

- Was historically designed and used for housing workers, or for providing goods and services for the port worker population
- A property with a different original use that was adapted for use by/for port workers during the period of significance is also potentially eligible
- Is associated with the history of the Port of Los Angeles during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Designed for residential, commercial, or community use by port workers
- Residential resources may be single-family or multifamily, likely to be vernacular in style
- Commercial resources are likely to be vernacular in style
- May also be significant under a theme within the Commercial Development context
- May also be significant under the Public and Private Institutional Development context, sub-context Military Institutions and Activities, theme L.A. Harbor 1871–1975

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- Because of the rarity of the type, some original materials may be altered or removed
- Setting may have changed

Property Type #6:	**Industrial – Port Passenger Terminal and Facilities**
Property Type Description:	Terminals and associated facilities designed for the movement of passengers at the port.
Property Type Significance:	Passenger terminals and related facilities may be significant as contributors to the Port of Los Angeles Historic District because they represent a critical component of the Port's historical function.
Geographic Location:	The Port of Los Angeles
Area(s) of Significance:	Transportation; Industry; Maritime History; Architecture
Criteria:	NR: A/C CR: 1/C Local: 1
Period of Significance:	1906-1980
Period of Significance Justification:	Date range includes the initial construction of the port through the end of the SurveyLA period of study.

Eligibility Standards:

- Was historically designed and used for the movement of passengers at the port

- Is associated with the history of the Port of Los Angeles during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Designed for moving and sheltering passengers at the Port of Los Angeles
- May also be significant under a theme within the Architecture and Engineering context

Integrity Considerations:

- Should retain integrity of Location, Design, Association, Feeling, and Materials
- Setting may have changed

SUB-CONTEXT: MANUFACTURING FOR THE MASSES, 1887-1965

The rise of manufacturing in Los Angeles began slowly in the late 19h century, fueled by an emerging domestic consumer market created by the waves of newcomers. However, in 1890, the value of manufacturing in the city ranked far below comparable cities nationally, even smaller western cities such as Seattle and Portland.[226] The immigrants of the late 19th century were more interested in real estate than in factories, and the earliest industries generally consisted of small-scale operations for food processing like flour mills and the building industry, such as carpentry shops.

Believing that the city's immense population growth needed to be balanced with an industrial foundation, the Los Angeles Chamber of Commerce shifted its attention to building up industry in the region. They joined with other civic boosters to lobby for the creation of a deep water port in San Pedro, which connected Los Angeles with markets abroad. In addition to developing the port, they sought to connect Los Angeles with regional markets and make transport of goods cheaper by extending rail and road infrastructure and removing rate differentials that discriminated against Los Angeles. They supported the creation of the Panama Canal, which improved Los Angeles' trade with Latin America and the East Coast. Los Angeles became the prime connection to overseas markets for a five-county area of Southern California, including Ventura, Orange, San Bernardino, Riverside, and Los Angeles counties.

Civic boosters at the Chamber of Commerce and the *Los Angeles Times* actively courted eastern and Midwestern manufacturers, enticing them to come west with promises of all-year production capabilities, an abundance of cheap energy, and willing workers who were unaffiliated with unions. They were successful in 1919 when Goodyear became the first of many established manufacturers to locate some of its production in the city. Other tire manufacturers followed, as well as automobile manufacturers and textile mills. Although local boosters attributed the migration in large part to the weakness of organized labor in the area, this was not widely acknowledged by the incoming manufacturers as a reason for coming. A survey among manufacturers in the 1930s cited a vast and growing population, access to raw materials, and connections with other markets as core reasons for relocating.[227]

By 1929, Los Angeles had overtaken San Francisco in terms of manufacturing output, producing $153.7 million more than the heretofore industry leader for the western states. It ranked fifth nationally after Detroit, Pittsburgh, St. Louis, and Cleveland.[228] Los Angeles possessed a diversity of manufactured goods as well, including automobiles, auto parts, rubber, tires, oil drilling and production tools, paper goods, textiles, furniture, and electronics.

Throughout the 20th century, inventors, designers, and manufacturers expanded American life with a heady pace of technological advances. The proliferation of electricity, refrigeration, automobiles, broadcasting, aviation, film, and other now-integral elements of modern life went from theoretical and isolated to broadly available. A new consumer culture emerged around the dazzling array of attractive new household items, which their makers marketed in radio, print, and eventually television. The rise of particular brands became a social phenomenon as manufacturers vied for prominence as a "household name" with the public.

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[226] Fogelson, *The Fragmented Metropolis.*
[227] Ibid.
[228] Ibid. Table on page 133; note that the rankings and statistics are for metropolitan areas not cities.

The booms of the 1920s and the post-WWII era, combined with a surge in the variety and novelty of consumer goods, produced an incredible inventory of new factories in Los Angeles making all manner of goods. The manufacture of some items (such as cars, clothes, and airplanes) expanded to become cornerstones of the Los Angeles economy, while a multitude of other items comprised a more general measure of the city's economic output.

An abundance of cheap electricity from hydropower and a few diesel-burning generators made manufacturing in Los Angeles cleaner than coal-fired factories in Eastern cities, a point the boosters did not overlook in their marketing. Industrial booster Willis Owen remarked in the *Los Angeles Evening Express,* "Did you ever live in the noted factory city of Pittsburgh, the city where you shovel snow out of your path five months in the year and smoke, soot, and dirt off your face for twelve months of the year?"[229] Instead of smokestacks, the power of Los Angeles factories is reflected in transformers atop wooden poles.

The majority of industrial buildings from the era were generic single-story workshops where successions of industrial tenants brought in their own tools and machinery. Sanborn maps depict entire blocks of these workshops in the southern sections of downtown and along freight rail corridors, along Slauson Avenue and Venice and Washington Boulevards, in Hollywood and in northeast Los Angeles. Because of their cheap rents and versatile space, workshops fostered emerging industries seeking access to the Los Angeles market or to test new products. Sanborn maps show that similar manufacturers tended to concentrate in blocks together, a trend that evolved into established districts where a particular kind of product was predominant. The garment district in the southeastern section of Downtown is an example of the tendency toward districts. Printers tended to group together, evidenced by a several printing and photographic processing shops near the intersections of Maple Avenue, 12th Street, and Wall and Pico boulevards.

Small manufacturers that found success usually expanded into new, custom-built facilities. With the exception of the garment industry, these facilities tended toward a horizontal organization to facilitate further expansion in the future. Manufacturers that earned name-recognition or a widely-recognized brand often emblazoned their identity proudly on the building with signs (like the Weber Bakery at 300 East Slauson Avenue), decorative crests or motifs (such as the Standard Oil Company office at 1727 N. Spring Street), or even programmatic flourishes like the Dutch design of Van de Kamp's flagship bakery at 2900-2930 Fletcher Drive (Historic-Cultural Monument No. 69).

[229] Tom Zimmerman, *Paradise Promoted.*.

Typical block of factories and warehouses in the Goodyear Tract, demonstrating the horizontal orientation of manufacturers and their suppliers. Source: Authors 2010

ELIGIBILITY CRITERIA: MANUFACTURING FOR THE MASSES

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Industry. Some may also be significant in the area of Architecture. They demonstrate the a wide range of factories that are specific to food processing, automobile production, apparel, textiles, aircraft, or aerospace production are discussed in related subthemes. This property type is intended to relate to factories that were not part of one of the major industries addressed in the context, but were nonetheless important to the economy of Los Angeles.

Property Type #1: **Industrial – Manufacturing - Factory**

Property Type Description: In this context, the term "factory" refers to an industrial building or small group of industrial buildings organized around a manufacturing process. This property type can include a single workshop, a large plant, or a complex of related buildings.

Property Type Significance: In general, intact factory buildings from the first half of the 20th century represent a brief but dramatic transition of Los Angeles from an agricultural town into a top-ranking industrial powerhouse. Factories that are associated with well-known and/or demonstrably influential manufacturing companies from the era significantly represent the importance of manufacturing in the industrial, economic, and social history of Los Angeles.

Geographic Location:	Citywide, with concentrations in Downtown, Southeast Los Angeles, Boyle Heights, Lincoln Heights, Atwater Village, Venice, Westchester, North Hollywood, Van Nuys, Canoga Park, Sun Valley, Pacoima, and Sylmar. Generally have industrial zoning and located along historic rail alignments.
Area(s) of Significance:	Industry; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1887-1980
Period of Significance Justification:	Date range has been kept broad to include a wide range of significant manufacturers throughout the city's industrial history.

Eligibility Standards:

- Constructed between 1887 and 1980 as a manufacturing plant
- May be a representative example of industrial design as defined in the Industrial Design and Engineering Theme
- Was a key factory for a company whose branding and/or products had a significant impact on 20th century social history (e.g., new technology, household name)
- Was closely associated with the early manufacture of new technologies in the late 19th and early 20th centuries (e.g., neon signs, plastic)
- May be significant for ethnic/cultural associations
- Is not a factory associated with the other themes relating to this sub-context

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- One or more related utilitarian buildings
- May possess branding or company logos on the building exterior
- May retain distinctive equipment or building elements that reflect a particular kind of manufacturing process
- May have programmatic elements on the façade that denote what was manufactured at the plant
- Often designed in prevalent architectural styles of the period
    - May also be a significant example of an architectural style from the period of significance and/or the work of noted architects
- For the National Register, a property must possess exceptional importance if less than 50 years of age

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Original use may have changed

Known "Manufacturing for the Masses" Resources in the City of Los Angeles

Resource Name	Location	Comments
Cannon Electric Development Co.	420 W. Avenue 33	Related factory demolished; 1926 office extant. Key facility for developers of ground-breaking electrical connectors (Cannon Plugs) and other electronics for aviation and aerospace.
Columbia Mills/Lacy Production Center	2630 Lacy Street	Key factory for large window shade manufacturer, also Daylight Factory.
Rezolin Plastic Plant	5736 W 96th Street	Constructed in 1951 for manufacturing plastics.
Merle Norman Cosmetics	9130 Bellanca Avenue	First Merle Norman cosmetics factory built in 1952 and still operating at this site. Firm is nationally known.
Allied Plastics	6231 S. Manhattan	Constructed 1946. Occupied by Allied Plastics until 1975.
Los Angeles Art Glass Co.	6004 S. Gramercy Place	Constructed 1926; home to several other industrial manufacturing firms including Gown Upholstery Co.,, North American Aviation and the Bigelow-Sanford Carpet Co.
J&J Cash, Inc.	6211 S. Gramercy Place	Constructed 1927; occupied by J&J Cash a personal label manufacturer (until 1945). Later occupants included National Sanitary Supply Co and Pacific Cracker Co. May not retain sufficient integrity for the National Register.
Radio Equipment Manufacturing Factory	3426 Hill Street	Constructed 1929.
Bauman Bros. Furniture Manufacturing Co.	6236 S. St. Andrews Place	Constructed 1928; occupied by Bauman Bros. until ca. 1970.
U.S. Electric Motors Company	200 Slauson Avenue	Location of U.S. Electric motors from 1922 until at least 1969. Largest factory west of the Mississippi River devoted to the manufacture of power motors.
Sterling Casket Company; Peerless Garment	3626 W. Jefferson Blvd; 3410 S. Victoria Ave.	Constructed 1946. Used by Sterling Casket Co., until 1960. May not meet integrity thresholds for the National Register.
See's Candies	3425 S. La Cienega Blvd.	Candy factory and local industrial headquarters of See's Candies. In continuous operation her since 1946.

Resource Name	Location	Comments
Burg Tool Manufacturing Company	15001 S. Figueroa Street	Constructed in 1954 and occupied by Burg tool until 1986. The firm was an innovative company in the machine tool industry.
Farmer Brothers Coffee	20333 Normandie Avenue	Not full visible from the public right-of-way. Additional analysis need to assess significance and integrity.
Jansen Shoe Factory	10824 W. Burbank Blvd.	Constructed 1947.
A.A. Die Casting	2018 S. Westgate Avenue	Constructed 1947. A.A. Die Casting remained at the location until 1980. May not meet significance thresholds for the California or National registers.
Whitlock Metered Mail Company	1215 E. 14th Street	Constructed 1929 for Whitlock which produced metered mail machines.

Property Type #2: **Industrial Manufacturing - District**

Property Type Description: A distinct concentration of industrial buildings that, as a whole, represents an important pattern of industrial development in Los Angeles may be eligible as a historic district under this theme. Industrialists in the 20th century planned industrial tracts within City-prescribed zoning and invested in infrastructure like spur tracks, roads, water, and power to attract manufacturers to lots. Once established, the tract or district produced a variety of goods for both export and the local/regional market. Some factories within the district may have represented a portion of a supply chain for a major manufacturer (e.g., former plastic, paint, and radio factories in the Goodyear tract may have all supplied the automobile industry).

Property Type Significance: Historic manufacturing districts may be significant in the area of Industry if they exemplify the industrial landscape of Los Angeles during its rise as a manufacturing powerhouse in the early and mid-20th century. Many contributors exemplify the key elements of industrial design from the period of significance, including daylighting (or controlled conditions) and are good to excellent examples of architectural styles of the day.

Geographic Location: Citywide, with concentrations in Southeast Los Angeles, Downtown, Boyle Heights, Lincoln Heights, Westchester, North Hollywood, Van Nuys, Canoga Park, Sun Valley,

	Pacoima, and Sylmar. Generally have industrial zoning and located along historic rail alignments.
Area(s) of Significance:	Industry; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1887-1980
Period of Significance Justification:	Date range has been kept broad to include a wide range of significant manufacturers throughout the city's industrial history

Eligibility Standards:

- Is a concentration industrial buildings that represent a significant time period or theme in Los Angeles' industrial history
- The majority of properties within the district are intact contributors that were constructed within the period of significance established by the development of an industrial tract
- Contains contributors which are representative examples of industrial design as defined in the Industrial Design and Engineering Theme
- Contains contributors which are good examples of architectural styles as applied to an industrial building

Character Defining/Associative Features:

- Retains industrial infrastructure and streetscape, including railroad spurs, loading docks, drainage ditches, distinctive street layout
- District Boundaries relate to a planned industrial tract (or a sizeable intact portion thereof)
- Retains most of the essential physical features from the period of significance
- For the National Register, a property must possess exceptional importance if less than 50 years of age

Integrity Considerations:

- Should, as a whole, retain integrity of Location, Setting, Design, Materials, Workmanship, Feeling, and Association
- Some elements of streetscape (particularly rails on spur alignments) may have been removed
- Original uses of contributors may have changed

Known "Manufacturing for the Masses" Factory District Resources in Los Angeles

Resource Name	Location	Comments
The Goodyear Tract	Bounded by S. Central Avenue, E. Slauson Avenue, S. Avalon Boulevard, and E. Florence Boulevard	208-acre industrial tract from the 1920s and 30s, many excellent examples of architecture and daylight factories. Variety of goods manufactured on site. Identified as a Planning District for SurveyLA.
The Brewery Arts Complex/Edison Electric Company	N. Main Street/650 S. Ave 21	Composed of former Pabst Brewery and Edison Electric Company Powerhouse. Listed in the California Register; eligible for the National Register.
Hostetter Industrial District	2700–3100 Blocks of 11th and 12th Streets	Identified in the historic resources survey for the Adelante/Eastside Redevelopment Area, 2008.
500-600 Block of South Anderson Street Industrial District		Identified in the historic resources survey for the Adelante/Eastside Redevelopment Area, 2008.
Airport Industrial Tract Historic District	East of Los Angeles International Airport on the north and south sides of W. 102nd and W. 104th streets in the tow block between La Cienega Blvd. to the east and Aviation Blvd. to the west.	Most buildings are modular tilt-up construction and date from 1950-1055. Developed by the Hayden-Lee Development Corporation. Designed by S. Charles Lee. Includes 37 buildings housing a variety of manufacturers.
Arizona Circle Industrial Historic District	In Westchester just southwest of the intersection of Sepulveda Blvd. and Centinela Avenue.	Fourteen industrial buildings constructed between 1959 and 1973.

THEME: FOOD PROCESSING, 1831-1955

Food processing industries, closely tied to agriculture, represent some of the earliest industrial development in Los Angeles. Like other early industries, food processing businesses were relatively small in scale and, until the late 1800s, geared almost exclusively toward local consumption. Most of the early food processing industries were located near the river or the *zanja madre* an irrigation ditch that ran through the middle of the old pueblo. Smaller commercial operations, such as local bakeries, were scattered throughout the city.

Using brick from Philadelphia and importing millstones from France, prominent Los Angeles businessman Abel Stearns built Los Angeles's first flour mill in 1831. Located on North Spring Street near Chinatown, the small facility was powered by water from the *zanja madre.* By the 1870s, the city boasted two flour mills. Deming, Palmer and Co. established Capitol Mills at or near the location of Stearns's original mill. They operated the mill until 1883, when they sold it to Jacob Lowe and Herman Levi. The four-story, brick building dating from the early 1880s is still extant at the site (Historic-Cultural Monument No. 82).[230] The city's second flour mill, the Los Angeles Flouring Mills (later known as the Los Angeles Farming and Milling Company), began operating in 1878 (no longer extant).[231]

The coming of the Southern Pacific Railroad in 1876 and the Santa Fe Railroad in 1885 greatly expanded industry's capacity to profitably export its products outside of Los Angeles. The railroads, along with the city's steadily increasing population, resulted in the continuing expansion of food processing industries in Los Angeles. In the late 1880s, Capitol Mills was running 24 hours a day, boasted gas lighting and the latest milling equipment, had increased output from 100 barrels a day in 1883 to 800 barrels a day by 1888, and was shipping flour to Arizona, Texas, and New Mexico. A branch off the Southern Pacific Railroad serviced the mill, bringing cars of grain into the facility, and leaving full of freshly ground flour. The Los Angeles Flouring Mills, a three-story brick building housing eight millstones producing 900 barrels of flour daily, similarly exported the bulk of its product to Arizona by railroad.[232] By 1890, a *Los Angeles Times* article revealed that food processing businesses comprised approximately 8 percent of the city's nascent industrial sector, including the two flour mills and 34 bakeries.[233]

The late 1800s also saw the establishment of the first bottling plants in Los Angeles. These early bottling facilities typically were not independent, but rather were attached to businesses like breweries or creameries. By the 1880s, Los Angeles was home to three breweries, one distillery, and two soda water works.[234] The attached bottling plant to one of the city's earliest breweries, the Philadelphia Lager Beer Brewery, was steam powered as early as 1887 (no longer extant).[235]

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[230] Pitt and Pitt, *Los Angeles A to Z,* 76; "Tons of Flour," *Los Angeles Times,* April 21, 1888.
[231] "Toilers of the Town," *Los Angeles Times,* September 9, 1883.
[232] "Toilers of the Town"; "Tons of Flour"
[233] "Manufacturers," *Los Angeles Times,* January 2, 1890.
[234] "Our City," *Los Angeles Times,* January 1, 1885.
[235] "Manufacturers," *Los Angeles Times,* July 1, 1887.

California Milling Co. (1851–1863 E. 55th Street) as seen shortly after its construction in 1924. Source: Los Angeles Public Library

At the dawn of the 20th century, the number of flour mills in Los Angeles doubled with the establishment of Globe Mills and the Sperry Flour Mill (both extant). In addition, the Los Angeles Farming and Milling Company (no longer extant) opened new facilities in 1902, after their original mill was destroyed in a fire in 1899. An article in the *Los Angeles Times* entitled "Perfect Flour Mill in Full Operation" outlines the dramatic changes in milling technology that transformed Los Angeles's flour mills in the late 19th and early 20th centuries. The rebuilt Los Angeles Farming and Milling Company mill employed the most modern milling technology, including the use of metal rollers in place of traditional millstones and dust abatement technology. The new mill was described as "a perfect maze of elevators, tubes, bins, scourers, blowers, sifters, heaters, rollers, purifiers, graders, etc." Fully mechanized and powered by electric motors, the grain traveled by conveyer belt and chain elevator to the fourth floor of the mill, from which it passed down through the processing machinery by way of smooth metal tubes back to the first floor, where the finished product was packaged.[236]

Early bakeries in Los Angeles were often quite small and housed in a variety of building types. For instance, the original Weber Bread Company building, built in 1906 by Henry, Roy and Dale Weber, was a 20 x 20 foot "frame shack." The oldest extant bakery in Los Angeles is the Mt. Pleasant Bakery in Boyle Heights, and it also demonstrates the small, often informal character of early bakeries. Built in 1885, it is a small wood-frame addition to the front of a Folk Victorian residence, bearing a parapet with the bakery name and address. These small businesses were not always located in zoned industrial areas, but were also prevalent in commercial districts. Large, industrial baking factories typically date to the 1910s or later, and were almost always in industrial zones. They were commonly, but not always, long, low buildings, one to two stories high.

[236] "Perfect Flour Mill in Full Operation," *Los Angeles Times,* June 18, 1902.

Constructed in 1885, the Mt. Pleasant Bakery in Boyle Heights is thought to be the oldest extant bakery in Los Angeles. Source: Office of Historic Resources

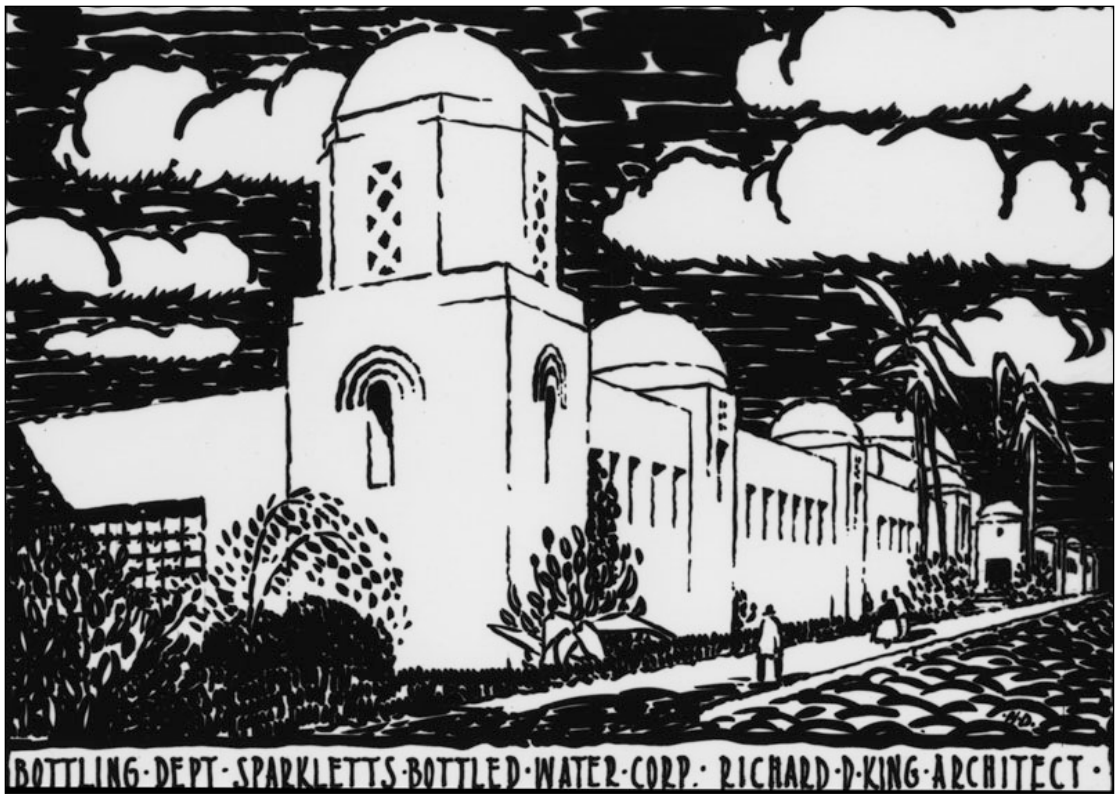
In the early 20th century, the Chamber of Commerce began aggressively promoting local industrial development as opposed to exporting raw materials. Forming an Industrial Bureau in 1915, the Chamber surveyed potential industrial sites and actively campaigned to bring new industries to the city. The Chamber's activities, for example, were key to convincing the National Biscuit Company factory to locate a factory in Los Angeles in 1925 (Historic-Cultural Monument No. 888, now loft apartments).[237]

In addition to the National Biscuit Company, dozens of new food processing businesses opened in Los Angeles during the late 1910s and 1920s. Bakeries, confectionaries, and bottling plants proliferated as the food processing industry fully engaged in mass production, mechanizing and enlarging operations to meet the production required to supply new chain stores. Many of these industrial buildings were sheathed in often eclectic, Period Revival-style architecture. Functional and modernized on the inside, the factory façades were decorated with elaborate, even whimsical, architectural details.[238] In addition, food processing factories dating from this period were occasionally designed as daylight factories. An examples of a daylight factory is the E.A. Hoffman Candy factory (1929, extant).[239] See the "Industrial Design and Engineering 1876–1965" theme for more information about daylight factories.

In 1917, Arrowhead Springs opened a large bottling plant on the corner of Washington Street and Compton Avenue (extant). Water was delivered to the factory from the spring in specially designed, glass-lined tanker cars. The plant was fully mechanized, and the company boasted that human

[237] "Ground Broken for New Plant," *Los Angeles Times,* January 11, 1925.
[238] "Cruising Industrial Los Angeles," Los Angeles: Los Angeles Conservancy, 4-5.
[239] "Up-To-Minute Bakery a Notable Acquisition," *Los Angeles Times,* August 19, 1917; "Café Here Added to Hoyt's Coast Chain," *Los Angeles Times,* October 7, 1919; "Candy Company Plans New Home," *Los Angeles Times,* January 27, 1929.

hands never touch the pure spring water. Exemplifying the trend of revival-style architecture, the modern facility was built in the popular Mission Revival style, featuring a tile roof and mosaic decorative details.[240] Similarly, Sparklett's bottling plant (extant), designed by Richard D. King and built in 1929, was designed in a Moorish style complete with roof domes and mosaic murals.[241] Other notable industrial acquisitions such as the California Milling Company (1923, extant) and the Weber Bread Company (1925, extant) were built in more modern styles, utilizing steel frame construction, reinforced concrete, and brickwork.[242]



Rendering of the Sparklett's Bottling Plant in Highland Park, dated 1929

These businesses were just a few of the many food processing industries to open or expand operations in Los Angeles during the boom of the 1920s. In 1924, the Los Angeles Chamber of Commerce reported that an average of 50 industries relocated to the city every month. Of the 54 companies setting up shop in January of 1924, five were food processing businesses, including three bakeries, a bottling plant, and a producer of celery catsup.[243]

During the Great Depression, the expansion of industry in Los Angeles slowed considerably. Food processing industries weathered the storm better than most businesses, and continued to see

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240 "Bottling Plant to Open," *Los Angeles Times,* September 23, 1917.

241 Los Angeles Conservancy, "Cruising Industrial Los Angeles," 13; "Progress in Southern California Industry," *Los Angeles Times,* April 28*,* 1929.

242 "Three Local Firms Build New Homes," *Los Angeles Times,* March 14, 1920; "Work is Started on New Grain Elevator," *Los Angeles Times,* July 29*,* 1923; "Survey Here Shows Industry Continues Growth as All Lines Report Improvements," *Los Angeles Times,* October 4, 1925; "Ground Broken for New Plant," *Los Angeles Times,* January 11, 1925; "Finish Two Structures," *Los Angeles Times,* April 4, 1926.

243 "Fifty-four Industries Locate Here in Month," *Los Angeles Times,* January 20, 1924.

modest growth. In the early 1930s, Hostess Cupcake and Van de Kamp's Bakery (2900-2930 Fletcher Drive, Historic-Cultural Monument No. 569) both opened facilities in Los Angeles.[244] A large, two-story building designed by J. Edwin Hopkins, Van de Kamp's Bakery façade was designed in the Dutch Renaissance Revival architectural style. Construction was also completed on a large milling operation, the V-O Milling Company (extant), in 1933. The company's president, Max Viault, justified the large expenditure based on his belief "that Southern California industry [was] at the portal of a great and substantial business revival."[245]

Van de Kamp's Flagship Bakery at 2900-2930 Fletcher Drive (Historic-Cultural Monument No. 569)
Source: Wikimedia Commons

Despite the economic hard times, at least two of the city's bottling plants also significantly expanded during the 1930s. Coca-Cola opened its new, Streamline Moderne facility in 1937 at 1200-1334 Central Avenue (Historic-Cultural Monument No. 138). Designed by prominent Modern architect Robert V. Derrah, the revamped bottling plant whimsically resembled an ocean liner.[246] The Globe Bottling Co. (no longer extant), which bottled the Joy brand of soft drinks as well as beer and alcohol, opened its new plant on Daly Street in 1938.[247]

During the 1940s and 1950s, growth in the food processing industry did not match the explosive expansion that other areas of Los Angeles's industrial sector experienced. Nevertheless, several important, national food-processing businesses located or expanded facilities in the city during this period. In 1940, Dr. Pepper opened a bottling plant in Los Angeles and Pepsi-Cola had plans to follow suit in 1946.[248] A couple of large bakeries also expanded their operations in Los Angeles during this time. The Sugar 'n' Spice Bakery located its headquarters in the Los Angeles International Airport

244 "Modern Research Ministers to Art of Baking," *Los Angeles Times,* June 19, 1931.
245 "East Side Adds New Plant," *Los Angeles Times,* August 13, 1933.
246 "Cruising Industrial Los Angeles," 26.
247 "Open House Festivities to Celebrate Opening of New Globe Bottling Plant," *Los Angeles Times,* March 25, 1938.
248 "Young's Market Co. Builds New L.A. Plant to Bottle Dr. Pepper," *Los Angeles Times,* May 29, 1940; "Pepsi-Cola Unit to Expand Here," *Los Angeles Times,* July 26, 1946.

Industrial Tract in 1950, and two years later Hostess Bakery opened a sleek modern facility (extant), replacing its earlier 1930s era bakery.[249]

Food processing industries, such as bakeries, fruit and vegetable processing, and beverage production, continued to play an important role in Los Angeles's industrial economy throughout the 20th century. In addition, food processing industries supported related packaging and container manufacturing businesses.[250] Currently several dozen food processing companies are still in operation in the city of Los Angeles.

ELIGIBILITY CRITERIA: FOOD PROCESSING

Summary Statement of Significance: Properties evaluated under this theme may be significant in the area of Industry; some are also significant in the area of Architecture. Food processing facilities such as mills, bakeries, and bottling plants represent the city's oldest industrial endeavors. They are associated with the city's once-prosperous agricultural sector, and represent a significant shift in consumerism toward purchasing more processed, manufactured food instead of preparing raw ingredients from home. Some food processing plants, like mills and bakeries, are distinctive property types that can be identified by their exterior features. Many are excellent example of architectural styles from their period of construction and were designed by noted architects.

Property Type #1: **Industrial – Food Processing - Bakery**

Property Type Description: Bakeries cannot always be distinguished from the exterior, though the main bakery building tends to be a large, horizontally oriented building with a partitioned space for ovens. Some companies marked their bakeries with company branding (such as the rooftop sign on Weber Bakery) or programmatic styling (such as the Dutch-inspired Van de Kamp's bakery) as a way to cultivate a household name for their baked goods.

Property Type Significance: Intact bakeries may be significant in the areas of industry and social history because they represent one of the city's key food processing industries during an era that experienced a broad shift away from home baking. Bakeries that have retained most or all the character defining features are also significant for their property type because they demonstrate the evolving process of baking on a factory-scale. Bakeries may also be significant examples of

[249] "Bakery Firm Will Build New Headquarters for State Here," *Los Angeles Times*, July 23, 1950; "New Hostess Cake Bakery," *Los Angeles Times,* October 3, 1952.
[250] "Cruising Industrial Los Angeles," 3.

architectural styles of the day and the work of noted architects.

Weber Bread Company on Crocker Avenue, featuring an iconic rooftop sign. Source: Authors 2010

Geographic Location: Citywide. Generally have industrial zoning, although earlier bakeries may be located in commercial districts.

Area(s) of Significance: Industry; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Period of Significance: 1887-1965

Period of Significance Justification: Date range represents the initial establishment of local industry in the city and the point in time when the property type is less significant in the context of widespread production of processed food.

Eligibility Standards:

- Constructed between 1887 and 1955 as a bakery
- Possesses the distinctive character defining features of a bakery

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- One or more utilitarian buildings on a single property
- Large, horizontally-oriented brick or concrete building(s)
- Separate buildings or partitioned space for ovens
- May possess the programmatic design or branding of a well-known bakery company

- May be associated with a company of regional or national significance
- May also be significant under a theme within the Architecture and Engineering context and/or the work of noted architects

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Original use may have changed

Property Type #2:	**Industrial – Food Processing - Bottling Plant**
Property Type Description:	Bottling plants are difficult to distinguish from other shops and warehouses, although most of the known extant plants used programmatic styling and branding to cultivate a physical presence and advertise their beverages.
Property Type Significance:	Intact bottling plants may be significant in the areas of industry and because they represent one of the city's key food processing industries in the early 20th century. The rising popularity of bottled beverages in the early 20th century is represented in the establishment and growth of bottling plants that catered to the local and regional markets. Many of these bottling plants represent brands that became regional "household names" due to the success of their production and marketing, and may be key considered locations within their corporate history. Bottling plans may also be significant examples of architectural styles of the day and the work of noted architects.
Geographic Location:	Citywide
Area(s) of Significance:	Industry; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1887–1955
Period of Significance Justification:	Date range represents the initial establishment of local industry in the city and the point in time when the property type is less significant in the context of widespread production of processed food.

Eligibility Standards:

- Constructed between 1887 and 1955 as a bottling plant
- Possesses the distinctive character defining features of a bottling plant

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- 1–2-story building with an open interior plan for bottling equipment (equipment does not need to be present)
- May possess programmatic design or branding of a well-known beverage company
- May also be significant under a theme within the Architecture and Engineering context
- May be a key location within the corporate history of a bottling company
- May be associated with a company with regional or national significance

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Original use may have changed

Property Type #3: **Industrial – Food Processing - Flour Mill**

Property Type Description: Early mills were in Los Angeles were typically three stories in height. They were often serviced by spur railroad lines, which sometimes entered the mill building proper. As mills transitioned from millstones to mechanical rollers during the late 19th and early 20th centuries, they were enlarged to 4–6 stories in order to accommodate the machinery. Mills were still typically brick masonry structures and were reinforced with heavy wooden framing to withstand the mechanical vibrations of the milling process. All mills have associated grain silos or storage bins, which allow the companies to stockpile grain when prices are low. During the 20th century, grain silos became standardized. They are usually built of reinforced concrete, 100 feet high, and 6–30 feet in diameter. Mills generally are surrounded by ample yard space, and milling complexes may contain other associated structures such as offices, screen rooms, process and warehouse buildings, power plants, and covered loading bays.[251]

Property Type Significance: Flour Mills may be significant because they represent one of the city's oldest industrial endeavors. They are one of the few distinctive food processing property types in Los Angeles. Flour mills that retain key character defining

[251] Munce, *Industrial Architecture,* 186-189.

	features may also be significant as a good example of the flour mill property type. They may also be significant examples of architectural styles of the day and the work of noted architects.
Geographic Location:	Citywide
Area(s) of Significance:	Industry; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1831-1955
Period of Significance Justification:	Date range encompasses the oldest known flour mill and the point in time when the property type is less significant in the context of widespread production of processed food.

Eligibility Standards:

- Constructed between 1831 and 1955 as a flour mill
- Possesses the distinctive character defining features of a flour mill

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Multi-story mill facility, typically 3–6 stories
- Mill surrounding by ample open yard space
- Heavy wooden framing with brick walls
- Multi-story reinforced concrete grain silos, hoppers and elevators
- May possess associated structures, such as warehouses, offices, covered loading bays, and power plants
- May be associated with spur railroad line
- May also be significant under a theme within the Architecture and Engineering context

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Original use may have changed

Designated and Known Food Processing Resources in Los Angeles

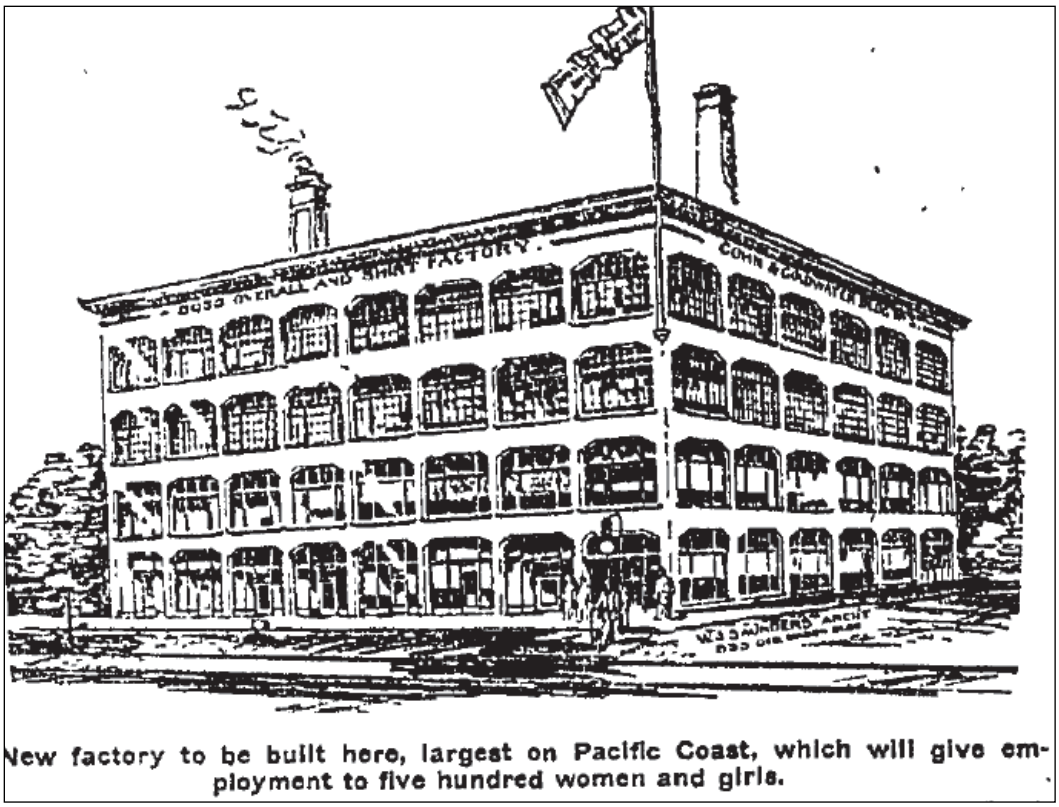
Resource Name	Location	Comments
Coca-Cola Bottling Plant (HCM No. 138)	1200–1334 S. Central Avenue	Also architecturally significant example of Streamline Moderne.
Coca-Cola Syrup Manufacturing Plant	847 E. 4th Street	Constructed 1915; designed by E.A. Stuhrman; 1939 additions and alterations designed by Jesse M. Shelton.
Van De Kamp's Holland Dutch Bakery (HCM No. 569)	2900–2930 Fletcher Drive, 3016–3020 San Fernando Road	Also architecturally significant.
Nabisco Building (HCM No. 888)	1850 Industrial Street	Also architecturally significant.
Capitol Milling Co. (considered part of HCM No. 82)	1231 N. Spring Street	City's oldest flour mill. Current building from around 1883.
Sperry Flour Co., Angeles Mill	1617 E. 7th Street	Constructed 1903.
Sparkletts Water Bottling Plant	4500 York Boulevard	Also architecturally significant.
Young's Market – Dr. Pepper Bottling Works	5950 Avalon Boulevard	Constructed 1940. Also an excellent early example of controlled conditions.
Frisco Baking Company	613 W Avenue 26	Building In continuous use as a bakery since construction in 1929. Frisco moved to this location in 1954 (company dates to 1941).
Weber Bread Company	Southwest Corner of Slauson and South San Pedro Street	Location of Weber Bread Co. since 1925. Also retains excellent and iconic rooftop sign.
V-O Milling Company	Corner of Noakes and Calada Streets	Constructed in 1933.
Oroweat Baking Company	21423 W. Strathern Street	Dates to 1963. More research needed to determine significance.
California Milling Company	Primary address 5301 Alameda Street; 1851–1863 E. 55th Street	Original mill constructed in 1923; oldest extant building dated to 1937. More research need to assess integrity..
Globe Mills (Pillsbury Flour Mills Co.)	901 E. Third Street	Original mill built circa 1902. Later building constructed in 1916 by John Cooper and Alta Planing Mill. Associated office building located constructed 1924.

Resource Name	Location	Comments
Hostess Bakery Complex	6007 St. Andrews Place	Home of the Twinkie, Snoball, and Hostess Cupcake for a territory stretching from Mexico to Central California. Complex includes buildings dating from 1924 to 1963, Remained in operation until 2012.
Hoffman Candy Company	6600 Avalon Boulevard	Constructed 1929 by Charles Plummer. A daylight factory and also an excellent example of Art Deco applied to a factory.
Arrowhead Bottling Plant	1566 East Washington Blvd.	Located on multiple parcels between Washington Blvd., Compton Ave., Tarleton St., and 20th St. Original Arrowhead Company bottling works from 1917 to the present. Only a portion of the early plant remains and complex today may not retain sufficient integrity to convey significance. .
Langendorf United Bakeries	1870 W 62nd Street	Constructed 1930. Occupied by Langendorf United Bakeries from 1930 to ca. 1972.
Los Angeles Biscuit Company Bakery	2010 W. 62nd Street	Constructed 1926. May not retain sufficient integrity for the National Register.
Helms Bakery Company	Large complex that straddles the border of the cities of Los Angeles and Culver City.	Bounded by Venice Blvd., West Washington Blvd., Hutchinson Ave., and National Blvd. Only a portion is in Los Angeles
Albers Brothers Milling Company	6130 S. Avalon Blvd.	Constructed 1926.
Allen Wertz Candy Factory and Retail Store; Wertz Candies	3070 W. Los Feliz Blvd.	Constructed 1948 for fifth generation candy makers Allen and Karl Wertz. Operated here until 2006. May not retain sufficient integrity for the National Register.
Diamond Walnut Co.	1745 E. 7th Street	Constructed 1920. Also an industrial loft and daylight factory
Cheek-Neal Coffee Co., Ben Hur Products., Maxwell House	405 S. Mateo Street	Constructed 1924

THEME: GARMENTS AND TEXTILES 1896-1980

One of the first documented garment manufacturers in Los Angeles was the Morris Cohn Company, established at least as early as 1896 to produce men's shirts and overalls in a factory situated on Los Angeles St.[252] During the first decade of the 20th century, a few clothing manufacturers were established in Los Angeles; however, these shops generally turned out strictly utilitarian work garments for men. In 1904 the Union Pacific Coast Overall Company, located at the corner of Main and Jefferson Streets (no longer extant), was also producing overalls.[253]

By 1906, Morris Cohn, the original clothing manufacturer in Los Angeles, had partnered with Lemuel Goldwater to create Cohn Goldwater & Company and establish what the *Los Angeles Times* touted as the largest shirt and overall factory on the Pacific Coast, with a new factory located at 12th and San Julian Streets (extant, but altered).



Drawing of the Cohn and Goldwater Factory from the Los Angeles Times, 9/15/1906. The building is extant, but has been significantly altered.

In 1910, another garment factory opened in Downtown Los Angeles, Pacific Garment Company, in a new four-story building at 343 S. Wall Street (extant, but altered).[254]

[252] "Striking Shirt-Makers," *Los Angeles Times*, October 23, 1897.
[253] "New Enterprise," *Los Angeles Times*, April 10, 1904.
[254] "New Factory Assured," *Los Angeles Times*, June 19, 1910.

As more clothing manufacturers arrived in Los Angeles, they discovered several advantages for setting up shop in the city. The raw wool, cotton, and silk fibers needed for textile production were available to Los Angeles at cheaper prices since much of this fiber was produced in the western U.S. and had to be shipped to the big eastern textile mills. And as with many industries, the climate of Southern California and the cheap abundant electric power created exceptional value for textile mills and clothing manufacturers as well.[255]

The first two decades of the 20th century witnessed a steady growth of textile and garment manufacturing in Los Angeles, and as Jewish and Italian immigrants landed in the U.S. around the turn of the century, they became the backbone of the thriving garment industry and the young garment unions in New York. Los Angeles was well known for being an anti-union town and manufacturers profited from the lack of regulations. The garment industry prospered as workers streamed into the city, many seeking to live in the healthy climate that could cure "consumption" (tuberculosis), the sweatshop lung disease. In 1920 two new developments helped to educate and organize labor in the Los Angeles garment industry: 1) the first vocational course in power sewing taught through L.A. Board of Education and Chamber of Commerce (with future plans to create a trade school for garment workers in the business district),[256] and 2) the establishment of the Amalgamated Clothing Workers of America Local No. 278.[257]

By 1923 over 4,000 industries – primarily powered by non-organized labor – were turning out a wide variety of products in Los Angeles. The city was also swiftly becoming the garment manufacturing center of the West, garnering nationwide attention.[258] New buildings were popping up throughout the Central City to support the garment industry. In 1923, the Bond Great West Clothing Company branched out from its eastern mills to open a suit factory Downtown.[259] The exponential expansion of the Los Angeles garment industry became visibly striking with the construction of ever taller industrial lofts in the southeastern section of Downtown, in an area known as the "wholesale district." In 1925 the Allied Crafts Building (extant, at Pico Boulevard and Maple Avenue), in 1926 the Textile Center Building (Historic-Cultural Monument No. 712, at Eighth Street and Maple Avenue), and in 1927 the Garment Capitol Building (Historic-Cultural Monument No. 930, at Eighth and Santee Streets) were built and owned by Lloyd & Casler, with notable female investor Florence Casler at the helm. Each was a "height limit" (a pre-1957 limit of 150 feet; typically 12-story) loft manufacturing building catering exclusively to the wholesale garment manufacturers of the city,[260]

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[255] "Great Woolen Mills to rise near the harbor," *Los Angeles Times*, July 17, 1921.

[256] "Plan Trade School in Garment Making," *Los Angeles Times.*

[257] Perry, Louis & Richard S. Perry, *A History of the Los Angeles Labor Movement 1911-1941* (Berkley, CA: University of California Institute of Industrial Relations) 1963.

[258] Hall, Chapin. "Daily Trade Talk: February a Miracle Month for Southern California; Garment Industry Centers Here Daily Talk on Trade GIven." *Los Angeles Times*, March 1, 1923.

[259] "Plant For Clothes to Start Soon," *Los Angeles Times* (address not listed)

[260] Building to Open About New Years," *Los Angeles Times*, December 19, 1926.

The Textile Center Building (Historic-Cultural Monument No. 712), an excellent example of a garment factory and one of the key landmarks of Los Angeles' Garment District. Source: Los Angeles Public Library

By 1928, the textile manufacturing industry had expanded to over 5,000 employees with over hundred manufacturers, up from a mere 25 entities in 1916, and had climbed to second place in the nation from sixth place in 1923.[261] The decade rounded out with yet another garment industry showpiece, the Fashion Center Building on Los Angeles Street, a 12-story 161 x 123-foot combination manufacturing loft and office building which advertised several up-to-date amenities for manufacturers, including a cooling system for filtered drinking water, club rooms, banquet space, and a rooftop garden.[262]

[261] "Textile Gains Here Reported," *Los Angeles Times*, February 5, 1928.
[262] "Class A Building Planned," *Los Angeles Times*, July 31, 1927.

By the end of the 1920s Los Angeles had emerged from a local industry to a west coast garment industry hub that had nationwide distribution and was breaking into the international market. "All eyes in the needle trades seem to be turned toward Southern California and Los Angeles in particular. Word has spread throughout the huge garment industry of the nation that the local plants are expanding rapidly, that working conditions are better here and that living costs are lower."[263]

The sense of optimism surrounding the fashion industry in Los Angeles carried into 1930 as the city became known not only as a major source of garment manufacturing, but also as an emerging center for fashion styling and design. Not only was the city attracting a mass of people to run the manufacturing companies, but also thousands of artists, designers, and craftsmen as well as students enrolling in costume design schools.[264] By mid-1930, the industry had tripled itself in two years, employing over 13,000 people[265] for 200–350 manufacturers.

As with other industries in Los Angeles, the garment industry remained somewhat steady during the Great Depression, largely due to continued growth in the local market. Reports from the U.S. Bureau of Census released in March 1932 showed Los Angeles County as the leading industrial county in California and seventh in the nation[266] with over 400 individual factories,[267] In May, Stamford Clothing announced the opening of new manufacturing operations in the Continental Pacific Building.[268] However the industry came to a halt in July as employment dipped to a mere 2,000, while October found the industry on another upswing as the 252 apparel factories were operating at 100 percent capacity and employing 12,500 employees to meet the needs of the new fall fashions.[269]

The outbreak of World War II marked a return to expansion in the Los Angeles garment industry as former European fashion capitals were eliminated or engaged in the war. Immediately after the onset of the war in 1939, Los Angeles was making a move to secure a portion of the business. "Los Angeles merchandisers will launch a drive to capture the former European trade – most of it, they hope, permanently," boasted the Chamber of Commerce to the *Los Angeles Times.*[270] The newspaper's fashion editor also saw a distinct opportunity brought by the Nazi occupation of France.

> Ever since America was founded, the nation has been looking to Paris, the center of the art of the Old world, for style as well as creative artistic leadership. Well, to use the old slang expression, "those days are gone forever!"
>
> In place of Paris' sartorial leadership, America must find a substitute. For it is our humble opinion, having been pounding the pavements of Paris, New York and Hollywood for the last six and a half years in search of fashion news as your fashion reporter, that Los Angeles will

263 "City Attracts Garment Folk," *Los Angeles Times*, November 10, 1929.
264 "Fame of City's Styles Grows," *Los Angeles Times*, January 26, 1930.
265 "Union Eyes Apparel Field," *Los Angeles Times*, July 23, 1930.
266 "Industrial Los Angeles," *Los Angeles Times*, March 5, 1932.
267 "Factories Advised to Cooperate," *Los Angeles Times*, March 17, 1932.
268 "Apparel Plant Opens Here," *Los Angeles Times*, May 29, 1932.
269 "Apparel Factories Busy," *Los Angeles Times*, October 4, 1932.
270 "Industry Here Sees Gains," *Los Angeles Times*, September 13, 1939.

> take over the mantle of creative style leadership which circumstances have forced Paris to give up.
>
> Again in our humble opinion New York's Seventh Ave is not an atmosphere in which creative artisans can thrive.[271]

The entry of the U.S. into World War II also benefitted the garment industry as manufacturers retooled for wartime production. A survey of 521 apparel manufacturers in California showed an overall increase in sales volume of 467 percent in the period from 1935–1943, and 161 percent between 1939 and 1943.[272] Little construction was seen in this period as the Central City was predominantly built out and building materials were scarce. However, the factory spaces abandoned by the reduced manufacturing of the Great Depression were repopulated to meet the wartime needs.

Despite the limitations on retail clothing production and consumption during the years of World War II, the Los Angeles apparel industry was already carving out a niche as the "style capital" of the world during this period, as noted by a correspondent to the *Christian Science Monitor* in 1943:

> Los Angeles is not by any means first as a garment production center in the United States, but its influence on styles is of the widest. It ranks second only to New York in the numbers of ready-to-wear buying offices through which leading American stores contact manufacturers of women's clothing.
>
> Southern California, and particularly Los Angeles, has won pre-eminence in the field of sports or leisure-time fashion for men and women, primarily because California provides a marketable romantic background for merchandise and also because Hollywood holds its unique leadership as dictator of styles.[273]

Interestingly, the greatest boom during the war in the garment industry came not from its tremendous production of parachutes, life preservers and military outfits, but in the production of clothing that reflected the outdoor and informal living style characteristic of Los Angeles.[274] After the war, Los Angeles resumed retail garment manufacturing and re-solidified its status as style capital and top manufacturer of sportswear fashion center.[275]

By 1947, the industry was growing so quickly; there were not enough workers to meet demand.[276] By 1952, the industry had once again outgrown showroom space and the Apparel Mart; a 12-story concrete building was built to accommodate the growing needs.[277] Growth in the industry abounded through the 1950s, by 1955, one in 15 manufacturing workers in Los Angeles worked in the clothing industry. Even with the new Apparel Mart and other buildings being built, the apparel manufacturing industry was quickly taking over the Central City. In 1957 the Eastern Columbia

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271 "Westward Style Trend to Bring New 'Gold Rush'," *Los Angeles Times*, February 19, 1941.
272 "State's Apparel Trade Booms, *Los Angeles Times*, August 11, 1944.
273 "Casual Dress of California Fits Nicely With Wartime Needs: Current Opportunity Romantic Background," *Christian Science Monitor* (January 11, 1943).
274 Verge, Arthur C. "The Impact of the Second World War on Los Angeles" *The Pacific Historical Review* (August 1994), 289-314.
275 Hammond, Fay. "West Coast Designer's Make Fashion History," *Los Angeles Times*, January 2, 1946.
276 "Garment Trade Lacks Workers," *Los Angeles Times*, November 9, 1947.
277 "Apparel Mart Opened to Serve Garment Industry," *Los Angeles Times*, March 20, 1952.

Department store was converted into garment industry offices and showrooms to keep up with demand.

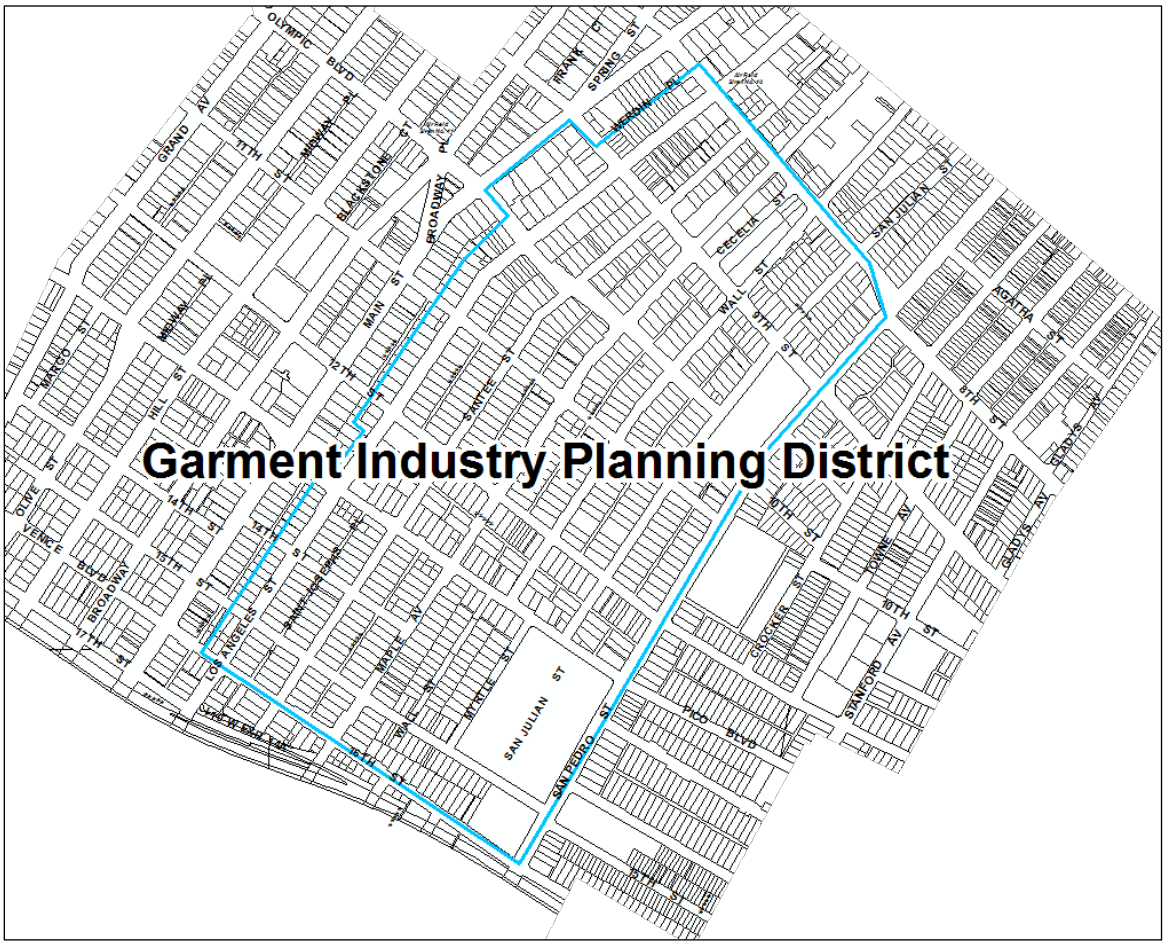
The announcement of the new California Mart in 1963 marked the most ambitious project in the garment district yet: "When completed, the $50 mil development will contain a 13-story office and showroom building, designed exclusively for the garment trade, two 20-story office buildings, a 16-story hotel, a 200-unit motel, huge convention center and bank building."[278] The first portion to open was the bank in 1963, followed by two towers for offices and show rooms by 1966.[279] Further expansion of the industry was evidenced by a free training school for garment industry workers originally set up in the Apparel Mart in 1966, followed by the founding of the Fashion Institute of Design and Merchandising in 1969.

In the 1970 and beyond, the focus in the garment industry shifted from manufacturing toward more importing and wholesaling for fashion designers. For example, the Cooper Building at the corner of Los Angeles and Ninth Street housed manufacturers through the 1960s, but in the 1970s retail outlets took over the first five floors of the 11-story building.[280] While the garment industry remains strong, the garment district has become increasingly commercial in character as wholesale stores sell mainly imported garments, fabrics, and notions. In many former garment factories, the upper stories have been converted to residential lofts and office/showroom space for fashion designers.

[278] Frank Mulcahy, "Future Bright for Downtown Area: California Mart," *Los Angeles Times,* June 2, 1963.
[279] Arelo Sederberg, "California Mart: Step 2 to Unified Garment District." *Los Angeles Times,* June 19*,* 1966.
[280] Nancy Yoshihara, "Garment District Goes Boom: 'As Economy Worsens, Our Business Gets Better' DISTRICT: Firms Prosper in Worsening Economy." *Los Angeles Times,* March 7, 1982.

SurveyLA and the Garment Industry Planning District

The city's garment district is located south and east of Downtown Los Angeles' commercial core. While this area has a discernable character and strong sense of place, the majority of the buildings have been altered. Common alterations include the replacement of original doors and windows, replacement of wall cladding, extensive storefront alterations, and the application of non-original decorative features. In addition, a considerable number of buildings have been demolished and replaced by contemporary buildings. For SurveyLA, therefore, the area was identified as a Planning District as it does not appear to meet eligibility requirements as a historic district under any local, state, or federal program. The description and significance statements and map for the planning district are excerpted from SurveyLA.



Map of the Garment Industry Planning District from SurveyLA 2016 survey of the Central City Community Plan Area. Source: Office of Historic Resources

Description:

The Garment Industry Planning District is located to the south and east of the area of Downtown Los Angeles known as the Historic Core. The district is large in size and rectangular in shape. Its boundaries are generally defined by 8th Street on the north, 16th Street on the south, San Pedro Street on the east, and Los Angeles Street on the west. The topography of the area is flat.

The district is composed of industrial and commercial buildings that are associated with the garment and textile industries. These buildings were constructed at various points between the 1920s and the present, giving the district a somewhat varied and eclectic visual character. Corner parcels within the district are typically anchored by industrial lofts, most of which were constructed as garment factories in the 1920s and 1930s. Today they are occupied by a variety of industrial and commercial tenants. Many industrial lofts are also prevalent along the western edge of the district, particularly along Los Angeles Street. Between these lofts is a mix of multi-story light industrial buildings, one and two-story commercial buildings, and parking facilities.

Planning features also help to define the district and distinguish it from other commercial and industrial areas within Downtown. Buildings are overwhelmingly devoted to the fashion industry, are densely sited on compact urban lots, and are flush with the street. Most feature abundant signage and merchandise that spills into the public right-of-way, effectively blurring the line between indoor and outdoor retail space. Streets are narrow, are oriented on a skewed orthogonal grid, and accompanied by wide sidewalks. Many of the service alleys within the district are utilized by merchants and pedestrians. These features provide the district with a vibrant and activated street life and a strong sense of walkability.

Significance:

The Garment Industry Planning District contains a significant concentration of buildings devoted to the manufacture and sale of garments, textiles, and associated products. Developed between approximately 1920 and the present, this area constitutes the core of Los Angeles' Fashion District. Its buildings and planning features represent the history and evolution of the garment industry, and exemplify industrial and commercial development patterns associated with the industry.

Some of the buildings within the district are designated under federal and local programs. Several others were identified as individually eligible resources as part of SurveyLA. Also within the district boundaries is Santee Alley, a two-block-long service alley that has organically evolved into a locus of the local fashion industry. Since it has a unique history and distinctive sense of place, Santee Alley was evaluated as a separate planning district through SurveyLA.

Until the early twentieth century, what is now known as the Fashion District was predominantly residential and consisted of small, single-family houses and the occasional livery stable. The character of development in the area began to change in the early 1910s, when Los Angeles experienced a wave of remarkable economic growth. Bit by bit, the houses to the south and east of the burgeoning central business district were demolished and replaced by industrial lofts and smaller-scale industrial buildings. The area had become overwhelmingly industrial by the 1920s. Garment and textile companies, many of which were seeking to evade unionization drives in New York, congregated in this new industrial zone and sowed the seeds for future garment-oriented development. Many of these companies were owned by entrepreneurs of Jewish heritage. After World War II, emphasis shifted from garment production to garment sales as a significant number of wholesalers also set up shop in the area. Today, the area contains a robust mix of industrial and commercial properties dedicated to the fashion industry. It is notable as the second largest garment trade in the nation after New York City.

ELIGIBILITY CRITERIA: GARMENTS AND TEXTILES

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Industry; some examples may also be significant in the areas of Architecture, Engineering, and/or Ethnic Heritage. The garment and textile industry has steadily developed in Los Angeles from a fledgling regional industry to an international center for fashion and casual wear. The industry had a tangible effect on the built environment due to its vertical organization and preference for a Downtown location, leading to the construction of dozens of industrial lofts south and east of Downtown. Intact garment factories and textile mills that are particularly representative of the industry through their historic use and industrial design may be individually significant within the theme, as well as contributors to a potential Garment Industry Historic District.

The history of the garment industry is intimately connected to the history of organized labor in Los Angeles, more so than perhaps any other industry in the city. This rich history is discussed in the "Labor History" theme, and properties that are eligible within the Garment and Textiles theme may also be eligible as the site of significant events in Los Angeles Labor history.

Property Type #1: **Industrial – Garments and Textiles - Garment Factory**

Property Type Description: Due to their multistory reinforced concrete industrial loft design, garment factories are easy to distinguish from other industrial properties. The buildings are often mixed-use, with commercial offices and retail stores located within the buildings in addition to garment factories. For this reason, many garment factories are zoned commercial instead of industrial. Some former garment factories have been adaptively reused for loft-style housing, and zoning may have changed to residential or mixed-use zoning for this reason. The "Industrial Design and Engineering" theme has additional information about the Industrial Loft property type. Most are designed in popular architectural style of the day.

Property Type Significance: Garment factories are the key manufacturing properties for the garment industry. With their industrial loft design, they are particularly representative of the industry's vertical organization and working environment. Intact garment factories may also be significant for their association with the city's internationally renowned garment and fashion

	industry, as excellent examples of architectural styles, and for their connection to local labor history.
Geographic Location:	Southern and eastern sections of Downtown; some have industrial zoning, while others have commercial zoning. Isolated garment factories also exist in Hollywood as well, possibly in association with costume design for the entertainment industry.
Area(s) of Significance:	Industry; Architecture; Engineering; Ethnic History (see also Labor History theme)
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1896-1965
Period of Significance Justification:	Date range includes the earliest known garment factories and the approximate end of the construction of garment factories as a distinctive property type.

Eligibility Standards:

- Constructed between 1896 and 1965 for the sewing of garments
- Maintains a strong connection to the garment industry through historic use and industrial design
- Possesses the distinctive character defining features of an industrial loft as described in the Industrial Design and Engineering theme

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- 2–12 stories in height
- Industrial sash used on the upper stories
- Generally open interior floor plan on upper stories
- Building often mixed use, with commercial office and retails stores as well as garment factories
- May be associated with a company of regional or national significance
- May also be significant within themes relating to ethnic/cultural history
- May also be significant within the Labor History theme as the site of significant events in Los Angeles labor history
- May also be significant under a theme within the Architecture and Engineering Context and/or the work of noted architects

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed
- Original use may have changed
- May have been converted to residential use or other use provided that it has retained its historic appearance and significant interior features were preserved

Property Type #2:	**Industrial – Garments and Textiles - Textile Mill**
Property Type Description:	In general, textile mills are not readily distinguishable from other small-scale factories and warehouses. They are typically horizontally oriented buildings of 1-2 stories with daylight features to allow workers to see detail work and dye colors. Textile mills may contain a few shop buildings that housed yarn spinning and winding, dye works, weaving, and/or felt-making. Most mills relied on rail shipments of raw fiber, some of which arrived through the Port. Thus, textile mills tended to be located along rail corridors in industrial areas rather than Downtown with the rest of the garment industry.
Property Type Significance:	Textile mills may be significant because they represent a critical component of the garment industry providing the garment factories with fabric created from raw materials sourced largely from the western U.S. Though not as visually striking as the industrial lofts that house garment factories, textile mills formed an important part of the supply chain and provided a competitive edge to the local industry against more established mills in the Eastern U.S. They may also be significant examples of architectural styles of the day.
Geographic Location:	Citywide along railroad corridors, especially east and south of Downtown and near the Port of Los Angeles.
Area(s) of Significance:	Industry; Architecture; Engineering
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1910-1945
Period of Significance Justification:	Date range includes the earliest known textile mills and an estimated end point for the construction of new textile mills.

Eligibility Standards:

- Constructed between 1910 and 1945 for the manufacture of textiles
- Represents a critical component of Los Angeles' garment industry

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- One or more related utilitarian buildings
- 1-2 stories in height and horizontal orientation
- Shops may have distinctive glazing or rooflines for daylighting or ventilation

- Generally adjacent to freight rail for receipt of shipment of raw fiber
- May also be significant under a theme within the Architecture and Engineering Context and/or the work of noted architects

Integrity Considerations:

- Should retain integrity of Location, Setting, Design, Materials, Feeling, and Association
- Original use may have changed, provided historical relationships between workshops remain

Designated and Known "Garments and Textiles" Resources in Los Angeles

Resource Name	Location	Comments
Harris Newmark Building (HCM No. 345)	127 E. 9th Street	Constructed 1925 by Curlett & Beelman
Marion Gray Building (HCM No. 709)	824 S. Los Angeles Street	Constructed 1928 by Morgan, Walls, & Clements
Gerry Building (HCM No 708)	910 S. Los Angeles Street	Constructed 1947 by Maurice H. Fleishman
M.J. Connell Buildings (HCM No. 710, 711)	714–724 S. Los Angeles Street	Constructed 1911–1916 by Frank Stiff, Arthur Angel
Textile Center Building (HCM No. 712)	315 E. 8th Street	Also architecturally significant.
Gans Bros Building (HCM No. 737)	814 S. Spring Street	Constructed 1914 by George Barber.
Garment Capitol Building (HCM No. 930)	217–221 E. 8th Street	Constructed 1927 by Douglas Lee.
Great Republic Life Building (HCM No. 957)	756 S Spring Street	Constructed 1923 by Walker Eisen
McComas Building	120 E. 8th Street	Constructed 1923, 9 stories
Catalina Swimwear (HCM No. 1139	443 S. San Pedro Street	Garment factory constructed in 1923 for Pacific Knitting Mills, later occupied by Catalina Swimwear.
Harris Newmark Building	849–863 Los Angeles Street	12 stories
Cooper Building	860 Los Angeles Street	Constructed in 1928, 12 stories
Loft Building	847–859 Santee Street	Constructed in 1922, remodeled 1945, 12 stories

Resource Name	Location	Comments
Philip Senegram & Co Rag Producers	611–625 S. Anderson Street	Identified in the Historic Resources Survey for the Adelante/Eastside Redevelopment Area, 2008.
Worth Worsted Mills	4370 Worth Street	Identified in the Historic Resources Survey for the Adelante/Eastside Redevelopment Area, 2008.
Worth Silk Winding	4366 Worth Street	Identified in the Historic Resources Survey for the Adelante/Eastside Redevelopment Area, 2008.
Talon Zipper Company	1800 S. Hill Street	Zipper manufacturer constructed 1947.
Mode O'Day Building	1836 S. Hill Street	Constructed 1927. In continuous operation since that time.
Theme Hosiery Company	2911 N. San Fernando Road	Constructed 1923. Manufacturer of women's stocking and undergarments from the 1920 through the 1950s; also an industrial loft.
Brownstein-Louis Company	1214 S. Stanford Avenue	Garment factory constructed in 1930.
Garment Factory	937 S. Maple Street	Constructed 1923.
Cooper Building	860 S. Los Angeles Street	Garment factory constructed 1924 for Milton G. Cooper Dry Goods Company. .
Merchants Exchange Building	717 S. Los Angeles Street	Garment factory constricted 1928.

THEME: AUTOMOBILE PRODUCTION, 1920-1965

In the mid-20th century, Los Angeles County was the largest manufacturing center for automobiles on the west coast, and second only to Detroit nationally. The convergence of several factors led to the establishment and exponential growth of automobile production in Los Angeles County. Factors that spurred development of this significant industry were rapid growth in the city's population at the beginning of the 20th century and a corresponding increase in automobile ownership, boosterism from the Southern California Automobile Club and the Los Angeles Chamber of Commerce (Chamber), and investments in road improvements. Although automobile production was an important economic force in the city, large-scale automobile assembly plants were located outside of the city, in Los Angeles County, to take advantage of lower tax rates and cheaper land. As a result, resources related to automobile production are scarce in the city, and have been identified previously or are no longer extant.

The earliest automobile manufacturers in industrial areas of the city of Los Angeles were small factories producing several hundred automobiles per year with a combination of locally and nationally produced parts. The Durocar Manufacturing Company (founded in 1907 and located at 935 South Los Angeles Street, no longer extant) is one example of this type of production. The majority of Durocar engines were built in the city, while the wooden bodies were manufactured on the east coast and shipped to Los Angeles for assembly.[281]

By 1910, automobiles had become the sixth leading product manufactured in the United States, and national automobile manufacturers began to enter the growing market on the west coast.[282] In 1911, Ford Motor Company became one of the first national automobile manufacturers to establish a Los Angeles plant, producing Model Ts. It was located at the intersection of West 12th Street and South Olive Street (no longer extant). The factory moved to 2060 East 7th Street in 1914; this second building is extant (recently rehabilitated and determined eligible for the National Register). Between 1919 and 1929, the population of Los Angeles County doubled, while the number of registered vehicles on the road jumped from 141,000 to 777,000, an increase of more than fivefold.[283] In 1929, Los Angeles had two cars for every five people, compared with one car for every four people in Detroit.[284] With more cars per capita than any other city in the world, Los Angeles became the economic center for automobile production in surrounding western states. The large consumer market attracted national automobile manufacturers and connected the city to large-scale international trade through shipments of raw materials, such as rubber and steel, used to produce finished automobiles.

Starting in the 1910s, the Chamber began to market Los Angeles County as the ideal location for national industrial firms to open branch factories, specifically designed to serve the West Coast market. The Chamber's Industrial Bureau (created in 1915) was staffed with nationally recognized automotive engineering and manufacturing experts who emphasized availability of land; low-cost, high-quality work force; climate; and abundance of fuel. The aggressive campaign targeted Eastern

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281 "Local Car is Now on Roads," *Los Angeles Times*, Sept. 29, 1907, VIII2.

282 "Many Motor Cars: Automobile Industry Ranks High in United States with Many Millions Back of Business," *Los Angeles Times*, March 6, 1910.

283 Mark S. Foster, "The Model-T, the Hard Sell, and Los Angeles' Urban Growth: Decentralization of Los Angeles during the 1920s," *Pacific Historical Review* 44, 4 (November 1975), 464.

284 Foster, "The Model-T, the Hard Sell, and Los Angeles' Urban Growth: Decentralization of Los Angeles during the 1920s," 483.

and Midwest industrialists such as Henry Ford (Ford Motor Company) and Harvey Firestone (Firestone Tire and Rubber), who developed plants in Los Angeles County in the 1920s and 1930s.[285]

Most of the large plants established in the 1920s and 1930s were located just outside of the city along main rail lines to the Harbor. These locations were promoted by the Chamber with inexpensive land prices and lower tax rates. Examples include the Ford Motor Company plant (opened in 1931) in Long Beach and the Studebaker plant (opened in 1935) in the Vernon Central Manufacturing District (CMD), connected to the Harbor through the Los Angeles Junction Railway.[286] These large branch plants, in turn, produced ancillary industries, such as automobile parts manufacturing and repair shops, also located in the CMD. By World War II, Ford Motor Company, General Motors (Buick, Oldsmobile, and Pontiac divisions), Willys-Overland, Studebaker, Nash and Chrysler all had factories in the area, making Los Angeles County the country's second largest producer of automobiles.[287]

Unlike several other large manufacturers in the east, automobile manufacturers rarely built worker housing next to their Los Angeles County factories. Housing adjacent to industrial tracts was instead built by private developers for purchase or rental by local factory workers. One exception to this trend was the Goodyear Gardens tract, designed by Sumner Hunt and Silas Burns and built by Goodyear Tire and Rubber Company to coincide with construction of a tire factory in 1920.[288]

During World War II, automobile factories were transformed into plants supplying the military with tanks, airplanes, and supply vehicles. A quota for passenger cars was put in place with most production lines and raw materials turned to defense. Production of passenger cars in Los Angeles County was cut by 50 percent during the war but soon rebounded with the prosperity of the 1950s.[289] The production of automobiles continued until the 1970s, when imported cars began to make up more than 40 percent of the market share and large automobile manufacturing plants around Los Angeles County began to close.[290] The majority of automobile manufacturers moved factories overseas or to the South, seeking out cheaper, non-union labor. The assembly of passenger cars in the city ended with the closure of General Motors' Chevy Camaro plant in Van Nuys in 1992.[291]

The Ford Motor Company is the only extant automobile manufacturing-related resource left in Los Angeles.

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[285] Mike Davis, "Sunshine and the Open Shop," *Metropolis in the Making: Los Angeles in the 1920s*, Tom Sitton and William Deverell, eds. (Los Angeles: University of California Press, 2001), 103.

[286] The Ford plant in Long Beach replaced the assembly plant located at 2060 East 7th Street in Los Angeles and was demolished in 1991. Davis, "Sunshine and the Open Shop," 103.

[287] Davis, "Sunshine and the Open Shop," 104.

[288] This tract is discussed further in the "Labor History" theme.

[289] "Slash in Auto Output Figured," *Los Angeles Times*, November 23, 1941, E4.

[290] Bob Baker, "L.A.'s Booming Auto Industry Now a Memory," *Los Angeles Times*, July 20, 1991.

[291] Although manufacturing and assembly of automobiles has ended in Los Angeles County, Japanese automakers Toyota and Honda maintain corporate headquarters in the South Bay.

Ford Motor Company plant, 2060 E. 7th Street, Los Angeles, c. 1925 (extant).
Source: Los Angeles Area Chamber of Commerce Collection, 1890–1960 California Historical Society, University of Southern California Libraries Special Collections

SUBTHEME: AUTOMOBILE PARTS MANUFACTURING 1920-1965

Because early automobiles were manufactured without tires, fenders, a top, a windshield, or lights, associated industries developed to supply consumers with additional parts and accessories for their vehicles. Between 1911 and 1916, 350 patents were issued to Los Angeles inventors related to the automobile industry, including patents for fenders, lights, locks, and hubcaps.[292] Many of these products were manufactured in small quantities by local companies located within industrial areas south of Downtown. Local products included tires from Samson Tire and Rubber Company, automobile locks from Kellow & Brown (no longer extant), and trailer and truck parts from Woodward Truck Attachment Company (no longer extant) of Los Angeles designed to convert the chasses of standard Ford vehicles into trucks. Extant resources may include daylight or controlled conditions factories as automobile parts factories constructed before 1940 used daylighting to illuminate workspaces. These daylight factories may be one or two stories in height with continuous, oversized industrial sash, extensive use of skylights, and sawtooth, butterfly, Aiken, or monitor roofs. Controlled conditions factories (constructed after 1935–1940) were closed systems using fluorescent lighting and controlled ventilation. As a result, later factories are characterized by little or no fenestration and sky-lighting. Automobile parts factories may also be significant under the Industrial Design and Engineering theme.

The arrival of national automobile manufacturers, such as Ford and General Motors, spurred a new wave of large-scale parts production. Automobile parts production took place outside of the city, in Los Angeles County, to take advantage of lower tax rates and inexpensive land. Smaller scale manufacturers continued to produce parts in industrial areas of South Los Angeles. Tire production in Los Angeles County followed a similar pattern. In the first quarter of the 20th century, independent manufacturers were the sole producers of tires in Southern California, making less than 1 percent of the national output. Then, in 1919, Goodyear Tire and Rubber Company became the first national firm to open a tire plant in Los Angeles (located at 6701 South Central Avenue and operated until 1979, no longer extant). Los Angeles was particularly well-placed to support the tire industry, because the two principal ingredients in tires – long-staple cotton from the Imperial Valley in California and rubber from Java, Sumatra, and other islands of the East Indies – were easily transported to the Port of Los Angeles.[293]

By 1929, the country's four largest tire producers, Goodyear, Firestone, Goodrich, and U.S. Rubber, had opened plants in Los Angeles County.[294] The Goodyear plant was the only large-scale tire factory located in the city.[295]

The decline of the automobile parts and tire industry paralleled the decline of national automobile manufacturers in Los Angeles County. By the mid-1980s, the four major tire manufacturers had closed their plants, moving most of their production overseas. Small-scale parts manufacturers, located in areas south of Downtown, declined slowly.

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[292] Harvey E. Westgate, "Inventions of Los Angeles Citizens Play Important Part in Automobile Industry," *Los Angeles Times*, November 12, 1916, V12. Other products included automobile polish, deflectors, tire belts, and shock absorbers. After 1923, most were manufactured in the Central Manufacturing District in Vernon.

[293] "Twenty-Million Dollar Tire Factory Coming to Los Angeles Soon," *Los Angeles Times*, June 29, 1919.

[294] Greg Hise, "Industry and Imaginative Geographics" *Metropolis in the Making: Los Angeles in the 1920s*, eds. Tom Sitton and William Deverell (Los Angeles: University of California Press, 2001), 26.

[295] The other three were located in the cities of Commerce (U.S. Rubber) and South Gate (Firestone), and unincorporated East Los Angeles (Goodrich).

Goodyear tire plant, 6701 S. Central Avenue, c. 1957. Source: Los Angeles Public Library

ELIGIBILITY CRITERIA: AUTOMOBILE PARTS MANUFACTURING

Summary Statement of Significance: Resources evaluated under this sub-theme are significant in the area of Industry. The auto parts manufacturing industry largely corresponded with the growth of automobile manufacturing in the region. Manufacturers of tires, motors, batteries, and other key components moved into the area in the 1920s following the fateful arrival of Goodyear to South Los Angeles in 1919. Over the middle of the 20th century, Los Angeles rose in prominence to become the auto and auto parts manufacturing hub for the entire west coast. Extant resources are now rare and may be located in industrial areas of South Los Angeles. Some of these resources may also be significant within the "Industrial Design and Engineering" theme as examples of daylight and controlled conditions factories.

Associated Property Type:	**Industrial – Automotive - Automobile Parts Factory**
Property Type Description:	Automobile parts factories may include daylight or controlled conditions factories. Daylight factories (constructed before 1940) may be one or two stories in height with continuous, oversized industrial sash, extensive use of skylights, and sawtooth, butterfly, Aiken, or monitor roofs. Controlled conditions factories (constructed after 1935-1940) are characterized by little or no fenestration and sky-lighting. Automobile parts factories may also be significant under the "Industrial Design and Engineering" theme.
Property Type Significance:	Automobile parts factories are significant for their association with the auto industry in Los Angeles, which was for a brief but intense period a major national hub for auto manufacturing. The loss of nearly all automobile plants that once operated in the city enhances the significance of auto parts manufacturers. Factories demonstrate the important economic impacts of automobile production in Los Angeles during the 20th century.
Geographic Location:	South and southeast Los Angeles, near city border with Vernon; smaller manufacturers in southern end of Downtown.
Area of Significance:	Industry
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1920–1965
Period of Significance Justification:	Date range corresponds to the era during which the auto parts manufacturing industry was a critical part of the Los Angeles economy.

Eligibility Standards:

- Location of an automobile parts manufacturer proven to be significant in the history of the auto industry in Los Angeles
- Constructed between 1920 and 1965 as an automobile parts factory

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance.
- Fireproof construction with large interior assembly space using day-lighting
- 1–2 stories in height
- Large interior workspace used for assembly
- If constructed before 1940 may include continuous, oversized industrial sash, extensive skylights; and sawtooth, butterfly, Aiken, or monitor roof

- If constructed after 1935–1940, may include little or no fenestration or sky-lighting
- Physical relationship between resource and transportation routes (particularly railways) may still be apparent
- May also be significant as an excellent example of an industrial building type under the Industrial Design and Engineering theme

Integrity Considerations:

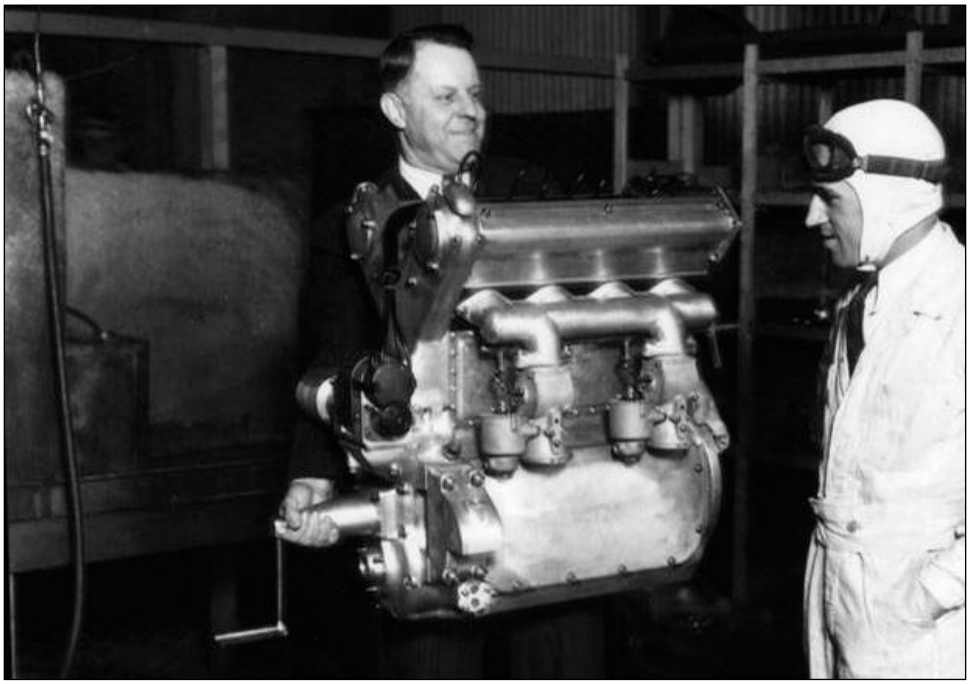
- Should retain integrity of Location, Design, Feeling, Materials, and Association from period of significance
- Original use may have changed

Known Automobile Parts Manufacturing Resources in Los Angeles

Plant Name	Location	Comments
U.S. Electric Motors Company	200 East Slauson Avenue	Not identified for SurveyLA
Automobile oil filter manufacturer	2502 South Grand Avenue	Constructed 1939; not identified for SurveyLA
Sampson Motors, Inc.	1936 W. 62nd Street	Constructed 1942. Sampson operated from the property until ca. 1975 manufacturing auto parts.
Offenhauser Engineering Co.; Meyer and Drake Engineering Corporation	2001 W. Gage Avenue	Constructed 1940. Used as a machine shop until 1967. May not retain sufficient integrity for National Register.
United States Rubber Company Warehouse	784 S. San Pedro Street	Constructed 1923; warehouse and office for United States Rubber Company (later re-branded as Uniroyal).

SUBTHEME: CUSTOM AUTOMAKERS 1920-1965

Almost as soon as automobiles began to be mass-produced, a market developed for specialty equipment designed to boost performance and later, enhance aesthetics. By 1910, small machine shops were producing high-performance parts to augment the standard Ford Model T. The design and production of this type of equipment began to center in the city of Los Angeles in the late 1920s, as local hobbyists discovered that dry lake beds in the Mojave Desert made fast, smooth race tracks. As this type of racing grew in popularity through the 1930s, the market for high-speed equipment also increased and produced a variety of specialty manufacturers concentrated in Los Angeles County.[296]



Offenhauser engine on display, no date or location. Source: Los Angeles Public Library

Improved car-making technology kept the cost of production low and car-ownership became attainable for broader sections of the population. As newer models were purchased and used cars were discarded, eager automobile enthusiasts fixed and experimented with the used cars and parts. The ability to adapt and rebuild cars with a mixture of original, new, and used parts paved the way for a custom automobile culture.

Before World War II, the production of racing automobiles was largely confined to small, independent businesses in and around Los Angeles. Most of these manufacturers were either backyard industries created by hobbyists or existing automobile parts manufacturers diversifying their products to include high-performance equipment.[297] Products focused on aftermarket modifications of stock vehicles with mufflers, high-compression cylinders, and other specialty parts. Early custom automakers operated in small repair and machine shops. These resources are one-

[296] David N. Lucsko, *The Business of Speed: the Hot Rod Industry in America, 1915–1990* (Baltimore: The Johns Hopkins University Press, 2008), 42.
[297] Lucsko, *The Business of Speed,* 86.

story, commercial vernacular buildings. They may include a storefront and garage or repair yard, providing space to customize cars on site.

Early experimentation with customizing automobiles is largely attributed to car clubs and youth of this time period. Car clubs, formal and informal, provided an avenue through which automobile hobbyists and youth could collectively take part in the customization of cars. Through their work, car clubs tested performance boundaries and set new standards for car finishes and interiors as they carefully selected, crafted, and installed such details as a method of self-expression and individuality. [298]

By the end of the 1940s, nearly 100 high-performance equipment manufacturers had entered the Los Angeles County market, and several of these producers grew to multi-million dollar enterprises with national distribution through mail-orders and local speed shops.[299] Los Angeles acquired a critical mass of high-performance equipment manufacturers who clustered near each other around the county and built on each other's designs. Several shops gathered around Harry A. Miller Manufacturing in Long Beach and around Kurtis-Kraft in Glendale. The city was particularly well-situated for this assemblage of specialty manufacturers because of the large pool of skilled machinists, produced in part by the substantial aircraft industry supported by government contracts. The branch plants of national automobile manufacturers also produced small auxiliary industries, such as foundries and general repair shops, which produced prototypes and offered training to many of the hobbyists who designed high-speed equipment after World War II. By 1948, more than half of the automobiles racing in the Indianapolis 500 were created in Los Angeles County.[300] Particularly prized by racers were the chassis produced by Kurtis-Kraft and Offenhauser engines created by Meyer & Drake Engineering.

As described in the automobile parts manufacturing subtheme, small-scale manufacturers also operated in factories in industrial areas south of Downtown. Extant resources related to custom automakers may include daylight or controlled conditions factories. Daylight factories (constructed before 1940) may be one or two stories in height with continuous, oversized industrial sash, extensive use of skylights, and sawtooth, butterfly, Aiken, or monitor roofs. Controlled conditions factories (constructed after 1935–1940) were closed systems using fluorescent lighting and controlled ventilation and are characterized by little or no fenestration and sky-lighting. Custom automaker factories may also be significant under the Industrial Design and Engineering theme.

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[298] Custom automobiles also known as hot rods, were driven to races and exhibitions that took place in the outskirts of residential Los Angeles and the paved riverbed of the Los Angeles River. This early practice of congregating for the purposes of exhibiting custom automobiles is synonymous with Los Angeles' automobile culture.

[299] Ibid., 85.

[300] Jack Curnow, "Mass Production in Southland for Indianapolis 500," *Los Angeles Times*, March 28, 1948, 18.

Member of Luggers Car Club of North Hollywood, adjusts carburetor on car made with Victress Fiberglass sports car body, 1954. Source: Valley Times Collection, Los Angeles Public Library.

By 1955, other firms had entered the market nationally, but California maintained a clear majority in speed equipment manufacturing with 70 percent of the industry share. Of the 158 firms working in the field, 122 were based in California and 111 of those were in Los Angeles County.[301] Companies such as Offenhauser, Iskenderian, Edelbrock, Fenton, and Shelby-American, which were all based in Southern California, created most of the high-performance equipment produced after 1950.[302]

Widespread car ownership and access to various car parts continued to grow the spectrum for the customization of car finishes and interiors. For car clubs and individual car owners in ethnic and working-class urban neighborhoods, racing pursuits were too costly and far less tolerated by local authorities. These restrictions are credited for the emergence of the lowrider, a for-show custom automobile known for being low, slow, and its ability to shock and awe spectators through a display of extravagant finishes and detailing.[303] Though the creation of a lowrider was often the pursuit of

[301] Lucsko, *The Business of Speed,* 86.

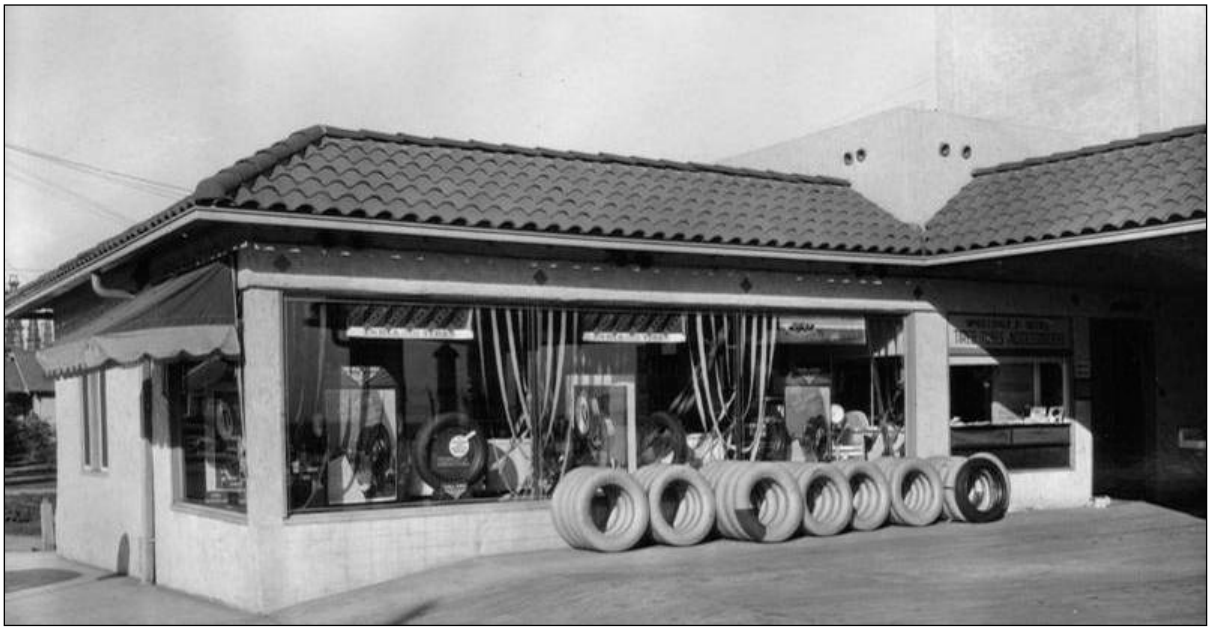
[302] Although manufacturing of high-speed automobiles and associated equipment largely has been outsourced, Los Angeles County remains an important center for automotive design, particularly through the Art Center College of Design in Pasadena.

[303] Lowriders originated in the multiethnic neighborhoods east of the Los Angeles River. Instead of racing, slow cruising processions along Whittier Boulevard and other main thoroughfares became the stage through which lowriders were displayed. Through the 1960s and subsequent decades, cruising culture and lowriders became synonymous with Mexican-American culture and the Chicano Civil Rights movement.

hobbyists and car clubs, lasting successful custom car business enterprises specializing in the crafting of custom automobiles were established during this time.[304] One such example is Barris Kustom City, established by George Barris the "king of kustomizers." Also significant under the theme of "Support Services Associated with the Entertainment Industry, 1908-1980," the company has been designing and modifying vehicles for film and television since the 1940s. The business moved to its current North Hollywood location in the early 1960s. Like their earlier counterparts, for-show customized automobiles were built in residential garages, and small repair and machine shops. These resources are one-story, residential and commercial vernacular buildings. They may include a storefront and garage or repair yard, providing space to customize cars on site.

Barris Kustom City, 10807 W Riverside Drive, North Hollywood. Source: SurveyLA.

[304] "Gil's Auto Body Works," Kustomrama: Traditional Rod and Kustom Encyclopedia, accessed February 2, 2018, https://www.kustomrama.com/index.php?title=Gil%27s_Auto_Body_Works.



Repair shop offering parts to customize automobiles, Los Angeles (no address provided), 1931.
Source: Los Angeles Public Library

ELIGIBILITY CRITERIA: CUSTOM AUTOMAKERS

Summary Statement of Significance: Custom Automakers are significant in the area of Industry. These shops represent the preeminence of Los Angeles in the auto industry in the mid-20th century. At that time Los Angeles was home to the highest concentration of custom automakers in the country. In small clusters of garages and repair shops, these automakers collaborated and innovated to create a new industry surrounding the production of specialty equipment designed to boost speed, performance, and aesthetics. Extant resources related to custom automakers include repair shops and daylight and controlled conditions factories.

Associated Property Type: **Industrial – Automotive - Custom Auto Shop**

Property Type Description: Custom auto shops may include daylight or controlled conditions factories, depending on the date of construction. They are nearly impossible to distinguish from other small-scale shops and factories, and eligible shops will likely have to be identified through additional research. They are sometimes associated with retail auto repair shops, which may be evaluated under the "Commercial Development and the Automobile" theme within the "Commercial Development" context.

Property Type Significance:	See Summary Statement of Significance above.
Geographic Location:	South and Southeast Los Angeles, near city border with Vernon; the San Fernando Valley, and in the communities of Boyle Heights and Lincoln Heights near the city border to East Los Angeles
Area of Significance:	Industry
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1920-1980
Period of Significance Justification:	Beginning date corresponds to the start of the era during which the auto industry became a critical part of the Los Angeles economy, 1980 is the end date for SurveyLA; end date can be extended over time.

Eligibility Standards:

- Used by a custom automaker who is proven to have made an important contribution to production of racing automobiles and high-performance equipment
- Is directly associated with productive work of a custom automaker

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Fireproof construction
- 1-2 stories in height
- Large interior workspace used for assembly
- If constructed before 1940, may include continuous, oversized industrial sash; extensive skylights; and sawtooth, butterfly, Aiken, or monitor roof
- If constructed after 1935-1940, may include little or no fenestration or sky-lighting
- Physical relationship between resource and transportation routes (particularly railways) may still be apparent
- May also be associated with an associated retail repair shop
- May also be a significant example of an industrial type under the Industrial Design and Engineering theme
- May also be significant example of a business that served as a support service associated with the Entertainment Industry theme.
- May also be a significant example of a business under an ethnic/cultural theme

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Original use may have changed
- Original facility may have been expanded and altered over time, but must retain sufficient original materials such that historic fabric, character, and overall visual effect have been preserved

Potential Resources Related to Custom Automakers in Los Angeles

Name	Location	Comments
Shelby American	Imperial Highway south of LAX runway, just west of Sepulveda Boulevard	Operated 1962–1995
Offenhauser Engineering	1935 West 62nd Street	Operated 1941–1946
Meyer & Drake Engineering Corporation	2001 West Gage Avenue	Operated 1946–c.1960
Barris Kustom City	10807 W Riverside Drive	Operating at this location since the early 1960s.

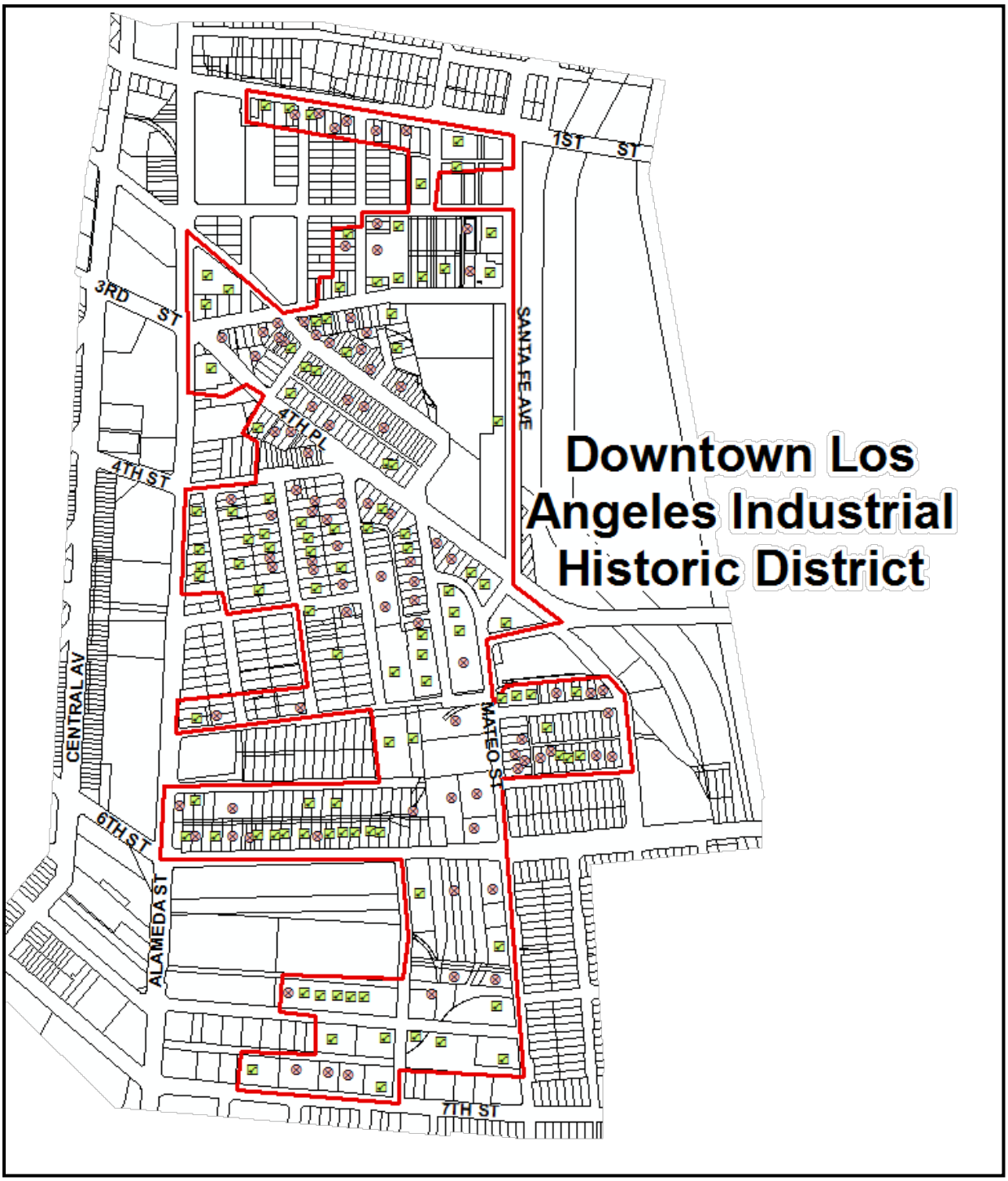
LOS ANGELES DOWNTOWN Los Angeles Industrial District

SurveyLA identified a large industrial historic district in the Central City North Community Plan area. This is the only district of its kind in Los Angeles and is significant under multiple sub-context and themes of the Industrial Context, including Manufacturing for the Masses, Industrial Architecture, Industrial Design and Engineering, and From Farm to Market.

Description

The Downtown Los Angeles Industrial Historic District is an industrial zone situated between the Alameda Street corridor and the Los Angeles River, just east of Downtown Los Angeles. The district occupies flat terrain generally bounded by E. 1st Street on the north, Santa Fe Avenue and Mateo Street on the east, E. 7th Street on the south, and S. Alameda Street on the west. Interior streets are arranged in a generally orthogonal grid, with 4th Street traversing the district diagonally from the northwest to the southeast. Development in the district is almost exclusively industrial in nature, with a handful of commercial and institutional uses discussed below. Properties within the district vary widely in size, from modest industrial storefronts to massive warehouses spanning full city blocks. Original buildings were constructed primarily from 1900 to 1940 and are predominantly vernacular or utilitarian in design. Today, these early buildings share the block with more recent construction.

As surveyed, the district contains 196 individual buildings. Of these, 104 have been evaluated as district contributors, or approximately 53 percent; 92 properties have been evaluated as non-contributors due to alterations or construction outside the period of significance. Additional district features include its location in relation to the Alameda Street industrial corridor and the Los Angeles River; the interior circulation pattern (including streets, alleys, and rail spur rights-of-way); the nearly exclusive industrial use; extensive surface parking areas, often designed to accommodate large trucks; the absence of sidewalks and street lighting in some areas; the absence of landscaping throughout the district; evidence of former rail lines (such as remnant tracks, and a rail stop); and remnant granite infrastructure (including curbs, swales, and rail beds).



Map of the Downtown Los Angeles Industrial Historic District from SurveyLA 2017 survey of the Central City North Community Plan Area. Source: Office of Historic Resources

Significance

The Downtown Los Angeles Industrial Historic District is significant for its role in the industrial history and development of Los Angeles. The district as a whole served as the city's primary industrial district from the late-19th century through World War II. The district's period of significance is 1900 to 1940, when most of the original buildings in the district were constructed. Contributors not only represent important industries and industrial building typologies, but also reflect significant examples of architectural styles of the day applied to industrial buildings and were often the work of noted architects and designers. Buildings in the district are also associated with the ethnic/cultural and labor histories of the area. Some contributors within the district have also been evaluated for individual significance.

The land comprising the district was first improved as part of a vineyard operated by Jean-Louis Vignes, who arrived in Los Angeles from France in 1831. Attracted by the area's Mediterranean climate, Vignes acquired land adjacent to the Los Angeles River and began planting grapes in 1833. By 1847 his vineyard, "El Aliso," was the largest producer of wine in California. Other vintners and citrus growers soon followed Vignes' lead, and oranges and grapefruit quickly overtook grapes as the area's primary crops. Los Angeles' citrus industry flourished during this period and, as a result, the district remained predominantly agricultural until 1871, when the northern portion was subdivided as the Johnston Tract and subsequently developed with single-family residences. However, the landscape of the district evolved during the last decades of the 19th century as rail lines and manufacturing plants emerged to serve the citrus industry's shipping needs. Soon the character of the district would be redefined by the presence of the railroad.

Until the 1870s, only local rail lines ran through Los Angeles. But in 1876, the opening of the Southern Pacific Railroad line from San Francisco linked the city with the transcontinental railroad. A depot for the Southern Pacific line was constructed at the southwest corner of Alameda and 5th streets, immediately adjacent to the district. The Atchison, Topeka, and Santa Fe Railroad (AT&SF) constructed a depot and freight yards south of 1st Street in 1885, on the northern edge of the district. In 1893, the company also constructed the distinctive Moorish Revival-style La Grande Station at 2nd and Santa Fe streets, in the northeastern part of the district. The Atchison, Topeka & Santa Fe Railway Outbound Freight House (known as the Santa Fe Freight Depot) was constructed in 1906 to accommodate the majority of goods shipped out of Los Angeles on rail by the AT&SF. Located on the eastern edge of the district, the building is now occupied by the Southern California Institute of Architecture (SCI-Arc) and is Los Angeles Historic-Cultural Monument No. 95). It was originally paired with the AT&SF Railway Inbound Freight House directly across Santa Fe Avenue. Today, the AT&SF Outbound Freight House stands as the last remaining historic reference to the Atchison, Topeka, and Santa Fe Railroad along Santa Fe Avenue in Los Angeles. While most of these early railroad buildings have been lost, their locations and relative proximity to one another motivated the development of the surrounding area as an industrial district. Within a few years, businesses had begun to capitalize on the convenience of locating their operations near the rail lines, and a small concentration of manufacturing and warehouse facilities had sprung up in the area between Alameda Street and Santa Fe Avenue.

By the turn of the 20th century, a range of manufacturers and processing companies had established themselves in the area. A 1909 map of the area notes a number of warehouses and storage facilities, as well as a wide variety of processing and manufacturing operations – including lumber yards, freight yards, ice and cold storage, slaughterhouses and meatpackers, produce

companies and canneries, and blacksmiths, among others. As the railroads increased mobility, Los Angeles ceased to be simply a market for manufactured goods produced in San Francisco and the East, but began to support local industries as well. Similarly, as agricultural activities in other areas of the city supplanted those near the city center, the district evolved from simply a shipping hub to a processing and manufacturing center in its own right. In particular, businesses related to the building trades had expanded rapidly beginning in the 1880s when the first regional real estate boom spurred residential and commercial construction; as a result the district saw the opening of a number of lumber, construction, and even furniture trades.

In the early decades of the 20th century, many of the district's industrial buildings were one of two types: manufacturing or processing facilities, and warehouses. Many of the area's industrial buildings were constructed directly on a rail spur; these buildings often display curved facades that follow the tracks, with docks and large bay doors set several feet above the ground (to the height of a boxcar), to facilitate the loading and unloading of goods. Warehouses were built either as general storage facilities – with space that could be rented by a variety of companies or operators – or were purpose-built facilities associated with a particular company. Examples of general warehouses include the Pacific Commercial Warehouse (1910); the Bekins Van & Storage Co. warehouse (1923); and the Metropolitan Warehouse Company (1924). Purpose-built warehouses constructed during this period include those built for J. R. Newberry & Co. (1900); Barker Bros. Furniture (1920 and 1923); Cheeck Neal Coffee Co. (1924); and Hills Bros. Coffee Co. (1929).

As local industries continued to establish themselves, processing and manufacturing operations within the district continued to expand. Two industries in particular flourished during this period: ice and cold storage, and food processing and packaging. Cold storage emerged in response to the demand for fresh products in urban areas, and provided a critical link between agricultural goods from farms, fisheries, and ranches and their distribution to fresh produce markets and food processors. Construction of cold storage warehouses was initially integrally linked with that of ice-making plants, with both frequently located within the same facility. Several cold storage operations opened within the district, including the Los Angeles Ice & Cold Storage Co. (1905, now Rancho Cold Storage); the Union Ice Co. (1907, now Union Central Cold Storage); and the Merchants' Ice Co. (1910).

Food processing industries represented some of the earliest industrial development in Los Angeles, and exploded in operation during the 1910s and 1920s as companies began to more fully embrace mechanization in order to meet the demands of new chain stores. Food processing eventually became one of the dominant industries within the district. Among the most prominent in the area were Globe Mills (trade name of Pillsbury Flour Mills Co., 1902); California Walnut Growers Association (1921, later Diamond Walnut Co.); Poultry Producers of Southern California (1923, now Commercial Meat Co.); Cheek Neal Coffee Co. (1924, later Maxwell House Coffee Co.); the National Biscuit Company (1925, now the Nabisco Lofts); Sperry Flour Co. (1926); Challenge Cream & Butter (1926); and Hills Bros. Coffee Co. (1929).

In addition to processing operations, manufacturing facilities expanded as well, with many companies constructing daylight factories to increase productivity. At a time when electricity was expensive and not always reliable, daylight factories were designed to maximize the amount of light reaching the interior of the building; they are characterized by bays of large industrial sash windows,

skylights, or other roof forms that bring in additional light. A number of daylight factories were constructed within the district.

While many factories were essentially utilitarian in their outward appearance, several established companies engaged prominent architects to design their facilities, including John M. Copper (Globe Mills, 1916); Hudson & Munsell (John A. Roebling's Sons Co., now Angel City Brewery, 1913); and Eckel & Aldrich (National Biscuit Company, 1925). In a few cases, a business engaged a company architect from its home city. For example, the Coca-Cola Syrup Manufacturing Plant, originally constructed in 1915, was substantially expanded and redesigned in the Late Moderne style in 1939 by Atlanta-based architect Jesse M. Shelton. Shelton designed a number of factories for the Coca-Cola Company during the 1930s and the 1940s, including those in Baltimore, New Orleans, and Boston, all of which strongly resemble the design of the Los Angeles building. Similarly, the Hills Bros. Coffee Co. retained San Francisco-based architect George W. Kelham to design their Los Angeles office building in 1929. Best known in Los Angeles for the original buildings on the campus if UCLA, Kelham had previously designed Hills Bros.' flagship building situated along the Embarcadero in San Francisco.

In addition to industrial uses, the district includes commercial operations, many notable for their associations with the Japanese and African American populations in the area (more may be identified with additional intensive-level research). Small hotels that housed workers in the area include the Canadian Hotel (now the American Hotel). Constructed in 1906 and designed by Morgan & Walls, this four-story brick building was built as a first-class hotel for African-Americans, many of whom worked as Pullman car porters. Mixed-use commercial buildings include 606 E 1st Street (1913) designed by Morgan & Walls. It had a series of European American owners who leased space to Japanese American residential and commercial tenants (people born in Japan were legally prohibited from owning property at that time). The building housed the Nankaiya Hotel on its second story for at least 20 years, providing furnished rooms to Japanese American single male lodgers as well as family households. The buildings' first floor storefronts contained retail operations predominantly run by Japanese Americans, and its occupants between 1913 and 1940 included barber shops, restaurants, a secondhand goods store, a plumbing business, a grocery store, and a liquor store. Another notable example is 620 E 1st Street (1911) designed by architect J.E. Lacey. Originally constructed as a one-story store building, in 1913, owner Charles German had a residential second story (designed by E.B. Hogan Jr.) added. The building's second story provided furnished rooms to Japanese Americans and its first story had Japanese-run businesses including a noodle manufacturer, barber shops, a tailor, a beverage shop, and a restaurant. Institutional uses in the area include utility outposts such as the Edison electrical substation (1911), and a Department of Water & Power distributing station (1923).

By the 1920s, the area now comprising the historic district was fully established as an industrial hub. This was aided in part by the pattern of development occurring outside the central city. As the City of Los Angeles continued to annex existing communities as well as available land in the San Fernando Valley, zoning was amended to eliminate residential housing in the Downtown area. By 1922, the City had officially re-zoned the Downtown area to accommodate the construction of more offices, retail, and manufacturing facilities. By the 1950s, the area was home to automotive manufacturing, trucking and transport, furniture manufacturing and storage, paint and chemical manufacturing, and paper and plastic production – as well as historically dominant industries such as food processing and lumber and woodworking operations. While industries evolved over time,

the district maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie.

By the 1960s, however, the character of the area within the district was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and new technologies in manufacturing and transport. Railroads had given way to the trucking industry, and businesses within the district were constrained by the physical demands such methods placed on their operations. Furthermore, outlying fledgling industrial centers such as Vernon and the City of Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities. As a result, by the 1970s many buildings within the district were vacant. However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in the vast and vacant warehouse buildings. Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks." Many of the area's most prominent industrial buildings found new life as gallery space and underground hangouts for a burgeoning art scene as well as the punk-rock music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts. In the mid-1990s, the area was officially designated as the Arts District. A subsequent wave of development began in 1999 with the passing of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike. Today, the area continues to attract new commercial and residential development, and existing facilities are adapted to meet the needs of the growing community.

Due to the inherent flexibility of their design, industrial buildings are often subject to a greater degree of modification over time. However, the district as a whole retains its distinctive character as an early-20th century industrial center. The industrial buildings, along with the district's other features – including its location, interior circulation pattern, industrial use, absence of landscaping, and evidence of former rail lines – all contribute to a strong sense of time and place. The Downtown Los Angeles Industrial Historic District is a singular resource which continues to convey its historic significance, telling the story of early industrial development in Los Angeles.

THEME: AVIATION AND AEROSPACE, 1911–1989

In a 1993 *Harper's Magazine* article writer David Beers states, "Aerospace and California were made not just for each other but *by* each other."[305] In the city of Los Angeles and surrounding Southern California cities, aviation and aerospace industries were a catalyst for growth and development throughout the 20th century. Beginning in the 1920s, aircraft companies established or relocated operations to Southern California, which offered expanses of open, undeveloped land, favorable climatic conditions, and adequate infrastructure, including water, power, and transportation systems to support development of factories, testing facilities, and new housing for a rapidly expanding workforce.[306] By 1929, Southern California was home to 40 percent of all planes and pilots licensed by the federal government.[307]

Like the automobile industry, growth of aviation and aerospace industries in Los Angeles County is attributed primarily to civic boosterism, particularly through the efforts of newspapers, entertainment companies, and the Los Angeles Chamber of Commerce (Chamber), which promoted the region's natural advantages, including weather conducive to year-round flying and outdoor construction of airplanes.[308] In a 1926 *Los Angeles Examiner* article, Edwin Clapp stated, "there is going to be a Detroit of the aircraft industry. Why not here in Los Angeles?"[309] In the 1930s, the Chamber helped answer this question by creating an Aviation Department, which promoted development of aviation industry through financing, contracts, and public promotion, particularly through sponsorship of air meets showcasing new technology at various airfields.[310]

The Chamber worked with aviation pioneers Glenn Curtiss, Charles Willard, and Roy Knabenshue to coordinate the first air meet during ten days in January 1910 at Dominguez Field, adjacent to the current location of California State University, Dominguez Hills in the City of Carson. Attended by 226,000 people, the event, like Pasadena's Tournament of Roses Parade, was intentionally held in winter to showcase the region's warm weather. Other Chamber-sponsored events included Graf Zeppelin landing at Mines Field, the current site of Los Angeles International Airport (LAX), on August 26, 1929, attended by 500,000 people.[311]

In addition to interest generated through air meets, a variety of factors contributed to aviation industry growth in both the United States generally and Los Angeles specifically. Following the Wright Brothers' flight in 1903, the first plane was sold to the United States government in 1908.[312] During World War I, nearly 17,000 planes were constructed, and 10,000 people taught to fly. Charles Lindbergh's 1927 flight from New York to Paris further popularized the industry, and his 1927 visit to air races at Mines Field was commemorated with installation of a beacon atop Los Angeles City Hall

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[305] Wade Graham, "Blueprinting the Regional City: The Urban and Environmental Legacies of the Air Industry in Southern California" in *Blue Sky Metropolis: The Aerospace Century in Southern California*, ed. Peter J. Westwick, 2012.
[306] Ibid.
[307] Arnold Anderson, "Commercial Aviation in Southern California," *Los Angeles Realtor 8* (June, 1929), 8.
[308] William Deverell, "Introduction" in *Blue Sky Metropolis: The Aerospace Century in Southern California in Blue Sky Metropolis: The Aerospace Century in Southern California*, ed. Peter J. Westwick, 2012.
[309] Tom Zimmerman, *Paradise Promoted*, 151.
[310] Graham, "Blueprinting the Regional City: The Urban and Environmental Legacies of the Air Industry in Southern California"
[311] Zimmerman, *Paradise Promoted*, 154.
[312] Anderson, "Commercial Aviation in Southern California," 7.

(Historic-Cultural Monument No. 150, 200 N. Spring Street) to guide air traffic.[313] The 1926 Air Commerce Act further legitimized the industry by establishing the Department of Commerce Aeronautics Branch to create, maintain, and chart airways; investigate and record causes of accidents; and make regulations related to qualifications of pilots and safety of planes.[314]

SUBTHEME: AIRFIELDS AND AIRPORTS

As the aviation industry matured, developers realized the capability of airfields to serve as anchors of industrial districts comprising manufacturers of airplanes and ancillary parts. By 1929, 53 airfields were located within 30 miles of Downtown Los Angeles, contributing to growth of a multimodal, regional city.[315] Although most of these airfields were redeveloped for other uses, particularly during the 1960s and 1970s, LAX, Van Nuys, and Whiteman airports continue to serve aviation needs in Los Angeles.

Los Angeles International Airport (LAX)

The site of LAX was previously occupied by Mines Field, named for realtor William H. Mines, who worked with owner James P. Martin to lease the airfield. In 1928, the airfield hosted National Aeronautics Association-sponsored air races, attended by 200,000 people, including William E. Boeing, Charles Lindbergh, and Amelia Earhart.[316] The Los Angeles City Council decided to lease this site, when evaluating potential municipal airport sites, due to the presence of infrastructure constructed for the event.[317] Clifford W. Henderson, organizer of the air races, was named Director of the City's new Department of Airports, and Curtiss Wright Company constructed Hanger No. 1 (Historic-Cultural Monument No. 44, 5701 West Imperial Highway) in 1929 as the first permanent building on the LAX site to house Curtiss Flying Service's flight school and fleet of Robin aircraft.[318] In attracting surrounding manufacturers, the airport faced competition from more established airports, including Burbank's United Airport (currently Bob Hope International Airport) and Glendale's Grand Central Airport. Consequently, the LAX site was used mainly by private aviators and flight schools, including California Flyers School. As the City increased efforts to attract manufacturers, companies like Fleet Aircraft Manufacturing Company and Golden Eagle Aircraft established small operations. Larger companies followed, like Moreland Aircraft Company in the adjacent City of El Segundo.[319]

Following a 1934 report by meteorologist Dr. Ford Ashman Carpenter declaring the LAX site as "one of the best [airports] in the United States for all kinds of aircraft" due to its optimal flight conditions and space for future growth, such companies as Trans World Airlines (TWA) and American Airlines expressed interest in extending operations to the LAX site under the condition that facilities be modernized and expanded.[320] The City paid $2,692,000 to own the airport. A master plan was

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[313] Thomas Kessner, *The Flight of the Century: Charles Lindbergh & the Rise of American Aviation* (New York: Oxford University Press, 2010), 142.
[314] Anderson, "Commercial Aviation in Southern California," 25.
[315] Greg Hise, *Magnetic Los Angeles: Planning the 20th Century Metropolis* (Baltimore, Maryland: The Johns Hopkins University Press, 1997), 117.
[316] Tom Moran, *Los Angeles International Airport: From Lindbergh's Landing Strip to World Air Center* (Los Angeles, CA: CCA Publications, 1993), 20.
[317] Ibid., 23.
[318] Martin Grief, *The Airplane Book* (New York: Mayflower Books, 1979), 95.
[319] Moran, *Los Angeles International Airport,* 36.
[320] Ibid., 42.

created in 1943 and American Airlines, TWA, Western Air, United Airlines, and Southwest Airlines began operations in 1946.[321]

Between 1946 and 1953, airport boundaries expanded to encompass 2,000 acres.[322] Architects William Pereira and Charles Luckman collaborated with Welton Becket & Associates and Paul Revere Williams to design facilities for further expansion, including the LAX Theme Building (Historic-Cultural Monument No. 570, 209 World Way). After several failed attempts, 86 percent of Los Angeles voters approved a $46 million bond measure in 1956 to construct new buildings facing a U-shaped access road.[323] Having undergone subsequent expansions, LAX now serves 53 million visitors a year, ranking among the world's top ten busiest airports.[324]

Some features of LAX are designated and the airport is currently undergoing an extensive modernization project. The Los Angeles World Airports (LAWA) conducted their own surveys as part of the environmental review process for this project and no surveys of LAX were conducted as part of SurveyLA.

Van Nuys Airport (VNY)

The Van Nuys Airport is the longtime location of aviation facilities in the San Fernando Valley, in continuous operation since 1928 and highly influential in the development of aviation in California. The airport was established by a small corporation in 1928 as the Metropolitan Airport. It served numerous local aviators during the 1920s and 1930s, and was the base for record-setting flights including endurance records and the women's speed record, set by aviatrix Pancho Barnes in 1930. During the early years, the airport was about 80 acres in size and consisted of a 3,000-foot runway with minimal facilities like small hangars for biplanes. It grew throughout the 1930s, as Hollywood discovered it as a filming location and aviation slowly expanded beyond the realm of the daredevil, doubling its original size by 1941.

The airport changed dramatically with the entrance of the U.S. into World War II in 1941. The U.S. Army took over the property, along with another 163 adjacent acres, and transformed it into the Van Nuys Army Air Field. The property continued to develop during the war, and came to include two massive hangars housing the U.S. Navy-Lockheed Aircraft Corp's aircraft modification facility (1943). This plant manufactured and repaired B-24 Liberator bombers and modified other aircraft for combat use. In 1949, the City of Los Angeles purchased the airport from the War Assets Administration for a token $1, agreeing to retain its use as the base for the California Air National Guard; the now-400 acre property was renamed the San Fernando Valley Airport.

In 1949, the City purchased the airport, later investing in a new control tower and underpass at Sherman Way, renaming it Van Nuys Airport in 1957.[325] The airport returned to its original focus on private aircraft owners, and companies, including Norman Larson Company, Valley Pilots, and Thunderbird Aviation, offered pilot training, aircraft sales and rentals, mechanical repairs and

[321] Ibid., 42, 49.
[322] Ibid., 51.
[323] Ibid., 53, 56.
[324] Airports Council International, "Year to date passanger traffic," 2011, March 22, 2011 http://www.airports.org/cda/aci_common/display/main/aci_content07_c.jsp?zn=aci&cp=1-5-212-218-222_666_2
[325] Ibid., 80.

service, tie-downs, and air taxi services.[326] VNY anchors an industrial and aviation manufacturing district, that was expanded upon acquisition of residential parcels east, south, and west of the airport in 1964.[327]

The Van Nuys Golf Course was constructed on airport property in 1968, and the new control tower still used today was built at the same time. Today the Van Nuys Airport is part of the Los Angeles World Airports system, which includes LAX and Ontario. It is one of the world's busiest non-commercial airports, seeing hundreds of takeoffs and landings per day.

Whiteman Airport

Whiteman Airport, originally Whiteman Airpark, originally included 55 acres (now approximately 185 acres) and was constructed in 1943 by businessman Marvin Whiteman. By the 1960s, the San Fernando Valley's busiest airport, Van Nuys Airport, was extremely overcrowded and Los Angeles County began searching for an auxiliary location. In 1966, the County bought the small, private airport to fulfill this need. Improvements were made throughout the 1970s and 1980s, including the repaving of the airstrip, the addition of hangars, and the construction of an air traffic control tower. The property was identified by SurveyLA, but because it is unclear how much of the original airport remains intact, and most of the airport cannot be seen from the public right-of-way, more research and analysis is necessary in order to make a finding of eligibility.

EVALUATION GUIDELINES FOR AIRPORTS AND AIRFIELDS

The table below lists known airfield and airport resources in the city of Los Angeles. Eligibility standards were not developed for these property types as all extant resources within the city limits have been identified and each have distinct and unique character defining features.
As anchors of industrial districts, airfields and airports were instrumental in the growth of aviation and related industrial development in Los Angeles, housing flight schools and aircraft manufacturers, in addition to hosting air races and air meets that further promoted the region. Airfields and airports elevated Los Angeles' economic status among North American cities, serving as termini for numerous international passenger and air mail routes. Airfield and airport sites are generally occupied mainly by one or more landing strips with various buildings, including control towers, passenger terminals, and variety of warehouse and hanger buildings used for storage, repair, and construction of aircraft, located along site edges. The nature of airport operations coincides with ongoing alterations related to modernization, expansion, new tenant needs, and safety regulation compliance.

Known Airfield and Airport Resources in Los Angeles

Resource Name	Location	Comments
Hangar No. 1 (LAX)	5701 West Imperial Highway	HCM No. 44
LAX Theme Building	209 World Way	HCM No. 570
Los Angeles City Hall – Beacon	200 N Spring Street	HCM No. 150

[326] Ibid.
[327] Walt Secor, "Airport Area Owners Hit Zoning Tactics," *Los Angeles Times,* August 2, 1964.

Resource Name	Location	Comments
Whiteman Airport	12657 Osborne Street	This airport was flagged by SurveyLA further research before an evaluation can be made.
Van Nuys Airport	16461 Sherman Way	Identified for SurveyLA

SUBTHEME: AIRCRAFT MANUFACTURING, 1919–1980

The earliest aircraft manufacturers in the city of Los Angeles produced private aircraft in small shops and industrial buildings near Downtown. As companies expanded, they moved to larger factories that contained high volume interior spaces, often with curved ceilings to accommodate interior assembly of aircraft, located near existing airfields and airports.[328] Manufacturing companies specialized in construction of airplanes and production of motors. Of approximately 20 airplane manufacturers in Los Angeles County in 1929, the two largest were Douglas Aircraft Company, Inc. (with operations in the City of Santa Monica) and Lockheed Aircraft Corporation (based in the City of Burbank with operations at Van Nuys airport during World War II). Kinner Airplane and Motor Company (with operations in Glendale and offices in Downtown Los Angeles at 639 S. Spring Street, Historic-Cultural Monument No. 671), established in 1919, was the largest motor manufacturer. [329]

Aircraft ancillary equipment manufacturers also played an important role in the aviation industry, specializing in parts such as wheels, tires, pistons, and radiators. Few intact examples remain. Harvill Aircraft Die Casting Corporation (2344 East 48th Street, no longer extant) specialized in production of cable pulleys and hydraulic landing gear. Aluminum Alloy Casting Company (3132 Alosta Street, no longer extant) and Supreme Aluminum Foundry (1645 E. Slauson Avenue, extant) specialized in aluminum. The California Propeller (1516 W. Slauson Avenue, altered) and Story-Gawley (1540 N. San Fernando Road, no longer extant) companies both produced propellers. Flexo Manufacturing Company (1700 E. 9th Street, no longer extant) produced radiators, Crawford Airplane Supply Company (850 Washington Boulevard, no longer extant) produced wheels, and Borg-Warner Aircraft Parts and Manufacturing (5521 Cleon Avenue, extant) produced a variety of ancillary parts.

Airplane manufacturing schools were also established near airfields and factories to prepare workers for jobs in manufacturing, fabricating, and testing airplanes. Like factories, schools were frequently situated along railroads to enable rapid receipt of new equipment. Aero Industries Technical Institute (5245 San Fernando Road, extant) opened a campus in 1937 near Griffith Park Aerodrome with capacity for 500 students. Prominent members of the school's executive board included John K. Northrop and Robert E. Gross, and on site equipment included electrical spot welders, drop hammers, and heavy presses.

According to a 1934 Chamber General Industrial Report, California led all states with 3,460 out of 11,958 licensed pilots and 972 out of 9,055 airplanes in operation. By 1939, $80 million worth of aircraft and parts were produced in Los Angeles County, compared to $5 million in 1929. Southern California accounted for 44 percent of the nation's aircraft production.[330] Employment in this industry increased by 75 percent from 1939–1943. In 1940, the aviation industry employed more people in Southern California than any other industry. Nearly half of the county's manufacturing jobs were in aviation. In 1941, 13,000 new industrial workers arrived to Los Angeles County every month.[331] Coinciding with population growth, new residential subdivisions in the city of Los Angeles

[328] Hise, *Magnetic Los Angeles,* 127-129.
[329] Anderson, "Commercial Aviation in Southern California," 8.
[330] Los Angeles, Community Analysis Bureau, *The Aerospace Industry as Primary Factor of the Industrial Development of Southern California* (Los Angeles: Community Analysis Bureau, 1976), 9.
[331] Hise, *Magnetic Los Angeles,* 129.

developed in proximity to aircraft factories, including Westside Village near Douglas Aircraft Company and Westchester near North American Aviation.[332]

Major Manufacturers after World War II

When Franklin Roosevelt called for an air force of 50,000 planes in 1940, most of the smaller companies had either closed or been acquired by larger companies.[333] As manufacture shifted from private aircraft to military production during World War II, major Los Angeles County manufacturers included the following: Douglas Aircraft Company (with some operations in the city of Los Angeles), Lockheed Aircraft Corporation (with some operations in the city of Los Angeles), Hughes Aircraft Company (based in the city of Los Angeles), Northrop Corporation, North American Aviation, and Vultee Aircraft Corporation.

Douglas Aircraft Company (Douglas) was established in the city of Santa Monica by Donald W. Douglas in 1920.[334] Engineers at this company included James H. Kindelberger, Jack K. Northrop, and Gerard Vultee, all of whom eventually led major Los Angeles County aircraft companies. In 1929, the company moved its operations to Clover Field (now Santa Monica Airport) and added factories in El Segundo and Long Beach, winning a 1932 competition for design of the DC series of planes, which eventually carried over 95 percent of air traffic.[335]

Lockheed Aircraft Corporation (Lockheed) was named for its founders, the Loughead brothers who initially built planes in San Francisco and operated a Santa Barbara plant before moving to a larger factory in the city of Burbank. Purchased by Detroit Aircraft Corporation (Detroit) in 1928; Lockheed was placed in receivership after Detroit failed in 1929.[336] In 1932, a group led by Robert E. Gross purchased Lockheed out of receivership, and the company's focus shifted to military production. Between 1937 and 1941, its workforce increased from 1,200 to 53,000, with sales increasing from $5 million to $145 million.[337] Lockheed purchased Union Terminal in Burbank in 1940 and also conducted operations at the site of VNY.[338] Lockheed acquired Vega Airline Corporation (Vega), as a subsidiary producing military aircraft. Including their ancillary suppliers, Lockheed and Vega, employed 72,000 workers during World War II.[339]

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332 Hise, *Magnetic Los Angeles,* 138.
333 Graham, "Blueprinting the Regional City: The Urban and Environmental Legacies of the Air Industry in Southern California."
334 James Richard, *Social and Economic Aspects of the Aircraft Industry in Metropolitan Los Angeles During World War II* (PhD. dissertation, University of California at Los Angeles, 1971), 8.
335 Ibid..
336 Ibid., 9.
337 Ibid.
338 Ibid., 11.
339 Hise, *Magnetic Los Angeles,,* 129.

John K. Northrop's early career included work for both Lockheed and Douglas. In 1927, he helped organize Lockheed's Burbank operations in addition to Avion Corporation.[340] In 1931, he organized Northrop Corporation (Northrop) as an engineering subsidiary of Douglas. After Douglas acquired all Northrop stock, John K. Northrop left the company and opened a new plant in the City of Hawthorne in 1940.[341]

Howard Hughes established Hughes Aircraft (Hughes) in 1932 to support his interest in flying; in 1940, he purchased 380 acres of the Ballona Wetlands on Jefferson Boulevard in what is now the neighborhood of Playa Vista in the city of Los Angeles, constructing a 60,000-square foot aircraft plant with adjacent grass runway (intersection of S. Campus Center Drive and W. Bluff Creek Drive, extant).[342] Focusing on production of a variety of aircraft and helicopters, the company is noted for designing HK-1 Hercules flying boat, also known as the Spruce Goose, at Building 15 on this site.

High volume hangar at Hughes Aircraft Historic District with glulam posts and curved glulam beams used originally for aircraft assembly, including the Spruce Goose.
Source: Authors 2011

James. H. Kindelberger worked as a draftsman in Cleveland for Glenn L. Martin Company before running North American Aviation, closing the company's eastern operations and moving to the city of Inglewood in 1935.[343]

[340] Richard, *Social and Economic Aspects of the Aircraft Industry in Metropolitan Los Angeles During World War II,* 14.
[341] Ibid.
[342] Hise, *Magnetic Los Angeles,* 132.
[343] William Glenn Cunningham, *The Aircraft Industry: a Study in Industrial Location* (Los Angeles: Lorrin L. Morrison, 1951), 44.

Office building at Hughes Aircraft Historic District, note horizontal bands of steel sash windows and steel siding. Source: Authors 2011

Vultee Aircraft Corporation (Vultee) in the city of Downey began as Airplane Development Corporation in the city of Glendale.[344] Owner Gerard Vultee worked for Douglas in the 1920s, serving under John Northrop. Forming his own company in 1936, Vultee's business expanded primarily through European orders. Vultee installed the industry's first powered conveyor assembly line, which reduced manufacturing times by 75 percent.[345] In 1943, the company merged with Consolidated Aircraft in San Diego to form Convair.[346]

Plant sizes varied. While the average firm had 389 employees, Douglas had 11,500. During World War II, as demand for aircraft increased, most firms expanded operations by constructing additions to existing buildings. Other firms acquired vacant buildings, like Lockheed, which occupied 250 buildings in Los Angeles County.[347]

[344] Richard, *Social and Economic Aspects of the Aircraft Industry in Metropolitan Los Angeles During World War II* , 17.
[345] Ibid., 17.
[346] Ibid., 18.
[347] Ibid., 81.

ELIGIBILITY CRITERIA: AIRCRAFT MANUFACTURING

Summary Statement of Significance: Aircraft manufacturers and ancillary aircraft equipment factories are significant in the area of Industry. They are significant representations of the aviation industry, an economically important industry that helped to define Los Angeles as a world city. Originally located in factories concentrated near Downtown and eventually moving to larger facilities located throughout the city and county of Los Angeles, manufacturers of aircraft frames, motors, and parts were a dominant force in the Los Angeles economy and the region's aircraft industry. In 1934, California led all states in terms of the number of airplanes in operation, and by 1941, nearly half of Los Angeles County manufacturing jobs were in aviation. Extant resources are now rare.

Property Type #1: **Industrial – Aviation/Aerospace - Aircraft Manufacturer**

Property Type Description: Is one of the few identified aircraft manufactures remaining in Los Angeles. Facilities are large factory buildings that contain high volume interior spaces, often with curved ceilings to accommodate interior assembly of aircraft, and located near existing airfields and airports. During World War II, as demand for aircraft increased, most firms expanded operations by constructing additions to existing buildings. Facilities may be recorded as historic districts.

Property Type Significance: See Summary Statement of Significance above.

Geographic Location: See locations below of known/identified resources.

Area of Significance: Industry

Criteria: NR: A CR: 1 Local: 1

Period of Significance: 1919-1980

Period of Significance Justification: Date range corresponds with the beginning of aviation in the city and the end date for SurveyLA; end date may be extended over time.

Eligibility Standards:

- Is one of few identified aircraft manufactures remaining in Los Angeles
- Constructed or used during period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Located at or near an existing or former airfield or airport

- For the National Register, a property must possess exceptional importance if less than 50 years of age
- As a whole, may comprise a historic district

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Setting may have changed
- Original facility may have been expanded or altered during the period of significance

Property Type #2:	**Industrial – Aviation/Aerospace - Aircraft Ancillary Equipment Factory**
Property Type Significance:	See Summary Statement of Significance Above.
Property Type Description:	Aircraft ancillary equipment manufacturer factories are located at or near existing or former airfields and airports. They are fireproof in construction and have large interior assembly spaces and daylighting in the form of large window openings or skylights. Roofs are generally flat or sawtooth.
Geographic Location:	Earliest factories Downtown with larger factories at or near existing and former airfields and airports, including LAX, VNY, and Bob Hope International Airport (in North Hollywood); also concentrated along railways.
Area of Significance:	Industry
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1919-1980
Period of Significance Justification:	Date range corresponds with the beginning of aviation in the city and end date for SurveyLA. The end date may be extended over time.

Eligibility Standards:

- Strongly associated with production of aircraft ancillary equipment
- Constructed or used during period of significance

Character defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Located at or near an existing or former airfield or airport
- Daylighting in the form of large window openings or skylights
- Fireproof construction with large interior assembly space
- Typically flat or sawtooth roof

- Physical relationship between resource and transportation routes (particularly railways) may still be apparent
- As a whole, may comprise a historic district
- For the National Register, a property must possess exceptional importance if less than 50 years of age

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Original use may have changed
- Setting may have changed
- Original facility may have been expanded or altered during the period of significance

Known Aircraft Manufacturing Resources in Los Angeles

Resource Name	Location	Comments
Hughes Aircraft Historic District	S. Campus Center Drive and W. Bluff Creek Drive	Determined eligible for the National Register as part of a Section 106 Review in 1995; Listed in the California Register
Navy Lockheed Service Center	Van Nuys, near intersection of Woodley Avenue and Saticoy Street	Not recorded for SurveyLA; near Van Nuys Airport
Davis-Douglas Airplane Company	421 Coylton Street	Converted from planing mill to aircraft manufacturing in 1920.

Known Aircraft Ancillary Equipment Factories in the City of Los Angeles

Resource Name	Location	Comments
Supreme Aluminum Foundry	1645 E Slauson Avenue	Aluminum
Borg-Warner Aircraft Parts and Manufacturing	5521 Cleon Avenue	Miscellaneous parts
TransCo Part Supply, Inc.	12210 Nebraska Avenue	Constructed 1950. Machine part manufacturing for aviation/aerospace industry at this location until 1965.

SUBTHEME: AEROSPACE, 1946–1989

By the end of the World War II, Southern California manufacturers accounted for 60 to 70 percent of the nation's aircraft industry, and defense and aerospace related spending increased following explosion of the Russian A-bomb in August 1949, the Korean War in 1950, and the launch of the Sputnik in 1957.[348] Corresponding with increased government investment in aerospace technologies, aviation companies like Lockheed, began to diversify and reposition themselves to focus primarily on aerospace. Before establishing his own company, Simon Ramo began overseeing programs integrating radar with wing-gun controls and air-to-air missiles at Hughes in 1946, focusing on radars and systems to guide missiles to earth.[349] On January 23, 1958, the North Hollywood Chamber of Commerce (NHCOC) organized a conference with 30 local firms to devise strategies for 300 local firms to perform work in the missile-electronic field, recognizing the importance of shifting emphasis from defense aircraft to missiles.[350]

As the California Institute for Technology (Caltech) in Pasadena increased its focus on rocketry, Jet Propulsion Laboratory (JPL) in La Cañada Flintridge emerged as a center for aerospace research and development, leading to development of new companies like Aerojet (2929 East 54th Street, city of Vernon) and increased employment opportunities in the region. In 1955, 275,000 people were employed in Los Angeles County aviation and aerospace companies, compared to 100,000 in 1950; in the 1960s, 55 percent of all manufacturing jobs were in aerospace.[351] As companies like Lockheed, Rocketdyne, Thompson Ramo Wooldridge, and Litton received large federal contracts, they expanded operations.[352] Industrial districts in the neighborhoods of North Hollywood, Van Nuys, Chatsworth, and Canoga Park and the city of Burbank further developed.[353]

The Santa Susana Field Laboratory, a 2,850-acre site nestled in the Santa Susana Mountains north of the San Fernando Valley in the City of Simi Valley was used by North American Aviation's Rocketdyne division in 1949, United States Air Force from 1954 to 1973, and NASA until 2000. At the site, thousands of motors were tested, including the Navaho, Atlas, Jupiter, and Thor engines.[354] In addition, Rocketdyne and the U.S. Department of Energy conducted nuclear research at the site.

Aerospace firms were heavily involved with universities in the design of aerospace educational facilities and programs. In San Diego, Convair and General Atomics developed curricula at the University of California, San Diego (UCSD). After World War II, the University of Southern California (USC) expanded its engineering school and defense research while offering masters instruction to Hughes Aircraft Company employees. The school also received a 1944 research contract from Lockheed Aircraft for studies in spot-welding aluminum alloy.[355] Architect William Pereira is associated with the designs of many of these educational institutions, in addition to numerous

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348 Los Angeles, Community Analysis Bureau, 9.

349 James Flanigan, *Smile Southern California, You're the Center of the Universe* (Stanford, CA: Stanford University Press 2009), 27.

350 "Parley to Host Industrial Giants," *Los Angeles Times,* January 5, 1958.

351 Los Angeles, Community Analysis Bureau, 9.

352 Graham, "Blueprinting the Regional City: The Urban and Environmental Legacies of the Air Industry in Southern California."

353 Graham, "Blueprinting the Regional City: The Urban and Environmental Legacies of the Air Industry in Southern California,"

354 Joan Didion, *Where I was From* (New York: Alfred A. Knopf, 2003), 115.

355 USC Viterbi School of Engineering, "History," March 22, 2011 http://viterbi.usc.edu/about/history/.

Southern California aerospace industrial campuses, developing an aerospace modernism style emphasizing use of steel, glass, and concrete and strong horizontal lines.[356]

In the 1980s, 40 percent of American missile and aerospace firms were based in Southern California, in addition to one-third of all aerospace engineers. However, companies increasingly relocated outside of the City of Los Angeles. Despite continued presence of aerospace companies in the neighborhoods of Chatsworth and Canoga Park, many firms established new operations in San Diego, Orange, and Ventura counties. When the Cold War ended in 1989, the local aerospace industry lost 5,000 jobs, attributed to reductions in defense contracts.[357]

ELIGIBILITY CRITERIA: AEROSPACE

Summary Statement of Significance: Los Angeles' aerospace industry gained momentum as defense contracts increased following World War II. Many existing aviation firms repositioned themselves to produce missiles and spacecraft, resulting in additional economic development and the creation of new industrial districts, particularly in the western San Fernando Valley; this growth was accompanied by development of new residential subdivisions. By 1955, more than half of all manufacturing jobs in Los Angeles County, and by 1980 about 40 percent of all aerospace firms in the nation had headquarters in Southern California. The primary property type associated with the aerospace industry is the Aerospace Plant, a centrally planned, typically landscaped complex with large opaque buildings where workers designed and assembled the nation's cutting-edge weaponry and space exploration technology.

Associated Property Type: **Industrial - Industrial – Aviation/Aerospace - Aerospace Plant**

Property Type Description: Aerospace plants are typically large campuses composed of multiple controlled-conditions, high-volume buildings designed for working on large spacecraft and missiles. In contrast to earlier manufacturing plants, aerospace plants may appear to be cleaner and less industrial, with landscaped common areas and all manufacturing activities (which were often classified government/military projects) hidden within buildings. They may also be considered eligible under the "Industrial Design and Engineering" theme as excellent examples of Industrial Parks.

[356] Stuart Leslie, "Spaces for the Space Age: William Pereira's Aerospace Modernism," in *Blue Sky Metropolis: The Aerospace Century in Southern California,* by Peter J. Westwick (Berkeley, CA: University of California Press, 2012).
[357] Flanigan, *Smile Southern California, You're the Center of the Universe,* 25.

Property Type Significance:	Aerospace plants may be significant because they are associated with the aerospace industry, an economically important industry that helped to define Los Angeles as a world city. Aerospace emerged as a prominent industry in the city and county of Los Angeles as defense contracts increased following World War II. Many existing aviation firms repositioned themselves and adapted existing facilities to produce missiles and spacecraft. Aerospace firms also constructed new industrial campuses that included facilities for manufacturing and offices, shaping the industrial landscape of the western San Fernando Valley. By the 1980s, 40 percent of American aerospace firms were based in Southern California.
Geographic Location:	North Hollywood, Northridge, Woodland Hills, Canoga Park, and Chatsworth
Area of Significance:	Industry; Architecture
Criteria:	NR: A CR: 1 Local: 1
Period of Significance:	1946-1989
Period of Significance Justification:	The advent of the Aerospace Industry following the end of WWII to 1989, the end of the Cold War and reduction of defense.

Eligibility Standards:

- Strongly associated with production and design of missiles and spacecraft
- Constructed or used during the period of significance

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance, including the spatial and contextual relationships of multiple resources
- Reinforced or tilt-up concrete construction
- High-volume building(s) designed for work on large spacecraft and missiles
- May include multiple buildings on industrial campus with associated landscape, parking, and ancillary buildings
- For the National Register a property must possess exceptional importance if less than 50 years of age
- May also be eligible under the Industrial Design and Engineering theme as an excellent example of an industrial park or industrial building type

Integrity Considerations:

- Should retain integrity of Location, Design, Setting, Materials, Association, and Feeling
- Original facility may have been expanded and altered over time, during the period of significance

Known Aerospace Plants in the City of Los Angeles

Resource Name	Location	Comments
Litton Systems Industries/Northrop Grumman	21240 Burbank Boulevard (historical address 5500 Canoga Avenue)	Three main campus buildings constructed in 1959-1961 by noted architects AC Martin and Charles Luckman.
Rocketdyne	6333 Canoga Avenue - bounded by Canoga Avenue to the east, Vanowen Street to the north, Owensmouth Avenue to the west, and Victory Blvd to the south	Mostly demolished for new development after SurveyLA. Development and implementation of an Interpretive & Commemorative Plan has been developed as part of the environmental reviews process for new development of the site.
Rocketdyne Office Building	6464 N. Canoga Avenue	More research needed to determine association with Rocketdyne.
Rocketdyne Office and Manufacturing; Building #2	21200 W. Victory Blvd.	More research needed to determine association with Rocketdyne.
Atomics International; Aerojet Rocketdyne	8900 De Soto Avenue	

THEME: INDUSTRIAL GIANTS, 1870-1980

Although industrial development in Los Angeles largely followed many social trends and movements that cannot be attributed to any one individual, the role of enterprising individuals in determining the location, character, and economic significance of industry in the city is considerable. Though every major industrialized city will have its share of notable industrialists in residence, Los Angeles seems to have attracted enterprising individuals from all over the country and as a result has a critical mass of world-renown industrialists. People migrated to Los Angeles from all over the country to find oil, make movies, fly and build airplanes, and build communities, both drawing from and building upon the city's inherent resources and attributes. Their biographies often read like the larger story of industrial Los Angeles and provide insight into the city's history through a personal lens.

Individuals who meet the Criterion B/2/2 for significance in the areas of industry and commerce may meet one or more of the following:

- "Pioneer" industrialists who, by their example encouraged industrial growth and shaped its development
- Major contractors who are responsible for building a large portion of Los Angeles
- Key individuals in booster institutions (such as the Chamber of Commerce) whose efforts led to exceptional industrial growth in the 20th century
- Industrial leaders that represent specific ethnic/cultural groups
- Female industrialists
- Pioneer industrialists in aviation, aerospace, oil, garments/textiles, and other key industries
- Industrial designers and inventors whose creations had a significant impact on industry, economics, or culture

Guidelines for Evaluation

The Industrial Giants theme is used to evaluate resources associated with persons who made important contributions to, or played a significant role in, industrial development in Los Angeles. Eligibility standards developed for this theme are largely based on the National Register Bulletin, "Guidelines for Evaluating and Documenting Properties Associated with Significant Persons" (https://www.nps.gov/nr/publications/bulletins/pdfs/nrb32.pdf).

This narrative provides overall guidance for how to evaluate resources within this theme. To evaluate a property it is necessary to: 1) complete research to make a case for individual significance within the overall context of Industrial Development and, 2) determine if the resource meets the eligibility criteria below. Individuals may be important for their contributions to industrial history within a highly localized area, such as a neighborhood of Los Angeles, or for their broad contribution to the city's commercial history. Some properties may also have significance at a regional, state, or national level when associated with individuals whose contributions to industrial history expanded beyond Los Angeles.

Associated property types may include the location of an industrial building, office, or residential property associated with a person. Resources may also be directly associated with persons significant in the city's ethnic/cultural history or women's' history as applicable, these Individuals and associated resources are discussed in the ethnic/cultural themes developed as part of the citywide historic context.

Applying Criteria

It is possible for a resource to be significant under local criteria and not meet significance or integrity thresholds for the National Register and/or California Register. The National Register requires a greater degree of comparative analysis with other individuals within the same geographic area, time period, and theme than may be required for the City's local Historic-Cultural Monument program. In addition, HCM criteria do not include a discussion of integrity; resources may be eligible under local criteria with more alterations than may be acceptable for the National Register and/or California Register.

ELIGIBILITY CRITERIA: INDUSTRIAL GIANTS

Summary Statement of Significance: Properties evaluated under this theme may be significant in the areas of Industry for their association with persons who made important contributions to industrial growth and development in Los Angeles. Some individuals may also be significant in the area of Ethnic Heritage or Women's History.

Geographic Location: Citywide

Area of Significance: Industry; Commerce; Ethnic History; Women's History

Criteria: NR: B CR: 2 Local: 2

Period of Significance: 1870-1980

Period of Significance Justification: The period of significance is broad to encompass most of the timeframe established for SurveyLA. The end date may be extended over time.

Associated Property Types:
Industrial (all types)
Commercial – Office
Residential – Single Family Residence/ Multi-Family Residence

Property Type Description: Eligible properties may include a variety of property types, including key offices and industrial shops/facilities. Key properties would include properties where the individual spent a formative or lengthy part of his or her career. Residences may also be significant, especially if no office or industrial facilities remains intact.

Property Type Significance: See Summary Statement of Significance above.

Eligibility Standards:

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

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- Directly associated with the productive life of the individual in the area of industrial growth and development
- Includes industrial pioneers, designers, and inventors whose work had a significant impact on industry
- May be associated with an individual important in ethnic/cultural or women's history
- May be an individual responsible for building a large portion of Los Angeles
- May be a key individual in booster institutions (such as the Chamber of Commerce) whose efforts let to exceptional industrial growth
- For residential properties, the individual must have resided in the property during the period in which he or she achieved significance
- For the National Register, properties associated with individuals whose significant accomplishments date from the last 50 years must possess exceptional significance

Integrity Considerations:

- Should retain integrity of Location, Design, Association, and Feeling from period of significance
- Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3
- Setting may have changed

THEME: INDUSTRIAL IDENTITY 1850-1980

Summary Statement of Significance:	Property types represent important long-term industries that have contributed to industrial growth and development in Los Angeles. Properties may also be significant in the area of Ethnic Heritage and for their association with women's history.
Period of Significance:	1850-1980
Period of Significance Justification:	The 1920s is the time of the earliest recorded resource under this them and 1980 is the end date for SurveyLA. The end date may be extended over time.
Geographic Location:	Citywide
Area(s) of Significance:	Industry; Ethnic Heritage
Criteria:	NR A CR 1 Local 1 Note: For SurveyLA, most properties within this theme were evaluated under local Historic-Cultural Monument criteria only. However, further research and analysis may reveal that some properties meet significance thresholds for the National and California registers.
Associated Property Type:	Industrial (all property types)
Property Type Description:	Any industrial property type can be significant under this theme if it meet the eligibility criteria below.
Property Type Significance:	See Summary Statement of Significance above.
Eligibility Standards:	• Is associated with an industrial company that made an important contribution to industrial growth and development in Los Angeles • Is the founding or the long-term location of a company significant in industrial history
Character Defining/Associative Features:	• Retains most of the essential physical features from the period of significance • May be associated with ethnic/cultural history, women's history, LGBT history • Contributes to the commercial, social, and cultural history of Los Angeles • May be associated with industries/corporations that have gained regional or national importance • May feature corporate designs, logos, and signs

- May have served as a prototype for other buildings and locations
- For the National Register, properties must possess exceptional importance if less than 50 years of age
- In most cases, the industry is still in operation

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, Materials, and Association
- Setting may have changed (surrounding buildings and land uses)
- Some alterations may be acceptable if they were made during the period of significance for a company and if significance is not also based on architectural quality

THEME: INDUSTRIAL ARCHITECTURE, 1850-1980

This section includes a brief discussion of architectural styles applied to Industrial building types. More in depth discussions of styles can be found in the broad range of themes developed for the "Architecture and Engineering" context.

As is the case with residential, institutional, and commercial property types, industrial buildings often incorporated popular architectural styles of the day into their overall designs and industrial building in Los Angeles reflect a variety of styles over time. Due to the utilitarian nature of industrial buildings, such architectural styling was usually expressed in applied details, such as cornices, pilasters, cartouches, and friezes. More elaborate examples integrated style into the form of the building itself, such as the central tower of the Art Deco Sears Roebuck & Company Mail Order Building at 2560 E. Olympic Blvd. (Historic-Cultural Monument No. 788), and the rooflines and oriel windows of the Tudor Revival style Wolfer Printing Company at 301-311 Winston Street (Historic-Cultural Monument No. 161). In the 1910s and 1920s, monumental entrances framed with columns and elaborate cast stone panels were popular on otherwise utilitarian looking buildings.

In some cases, the unique characteristics of the industrial process provided the opportunity to make a stylistic flourish. Industrial lofts, which were largely constructed in the 1920s and 30s, possessed a height that complemented the vertical emphasis of Art Deco exceptionally well. Though not as common, a few horizontal-process facilities adopted Streamline Moderne, Late Moderne, and Mid-Century Modern styles to emphasize the vast breadth of their operations. The Coca-Cola Bottling Plant at 1200–1334 S. Central Avenue (Historic-Cultural Monument No. 138) reflects an application of Streamline Moderne to the exterior that emphasizes the horizontal massing of the plant and advertises the company's connection with modernity and popular culture.

Art Deco Style Hoffman Candy Company at 6600 Avalon Boulevard.
Source: Authors 2010

The Austin Company

During the late 19th century, industrial engineering firms began marketing standardized, steel frame buildings to customers. Founded in 1878, the Austin Company of Cleveland, Ohio, was one of the most prominent of these firms. By 1913, their catalogue offered ten standardized designs for industrial lofts and production sheds, which could be combined to meet customers' specific needs. After a design was ordered, building materials were shipped to the customer and assembled onsite. Representing a significant cost savings for the client, the steel frame buildings were assembled very quickly and efficiently. The company advertised that "[t]he Austin Method is a square deal way of planning, erecting, equipping and maintaining buildings. It makes you in effect your own architect, engineer, builder."[358]

The Austin Company was responsible for some innovative advances in industrial architecture. In 1918, their newly completed factory for the Curtiss Aeroplane and Motor Corporation in Buffalo, New York, was the largest factory in the world. Later they designed what is believed to be the first windowless, controlled-conditions factory in the United States for the Simonds Saw and Steel Company in 1929-1931. During the 1930s, the Austin Company became a proponent of the Moderne design style for industrial buildings, featuring architectural elements such as smooth exteriors, modernistic motifs, rounded corners, steel canopies, horizontal bands, and strip windows. The company helped popularize this look through its "Industry Goes Modern" advertising campaign in *Fortune* magazine.[359] The Austin Company, now owned by the Kajima USA Group, is still in business, and still advertises the "Austin Method" of industrial design and construction.[360] In Los Angeles, the Austin Company appears to have been one of the most prolific designers and builders of industrial building during the first half of the 20th century.

Modernism and Industrial Design

In the early 20th century, American industrial architecture captured the imagination of the nascent modernist movement in Europe. Pioneers of modern architecture, such as Walter Gropius and Le Corbusier, were inspired by the pure, geometric forms and functionalism of industrial architecture. In 1913, Gropius published the article "Die Entwicklung Moderner Industriebaukunst" in the journal *Jarhbuch des Deutschen Werkbundes.* Roughly translated as "The Development of Industrial Buildings," the article included seven pages of photographs of American grain elevators and daylight factories. In the text, Gropius explained that "America, the Motherland of Industry, possesses some majestic original constructions which far outstrip anything of a similar kind achieved in Germany." He contended that the silos and factories of the New World were comparable to "the work of the ancient Egyptians in their overwhelming monumental power."[361]

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[358] Austin Company 1907 advertisement, quoted in Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford Press, 1999), 227.

[359] The history of the Austin Company is taken from Bradley, *The Works,* 21-22, 227-229, 251.

[360] The Austin Company website, "Who We Are," http://theaustin.com/WhoWeAre/tabid/54/Default.aspx, accessed July 2011.

[361] Quoted in Reyner Banham, *A Concrete Atlantis: U.S. Industrial Building and European Modern Architecture 1900-1925* (Cambridge: The MIT Press, 1989), 202.

This article, and in particular its photographic illustrations, was very influential among European architects. During the 1920s, the same iconic images of American industrialism graced the publications and manifestos of architects like Walter Curt Behrendt, Bruno Taut, and Erich Mendelsohn. In his influential manifesto for modern architecture, *Vers une architecture,* Le Corbusier reproduced many of Gropius's original photographs. Using strident language, Le Corbusier promotes American industrial buildings as the ideal model for modern architecture. He proclaims, "Thus we have the American grain elevators and factories, the magnificent FIRST FRUITS of the new age. THE AMERICAN ENGINEERS OVERWHELM WITH THEIR CALCULATIONS OUR EXPIRING ARCHITECTURE."[362]

In *Learning from Las Vegas,* Robert Venturi, Denise Scott Brown, and Steven Izenour state that "industrial structures *represented*, for European architects, the brave new world of science and technology."[363] American engineers and industrial architects' technological advances and experiments in construction materials certainly helped lay the groundwork for modernism. Ernest L. Ransome, an American architect who primarily designed industrial buildings, is credited with developing reinforced concrete frame construction in the United States. The designer of some of the country's first daylight factories, Ransome's most influential work may have been his 1897 Borax Refinery in Bayonne, New Jersey. The concrete frame of the building survived an intense fire in 1902, which proved concrete's ability to withstand fire better than steel and greatly helped popularize the use of concrete for industrial buildings. In 1902, Ransome designed the factory buildings for United Shoe Machinery, an American company based in Massachusetts. United Shoe Machinery later invested in the Faguswerke shoe factory in Germany, and was consulted during the factory's design. Completed in 1914 and considered a seminal modernist building, the factory's façade was designed by Walter Gropius and Adolf Meyer.

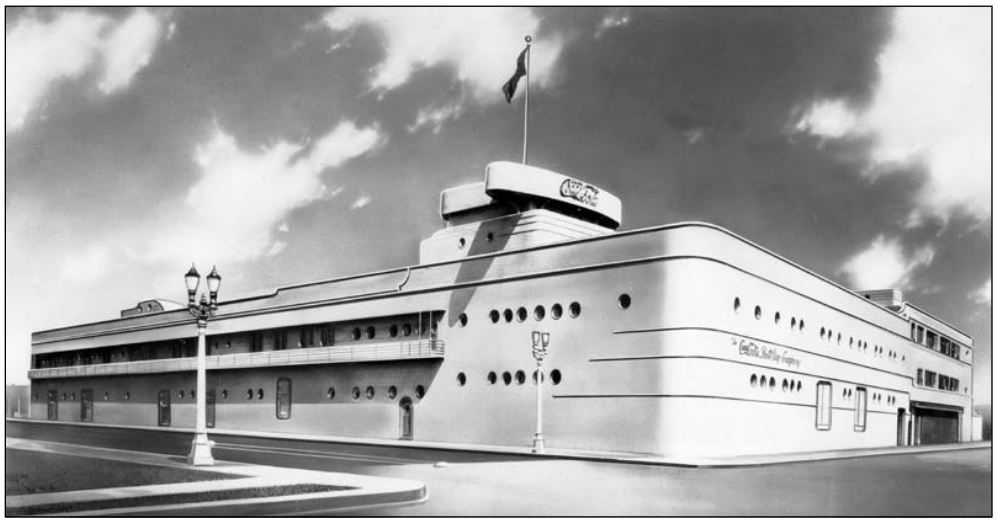
Perhaps the most famous and influential American industrial architect was Albert Kahn, the "architect of Detroit." Kahn designed a number of industrial buildings for the automobile industry in Detroit, becoming famous through his association with Henry Ford. His first major commission was for the Packard Motor Car Company in Detroit. Photographs of the finished daylight factory, Packard 10, were soon circulating within the European architectural community. The work that had the most profound impact on modernism, however, was Kahn's Highland Park Ford Plant, the factory where the original Model T automobiles were mass produced. A photograph of this building was included in Gropius's groundbreaking article, and it was the inspiration behind the design of Matte-Trucco's Fiat factory in Turin, Italy. By the time the Fiat factory was completed in 1920, the older American factory design was already somewhat antiquated. Nevertheless, the building quickly became a symbol of modern Italy. While the daylight factory represented only a brief stage in industrial design, its simple geometry and walls of glass inspired a generation of architects. Transformed into the International Style, the architectural vocabulary of the daylight factory long outlived its original industrial application.

[362] Ibid. 224, emphasis original.
[363] Ibid. 3, emphasis original.

In contrast to the well-known Albert Kahn, American architect A.E. Baxter is relatively obscure. During the early 1900s, Baxter designed a number of cement grain elevators, including the Washburn-Crosby complex in Buffalo, New York. Images of these silos were published in Gropius's 1913 article, and the complex was later photographed by Erich Mendelsohn. The clean, cylindrical form of the grain silo had a profound impact on modern architects. Scholar Reyner Banham has even gone so far as to suggest "that Elevators A, B and C of the Washburn-Crosby complex constitute the most internationally influential structures ever put up in North America because of their effect on the architectural vocabulary…of the founders of modern architecture."[364]

Monumental entrance to factory at 6500 Stanford Street, Goodyear Tract. Source: Authors 2010

[364] Banham, *A Concrete Atlantis,* 173.



The Streamline Moderne Style Coca-Cola Bottling Plant at 1200–1334 S. Central Avenue
Source: Los Angeles Public Library

Note on Evaluating Industrial Architecture within the Architecture & Engineering Context

Industrial properties that are excellent examples of architectural styles and/or the work of noted architects and designers may eligible under Criterion C/3/3 and evaluated under themes within the "Architecture and Engineering" context. See the context and associated themes for applicable eligibility criteria Properties that simply have a few applied elements of an architectural style may not be considered excellent examples of the architectural style, although rare or unique stylistic features might still be considered for eligibility under the appropriate architectural theme.

THEME: INDUSTRIAL DESIGN AND ENGINEERING, 1876–1965

In the 19th century, prior to the emergence of engineers who specialized in industrial design, a manufacturer would often direct a local builder with common engineering knowledge to construct a building of the manufacturer's design. On some occasions, they would use plans distributed by the manufacturers of their key machinery.[365] In her book, *The Works: The Industrial Architecture of the United States*, Betsy Hunter Bradley relates the colorful commentary of J.W. Carpenter, an architect who worked as a "constructional engineer" in the 1870s:

> The manufacturer often built, on the spur of the moment, a structure with four walls, a floor, and a roof in which window openings were placed at random or in military order. It was not until after he began to regard this first building as unsuccessful that the industrialist looked for a proper model to copy. But often he had to furnish his own better scheme. When a factory owner worked out plans for a new facility with a builder, the end result was not any better. If an architect was engaged to provide plans, the factory building might have harmoniously arranged windows and a costly, fancy roof like that of a school or college but would not be superior in functional ways. After all this effort, the manufacturer was likely to have spent considerable money and acquired a structure with shaking walls and a roof ready for a tumble. [366]

While Carpenter's comments are uncharitable toward the contributions of architects in industrial design, they do underscore an important distinction between the design of industrial buildings as opposed to residential, commercial, and institutional designs. A successful industrial building needed to address many unique factors, including adequate lighting, ventilation, fire-resistance, vibration and noise, large, oddly-shaped equipment, efficient work-flows, and product logistics. In the late 19th century, these issues were compounded by rapidly changing technology and led to the emergence of industrial engineering as a distinct sub-field in engineering.

Lighting and Ventilation

One of the most important issues that needed to be addressed in the design of industrial buildings was lighting. Workshops and factories in the 19th century were wholly dependent on daylight to provide illumination of the workspace. This limited working hours and drove designers to develop new ways to bring in the maximum amount of available light. In the mid-19th century, some manufacturers were experimenting with "window walls," where vertical rows of windows set between structural members increased the ratio of windows to wall space. Factories with load-bearing brick walls were structurally limited in increasing fenestration for lighting, but it could be accomplished by introducing one or two wood-framed window walls into the building. With the advent of steel framing and mill construction, designers used the newfound structural freedom to

[365] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford University Press, 1999).
[366] J.W. Carpenter, "Shops and Shop Buildings," *Engineering News* 6 (July 22, 1876): 240; in Bradley, *The Works: The Industrial Architecture of the United States,* 14.

create curtain walls of glass. Around the turn of the century steel industrial sash was introduced from England. With their thin frames, industrial sash dramatically increased the amount of glazing on the wall. In addition, they were viewed as more economical to maintain than wood and were non-combustible. The sash was fitted with pivoting panels that could provide ventilation without letting in rain. By 1910, steel industrial sash had become the standard windows for industrial buildings. The marketing of steel sash as "daylight units" helped to coin the term "daylight factory" to refer to reinforced concrete and steel buildings with steel sash.[367]

Former Pipe Nipple Factory at 2277 E. 15th Street, demonstrate expansive window wall. Source: Authors 2010

Almost immediately following the introduction of steel sash to walls of factories, designers started to use them on the roof as well. They developed a variety of roof forms and patterns for skylights. The monitor roofline was popular because it also provided ventilation, pulling hot air up through the open sash for the entire length of the building. A sawtooth roof was generally oriented to the north to bring indirect light in without also heating up the building with direct sunlight. From these two basic forms came many others that modified variables of lighting, ventilation, material cost, height, and interior supports.

[367] Bradley, *The Works: The Industrial Architecture of the United States,* 166-170.

Part of the former Talbert Whitmore/Columbia Mills window shade factory (2630 Lacy St.), showing two types of monitor rooflines on the left and right buildings. Source: Authors 2010

Sawtooth roofline on the former U.S. Electric Motor Company (200 E. Slauson Ave) provided both lighting and ventilation. Source: Authors 2010

Manufacturers were among the most eager customers of the nascent utility companies. Electrical lighting was used in an industrial setting as early as the 1880s in Lowell, Massachusetts textile mills. Electric lights had the potential to increase production hours beyond the day and to provide needed illumination in areas of poor illumination. However, it was not until high-wattage, high-pressure mercury lamps and fluorescent lamps were developed in 1935 and 1938 that factories could work independent from daylight illumination.[368] Combined with the recent development of air conditioning and forced air ventilation, manufacturers found that they could create controlled conditions that were not subject to weather. One of the first windowless "controlled conditions"

[368] Bradley, *The Works: The Industrial Architecture of the United States,* 106.

plants ever created was the Simonds Saw & Steel Company plant in Fitchburg, Massachusetts. The controlled conditions model picked up after World War II and remains the standard for manufacturing.

Fireproofing and the Vertical Process

Industrial engineers tackled another major issue with industrial buildings – the threat of fire. This threat was particularly acute in the coal-fired factories of the east, but industry in electricity-powered Los Angeles also benefited from the development of fire-resistant construction. In the late 19th and early 20th centuries, factory owners constructed plants with "mill construction," meaning they were framed with thick timbers that would burn slowly. Furthermore, the design of the factory eliminated combustible dead spaces between floors and walls, leading to the use of an open plan with floor joists that also served as ceiling joists for each floor. The heavy timbers had the added benefit of dampening the noise and vibration from machinery.

Industrial lofts were a distinctive early industrial building type designed to accommodate a vertical manufacturing process in a fire-resistant timber or reinforced concrete building. Heavy machinery was generally set on the lower floors and toward the middle of the building, while lighter manufacturing processes and handwork occurred on the perimeters where daylight could illuminate detailed tasks. Offices were located on the upper stories. The structural materials were dense in character, designed to absorb vibration from heavy equipment and keep accidental fires slow-burning and confined as much as possible. Industrial lofts from the early part of the century may have been "mill construction" meaning that they are constructed of thick, dense timber in a way that minimizes combustible space.

The Westinghouse Electric Building, 420 S. San Pedro, Historic-Cultural Monument No. 937, (now Little Tokyo Lofts) is an excellent example of an Industrial Loft Building. Source: Authors 2010

Industrial lofts were commonly built in the late 19th and early 20th century in large built-up cities where land area was a premium. Industrial lofts are not common in Los Angeles, due mainly to the timing of industrial development in relation to the city's supply of available land. Because space was available and relatively inexpensive, manufacturers tended to set up a horizontal process in and around Los Angeles, which was easier to expand and reorganize to suit changing technology. The exception in Los Angeles is the garment industry, where the vertical process provided the most efficient workflow for manufacturers and proximity to markets Downtown was essential.

Post-World War II Industrial Design

In the first half of the 20th century, planned concentrations of industrial properties were generally called "industrial tracts" or "industrial districts." The term "industrial park" came into use after World War II to describe similar concentrations. However, a distinctive property type emerged in the second half of the 20th century that went beyond the simple district-style concentration to emphasize a whole complex with shared landscaping, common areas, and relationship to each other. Multiple factors went into the development of industrial parks, including the wholesale rezoning of large tracts of vacant land, site planning that borrowed from post-war community planning, near-ubiquitous automobile commuting by workers, and consolidation of high-tech industries. Industrialists marketed their proximity to residential development as a benefit rather than a liability; their plants brought workers closer to their homes and the kinds of industry they preferred was clean and quiet "briefcase factories."[369] Parkway landscaping softened the view of industrial areas from the road and setbacks filled with expansive parking lots became a common sight. Though most of these new industrial areas were sited near railroads, most of the industrial buildings constructed there did not incorporate freight rail into their workflow, instead they included loading docks for trucks.

Industrial parks represent an approach to industrial site planning that, through building orientation and placement, reflected the community planning aesthetics of the Post World War II era. While contemporary newspapers called many newly developed industrial areas "industrial parks," the property type is distinctive in that it is a more centrally planned development than the average block of industrial properties. Some industrial parks were created for a single company and reflect the collaborative environment that high-tech industries such as aerospace and electronics sought to create among their research, development, management, and production sectors. Others were created for smaller industrial tenants who could benefit from compatible neighbors and common areas. The property type was so successful that it is still widely used in office and industrial developments today.

[369] Tom Cameron, "Industrial Parks Multiplying Across Southland," *Los Angeles Times,* July 7, 1964.

The former Atomics International (now Pratt &Whitney Rocketdyne facility) headquarters complex at 8900 De Soto Avenue is a good example of the property type. Built on a 65-acre lot in 1958–1959, the complex includes a 106,000 square foot office and engineering facility, a 30,000 square foot personnel services facility, a 106,000 square foot laboratory, and 132,000 square foot warehouse and maintenance building. The buildings are interrelated and share common landscaping with connecting walkways. They are unified in a Mid-Century Modern style and the whole industrial park is set back significantly from the street and screened with a parking strip filled with trees.[370] Atomics International was a division of North American Aviation and specialized in the development of nuclear reactors.[371]

[370] "Firm Building Huge Canoga Park Facility," *Los Angeles Times*, November 16, 1958.

[371] The Boeing Company. *Radiological Operations and Cleanup at the DeSoto Facility.* Report prepared June 2003. Accessed online June 2011: http://www.etec.energy.gov/library/Reading-Room/DeSoto/Radiological_Operations_and%20Cleanup_at_De_Soto.pdf

ELIGIBILITY CRITERIA: INDUSTRIAL DESIGN AND ENGINEERING

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Industry. Some examples may also be significant in the area of Architecture and/or Engineering and the work of noted area architects. They represent excellent examples of industrial building types including daylight factories, controlled conditions factories, industrial lofts, and industrial parks.

Property Type #1: **Industrial – Daylight Factory**

Property Type Description: Prior to the widespread use of electric lighting, controlling and capitalizing on daylight was a necessary component of the design of manufacturing buildings. Daylight was brought into the building using a variety of methods, including expansive industrial sash windows, orientation of intensive hand work next to the exterior walls of the building, skylights, and specialized roof forms to bring light into the interior.

Property Type Significance: Excellent examples of the daylight factory property type are significant as they embody the distinctive characteristics of an important historical method of construction. While the practice of constructing daylight factories was popular in its time, the period of significance is limited by the introduction of steel sash in 1910 and the widespread use of fluorescent lighting after 1940. This date range happens to coincide with the greatest period of industrial growth in Los Angeles history and, as a result, many excellent examples of one- and two-story daylight factories remain. However, many factors including environmental cleanup, industry preference for controlled conditions, and difficult location for alternative uses threaten the extant stock of these visually striking buildings.

Geographic Location: Citywide along historic railroad alignments, concentrations found in the eastern and southern portions of Downtown, Boyle Heights, Lincoln Heights, and south and southeastern Los Angeles.

Area(s) of Significance: Industry; Engineering; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Period of Significance: 1910–1940

Period of Significance Justification: Date range encompasses brief but prolific period during which daylight factories were part of the standard industrial design, from the introduction of industrial sash to rise of the controlled conditions factory during and after World War II.

Eligibility Standards:

- Constructed between 1910 and 1940 for industrial use
- Exemplifies the use of industrial sash and distinctive roof forms to maximize and control the level of sunlight inside the building

Character Defining/Associative Features:

- Retains most of the essential character defining features of the type from the period of significance
- 1–2 stories in height (2nd story is often a mezzanine level)
- Continuous industrial steel sash on two or more elevations
- Oversized bays of industrial sash
- Sawtooth, butterfly, Aiken, or monitor rooflines
- Extensive skylights (in the absence of more dramatic rooflines)
- Often designed in prevalent architectural styles of period
    - May also be a significant example of an architectural style from the period of significance and/or the work of a noted architect

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed since the time of its construction
- Original use may have changed

Known Daylight Factory Resources in Los Angeles

Resource Name	Location	Comments
Machine Shop	2001 W. Gage Avenue	Constructed 1940. Modest example of industrial sash, brick building
Tool Shop	2023 W Gage Avenue	Constructed 1929. One-story brick tool shop with saw tooth roofline and decorative façade with industrial sash.
Alloy Steel and Metals Company	1904 E. 55th Street	Plant Constructed 1924-1951. Saw tooth roof and continuous industrial sash at roofline, monitor roof on related building.
Edmond A. Gray Pipe Nipple Company	2277 E. 15th Street	Constructed 1922 by the Austin Co. Dramatic continuous industrial sash on facade. Appears to have been recently restored
Talbert Whitmore/Columbia Mills Co.	2630 Lacy St.	Former window shade manufacturer, has several kinds of daylighting, including two kinds of monitor roof and window walls.

Resource Name	Location	Comments
U.S. Electric Motor Co.	200 E. Slauson Ave.	Former motor manufacturer has sawtooth roofline and window walls.
Factory	2001 S. Alameda Street	Constructed 1925.
Factory	4851 S. Alameda Street	Constructed 1927
Factory	5829 S. Avalon Blvd.	Constructed 1922
Factory	6000 S. Avalon Blvd.	Constructed 1924
Hoffman Candy Company	6600 S. Avalon Blvd.	Constructed 1929.
Factory	2100 S. Figueroa St.	Constructed 1940.
Factory	5700 S. San Pedro Street	Constructed 1924.
Factory	1228 S. Julian Street	Constructed 1923.
Western Electric Company	800-822 McGarry Street; 1763 Olympic Blvd.	Constructed 1925; designed by Morgan, Walls and Clements. Manufacturing and distribution center for the Western Electric Company which manufactured mechanical parts for telephones.
Angelus Furniture Company	931 E. Pico Blvd.	Constructed 1919; work of Los Angeles architect John M. Cooper.
Lloyd and Casler Building	425 E. Pico Blvd.	Constructed 1923.
Roberti Bros. Furniture Factory	963 S. McGarry Street	Constructed 1920. Work of noted architect John M. Cooper. Roberti Bros. manufactured mattresses and upholstered furniture.
F.W. Braun Building	1236 S. Main Street	Constructed 1922. Work of noted architect Myron Hunt.
Los Angeles Rubber Stamp Company	206 E. 15th Street	Constructed 1924; worked of noted architects Walker and Eisen.
Daylight Factory	1434 S. Los Angeles Street	Constructed 1925. May not retain sufficient integrity for the National Register.
Diamond Laundry Company	747 E. 8th Street	Constructed 1917; by noted architects Train and Williams.
Wayside Press Building	621 E. 9th Street	Constructed 1924; by noted architects Noerenberg and Johnson.

Property Type #2:	**Industrial – Controlled Conditions Factory**
Property Type Description:	Controlled conditions factories are distinguished by their minimal use of windows for light and ventilation. While some windows may be located on the front-facing façade or on an attached office, the building relies on internal systems for circulation and climate control. Designers often played up the technological advances in the building with corresponding modernity on the exterior, opting for Streamline Moderne, Late Moderne, and Mid-Century Modern stylistic features to enhance public perception of the factory as clean and modern.
Property Type Significance:	Early examples of the controlled conditions factory are significant as they embody the distinctive characteristics of an important method of industrial building construction. With the development of better illumination from fluorescent bulbs, manufacturers changed their focus in design from capitalizing on available light to controlling lighting and ventilation through closed systems. The earliest controlled conditions factories were hailed as the pinnacle of modern design, and have remained the standard to present day.
Geographic Location:	Citywide, in industrially zoned areas, both as infill to older tracts and in newer tracts
Area(s) of Significance:	Industry; Engineering; Architecture
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1935-1945
Period of Significance Justification:	Date range is narrow to include only the factories that could be considered "early adopters" of controlled conditions, which became the standard for industrial design after World War II.

Eligibility Standards:

- Constructed between 1935 and 1945 for industrial use
- Is an exceptional early example of a controlled conditions factory

Character Defining/Associative Features:

- Retains most of the essential character defining features of the type from the period of significance
- 1–2 stories in height (2nd story is often a mezzanine level)
- Designed purposely without extensive fenestration or sky-lighting
- Architecturally notable entrance or overall design, may have some windows

- Often designed in prevalent architectural styles of period
    - May also be a significant example of an architectural style from the period of significance and/or the work of a noted architect

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association
- Setting may have changed from time of construction
- Original use may have changed

Known Controlled Conditions Factories in Los Angeles

Resource name	Location	Comments
Young's Market – Dr. Pepper Bottling Works	5950 Avalon Boulevard	Constructed 1940. Excellent early example of controlled conditions, news article extolling its modern design.
Factory	6309 S. Central Avenue	Constructed 1936.
Factory	2922 S. Main Street	Constructed 1935

Property Type #3:	**Industrial – Industrial Loft**
Property Type Description:	Industrial lofts are generally reinforced concrete buildings of at least three stories in height with regular bays glazed with industrial sash. The ground floor is sometimes filled with storefronts, while upper stories contain shop floors and offices. The vertical emphasis of industrial lofts enhance the visual impact of Art Deco and Late Moderne architectural styles in particular, though several styles from the first half of the 20th century have been applied to the property type. In Los Angeles, most industrial lofts are located Downtown in and around the Garment District, where land values were high enough to discourage sprawling industrial plant construction and the type was favored by textile manufacturers. Many are the work of noted architects/designers.
Property Type Significance:	Intact Industrial lofts may be significant because they embody the distinctive features of an important method of construction. The drive among industrial engineers and architects to create a factory that could provide lighting, ventilation, and protection from fire and vibration within a limited amount of space culminated in the development of the industrial loft in the late 19th and early 20th centuries. Industrial lofts were not common in Los Angeles due to abundant land resources and a preference toward horizontal organization of factories; however, many excellent examples of the property type were built near Downtown and were used mainly by the garment industry.
Geographic Location:	Along historic railroad alignments, in the eastern and southern portions of Downtown, Boyle Heights, Lincoln Heights, and South and Southeast Los Angeles.
Area(s) of Significance:	Industry; Architecture; Engineering
Criteria:	NR: A/C CR: 1/3 Local: 1/3
Period of Significance:	1900-1960
Period of Significance Justification:	Date range is broad to include the range of industrial lofts constructed throughout the first half of the 20th century, from the earliest timber-framed “mill construction” to reinforced concrete lofts with Mid-Century Modern lines. Many industrial lofts date to the 1920s.

Eligibility Standards:

- Constructed between 1900 and 1960
- Exemplifies the construction, fenestration, and vertical orientation of an Industrial Loft

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- 3 to 12 stories in height
- Constructed of reinforced concrete; older examples may be of timber-framed "mill construction"
- Industrial sash used on the upper stories
- Generally open interior floor plan on upper stories
- Ceiling heights typically 13–15 feet high
- Has freight elevators or platform hoists between floors
- Prevalence of internal posts is minimized by specialized trusses between floors
- May demonstrate vertical organization of industrial use, including offices toward the top and heavier manufacturing toward the bottom
- Often designed in prevalent architectural styles of period
    - May also be a significant example of an architectural style from the period of significance and/or the work of a noted architect

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Feeling, and Association
- Setting may have changed since the time of its construction
- Original use may have changed

Known Industrial Lofts in Los Angeles

Resource Name	Location	Comments
Textile Center Building (HCM No. 712)	315 E. 8th Street	Also architecturally significant.
Garment Capitol Building (HCM No. 930)	217–221 E. 8th Street	Also architecturally significant.
Scully Building	725 E. Washington Boulevard	Constructed in 1930, Art Deco, 4 stories
Industrial Loft	847–859 Santee Street	Constructed 1922; remodeled 1945
Pensick and Gordon Wholesale Toys, Craig Co. Wholesale Grocery	215 S. Santa Fe Avenue	Constructed 1907, 3 stories, labeled "mill construction" on Sanborn Maps. Determined Eligible for the National Register in 1994.
Olympic Building	1013-1015 Olympic Blvd.	Constructed 1925, 8 stories with expansive industrial sash.

Resource Name	Location	Comments
Mode O' Day Building	1836 S. Hill Street	Constructed 1927.
Factory	725 E. Washington Blvd.	Constructed 1930.
Smart and Final Grocer	315 N. Marine Ave.	Constructed 1926.
Theme Hosiery Company	2911 N. San Fernando Road	Constructed 1923.
City Towel Supply building	421 E. 6th Street	Constructed 1923. City Towel Supply Corp. was one of Los Angeles' largest laundry services.
Industrial Loft	640 E. 8th Street	Constructed 1947.
Industrial Loft	224 E. 11th Street	Constructed 1926.
Industrial Loft	1608 E. 15th Street	Constructed 1924. Designed by Thornton Fitzhugh.
Chapman Building	548 S. Los Angeles Street	Constructed 1913
Continental Pacific Building	1013 S. Los Angeles Street	Constructed 1925.
Raphael Glass Company	1145 S. Los Angeles Street	Constructed 1927.
Angelus Shoe Polish Company	741 S. Maple Avenue	Constructed 1925. Work of Morgan, Wall and Clements.
Bendix Building	1206 S. Maple Avenue	Constructed 1929 for Bendix, a leading manufacturer of automobile and aircraft parts. Also associated with Florence C. Casler, real estate developer.
Industrial Loft	819 S. Maple Avenue	Constructed 1923, Work of Dodd and Richards.
Printing Center Building	1220 S. Maple Avenue	Constructed 1927.
Allied Crafts Building	407 E. Pico Blvd.	Constructed 1926.
Gothic Arts Building	417 E. Pico Blvd.	Constructed 1924.
Elias-Katz Shoe Company	434 S. San Pedro Street	Constructed 1926; largest footwear factory in the western United States (women's shoes).
Illinois Electric Company	313 S. San Pedro Street	Constructed 1923. Work of Noerenberg and Johnson
W.M. Gottschalk and Son	1012 S. Santee Street	Constructed 1929; showroom and warehouse for W.M. Gottschalk and Sons.

Resource Name	Location	Comments
Electric Corporation Building	1048 S. Santee Street	Constructed 19124. Work of architect John M. Cooper.
Furniture Exchange Building	1206 S. Santee Street	Constructed 1927. Work of architect W. Douglas Lee.
Walter Building	808 S. Wall Street	Constructed 1924 for D.N. and E. Walter Company which distributed carpets, rugs, draperies, and upholstered goods.
Westinghouse Electric Building, (HCM No. 937)	420 S. San Pedro	No Little Tokyo Lofts
Graphic Arts Building	417 E. Pico Blvd.	Constructed 1924.

Property Type #4: **Industrial District – Industrial Park**

Property Type Description: Some of the hallmarks of the industrial park include deep setbacks from the street, internal circulation among interrelated buildings, landscaped common areas, and a unified style for the property. There may be a mix of commercial office space, laboratories, production space, and storage. The best examples are campus-like in appearance and may also have good to excellent examples of Mid-Century Modern and Postmodern architectural styles.

Property Type Significance: Early and well-articulated examples of industrial parks are significant because they embody the distinctive features of a transformative era in industrial design. As with residential and commercial development, industrial design underwent a transformation in the Post-World War II era as industrialists, homebuilders, and government collaborated to produce entire centrally-planned communities with places to work, live, and shop within a comfortable driving distance. The industrial workplaces within this community framework consisted of landscaped campuses that stood in stark contrast to the noisy, dirty, vernacular industrial districts of the early 20th century. These so-called "briefcase factories" were generally oriented toward the burgeoning aerospace industry, though industrial parks constructed for multiple tenants also grew in popularity during the latter half of the 20th century.

Geographic Location: San Fernando Valley; specifically Canoga Park, Chatsworth, Northridge, Reseda, Winnetka, Sun Valley, Pacoima, and Sylmar. Possible examples are also in Westchester and Playa Del Rey.

Area(s) of Significance: Industry; Engineering; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Period of Significance: 1945-1970

Period of Significance Justification: Date range is narrow to include the earliest industrial parks, before the property type became widespread and standard.

Eligibility Standards:

- Constructed between 1945 and 1970
- Exemplifies the Industrial Park property type

Character Defining/Associative Features:

- Retains most of the essential physical features from the period of significance
- One or more buildings, unified in style and oriented toward each other
- Buildings may be different heights, sizes, or uses (commercial, industrial)
- Landscaped setbacks from the main street
- Landscaped common areas
- May have expansive parking lots between buildings and street
- Buildings may be oriented around a central plaza
- Often designed in prevalent architectural styles of period
    - May also be a significant example of an architectural style from the period of significance and/or the work of a noted architect

Integrity Considerations:

- Should retain integrity of Location, Design, Materials, Workmanship, Feeling, and Association
- Original use may have changed
- Additional buildings may have been added, provided they do not detract from the unified character of the industrial park
- Some material changes may have been made to individual buildings, provided they do not alter the overall style relative to the rest of the park

Known Industrial Parks in Los Angeles

Resource Name	Location	Comments
Atomics International (now Pratt &Whitney Rocketdyne facility)	8900 De Soto Avenue, Canoga Park	Four buildings constructed 1958–1959 with landscaping, design started by Kenneth H. Neptune, completed by A.C. Martin
Litton Systems (now Northrop Grumman)	5500 Canoga Avenue, Woodland Hills	Constructed 1960. 63-acre site with several buildings joined by landscaping, surrounded by parking lot.
Panama Street Industrial Historic District	12820-12964 Panama Street	Constructed 1955-1960 for various tenants. Teledyne Systems Corporation has been a long-time tenant, since 1965.

A Note on Quonset Huts

For the narrative on Quonsets see the "Engineering" sub-context under the "Architecture and Engineering" context. Quonset huts were placed in this context as they were constructed for multiple purposes other than industrial use, and are primarily significant for method of construction.

The Quonset hut is a variant of the c. 1916, British-designed Nissen hut. It was named for the Naval Air Station at Quonset Point, Rhode Island, where it was first designed for large-scale production in the United States in 1941. Built to serve as temporary, flexible military facilities for World War II, the Quonset hut bears a distinctive form: a simple half-cylinder typically constructed of a wood or steel rib-framing system with corrugated metal sheathing. It was ideal for wartime because it was both inexpensive and efficient to build, and could be easily moved to accommodate a variety of uses.

Following the end of World War II in 1945, there was a nationwide housing shortage as veterans returned from war in large numbers; Quonset huts served as one answer to accommodate the population. Given their flexible interior layout and the low cost to move and erect, it was not uncommon for individual Quonset huts to be purchased and appropriated for a variety of uses, including industrial and commercial facilities. Not all Quonset huts were designed for military activities and then reused; some companies advertised their effectiveness as an efficient, flexible space for a wide variety of home, warehouse, commercial, and other uses, and sold them for those purposes. An important symbol of both the wartime and immediate post-World War II eras, the Quonset hut is a rapidly disappearing property type.

Intact and distinctive examples of Quonset Huts may be significant because they embody the distinctive features of an important method of construction. Due to their simple construction and economy of materials, Quonset Huts proliferated during and immediately after World War II to provide temporary workspace and housing for the military and wartime industries. An important symbol of both the wartime and immediate post-World War II eras, the Quonset hut is a rapidly disappearing property type.

A Quonset hut at 11640 Hart Street in the San Fernando Valley. Source: Authors 2010

THEME: EARLY INDUSTRIAL DEVELOPMENT, 1880-1925

GUIDELINES FOR EVALUATION

Early industrial development is used to evaluate resources that represent an early phase of industrial development in an area or neighborhood. These buildings are significant for their overall contribution to the industrial history of Los Angeles and not necessarily associated with a particular industry. These rare, surviving resources are generally stand-alone buildings that may have preceded industrial zoning or are in areas now built up with more recent construction.

There is no narrative historic context developed for this theme as part of the Industrial Context Instead, this narrative provides overall guidance for how to evaluate resources within this theme. Note that industrial properties related to the early settlement history of pre-consolidation communities (incorporated cities prior to their consolidation with Los Angeles) are evaluated within the "Pre-Consolidation Communities of Los Angeles" context/themes. Industrial properties that pre-date the incorporation of the City of Los Angeles in 1850 are evaluated under the "Spanish Colonial and Mexican Era Settlement" context.

The period of significance for this theme dates from 1880 to 1925, which is intended to broadly cover early industrial development in the present-day boundaries of the City of Los Angeles (see exceptions noted above). This date range is based on research relating to general patterns of industrial development citywide as well as SurveyLA data. Early development in Los Angeles centered around Downtown and radiated outward in all directions and then west and northwest as the city boundaries grew through annexations and consolidations. As such, the start and end dates for the period of significance are relative to the development history of communities and neighborhoods. For example, industrial buildings in early communities of Los Angeles such as Boyle Heights, Lincoln Heights, and neighborhoods in South and Southeast Los Angeles would generally date from an earlier period than communities developed later, such as in parts of west Los Angeles and the San Fernando Valley. To evaluate a property under this theme it is necessary to:
1) research overall patterns of industrial development in the community in which a resource is located to determine what constitutes the timeframe (establish the end date) for early development, and 2) determine if the resource represents this early period and meet the eligibility criteria below. With additional research and analysis, it is possible that the end date for the period of significance can be extended for some areas/neighborhoods of Los Angeles.

Applying Criteria
It is possible for a resource to be significant under local criteria and not meet significance or integrity thresholds for the National Register and/or California Register. The National Register requires a greater degree of comparative analysis with other early residences within the same geographic area, time period, and theme than may be required for the City's local Historic-Cultural Monument (HCM) program. In addition, HCM criteria do not include a discussion of integrity; resources may be eligible under local criteria with more alterations than may be acceptable for the National Register and/or California Register.

Since resources related to early industrial development, particularly those from the late nineteenth and early twentieth centuries, are becoming increasing rare, it is not necessary for a resource to be the only early industrial building in an area based on comparative analysis, particularly under local criteria. In some cases, a neighborhood may include other adjacent or nearby early industrial

buildings, although most do not retain integrity. In other cases, the building may now be an isolated remnant of early industrial development and largely surrounded by new development.

ELIGIBILITY CRITERIA: EARLY INDUSTRIAL DEVELOPMENT

Summary Statement of Significance: Resources significant within the theme of early industrial development include all types of industrial buildings. They are significant in the area of Industry for their association with the earliest periods of industrial development in the city. Some resources may also be significant the area of Architecture.

Associated Property Type: **Industrial Building (all types)**

Property Type Description: Industrial buildings identified under this theme may represent a range of early industrial building types and uses. They are often utilitarian in design but may represent architectural styles prevalent during the period of construction.

Property Type Significance: See Summary Statement of Significance above.

Geographic Location: Citywide, in areas historically developed for and associated with industrial uses. A significant concentration is located in the industrial area east of the Downtown.

Area(s) of Significance: Industry

Criteria: NR: A/C CR: 1/3 Local: 1/3

Period of Significance: 1875-1925

Period of Significance Justification: Date range covers early phases of industrial development.

Eligibility Standards:

- Dates from the period of significance
- Represents a very early phase of industrial development in a neighborhood or area.
- Is a rare surviving example of the type in the neighborhood or community

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May also be significant for its association with early industrialists or industries
- May also be a good example of an architectural style from its period and/or the work of a significant architect or builder

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- Because of the rarity of the type there may be a greater degree of alterations or few extant features
- Setting may have changed
- Uses may have changed over time

Sampling of Known Early Industrial Development Properties in Los Angeles

Resource Name	Location	Comments
Howland Warehouse	1865 W. Cordova Street	Constructed 1927. Originally constructed as a phonograph record warehouse.
H.H. Goods; Beverly Hills Transfer & Storage Co.	1919 Third Avenue	May not retain sufficient integrity for the National Register
Wilmington Transfer and Storage Company	245 N. Fries Ave	Constructed 1917.
Golden State Laundry; Pacific Laundry Co.; Harbor Ship Supply	401 S. Mesa Street	Constructed 1910. Converted to artist lofts.
Industrial Building	2101 S. Pontus Avenue	Constructed 1947, early for the area.
Industrial Building	9190 W. Exposition Drive	Constructed 1932, early for the Palms area.
Industrial Building	3380 S. Robertson Blvd.	Constructed 1938, early for the Palms area.
Los Angeles City School District Warehouse	14351 S. San Pedro	Constructed 1926
Industrial Building	1133 W, Venice Blvd.	Constructed 1929
Venice Gondola Building	220 E. Mildred Avenue	Constructed 1913; Venice canal gondolas stored and repaired here.
Industrial Building	8267 N. Marmay Place	Constructed 1922
Los Angeles News Company	301 E. Boyd Street	Constructed 1923; may not retain sufficient integrity for the National Register
Hygienic Laundry Building	1548 S. Central Avenue	Constructed 1908.
Excelsior Steam Laundry	424 S. Los Angeles Street	Constructed 1893. Also significant for labor history and industrial architecture.
Pacific Commercial Warehouse	924 E. 3nd Street	Constructed 1910. Work of noted architects Parkinson and Bergstrom.
Metropolitan Warehouse Co.	1340 E. 6th Street	Constructed 1924.
Industrial Building	2140 E. 7th St.	Constructed 1910.

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APPENDIX A: SURVEYED RESOURCES AT THE PORT OF LOS ANGELES

Designated Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Los Angeles Municipal Warehouse No. 1	2500 Signal Street	1917	Listed in the National Register (and California Register by definition)	A	Lassell 1999	
American Trona Corporation Building	Pacific Avenue	1916–1917	Listed in the National Register (and California Register by definition)		National Register	
Municipal Ferry Building (Maritime Museum)	Berth 84, Main Channel	1941	HCM 146		National Register	
Point Fermin Light	805 Paseo del Mar	1874	Listed in the National Register (and California Register by definition)		National Register	

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
115 N. Avalon Boulevard	115 N. Avalon Boulevard	1957	Recommended not eligible	N/A	Jones & Stokes October 2008	
131 N. Avalon Boulevard	131 N. Avalon Boulevard	1954 (1968 addition)	Recommended not eligible	N/A	Jones & Stokes July 2008	
133 N. Avalon Boulevard	133 N. Avalon Boulevard	1947	Recommended not eligible	N/A	Jones & Stokes July 2008	
2301 E. Anaheim Street	2301 E. Anaheim Street	1952	Recommended not eligible	N/A	Jones & Stokes March 2009	No properties built after 1958 inventoried in this project.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
236 N. Avalon Boulevard	236 N. Avalon Boulevard	ca. 1908	Recommended not eligible	N/A	Jones & Stokes July 2008	Survey should check recommendation—only alterations appear to be fenestration; building housed bars for harbor workers from 1940s to 1970s. Potentially eligible under California Register Criterion 1?
2419 E. Anaheim Street	2419 E. Anaheim Street	1946	Recommended not eligible	N/A	Jones & Stokes March 2009	No properties built after 1958 inventoried in this project.
2503 E. Anaheim Street	2503 E. Anaheim Street	1957 (1958 addition)	Recommended not eligible	N/A	Jones & Stokes March 2009	No properties built after 1958 inventoried in this project.
264 and 270 E 22nd Street	264 and 270 E 22nd Street	ca. 1935	Recommended not eligible	N/A	Jones & Stokes July 2008	
2715 E. Anaheim Street	2715 E. Anaheim Street	1956	Recommended not eligible	N/A	Jones & Stokes March 2009	No properties built after 1958 inventoried in this project.
711 N. Front Street	711 N. Front Street	1945	Recommended not eligible	N/A	Jones & Stokes August 2008	
Al Larson Boat Shop	Berth 258	1924	Office/workshop building and machine shop building recommended eligible for California Register, potential HCMs.	1	Carmack et al. 2009	
Bekins Warehouse	245 N. Fries Street	1917	Recommended eligible for California Register.	3	Jones & Stokes November 2007	
Bekins Warehouse	326 C Street	1946	Recommended not eligible	N/A	Jones & Stokes November 2007	
Berth 104 wharves	955 S. Neptune/ Berth 104	1917–1918	Recommended not eligible	N/A	Jones & Stokes July 2000	Not evaluated for California Register eligibility.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Berth 115 wharves	955 S. Neptune/ Berth 115	1917–1918	Recommended not eligible	N/A	Jones & Stokes July 2000	Not evaluated for California Register eligibility.
Berths 108–109 wharves	955 S. Neptune/ Berths 108-109	1917–1918	Recommended not eligible	N/A	Jones & Stokes July 2000	Not evaluated for California Register eligibility.
Berths 118–120	955 S. Neptune/ Berths 118-120	1917–1918 (wharves), post-1950s (buildings)	Recommended not eligible	N/A	Jones & Stokes July 2000	Complex with multiple buildings and structures. Not evaluated for California Register eligibility.
Berths 151–157 (historically Pier A)	Berths 151–157	1921–1953	Berth 153 building (steamship terminal), Berth 154–155 building, and Berth 155A transit shed recommended eligible for National Register and California Register.	Berth 155A building: A, C; 1, 3. Berth 153 building and 154–155 buildings: C/3 only.	Jones & Stokes December 2003	Not sure why these berths were not considered as a potential historic district as others were; a Pier A district would make sense. Early tenants were cargo operations and numerous steamship lines. Buildings are potential HCMs.
Berths 177–178	955 S. Neptune/ Berths 177-178	1924–1970s	Recommended not eligible for California Register (integrity).	N/A	Jones & Stokes February 2002	Complex has multiple buildings and structures (originally Berths 177–178 and 180–181 were two separate terminals—combined later). Early tenants were cargo operations and steamship line. Not evaluated for National Register eligibility.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Berths 180–181	955 S. Neptune/ Berths 180–181	1930–1970s	Recommended not eligible for California Register (integrity).	N/A	Jones & Stokes February 2002	Complex has multiple buildings and structures (originally Berths 177–178 and 180–181 were two separate terminals—combined later). Early tenants were cargo operations, fish packing, ice company, oil storage, and steamship line. Not evaluated for National Register eligibility but Fugro 1997 (aka San Buenaventura 1996) recommended not eligible, with transit shed at Berth 180–181 potentially eligible when it reaches age 50.
Berths 54–55	Berths 54–55	1963	Recommended not eligible	N/A	Jones & Stokes May 2003	Complex with multiple buildings and structures.
California Cartage Warehouses	2401-2403 E. Pacific Coast Highway	1942–1943	Recommended not eligible.	N/A	Jones & Stokes January 2008, September 2008	
California Petroleum Co. Terminal Complex	Berths 171–173	1923	Recommended eligible for National Register as a historic district.	A	Jones & Stokes July 2000	Not evaluated for California Register eligibility.
Canner's Steam Company Plant	249 Cannery Street	1951	Recommended eligible for National Register and California Register	A/1	Jones & Stokes November 2004	
Chicken of the Sea Plant	338 Cannery Street	1950–1970	Some buildings recommended eligible for National Register, California Register, and as City HCM	A/1/1	Jones & Stokes March 2008	Report recommends the Harbor Department consider Fish Harbor as a historic district.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Currently Harbor Light restaurant and mini mart	748 Tuna Street	1925	Not surveyed.		Noted in port visit 1/4/11. Historic info from Preserving California's Japantowns and LADBS building permit for 746–752 Tuna Street	One of the last remnants of Terminal Island's Japanese American commercial core. Originally a store, pool hall, and residence (LADBS 1925).
Hidaka Shinyukai/Tokiwa Low building	744 Tuna Street	1924	Not surveyed		Noted in port visit 1/4/11. Historic info from Preserving California's Japantowns and LADBS building permit for 744 Tuna Street	Was an organization and a restaurant. One of the last remnants of Terminal Island's Japanese American commercial core. Originally a store and dwelling (LADBS 1924).
Immigration Station (Canetti's Restaurant)	309 E. 22nd Street	1921	Recommended eligible for National Register, California Register, and City HCM	A/1/1	Jones & Stokes July 2008	
Marine Hardware Co.	304 Sardine Street	1937	Recommended not eligible	N/A	Jones & Stokes March 2004	Building "partially demolished" as of 2004 recording.
Multiple properties	Multiple	Multiple	Various	Various	Fugro West Inc. January 1997 (aka San Buenaventura Assoc. 1996)	See report.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Municipal Wholesale Fish Market	Berth 72	1951	Recommended eligible for National Register, California Register, and local HCM	A/1/1 and C/3/ 3	Jones & Stokes November 2007	
Nakamura Co. building	712 Tuna Street	1923	Not surveyed		Noted in port visit 1/4/11. Historic info from Preserving California's Japantowns and LADBS building permit for 1912 Tuna Street	Originally a store and dwelling (LADBS 1923). One of the last remnants of Terminal Island's Japanese American commercial core.
Nanka Shokai building	700 Tuna Street	1918, store front altered 1930	Not surveyed		Noted in port visit 1/4/11. Historic info from Preserving California's Japantowns and LADBS building permits for 700 Tuna Street	Was a clothing store and residence (LADBS 1918, 1930). One of the last remnants of Terminal Island's Japanese American commercial core.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
National Polytechnic College of Engineering and Oceaneering	272 South Fries Avenue	1947	Recommended not eligible for the National Register or California Register, but potentially HCM-eligible, and "it is recommended that the building be given special consideration in Department planning"	N/A	Jones & Stokes October 2007:10	
Pan American Petroleum Company Marine Loading Station Facility –Berth 70 (Westway Terminal Building)	Berth 70	1923	Recommended eligible for National Register, California Register, and City HCM	A/1/1	Jones & Stokes July 2008	
Pan-Am Terminal Facility – Berth 56 (California Fish and Game Building)	Berth 56	ca. 1930, moved to berth 1940	Recommended eligible for National Register, California Register, and City HCM	A/1/1	Jones & Stokes July 2008	
Pan-Pacific Fisheries	350 Sardine Street/99 1 Barracuda Street	1945–1946	Recommended eligible for National Register and California Register	A/1	Jones & Stokes September 2004	
Port Café	955 S. Neptune Ave./ Berth 147	1923 (moved to current location 1936)	Recommended not eligible.	N/A	Jones & Stokes July 2000	Demolished.

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Southwest Marine Terminal/Bethlehem Shipyard	Berth 240	1918–ca. 1950	Recommended eligible for National Register as a historic district.	A	Jones & Stokes September 2000	Multiple buildings/structures in complex; see report for more information. Not evaluated for California Register eligibility.
Star-Kist "green warehouse"	916 Barracuda Street	No date given	Recommended not eligible	N/A	Jones & Stokes January 2008	
Star-Kist animal care facility	919 Earle Street	ca. 1980	Recommended not eligible	N/A	Jones & Stokes January 2008	
Star-Kist Impress/Warehouse/Cold Storage buildings	936-950 Barracuda Street	1971–1979	Recommended not eligible	N/A	Jones & Stokes January 2008	
Star-Kist Main Plant	1050–1054 Ways Street	1951–1952	Recommended eligible for National Register, California Register, and City HCM	A, B, C, D; 1, 2, 3, 4	Jones & Stokes January 2008	
Star-Kist net repair sheds	250 Terminal Way	ca. 1950	Recommended not eligible	N/A	Jones & Stokes January 2008	
Star-Kist research laboratory complex	SE corner of Tuna and Terminal	Original construction date not given; additions 1963–1990	Recommended not eligible	N/A	Jones & Stokes January 2008	
Star-Kist research laboratory complex, pet products division	212–214 Terminal Way	Original construction date not given; additions 1963–1990	Recommended not eligible	N/A	Jones & Stokes January 2008	

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Star-Kist research laboratory complex, pilot plant	642 Tuna Street	1970s	Recommended not eligible	N/A	Jones & Stokes January 2008	
Transit Shed Berth 57	Berth 57	1923	Recommended eligible as contributor to potential Pier One historic district.	A; 1	Jones & Stokes July 2008	
Transit Shed Berths 58–60.	Berths 58–60	1913–1915	Recommended eligible to National Register and California Register, and potential HCM.	A, C; 1, 3	Jones & Stokes July 2008	
Union Oil Terminal	Berths 148–151	1920–1955	Berths 150–151 recommended eligible to National Register as a historic district; berths 148–149 recommended not eligible "but could possibly attain significance…when it reaches 50 years old in 2005".	A	Jones & Stokes August 2001	Multiple buildings/structures in complex; see report for more information. Not evaluated for California Register eligibility.
United Fruit Co. Terminal Complex	Berth 147	1923–1961	Recommended eligible to National Register as a historic district	A	Jones & Stokes July 2000	Demolished.
Van Camp Seafood Co.	155 Cannery Street	1950	Recommended not eligible (integrity)	N/A	Jones & Stokes March 2004	Demolished.
Van Camp Seafood Co.	215 Cannery Street	"1950s"	Recommended not eligible (integrity)	N/A	Jones & Stokes March 2004	

Known Industrial Resources at the Port of Los Angeles

Name	Address	Date	Status	Criteria	Source	Comments
Warehouse 10	112 E. 22nd Street	1944	Recommended not eligible to National Register or California Register	N/A	Jones & Stokes May 2003	Survey should check recommendation. Plus the report notes a federal programmatic MOA regarding WWII temporary military buildings, but does not explain what exactly that means to these buildings. Just notes they "fit within" description of temporary military buildings.
Warehouse 6	111 E. 22nd Street	1943	Recommended not eligible to National Register or California Register	N/A	Jones & Stokes May 2003	Survey should check recommendation. Report notes a federal Programmatic MOA regarding WWII temporary military buildings, but does not explain what exactly that means to these buildings. Just notes they "fit within" description of temporary military buildings.
Warehouse 9	110 E. 22nd Street	1944	Recommended not eligible to National Register or California Register	N/A	Jones & Stokes May 2003	Survey should check recommendation. Plus the report notes a federal Programmatic MOA regarding WWII temporary military buildings, but does not explain what exactly that means to these buildings. Just notes they "fit within" description of temporary military buildings.
Warren E&P Tanks	2209 E. I Street	ca. 1945–1960	Recommended not eligible.	N/A	Jones & Stokes March 2009	No properties built after 1958 inventoried in this project.
Willow Street/ Sepulveda Boulevard Underpass	Willow Street/E. Sepulveda Boulevard	1910	Recommended eligible to California Register.	1, 3	Jones & Stokes January 2008, September 2008	