APPENDIX A

Historic Resource Evaluation

1401 S. Brand Boulevard
Glendale, California
Historic Resource Evaluation

March 12, 2021
Update May 26, 2022

Submitted by:

Kaplan Chen Kaplan
2526 Eighteenth Street
Santa Monica, CA 90405

David Kaplan, Principal
Pam O'Connor, Architectural Historian

Table of Contents

Executive Summary and Purpose	1
Summary of Research and Field Methodology	2
Regulatory Framework	2
Propderty Location and Setting	6
Historic Contexts	9
Area and Property Developmnent History	14
Property Description	20
Review of Previous Surveys	35
Historic Contexts Eligibility	36
Resource Evaluation	38
Conclusion	47
References	48

.

EXECUTIVE SUMMARY

Kaplan Chen Kaplan conducted an historic resource assessment of an automobile dealership located at 1401 S. Brand Boulevard in Glendale, California. The car dealership consists includes seven consolidated parcels located on S. Brand Boulevard between Los Feliz Road and Laurel Street in the South Glendale Commnity Plan Area.

The area was initially developed with dwellings but in the mid-20th Century redeveloped with commercial uses including a concentration of automobile dealerships. In the late 1940s the property was a used car dealership -- a large parking lot with a small temporary sales building. In the mid-1950s, a service building was constructed at the rear of the parcel and in 1958 the property was further developed bringing together the scattered operations of a dealership together.

A Showroom Building was constructed at the corner of S. Brand Boulevard and Los Feliz Road in 1958. The building was a restrained Mid-Century Modern International Style building. The Showroom Building was originally a rectangular building with glazed floor to ceiling windows along three elevations. The use of glass for walls for the showroom was well-established by 1958 when the building was constructed. The Showroom Building has been significantly altered; on the north and south elevations half of the orignal showroom area has had its glazed elevations removed or obscured. This building did not influence the use of glass for vehicle showrooms nor is there any evidence that this Showroom Buidling inspired the design of other showrooms in Glendale.

Over the decades other service buildings and office spaces were added to the facility and buildings merged together with numerous small additions filling in spaces. The service buildings on the property are located at the rear of the parcel with a large surface parking area along S. Brand Boulevard. These are utilitarian buildings with limited fenestration and no architectural details. In front of the buildings is a large parking area that faces S. Brand Boulevard. The parked cars are on display for all passers-by to view – and be enticed to purchase. This has been a standard organizational model for car dealerships throughout the second half of the 20th Century.

The Showroom Building was designed by the architectural firm of Mason and Muntz, architects and engineers with offices located in Vernon. While the firm had a thriving professional practice there is no evidence that they are considered to be master architects. The Showroom Buiding was not featured in any architectural publications or any industry-specific publications.

There is no evidence that supports the whole parcel and its buildings and organization to be eligible for designation as an historic resource. While the restrained Mid-Century Modern Showroom Building retains aspects of its original design, at its west end of the north and south elevations, large sections, almost half, of the original glazed walls have been obscured and the building is not an excellent example of an architectural style.

There are no historic resources on the property at 1401 S. Brand Bouelvard that would be considered eligible for the National Registrer of Historic Places, for the California Register of Historical Resources or for the Glendale Register of Historic Resources.

METHODOLOGY

A comprehensive methodology for research and evaluation the development history of the subject property and surrounds properties determine potential historic eligibility included the following:

- Field review of subject properties in February 2021
- Field review of adjacent area in February 2021
- Photography of subject properties
- Building Permit Research
- Assessor data research
- Research online databases and sources
- Research Los Angeles Public Library and Glendale Public Library online resources
- City Directory research including Review of digitized City Directories, Glendale Historical Society
- Review of aerial and topographic maps
- Research online photographic databases
- Research historic newspaper databases
- Review of Glendale Historic Preservation website
- Review of South Glendale Community Plan Area Historic Resources Survey, South Glendale Community Plan Area Historic Context and the South Glendale Community Plan Environmental Impact Report
- Analysis of research materials/data
- Evaluation of properties in accordance with federal, state and local eligibility criteria

All of the field data and research data were analyzed and evaluated by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and by an architect who meets the Professional Qualification Standards for Historic Architect.

REGULATORY FRAMEWORK

National Register of Historic Places

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide "used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and indicate what properties should be afforded protection from destruction or impairment."[1] Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is evaluated using established criteria:

[1] 36 Code of Federal Regulations, Section 60.

.

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Significance of Association. National Register Bulletin 32, Guidelines for Evaluating and Documenting Properties Associated with Significant Persons, provides guidance on evaluating potential historic association with people who have "made contributions or played a role that can be justified as significant." For association with leaders or prominent families it is necessary "to explain their significant accomplishments" and they "must be compared to those of others who were active, successful, prosperous, or influential in the same field." Most properties nominated for associations with significant persons also are nominated for other reasons and a majority of properties nominated under the association criterion are also significant in the area of architecture or for the area in which the individual(s) achieved recognition.

National Register Bulletin 32 adds that the fact that we value certain professions, or the contributions of certain groups historically does not mean that every property associated with or used by a member of that group is significant. Associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property. The contribution must be distinctive: it is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others.

Integrity. Properties may be eligible for inclusion on the National Register as individual resources and/or as contributors to an historic district. *National Register Bulletin 15: How to Apply National Register Criteria for Evaluation* states that in addition to meeting at least one of the four criteria, a resource should be evaluated to assess its integrity. For individual resources to qualify for inclusion they must represent an important aspect of an area's history and possess integrity. An historic district must retain integrity as a whole, "the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."

The seven aspects of integrity are location, design, feeling, association, setting, workmanship and materials. To "retain historic integrity a property will always possess several, and usually most, of the aspects." For a resource to be evaluated as significant for its design, a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."

Historic Context. A resource must also be significant within an historic context. *National Register Bulletin 15* states that an historic context explains "those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear." To be determined eligible for listing on the National Register a property must possess significance within a historic context and possess integrity.

Historic District. According to *National Register Bulletin 15,* an historic district derives its importance from being a unified entity whose identity as a district "results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment." An historic district is "a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations...the boundaries must be based upon a shared relationship among the properties constituting the district."[2]

California Register of Historical Resources

The California Register, based on the National Register, is the "authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected." A building, site, structure, object, or historic district may be eligible for inclusion on the California Register if it meets one or more of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States

2. It is associated with the lives of persons important to local, California, or national History

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

California Office of Historic Preservation Technical Assistance Series #6, California Register and National Register: A Comparison states that in addition to meeting one of the criteria of significance, a resource must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and "integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Historical resources that "have been rehabilitated or restored may be evaluated for listing."

Series 6 Guidance also states, "Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance." Historical

[2] National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation, pp. 5-6, https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf

resources that do not retain sufficient integrity to qualify for the National Register may still be eligible for listing in the California Register: "a resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data."[3]

The Glendale Register of Historic Resources

The City of Glendale's Register of Historic Resources was established in 1996 as the official list of designated historic resources in the City. A Historic Resource is defined as "any site, building, structure, area or place, man-made or natural, which is historically or archeologically significant in the cultural, architectural, archaeological, engineering, scientific, economic, agricultural, educational, social, political or military heritage of the city of Glendale, the state of California, or the United States."

According to Section 15.20.050 of the Glendale Municipal Code, "upon recommendation of the Historic Preservation Commission, City Council shall consider and make findings for additions to the Glendale Register of Historic Resources. The designation of any proposed resource in the city as a historic resource shall be granted only if City Council first finds that the proposed historic resource meets one (1) or more of the following criteria:

1. The proposed historic resource is identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, or historic heritage of the nation, state, or city.

2. The proposed historic resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city.

3. The proposed historic resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values.

4. The proposed historic resource has yielded, or has the potential to yield, information important to archeological pre-history or history of the nation, state, region, or city.

The Glendale Register and Historic Preservation Ordinance do not have any additional eligibility requirements and are silent with respect to age and integrity of potential resources.

Chapter 30.25 of the Glendale Municipal Code allows for designation of historic district overlay zones which enables creation of historic districts that would be subject to special design review process in order to protect historic architecture and features.

[3]California Office of Historic Preservation Technical Assistance Series #6: California Register and National Register: A Comparison, p. 3.

.

A historic district is "a geographically definable area that possesses a concentration, linkage or continuity, constituting more than sixty percent of the total, of historic or scenic properties, or a thematically related grouping of properties. Resources must contribute to each other and be unified aesthetically by plan or historical physical development. A geographic area may be designed as a historic district if the district meets at least one of the following criteria:

A. Exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;

B. Is identified with persons or events significant in local, state, or national history;

C. Embodies distinctive characteristics of style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship.

D. Represents the work of notable builders, designers, or architects;

E. Has a unique location or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the city;

F. Embodies a collection of elements of architectural design, details, materials or craftsmanship that represent a significant structural or architectural achievement of innovation;

G. Reflects significant geographical patterns, including those associated with different eras of settlement and program, transportation modes, or distinctive examples of park or community planning;

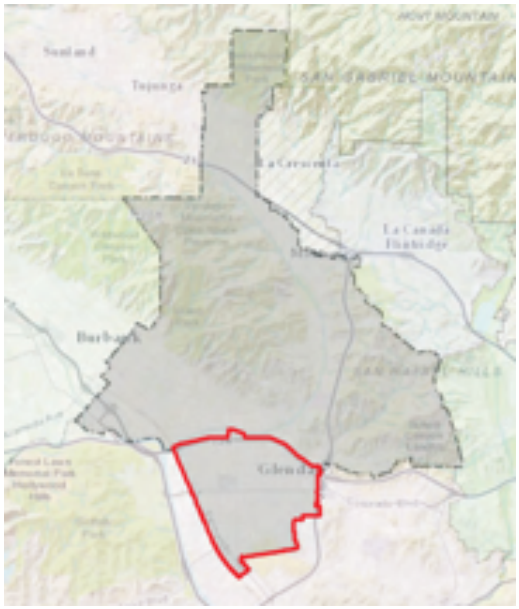
H. Conveys a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship or association; or

I. Has been designed a historic district in the National Register of Historic Places or the California Register of Historical Resources.

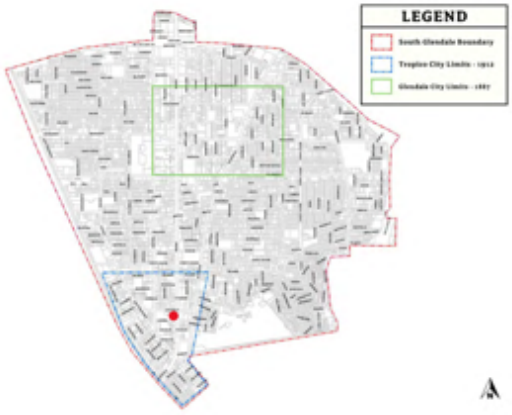
PROPERTY LOCATION AND SETTING

The subject property is an automobile dealership located at 1401 S. Brand Boulevard with the Assessor Parcel Number 5640-024-014.

The automobile dealership is located on the southwest corner of the intersection of S. Brand Boulevard and Los Feliz Road in the South Glendale Community Plan Area. Within the South Glendale Community Plan Area, the automobile dealership lies in the center of the south triangular area that began as the town of Tropico in the late 19th Century. and latter annexed to the City of Glendale.



South Glendale Community Plan Area within City of Glendale.



South Glendale Community Plan Area (Source: South Glendale Community Plan EIR)



Boundaries of original town of Tropico within South Glendale Community Plan Area (Source,SGCP EIR)



Current aerial view of area of original town of Tropico (Source;: Google Earth, c2020)

The large block on which the automobile dealership is located is bounded by major arterial streets on the north and east, Los Feliz Road on the north and Brand Boulevard on the east. Brand Boulevard is a major north-south commercial street that runs from the southern border of Glendale (as an extension of Glendale Boulevard) northward through Glendale's downtown to its terminus north of the 134 Freeway at Kenneth Road.



Brand Boulevard from Palmer Avenue t200 South block) to Eulalia Street (1500 South block) (Google Earth, c2020)

The large block is bounded by Central Avenue, another north-south arterial street on the west end of the block and on the south by Laurel Street, originally a residential street.. Laurel Street functions as a vehicular entrance to the facilities of the Glendale Memorial Hospital and Health Center which occupies about three-quarters of the large block. The automobile dealership property is located on the east end of the block, separated from the health center by an alley.



Glendale Memorial Hospital/Health Center Automobile Dealership



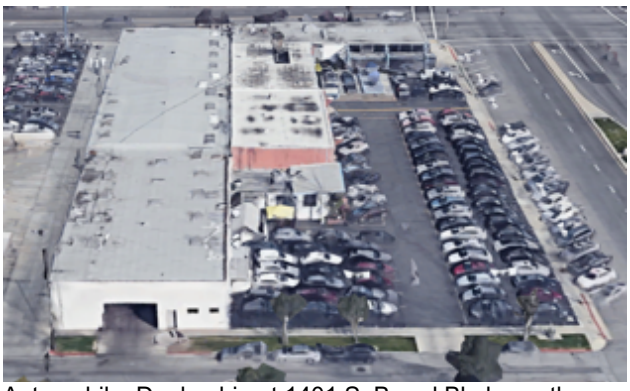
Automobile dealership at 1401 S. Brand Boulevard, east elevation along Brand Boulevard (Google Earth, c2020)



Automobile dealership at 1401 S. Brand Boulevard, west elevation facing alley between Los Feliz Road and Laurel Street (Google Earth, c2020)



Automobile dealership at 1401 S. Brand Blvd, north elevation along Los Feliz Road (Google Earth, c2020)



Automobile Dealership at 1401 S. Brand Blvd., south elevation along Laurel Street (Google Earth, c2020)

HISTORIC CONTEXTS

Context: Commercial Development in Glendale and the Automobile Sales Industry

The *Historic Preservation Element of the General Plan* provides historic context for the commercial development of Glendale. It states "at the beginning of the twentieth century commerce in Glendale developed primarily in response to the daily needs of the growing residential community. There were, however, a few businesses including health care, banking, and aviation that provided employment opportunities and attracted patrons from outside the city."[4] The initial center of Glendale's business district was at the intersection of Glendale Avenue and Third Street (Wilson). However, with the beginning of commuter train service on the Pacific Electric rail line connecting Glendale to downtown Los Angeles, Brand Boulevard became the principal business street in the city. Most of the early commercial structures were wood frame buildings, which were later replaced with two-story commercial structures.

In the early 20th century, commercial development took the form of simple styling known as the "taxpayer block". As described by architectural historian Chester Liebs in *Main Street to Miracle Mile*, the taxpayer building block "consisted of a single row of shop fronts, although some were capped by an additional story or two of lofts or offices." These structures were generally considered "as interim improvements designed to produce enough revenue to pay the taxes and hold the property for the future. Hence these buildings were often referred to as 'taxpayers.'"[5]

As residential development boomed in the 1920s, the commercial development needed to support the growing town continued throughout the1920s with Glendale's downtown center shifting to the intersection of Brand Boulevard and Broadway. The city's first substantial commercial structure, a four-story business block (office building), was constructed in 1922 at Brand Boulevard and Wilson Avenue. The *Historic Preservation Element* highlights the development of Glendale as a banking center, noting the growth of the industry (eight banks by the mid-1920s) with substantial structures constructed in

[4] *City of Glendale Historic Preservation Element of the General Plan*, p. 19.
[5] Liebs, C., *Main Street to Miracle Mile,* p. 12.

the downtown area. Other important industries including health care and aviation were important to Glendale's commercial development.

A significant sector of commercial growth in Glendale was from automobile dealerships. Construction of automobile dealerships started in downtown Glendale. Initially dealers were clustered on Brand Boulevard north of Colorado Street but moved south along the boulevard. The first dealership on Brand Boulevard was a Ford Dealership opened by Jesse E. Smith in 1915. By 1920 dealers had established the Glendale Motor Car Dealers Association and by 1925 there were 18 dealers in the group.[6]

Brand Boulevard became the avenue for automobile dealerships in Glendale. Brand Boulevard ran from Tropico (the southernmost area of Glendale) northward through Glendale. The Pacific Electric Railway was established in the early 20th Century and connected downtown Los Angeles and Glendale traveling along Brand Boulevard in Glendale. In the teens and 1920s many people were purchasing their first automobile and used the interurban railroad to reach automobile dealerships and the stretch of Brand Boulevard south of downtown Glendale emerged as a corridor of automobile dealerships.

City Directory listings provide a snapshot of the location of automobile dealerships in Glendale. In 1925 there were 24 automobile dealers listed in the City Directory and 13 were located on Brand Boulevard. During the Great Depression the number of dealers declined to 17 with 11 of them located on Brand Boulevard. At the end of World War II, in 1945, the number of automobile dealerships had grown to 39 with 23 of them located on Brand Boulevard. The first listing for car sales at 1401 S. Brand Boulevard, appeared in the 1945 City Directory as the Prager Car Company.

By 1949 the number of automobile dealers included 39 new car dealers with 20 located on Brand Boulevard and 54 used car dealers with 31 of them located on Brand Boulevard. New car dealerships on Brand Boulevard included Cadillac, Chevrolet, Chrysler, DeSoto, Nash, Oldsmobile, Packard, Plymouth, Pontiac and Studebaker.

The pace of overall construction slowed in the1930s due to the Great Depression but after World War II a period of major economic growth and new prosperity marked the mid-20th century in Glendale. The decades 1950s to 1970s saw expansion of Glendale's downtown and redevelopment resulting in many older buildings being demolished and replaced by new structures or to make way for surface parking lots.

Throughout the 20th century, Glendale's downtown and commercial corridors such as Brand Boulevard evolved from initial development that included residences and evolved and expanded to commercial use through several waves of redevelopment.

Context: History of Automobiles: Evolution of Dealerships Marketing and Design

The 20th Century was the century of the automobile with over 3000 different nameplates sold in the U.S. Competition for the market began in the early decades of the century and included vehicles powered by batteries as well as those propelled by the combustion engine.

[6] Yamada, Katherine, "Verdugo Views: Brand Boulevard of Cars has Roared since the 1920's." Glendale News-Press, Sept. 28, 2012.

.

Between 1914 and 1917 the output of automobiles jumped from 500,000 to 1.9 million and included manufacturers such Willys-Overland, Buick, Chevrolet and Dodge. Creation of General Motors Acceptance Corporation in 1919 allowed a greater number of people to finance automobiles on credit. And Henry Ford's Model T automobile introduced an affordable car to the general public. In Los Angeles County automobile registrations were less than 20,000 in 1910 but exploded to 100,000 by 1920.[7] By the time of the first World War purpose-built automobile dealerships began to appear.

In the 1920s General Motors began to make changes to its models each year and other manufacturers followed. Ford Motor Company introduced a new model (Model A) which was available in a range of colors. The business model evolved to that of "planned obsolescence" which resulted in improved vehicles and every changing design. As a result, a used car market began to emerge in the 1920s. By the end of the 1920s car registrations in Los Angeles County had grown to 800,000.

Even throughout the Great Depression of the 1930s car ownership remained strong with car registrations dropping only 10 percent and with used car sales rising. However, the Great Depression took a toll on smaller manufacturers and many were forced out of business. In the 1940s resources needed for World War II resulted in cessation of civilian car production and by the end of the War there was a pent-up demand for automobiles: in 1949 6.2 million cars were produced in the U.S..

Although the Korean War conflict of the early 1950s slowed production of civilian cars, it quickly picked up at that War's end in the mid-1950s. After the wars, in the late 1950s, cars were defined by "fins, glitter and three-toned paint" but this exuberance was tempered by a recession at the end of the decade. However, by the early 1960s, 80 percent of all U.S. families owned a car. The 1960s saw the introduction of "muscle cars" such as the Mustang and GTO and Japanese imports entered the U.S. market. In the 1970s new and tighter environmental and safety regulations were required and during this period the price of a car doubled.

The first U.S. dealership was established in Wyoming in 1913. In his book on *The American Car Dealership*, historian Robert Genat observed that the first car dealerships were done through livery stables, traditional carriage dealers, bicycle sales and repair shops and blacksmith shops. As dealerships were initially located in the downtown/central business districts of cities, many dealerships began in converted storefronts with a traditional relationship to the street. Dealers established their own association, National Auto Dealers Association, in 1917 and it grew to over 30,000 members by 1934.

As early as the 1910s the term "Auto row" appeared in newspapers to describe clusters of automobile showrooms and by the 1920s purpose-built automobile dealerships were being constructed. At that time while there was no cost to obtain a franchise, in order to sell new automobiles a franchisee had to have a facility from which to sell and service its automobiles. Requirements for dealerships included signage, space for an inventory of parts and space to keep at least one new model on site at all times as a demonstration model. Throughout the 1920s automobile showrooms were built in central business

[7] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 5.

districts which were accessible by public transit – an important factor as most buyers did not yet own cars and arrived by streetcar. Showroom buildings retained the traditional urban relationship to the street and their designs adopted "the historicist styles that characterized the elite architecture of the city" and "generally the only feature on the street front that identified the building as an auto-service facility was the use of factory sash for the large windows."[8]

The typical automobile dealership showroom in a suburban/small city "continued the traditional pattern of being set hard against the street …(and) the common façade composition consisted of an elaborate center entrance and symmetrically flanking show windows." Buildings used historicist styles common in central business districts as well as popular architectural styles of the period, such as the Spanish Colonial Revival style. The sparer Streamline Moderne style with its abstract lines, curves and circles became the popular choice for dealerships in the 1930s.[9]

By the 1930s as more potential customers already owned cars, dealerships required space for parking and showrooms moved out of the central business districts and along major arterial corridors. The organization of the showroom was a "front complete with large expanses of glass, service bays to the rearm, and adequate parking alongside for used cars and customer circulation. The showroom itself , with its expanses of glass maintained its position directly on the street, without a setback.. with an integral sign featuring the name and emblem of the brand it sold."[10]

The strong demand for cars in the late 1940s resulted in new purpose-built dealerships being constructed. At that time manufacturers provided dealers with planning guides for design of new showroom facilities. These designs supported car sales, ancillary merchandise/parts and services. New cars were showcased through well-organized storefronts that were considered one of the best means of advertising new cars and services.

Optimum siting for a dealership was along major streets such as arterial corridors, with corner locations desirable. Car manufacturers' design manuals of the 1940s "carefully considered issues of location and design." These manuals noted that dealerships should "be placed along arterials on large plots of land…[so] potential customers could have full view of the showroom while waiting for red lights." This had been "a common practice since the 1930s." [11]

The car dealerhip of the mid-20th Century was to be "a procession of visual delights to greet customers: first the new cars, seen through a glare-free expanse of glass, and then the service wing, providing potential customers with the assurance of care in the future. The final element should be the used car lot, arranged with the best models in front."[12]

The main purpose of the car showroom building's design was to increase selling efficiency by optimizing viewing into the showroom and supporting the brand(s) with

[8] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 35.
[9] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 36.
[10] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 37.
[11] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 37.
[12] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 37.

signage. The designs used "simple devices to catch the eye of the customer: size, contrast, pattern, movement, color and brightness….the dealership's store front width [was] effectively increased by angling showroom windows, recessing doors or using setbacks."[13]

Beginning in the late 1940s and early 1950s auto showrooms were typically "subdued Mid-Century Modern designs, with flat roofs and plain surfaces." The "most common architectural approach was to treat the showroom as a minimalist Mid-Century Modern container." The architecture was constrained as it was secondary to the merchandise and thereby kept subdued.[14]

Dealerships "opened the interior to the street. Every attempt was made to make the glass that separated the inside from the outside as inconspicuous as possible" to create a "visual front" which was often achieved with "large panes of glass supported by small division bars" and the way "to reduce glare was to splay the top of the glass outward" because "windows tilted away from the sky create unnatural reflections that can distract attention away from the car in the showroom." Additionally, "the bulkhead at the base of windows must be low enough so as not to block the view of the lower half of the car." And the "goal of any showroom is to have the fewest number of barriers blocking the potential customer's view of the car."[15]

An important feature of the mid-century dealership was detached signs that "became a free-standing and increasingly dominant, element." The detached sign was "enormous by earlier standards" and served "as a giant billboard for the corporate logo."[16]
The importance of the auto showroom declined in the later 20th Century. While the showroom "remained the lace to purchase and service a car .. increasingly as a structure showrooms retreated from the road, behind parking lots, and became less visible. Instead, motorists were greeted by row upon row of new cars parked outside…the showroom and the service bay took on a utilitarian form and only the dealer sign, free-standing and standardized for the brand, attracted attention."[17]

Historian Chester Liebs describes the evolution of the car dealership showroom:

> " While the format for dealership buildings has remained basically unchanged, exteriors have been dressed ove the years in a predictable succession of architectural garments. At war's end, new showroom designs still displayed the rounded corners and oval windows of the Streamline Moderne. By the late 1940s, utilitarian Modern with plain surfaces, flat roofs, visual fronts, and ribbon windows had come into vogue. A decade later, soaring roofs, canted fronts, and other utterances of the Exaggerated Modern held sway, only to be supplanted, beginning in the mid-1960s, by the shingled mansards of the Environmental Look."[18]

---

[13] Genat, Robert, *The American Car Dealership,* pp. 46-47.
[14] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 38-39.
[15] Genat, Robert. *The American Car Dealership,* pp. 52, 60.
[16] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 38.
[17] Survey LA, Citywide Historic Context, Commercial Development and the Automobile, p. 39.
[18] Liebs, C., *Main Street to Miracle Mile,* p. 90.

Historian Robert Genat observes "the U.S. car dealership has evolved from sheds and small stores to moderate-sized purpose-built facilities to multi-thousand square foot mega-dealers in vast auto malls. Along the way, dealers learned how to merchandise the cars and their business."[19] The sale of automobiles continues to evolve with sales of cars (including used cars) migrating to online ordering and direct delivery to the buyer. While some dealerships will maintain some showroom space to display models, inventory will no longer need to be kept on site. In addition, the area required for service operations will likely shrink with the transition from the combustion engine to zero-emission vehicles requiring a different type and level of service.

AREA AND PROPERTY DEVELOPMENT HISTORY

The subject property at 1401 S. Brand Boulevard is located in the Tropico Boulevard Tract which was recorded in 1903 by the Title Guarantee and Trust Company with L.C.Brand as Secretary and E.W. Sargent as Vice-President. The northern boundary of the tract was Tropico Street, today known as Los Feliz Road.

The north-south running Brand Boulevard bisected the triangular shaped Tropico Boulevard Tract and contained an electric railway right of way. The subject property, the automobile dealership at 1401 S. Brand Boulevard is located on seven parcels in Block 7 of the Tract – at the northernmost area of the Tract on the west side of Brand Boulevard.

Tropico was established as a township in 1887 and was once part of the Rancho San Rafael. The Tropico Improvement Association was established in 1900 to promote development of the town and secure an interurban rail line connecting downtown Los Angeles to the town. Tropico became an independent city in 1911 but just seven years later, in 1918, it was annexed to the City of Glendale.



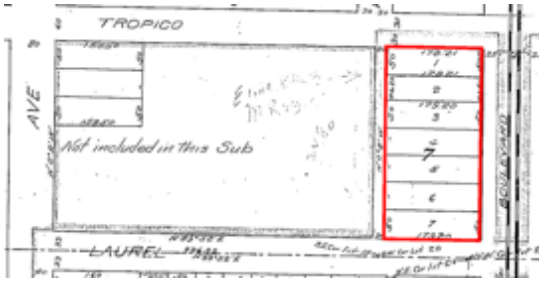
Tropico Boulevard Tract [20]



Current aerial view of Tropico Boulevard Tract (Google Earth, c2020)

[19] Genat, Robert. *The American Car Dealership*, p. 63.
[20] Larger image of Tract in Map Attachments

.

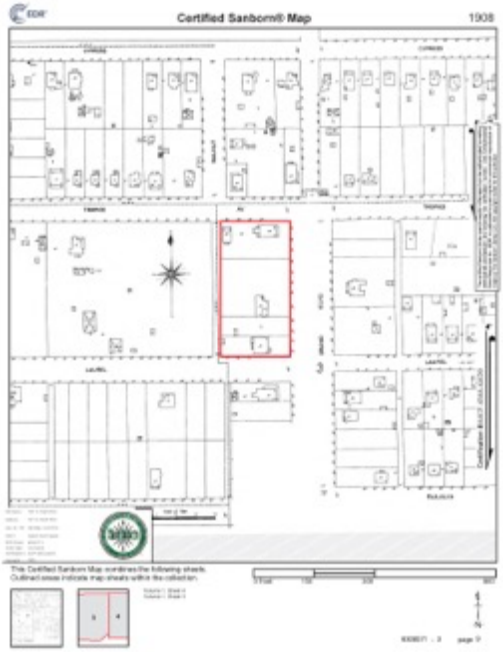


Block 7 of Tropico Boulevard Tract



Current aerial view of Block 7 of Tropico Boulevard Tract(Google Earth, c2020)

Sanborn Maps show the development of the area around the subject property. The subject property consists of seven parcels on Block 7 as shown in the Tropico Boulevard Tract Map. By the publication of the earliest Sanborn Map in 1908, several of the parcels had been consolidated. The 1908 Sanborn Map shows the area of the Tropico Boulevard Tract and its Block 7, developed with one-story single-family dwellings; the area north of Tropico Boulevard was also developed with single family dwellings. The 1919 Sanborn Map shows the integration of Tropico with Glendale post-annexation with Brand Boulevard widened north of the former Tropico Boulevard (known as Los Feliz Road by 1919); the area was still sparsely developed with single-family dwellings. The 1925 Sanborn Map shows the beginnings of change with both institutional use and non-residential use along Los Feliz Road.



1908 Sanborn Map[21]



1919 Sanborn Map

[21] Larger versions of Sanborn Maps in Attachments

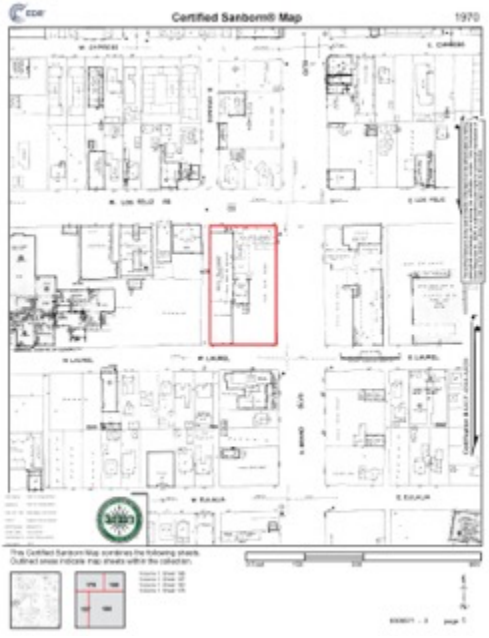
.



1925 Sanborn Map



1950 Sanborn Map



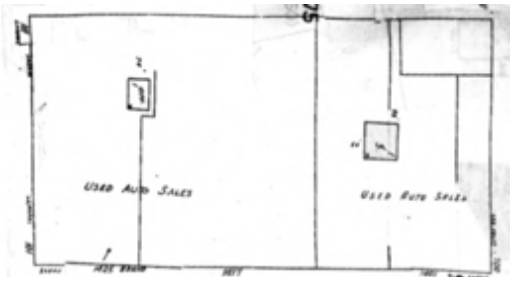
1970 Sanborn Map

The 1950 Sanborn Map reflects the evolution of Brand Boulevard into a commercial corridor with a concentration of automobile sales businesses. The blocks to the north and south of the subject property contained used car sales lots. On the block between Los Feliz Road and Laurel Street both sides of Brand Boulevard were primarily open space used for automobile sales. And the parcels on Block 7, the subject property, had been consolidated to form two large parcels.

.

In 1950 the subject property contained two used car sales businesses. The operation on the north end had a building at the northwest corner of that parcel and a small square store in its center. The business on the lots to the south had only a small rectangular structure in the middle of the parcel.

By 1958 there were 23 new car dealers and half of them were located on Brand Boulevard. New car dealerships included Cadillac, Chevrolet, Chrysler, Edsel, Imperial, Lincoln-Mercury, Oldsmobile, Plymouth, Pontiac, and Rambler. Also, in 1958 there were 46 used car dealers with more 63 percent of them (29) located on Brand Boulevard, including California Motors which was located at 1401 S. Brand Boulevard. The number of new car dealers remained stable throughout the 1960s with 25 new car dealers listed in 1971 with 18 of them, almost 75 percent, located on Brand Boulevard including Los Feliz Ford at 1401 S. Brand Boulevard..



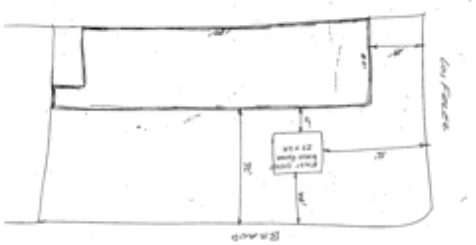
1950 Sanborn Map excerpt



1964 aerial image enlargement

The first building permits for the property known as 1401 S. Brand Boulevard date from 1948 for Lot 6, the southernmost portion of today's property. The owner and business was Honest John Inc., which sold used cars. The permits were for a garden wall along the south side of the property, for signs, and retractable awnings. A 1950 permit was to add a toilet room to an existing office building for owner R&H Motors, Inc.

In 1955 a building permit was taken out by property owner Tommie Vaughn Motors to construct an "auto storage and service building." The owner was listed as the contractor and the architect was a civil engineer, Thomas Jewell. The one-story building was located on the alley with exterior brick walls.



1955 Sketch showing auto storage and service building

By 1958 the two large parcels had been consolidated into a single parcel with Los Feliz Road on the north and Laurel Street on its south. That year the owner of the property at 1401 S. Brand Boulevard, California Motors, applied for a building permit (56483) to

construct a “sales and service of automobiles” building. The architects were Mason and Muntz and the contractor was Peter Kiewit and Son. The building was to be a “maximum of two stories” and 20 feet at its highest point. The exterior walls were to be of brick, stud & plaster, glass, interior walls of stud & plaster and floors of concrete and terrazzo. And the cost of the building was listed as $100,000.

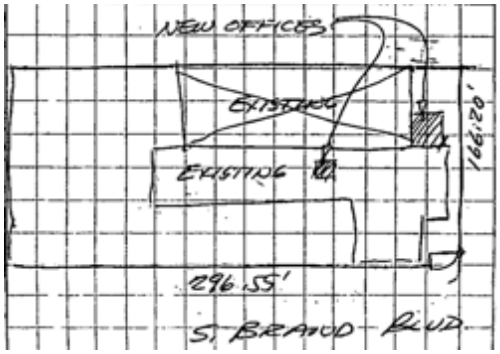
A three paragraph article in the *Los Angeles Times* announced the opening of California Motors, which was a Ford dealership that combined all of the dealer’s “previously scattered major facilities at one location” that provided space for both new and used car sales. The showroom was described as a “jewel Box” building “because of its display room encased in 3,000 square feet of 12-foot-high glass.” The property also contained “administration offices, service and parts departments [which] occupy 26,000 square feet of covered area in a block-long space on Glendale’s automobile row.”[22] The showroom was a new building; existing buildings on the property comprised most of the 26,000 square feet referenced in the article.

The firm of Mason and Muntz was a successor to the firm of Caldwell, Mason and Muntz of Southgate which had been established in 1946. Ernest O. Caldwell and E. Keith Mason were engineers while Donald D. Muntz was an architect. Muntz attended both the University of Southern California and the University of California extension program. He worked as a draftsman for architect T.J. Russell between 1948 and 1950. He joined the firm of Caldwell and Mason in 1950 and became a partner in 1952. In 1956 the firm moved offices to Vernon and shortly after that Caldwell left the firm. It continued on into the mid-1960s as Mason and Muntz and Associates.

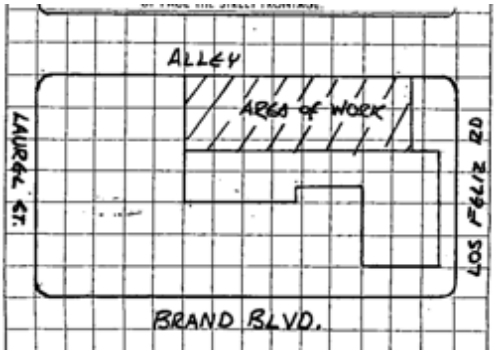
The practice provided engineering and architectural services for industrial and commercial clients. Projects included plants and retail stores for Firestone Tire and Rubber Co., research laboratories and offices, industrial plants as well as office buildings and shops, and maintenance and operational area buildings for the Los Angeles City Board of Education.[23] The first half of the 1960s saw relatively minor changes to the property with the relocation of an office in 1960 (owner was the contractor), addition of new stairs, change of conference room and painting in1961 (contractor E.T. Howard Co.).

In 1964 new office space, one-story with brick exterior, was added to the Los Feliz Road elevation. (owner was the contractor). In 1967 there was damage to the automobile service building located along the alley at the west end of the property and repairs were made to the building. Also, in 1967 a permit was issued to “add two walls to form 10’ X 10’ service area” (John P. Edwards, architect, and the owner as contractor).

[22] :Agency Opens New Facilities,” *Los Angeles Times,* July 17, 1958.
[23] “Firm’s New Offices Located in Vernon,” *Los Angeles Times*, October 7, 1956.

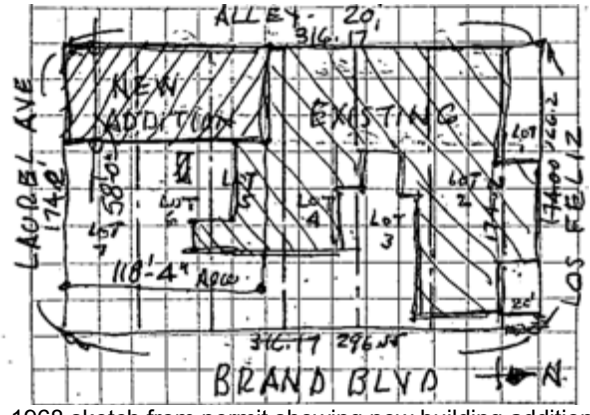


1964 Sketch showing Office Addition



1967 Sketch showing Fire Damage Repair

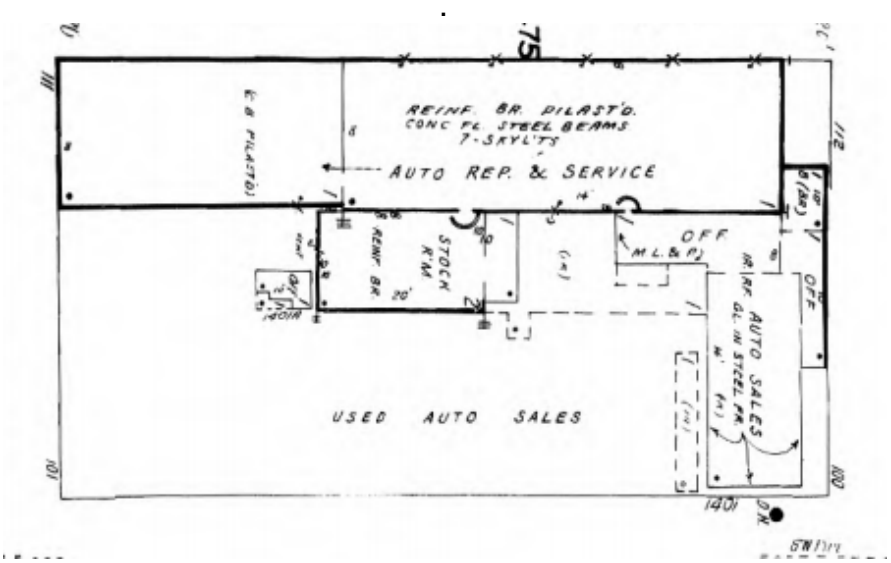
In 1968 another service building was added to the property. Its use was for a Body Shop, a "one-story concrete block addition to existing masonry building." The architect was Mal Gianni and the contractor was Kalish Construction. With the construction of this building, the service buildings ran along the west property line at the alley from Los Feliz Road to Laurel Street. In 1971 a permit was issued to cut new openings in the long service and storage building. Lloyd Dysland was the structural engineer for the project and the contractor was Academy Construction, Inc. The building permit files for the property between the 1950s and current day include many electrical and plumbing, lather/plastering and re-roofing permits.



1968 sketch from permit showing new building addition

In addition, there are many permits for signs on the property to reflect changes in ownership and automobile sales franchises. There are no signs remaining on the property from the period when the 1958 showroom was opened.

In the late 1940s the property was known as Honest John's cars; in 1950 it was R&H Motors and from 1952 until c1956 it was Tommie Vaughn Motors. From c1957 to 1967 the property was known as California Motors. In 1968 it was Phil Hall Oldsmobile. In 1970 it became Los Feliz Ford. The 1970 Sanborn Map shows the Showroom was a long rectangular building. In the 1990s the dealership operated under the "Star" name first as Star Chrysler Jeep , Star Ford, Star Lincoln-Mercury and today as Star Mazda.



1970 Sanborn Map excerpt



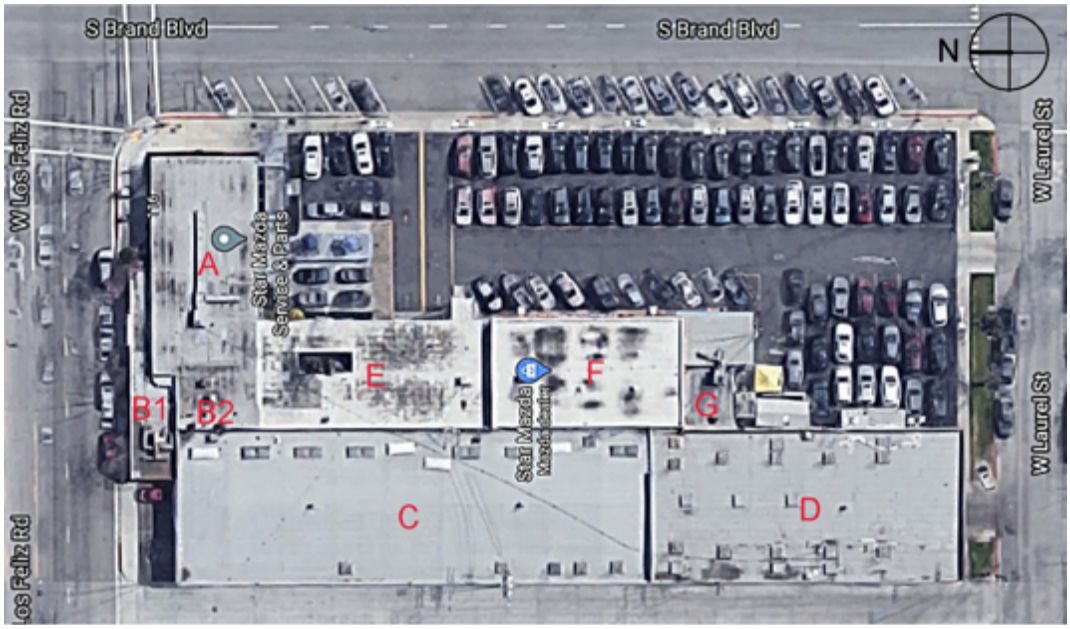
1970 aerial image enlargement

PROPERTY DESCRIPTION

The subject property consists of seven parcels that were consolidated into one consolidated parcel. There are multiple buildings on the parcel. About 40 percent of the property is surface parking area used for display and storage of automobiles. For the purpose of this report the buildings on the property have been designated as Buildings A through G:

Building A: Showroom
Building B1: Offices (exterior along Los Feliz Road)
Building B2: Offices (internal/enclosed by other buildings)
Building C: Service Building
Building D: Service Building
Building E: Office and Service Building
Building F: Parts Building
Building G: Used Car Sales

.



Key to buildings on property at 1401 S. Brand Boulevard

Building A is the new car Showroom. Building A is a Mid-Century Modern style building with International Style influences. Display sections of the showroom are clad in glass on three sides: the south side facing the large parking area; the elevation facing Brand Boulevard; and a portion of the elevation facing Los Feliz Road. According to the building permit the value of the Showroom building was $100,000. A short, three-paragraph newspaper article from 1958 describes the showroom building as "termed a 'jewel box' building because of its display room was encased" by 12-foot-high exterior glass panels. The article noted that the cost for the redevelopment of the whole facility which brought together previously scattered operations of the dealership was $500,000.[24]



Showroom Building A east and north elevations (Google Maps, c2020)

[24] "agency Opens New Facilities," *Los Angeles Times,* July 27, 1958.



Showroom Building A north elevation [25]



Showroom Building A east and portion of north elevation

Showroom Building A is one-story and rectangular in plan. Its exterior cladding is glass plates. The building has a flat roof. The full expanse of the east elevation of the Showrrom is clad with glass. The bays have floor to ceiling clear glass panels except for the upper transom area where the glazing is a dark grey. This darkened transom area creates a band along the top of the windows. At the corners of the east elevation, the vertical member is almost flush with the glazing. Along the east elevation the six glazed bays are separated by thin vertical slats that run from just below the cornice band to the base of the building. These vertical members are spaced equally across the east elevation. Their thin edge faces outward. As the elevation is fully glazed, there is no bulkhead typical of storefronts. However, there is a short brick planter area that runs along the full width of the east elevation and it obscures the lower display area.



Aerial view of Building A

The north and south elevations have an expanse of glass but the west half of both elevations, originally glazed wall sections of the Showroom, have had the original glazed walls obscured or removed. Along the north elevation, a brick office/wall addition is attached to six of the westernmost original twelve glazed window bays. Only the very upper portion of the glazing and the dark glass of the transom area of the six western panels remain as visible evidence of the original expanse of the glazed walls of the Showroom. The roofline of the original Showroom remains visible along the 12 glazed window bays.

[25] Larger images of photographs in Attachment A



Six of the original glazed bays are fully visible on the north elevation of the Showroom; six of the original Glazed bays (to the west) have been obscured by the addition of an office/wall structure. A portion of glazing and the darkened transom area are visible above the office/wall addition.

The north elevation of the Showroom Building A consists of an area of glazed panels that meets a brick exterior wall mid-way along Los Feliz Road between Brand Boulevard and the alley at the west boundary of the parcel. There are five panels that are the same width but the glass panel at the corner is narrower. The vertical dividers also vary. There are four dividers that are similar to those along the front, Brand Boulevard elevation but there are two "I" beam vertical dividers which have a different profile. It is unknown if these were added later. There is a low brick planter that runs the length of the glazed portion of the north elevation.



Showroom Building A, north elevation



Showroom Building A east and north elevations Showing “I” beam dividers and narrower dividers


Showroom Building A north elevation along showing planter area and projecting area of Office Building B1 and the top of the original glass panels hidden by the 1964 B1 office/wall addition.



Added I-beam that does not match other dividers


Showroom Building A planter detail on east elevation

Showroom Building A, with its three sides clad in glass, is the area where automobile models are displayed. Beyond the glass clad walls, to the west, are offices of the dealership. Along the north elevation on Los Feliz Road is the exterior of Office Building B1. This is a one-story building that projects out in front of a portion of Showroom Building A. The Office Building B1 north elevation has a brick clad exterior that is visible along Los Feliz Road. Internal to the site is another office area, Office Building B2, which has no visible exterior elevations.

What would be the west elevation of Showroom Building A merges with other buildings. It has an interior connection to Office Building B2 which was added n 1964 to the west and Service Building E to the south. The Los Angeles County Assessor identifies four buildings on the site with the building dating from 1956 having 22,900 square. Today the Showroom Building A is partially engulfed and connected to other buildings, including Office Buildings B1 and B2 and also connected to Service Building C. These spaces have been merged internally and contain offices and support back of the house operations.

.



East elevation and north elevation, along Los Feliz Road (Google Maps, c2020)



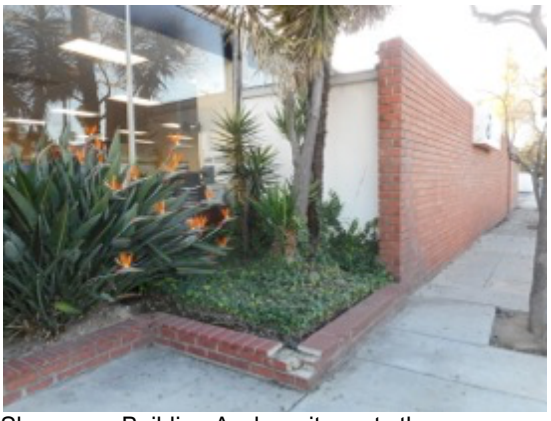
Showroom Building A with glass exterior and Office Building B1 with brick exterior; upper shaded glass band Is visible above and behind the brick building projection (Google Maps, c2020)


Detail of shaded upper window detail along Los Feliz Road

Building B1 is a brick clad office extension along Los Feliz Road built in 1964. From the aerial view of the buildings, it can be seen that the eastern portion of that building was constructed in front of the original showroom building. From the street the original glass panels with darkened transom area and matching roofline is visible above the eastern portion of B1's brick elevation. This brick wall/extension obscures a large portion of the original showroom building.

.

Office Building B1 is slightly lower than the Showroom A Building. It is clad in brick laid in a stretcher bond pattern. The small section of wall that faces east is stucco clad and slightly lower than the long brick sidewall. A square planter with a low brink wall is located at the juncture of Showroom Building A and Office Building B1.



Showroom Building A where it meets the Projecting wall of Office Building B1



Stretcher brick bond (aka running bond) on Office Building B1



Building B1, east elevation of middle section



Building B1 east elevation

Office Building B1 extends to the west beyond what appears to be the west end of Showroom Building A. The fenestration along this elevation is limited to a recessed entry with steps leading to a metal and glass door and a short band of horizontal oriented windows at the far west end of the elevation.


Building B1 entry steps/door on north elevation


Building B1, west section of north elevation


Building B1, west end, north & west elevations
Showing upper window band


Building B1 west elevation and vehicle entry into Service Building C next to that building's vehicle entrance

At the far west end of the north elevation of Office Building B1 that building connects to Service Building C.



Showroom Building A, south and east elevations

.

The south elevation of Showroom Building A has a similar elevation to that on the north with the first module narrower than the other modules. The vertical dividers are similar to those along the north elevation except that there is an additional horizontal bar that runs from the first “I” beam to the last “I” beam. The first glazed bay is narrower than the others and has one of the vertical “I” beams.

Along this south elevation visibility into the showroom through the glass wall is obscured by a pergola structure. There are three “I” beams that are aligned with the inverted L-shape that create the pergola which has a suspended flat canopy. There is no information as to whether this pergola was constructed with the building or if it was added later.
Another anomaly along the south elevation is the stucco wall panel that separates two sections of glazed wall. The east portion of that elevation has the same ceiling to floor glass panels with darkened transom area glazing. After six glazed bays (a metal and glass door assembly is located in one of these bays), there is a section of stucco clad wall, which is approximately the same dimension as two of the glass bays. To the west of that stucco section is another glazed bay with the same darkened glass transom. It appears that, like the north elevation, the south elevation of the original showroom had additional glazed walls that were later altered or obscured.

The alterations on the north and south sides of Showroom Builidng A, shortened two of the three glazed sides of the original showroom and significantly altered the size of the showroom – limiting it to almost half of its original size and display area and obscuring views into the Showroom.

The walkway under the canopy on the south elevation is level with the public sidewalk on the east but rises as it moves westward. A series of ramps and steps create a variety of ways to reach the walkway from the interior of the parcel. This includes a raised patio seating area as well as a ramp that runs parallel with Service building E. At the juncture of Showroom Building A and Service Building E, on the inside side of the ramp is a small room that extends out from the plane of Showroom Building A; this room is part of the office area that is internal to the conglomeration of Buildings A1, B1, Be and E.



Showroom Building A , south elevation with post and beam pergola

.



West section of Showroom Building A ‘s south elevation where it meets Service Building E



Showroom Building A south elevation and pergola



Showroom Building A south elevation and pergola



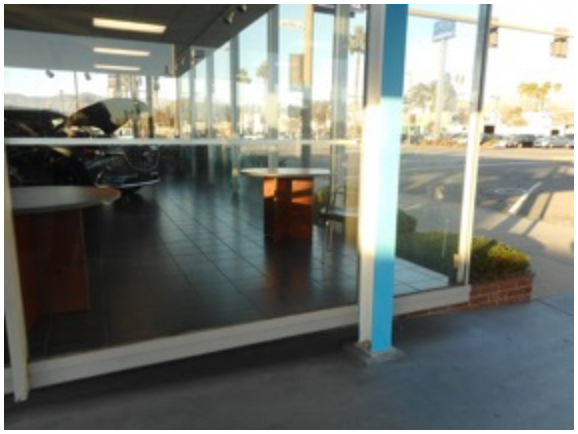
Pergola on south elevation of Showroom Building A



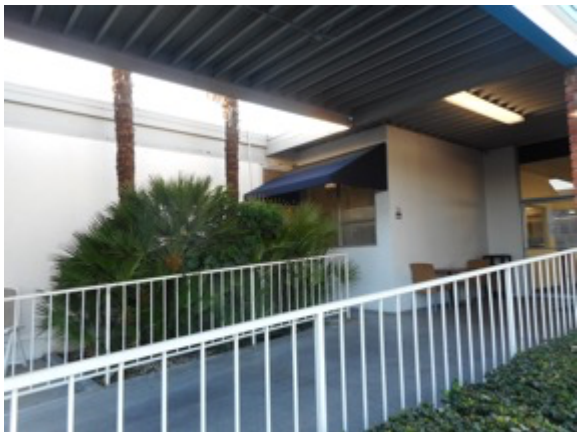
Detail of pergola structure on Building A


Building A south elevation and walkway under pergola


Area under pergola on south elevation of Building A


Showroom Building A east end of south elevation

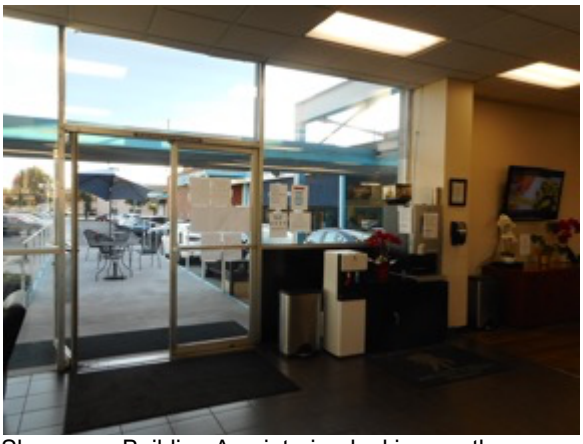

Entry to Showroom Building A on south elevation


Connection of Showroom Building A with Service Building E at left and showing room addition


Showroom Building A interior, north & east elevations


Building A, interior, east and south elevations


Showroom Building A interior, looking west

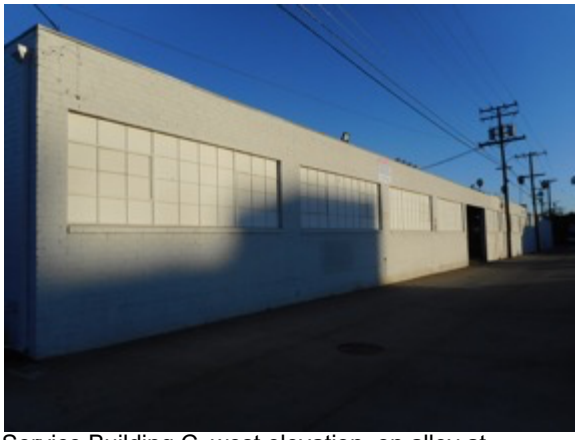

Showroom Building A m interior, looking south

The east portion of the interior of Showroom Building A, has floor to ceiling plate glass windows surrounding the interior display area. The west end of interior of Showroom Building A has typical office wall finishes and a dropped ceiling and doors that lead to back office areas.

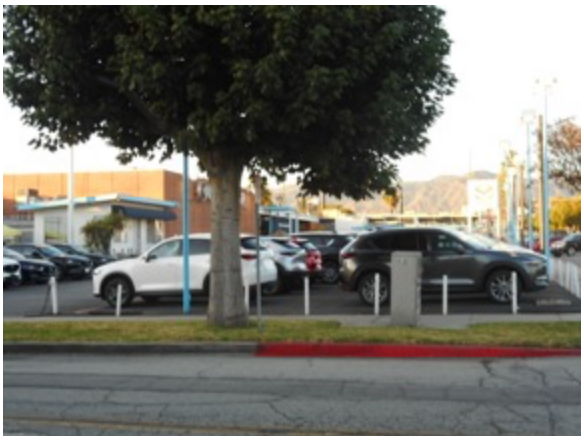
Service Building C is a utilitarian building located at the far west of the consolidated parcel on Los Feliz Road where the alley meets that street. Service Building C is one-story, rectangular in plan with industrial windows that have been painted and a vehicle garage entrance on its north elevation facing Los Feliz Road and another on the west elevation facing the alley. The building's exterior is concrete, and the building has a flat roof. Service Building D is located to the south of Service Building C. It ais similar to Service Building C as it also is one-story and is the same width. It has a flat roof and minimal fenestration with a vehicle entrance and two small windows on its south elevation.



Building B1 west elevation & north and west elevations of Service Building C on Los Feliz Road



Service Building C, west elevation, on alley at Los Feliz Road



South corner of property at Laurel Street and Brand Boulevard



Service Building D, south and east elevations of at Laurel Street

At least 40 percent of the consolidated parcels is paved surface parking area; All of thee of the frontage along Brand Boulevard is used for display of cars. At the north end of the lot cars are displayed in the small interior Showroom Building A. All the rest of the frontage along Brand Boulevard was used as the outdoor display area of the inventory of new and used cards for sale. Service Buildings E, F, and D are set back on the parcel as a backdrop to the display of parked automobiles.

Thus, the street facing elevations of these buildings are simple both as the background for the display of cards and because the function of the buildings has been storage of parts and service work areas. The east elevation of Building E is devoid of fenestration and painted white.


Service Building D, south and east elevations facing Laurel Street


Service Building D, east elevation facing surface parking spaces


Building G, south and east elevations


Building F, east elevation and surface parking



Building F, east elevation



Building F and Service Building E, east elevations

Service Building F is a one-story building, rectangular in plan with a flat roof. This building is a tall one-story building, rectangular in plan and with a flat roof. The exterior is clad with brick and there is fenestration on its east, street-facing elevation. The south elevation has a small, almost square+++++++ one-story sales office. Its rear (west) elevation abuts Service Buildings C and D. On its north side it is connected to Service Building E.

.

Service Building E is closest to Showroom Building A. This is the area where most of the transactions take place – both auto and parts sales as well as the purchase of automobiles. The south end of Service Building E has a small retail office with counter, enclosed in glass. It is adjacent to the vehicle service area which has a wide garage opening that accommodates two vehicle lanes. This building is one-story with a flat roof. The area of the building to the north of the service entrance is clad in stucco and there is a ramp parallel to the building leading from the service garage entry up to the slightly raised platform of Showroom Building A. In the area on the south side of the Showroom Building A and Service Building E there are customer amenities such as chairs and umbrellas on an outdoor raised platform and walkway with canopy that provides shade as well as protection from rain.



Customer office, Service Building E at juncture with Building F, east and north elevations



Service Building E with vehicle entrance, east elevation



Service Building E, vehicle entrance and interior service area



Service Building E, vehicle entrance and walkway ramp along its east elevation


Service Building E, east elevation


Service Building E, east elevation at juncture with Showroom Building A, south elevation and platform


Platform in front of Showroom Building A's south elevation

REVIEW OF PREVIOUS SURVEYS

A historic resources survey was conducted for the *South Glendale Community Plan Draft Environmental Impact Report* as Appendix G in 2018. That survey identified the property at 1401 S. Brand Boulevard as an eligible historic resource with a California Historic Resource Status Code of 5S3, "appears to be individually eligible for local listing or designation through survey evaluation."

The Preliminary Survey Findings Map identified the consolidated seven parcels as a potential historic resource. The preliminary reason was that the property was an "auto-related commercial development; Mid-Century Modern Architecture." The historic context was identified as "Commercial Development: Post-World War II Commercial Development; Architecture & Design: Post-World War II Modernism: Mid-century Modern."[26]

[26] City of Glendale, *South Glendale Community Plan Final Environmental Impact Report*. 2018, Appendix G: South Glendale Historic Resource Survey, Appendix B, p. 9.

.



2018 Preliminary Survey Findings Map

HISTORIC CONTEXTS ELIGBILITY

Historic context statements analyze the historical development of a community and are based on guidelines promulgated by the National Park Service and specified in National Register Bulletin 16A: Historic context is information about historic trends and properties grouped by an important theme in pre-history or history of a community, state, or the nation during a particular period of time. Because historic contexts are organized by theme, place, and time, they link historic properties to important historic trends. In this way, they provide a framework for determining the significance of a property.[27]

Historic contexts provide information about historic trends and properties grouped by an important theme in pre-history or history of a community, state, or the nation during a particular period of time. Because historic contexts are organized by theme, place, and time, they link historic properties to important historic trends. In this way, they provide a framework for determining the significance of a property.

The City of Los Angeles' SurveyLA has prepared historic contexts for a variety of areas including for Commercial Development related to Automobiles. The general development patterns and property types covered by SurveyLA are representative of the development of the region and are applicable to cities such as Glendale. The following context will be used to evaluate Car Showrooms.

[27] *National Register Bulletin 16A: How to Complete the National Register Registration Form*, p. 4.

.

Historic Context: Commercial Development and the Automobile

Property Type: Car Showroom, 1920-1970

Summary Statement of Significance:

> The showroom is a building type that evolved as a facility for exhibiting, selling, and often servicing automobiles. A car showroom evaluated under this sub-theme is significant in the area of Commerce; most examples are also significant in the area of Architecture. They illustrate the evolution of the car showroom as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. They show how a building type's design and site layout are shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Extant, intact examples are now rare.

Period of Significance: 1920-1970

Period of Significance Justification:

> The 1920s is the date of the earliest extant car showroom in Los Angeles. By this time automobile ownership was great enough to generate specific building types designed around its needs. By the late 1960s the auto showroom underwent a change. They were placed further back on their lots and surrounded by parking lots; the cars themselves became the dominate feature from the street.

Geographic Location: Along arterial roads and highways

Area(s) of Significance: Commerce; Architecture

Associated Property Type: Commercial/Auto-Related – Car Showroom

Property Sub-type Description: Facility for exhibiting, selling, and often servicing automobiles

Property Sub-type Significance:

> Extant examples illustrate the evolution of the showroom as a significant building type related to the automobile. They show how a building type's design is shaped by accommodation to the needs of a particular mode of transportation, as well as the stylistic and economic trends of the day.

Eligibility Standards:

- Originally constructed to sell, and often provide servicing for, the automobile
- Demonstrates convenient automobile access from the street
- Is an excellent example of the property type
- Contains design and site layout features that reflect the needs of selling and servicing the automobile
- Was constructed during the period of significance

Character-Defining/Associative Features:

- Retains most of the essential character defining features of the type
- Of a style or mixture of styles typical of the period of construction such as Spanish Colonial Revival, Streamline Moderne, and Mid-Century Modern styles
- Typically also significant within a theme under the Architecture and Engineering context.
- Of the design and layouts typical of adapting to the needs of selling and servicing the automobile during the period of significance (e.g., showroom close to the street with large expanses of glass, service bays accessible to the customers' cars, prominent signage)
- Typically reflects corporate design associated with particular car companies and architects/designers Integrity Considerations:
- Should retain integrity of Design, Location, Feeling, Association, and Materials
- Should retain as much design integrity as possible, including overall massing, significant features (e.g., showroom with display windows), and identifying details such as trim and signage
- Some original materials may have been altered, removed, or replaced
- Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish the importance of accommodating the structure to the spatial needs of the automobile (e.g., service door directly adjacent to street in 1920s structures, front showroom and rear service bays in 1930s-1960s structures)
- If use has changed, adaptation to new use should allow for the maintenance of as much of the original design and site layout as possible
- Site layout should retain original relationship to the street and adjacent structures

RESOURCE EVALUATION

Evaluation of 1401 S. Brand Boulevard

The property at 1401 S. Brand Boulevard is evaluated for eligibility for inclusion on the National Register of Historic Places under the four National Register criteria for significance.

Glendale Register of Historic Places

The property at 1401 S. Brand Boulevard is evaluated for eligibility for inclusion on the Gleendale Register of Historic Places under the four criteria for significance.

Criterion 1. To be eligible for inclusion on the Glendale Register of Historic Resources under the proposed historic resource must be identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, or historic heritage of the nation, state, or city.

The Tropico Boulevard Tract was recorded and subdivided in 1903 in the town known as Tropico (which was later annexed to Glendale). In the first half of the 20th Century the

subject block along Brand Boulevard and area was developed with single-family residences. The block and area transitioned to commercial uses. New car dealerships began operations in Glendale in the teen years in the 20th Century and by the 1930s South Brand Boulevard had begun to develop as Glendale's "auto row" as a concentration of new and used car dealerships located their operation along that arterial corridor which was served by interurban rail. By the mid-20th Century, over half of the new car dealerships in Glendale were concentrated along South Brand Boulevard with others on nearby streets.

In the early 1950s the subject property, contained two auto dealerships, both with temporary structures. By the mid-1950s the parcels had been consolidated and permanent buildings were constructed on the property beginning with utilitarian service buildings. In 1958 a 3,000 square-foot display showroom was added to the site at the corner of the parcel at the intersection of South Brand Boulevard and Los Feliz Road. Over the second half of the 20th Century more construction took place on the site and the various components of the facility merged together to optimize interior spaces (parts and service support, new and used car sales retail and back-of-house spaces).

As the car dealership property at 1401 S. Brand Boulevard did not begin to be developed until the 1950s, there is no association with the early history of Tropico or of South Glendale. The property is not associated with the development of the automobile sales/dealership history or showrooms in Glendale as that commercial sector was well established before 1955. The basic concepts of automobile marketing including display of models in showrooms as well as large areas of surface parking to display models and inventory had been well established by the mid-1950s.

The subject dealership did not spur the concentration of automobile dealerships along South Brand Boulevard as that was well established before construction of the subject property and likely a reason why the car dealership chose that location.

In 1958 there were 23 new car dealerships located in the City of Glendale with half located along Brand Boulevard. The number of car dealers remained stable throughout the 1960s with 25 new car dealers in 1971 and 75 percent of them located on Brand Boulevard. The car dealership at 1401 S. Brand Boulevard, constructed in 1958 did not influence the existing 22 dealerships in 1958 nor did it influence the handful of additional dealerships built over the next fifteen years.

The use of a minimalistic architectural style that featured large expanses of glass was a well established approach to merchandising cars in the mid-20th Century. The design of the subject car showroom was not innovative nor did it influence the design of other automobile showrooms.

The car dealership site at 1401 S. Brand Boulevard was not master-planned. The first building on the property was a large service building at the rear of the property, along the alley. A few years later the display showroom was constructed. Buildings continued to be constructed on the property to address functional requirements and changing technologies. The evolution of the property with buildings added and merged together was not an innovative or unusual pattern for commercial operations.

There is no evidence of any historic events having occurred at the car dealership at 1401 S. Brand Boulevard.

There is no evidence that the property at 1401 S. Brand Boulevard is significant for its influence or association with broad patterns of history. The subject car dealership was not the venue or host to any historic events. The property at 1401 S. Brand Boulevard does not meet the criterion to be considered historically significant. Thus, property at 1401 S. Brand Boulevard does not meet Criterion 1 and is not eligible for the Glendale Register of Historic Resources.

Criterion 2.

To be eligible for inclusion on the Glendale Register of Historic Resources under Criterion 2 the proposed historic resource must be associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city.

There is no evidence that the property at 1401 S. Brand Boulevard is associated with any person who has significantly contributed to history. The architect and engineers associated with the Showroom on the property maintained a prosperous professional practice but there is no evidence that they were any more successful or accomplished than their contemporaries. The dealership has had numerous owners over the decades; there is no evidence that any owner or anyone associated with the dealerships achieved historic significance related to any aspect of automobile sales, marketing or facility planning. There is no evidence that the property was associated with any person who made a significant contribution to the history of the nation, state, region, or city.

Thus, the property at 1401 S. Brand Boulevard does not meet Criterion 2 and is not eligible for the Glendale Register of Historic Resources.

Criterion 3

A property is eligible under Glendale Register Criterion 3 if it embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values.

The automobile dealership property at 1401 S. Brand Boulevard consists of elements including a Showroom Building, sales office areas and buildings, service areas and large expanses of surface parking for display and inventory of automobiles. The first element constructed was a service building for a used car dealership in the mid-1950s. The property was redeveloped into a new car dealership around 1956 and a display Showroom Building was constructed.

Over the years as the dealership operations grew buildings were needed to support sales and service functions required by the technology of each era. These buildings were constructed as needed and modifications such as connecting buildings and filling in spaces took place in an ad hoc manner. There was no master plan for the facility nor any architectural guidelines regarding building design or site layout. Most of the buildings

were located at the rear of the site, along the alley as the area along Brand Boulevard was for display of the product for sale – the automobiles. A few models were displayed in the Showroom which also included sales desks. Most of the cars were displayed outside facing S. Brand Boulevard for all passers-by to see. As the focus was the new cars (and at times some used cars were sold) the support buildings were the backdrop and had little or no fenestration and no architectural details. This type of layout has been typical of car dealerships and has remained in use (although with the growth of online car sales, online display of vehicles and online financial transactions, the need the type of physical space for car dealerships continues to evolve).

While the layout of the facility has antecedents, this typical layout is no more historic than is any other commercial operation that has used the same basic support elements for decades (i.e., products displayed in window, inventory kept in a back room, display modules within the shop, checkout desk or counter).

The only building on the car dealership property at 1401 S. Brand Boulevard with an architectural style is the Mid-Century Modern, Internaltional style Showroom Building. The vehicle Showroom building was designed to be the platform on which to display new automobile models, following the long tradition of vehicle display in showrooms.

The Showroom Building A, as seen in the aerial image, was a rectangular building. Three of the sides had ceiling to floor glazing as evidenced by the roof profile along Los Feliz Road and extant bays on the south elevation. The western half of the original Showroom Buiding's north and south sides and original glazed elevations were altered with the obscuring and removal of major sections of the original glazing which reduced the display showroom area by half. A brick wall was constructed along Los Feliz Road in front of the original glazed windows that is also part of an office addition further to the west. The original roof line and the upper portion of the glazed window bays are visible above the added brick section. If a brick wall was needed in the original design it would have been built rather than constructing glazed walls and placing a brick wall in front of them. The building section known as B1 was not original to the Showroom Building. The north side of the original Showroom Buidling has been significantly altered. There is no rationale or evidence that a basic brick wall that obscures original building features acquires historic significance by functioning as an office space or by its mere presence.

Along the south elevation of Showroom Buidling A, two of the original glazed bays have been clad in stucco as evidenced by the dimension of the stucco area and the existence of a glazed bay to the west of the stucco section. The aerial view shows the outline of the original building as a rectangle with both the north and south sides of the same length. The south elevation of the Showroom Building has been significantly altered.

Only the shorter east elevation of the Showroom Building, facing Brand Boulevard, is of its original dimensions.

The post and beam pergola canopy attached to the south side elevation of the building has inverted L-shaped supports but it is not known if the pergola was part of the original design. However, as the pergola structure only runs along a portion of what was the length of the original Showroom and as it obscures views into the Showroom from the south, it does not appear to be part of the original design of the Showroom Building.

.

The original west half of the showroom merged with later additions to create an area where several structures meet and functions as back of the house officers and support operations. Attached along Los Feliz Road to the west of the original Showroom Building are brick office extensions, B1 and B2 and interior to the lot, it merges with Service Building C.

An important feature of the mid-century dealership was detached signs that were free-standing, a dominant element that served as a giant billboard and included the automobile brand's corporate logo. Over the decades the signs have changed to represent the automobile brand that was sold – and those logos communicated the current design and technology of each period. None of the original signage from the 1950s or any other earlier era remains on the property.

The preliminary findings of the 2018 historic resources survey outlines the whole property on the map. However, the only building on the property which retains some historic design/styling is the Showroom Building and only a portion of the original configuration and design of that buiding remains. All the other buildings – office and service buildings – are unremarkable buildings that lack architectural details. The organization of the site is not part of any master plan and follows the typical organization of automobile dealerships in the late 20th Century. There is no historic significance to the organization of the buildings and functions on the property. There is no original signage on the property.

Although the Showroom Building retains aspects of the Mid-Century Modern design influenced by the International Style, the buiding is not an excellent or exceptional example of the style. The use of the International Style for commercial buildings of all types was common in the mid-20th Century. The building has undergone significant alterations. Almost half of its original vehicle showroom area, defined by exterior glazed walls, has been altered with brick wall added on the north side and bays covered with stucco or removed on the south side.

While the Showroom Building was referred to as a "jewel box" in a single, short (three-paragraph) contemporaneous newspaper article there are no references to the design of the building in any other publications.[28] [29] Other Glendale car showrooms from that period were featured in publications such as the Modern Motors (formerly 1225 S. Brand Boulevard, featured in *Architectural Digest)* and another designed by a master architect, John Lautner (R&H Motors on Colorado Street). The subject building was not featured in any professional architectural publications or in industry-specifiic publications.

[28] "Agency Opens New Facilities," *Los Angeles Times,* July 27, 1958.
[29] Sources checked include Avery Index of Architectural Periodicals, Pacific Coast Architecture Database, Los Angeles Public Library California Index, Los Angeles Times, and internet searches.

.



Modern Motors, c1960)


R&H Motors, John Lautner

The subject Showroom Building was designed by the architectural and engineering firm of Mason and Muntz. While the firm had an active and prosperous practice there is no evidence that they were master architects and designers. There are no references to them in sources such as the Avery Index to Architectural Periodicals, Pacific Coast Architects Database, architectural history guides and books on the architecture of Southern California, no research monographs or academic articles about the firm or their body of work, and no online references to the firm. There is no evidence that Mason and Muntz are master architects or designers.

The automobile dealership at 1401 S. Brand Boulevard does not meet Criterion 3 and is not eligible for the Glendale Register of Historic Resources.

Criterion 4.

A property is eligible under Glendalee Register Criterion 4 if it has yielded, or has the potential to yield, information important to archeological pre-history or history of the nation, state, region, or city.

The buildings on the property were built in the 20th Century during historic times and are not archeological pre-historic resources. The construction techniques and methods and materials are not related to archeological pre-historic resources. The building's style, construction techniques and methods and materials does not have the potential to yield any additional information beyond what is covered under Criteria 1 through 3.

The buildings on the property will not yield information important to the prehistory or history of the area, state or nation. The property does not meet Criterion 4 and is not eligible for the Glendale Registeer of Historic Resources.

National Register of Historic Resources

Because the National Register criteria are similar to the Glendale Register criteria, the property at 1401 S. Brand Boulevard, evaluated above, is ineligible for listing to the

National Register for the same reasons explained under the Glendale Register evaluation.

California Register of Historical Resources

Because the California Register criteria are similar to the Glendale Register criteria, the property at 1401 S. Brand Boulevard, evaluated above, is ineligible for listing to the California Register for the same reasons explained under the Glendale Register evaluation.

Analysis of Integrity

Integrity is the ability of a property to convey its significance. There are seven aspects to be evaluated to determine the historic integrity of a property and the six that relate to the physical aspects of the property are analyzed below ("Association" was analyzed under Criterion B). To be eligible for designation as an historic resource, a property must retain historic integrity.

Location: Location is the place where the historic property was constructed or the place where the historic event occurred. *The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.*

The buildings at the automobile dealership at 1401 S. Brand Boulevard are in the original location where they were constructed. However, over the decades the buildings have been added onto and merged together. The Showroom Building A was constructed as a 3,000 square foot display showroom. Sections of the original showroom have been merged with subsequent additions. While in its original location, its original footprint is not discernable.

Design: Design is the combination of elements that create the form, plan, space, structure, and style of a property. *It results from conscious decisions made during the original conception and planning of a property. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.*

The automobile dealership at 1401 S. Brand Boulevard consists of a series of buildings constructed in the 1950s and 1960s. All of the buildings are utilitarian structures that support the functions of the dealership such as sales of automobiles and parts and servicing automobiles. except for the Showroom Building A section located at the corner of S. Brand Boulevard and Los Feliz Road. All of the buildings a(except the front part of the Showroom) are of modest materials (concrete block, brick, stucco clad) with little fenestration and no architectural details or design and thus of no architectural style.

.

Only one building possesses architectural styling and design elements -- Showroom Building A. The original showroom building's plan is rectangular in plan. Three sides of that building were constructed with an exterior of plate glass panels. The two long sides of the rectangle, the north and south elevations have had half of their original glass panel exterior removed or obscured by later construction. This resulted in around half of the original Showroom Building's display area – which allowed for viewing into the showroom – to lost its display function as the clear walls were covered by other materials.

Over the years the Showroom Building A merged into other buildings on the property. For example, along the north elevation there is a brick office addition (that obscures the original elevation). On the south elevation of Showroom Building A, the area of the elevation to the west of the entry door is a stucco clad wall and beyond that it merges with Service Building C.

The original configuration of the Showroom Building A has been significantly altered with half of the plate glass panels/bays having been removed or obscured by later construction. As a result, Showroom Building A no longer retains intergrity of design.

The elements of the automobile dealership were built over time and evolved and merged together. There was no master plan or coordinated architectural design of the buildings.

Setting: Setting is the physical environment of a historic property. *Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences. The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space.*

The setting of the subject property is along a major arterial corridor so that its product, automobiles, could be viewed by those passing by whether in cars, on transit, walking or biking. Such a location was preferred by automobile sales operations. Automobile dealership began concentrating along S. Brand Boulevard in Glendale in the 1920s. The general placement of elements on the site of an automobile dealership was also well established by the mid-w0th Century with a showroom as well as prominently parked cars to display the inventory. As the selling of cars was tied to new products and new technologies, most of the buildings on the lots were simple and in terms of design functioned as backdrops for the display of their modern and up to date cars. Automobile dealerships kept signage and accouterments up to date. to communicate that they were in possession of state-of-the-art automotive technology. Thus, the settings of automobile dealerships strove to appear modern even if there were a period building on site. That is the case with the setting at 1401 S. Brand Boulevard -- its setting is not evocative of any historic period.

Materials: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. *The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.*

The materials employed on the majority of the buildings on the automobile dealership at 1401 S. Brand Boulevard are simple materials typically employed in the construction of utilitarian buildings of the mid- to late-20th Century and are not evocative of any historic period. The Showroom Building A is the only building exhibiting any architectural design and styling. The materials used on the exterior sheathing of that building was 12-foot high glass panels and they remain on a portion of the showroom building. Due to alterations around half of the Showroom's long north and south elevations have been obscured or removed and the building has merged with elements of other buildings and clad in ordinary materials such as bricks laid in the simple stretcher bond pattern.

Workmanship*:* ***Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.*** *It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.*

There is no evidence of quality workmanship on the subject property. The majority of the buildings on the site are utilitarian structures and constructed with a basic level of workmanship. The only building with an architectural style, the Showroom Building A ,employed 12-foot high glass panels as its exterior however the detailing of its construction is unremarkable. Details such as the areas where elements join do not display finesse.

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. *It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century.*

The property retains its feeling as an automobile dealership but the arrangement of elements on the property do not convey any historic feeling that it is an historic dealership design. The types of buildings, a showroom, sales offices, back of house operations, service and parts departments, large surface parking area for display of car models/inventory are all well-established elements of an automobile dealership and do not impart any feeling of an earlier era. The Mid-Century Modern showroom is a simple restrained box design with glass sheathing that allows contemporary car models to be seen. Only the east elevation has a full glass façade. Around half of the north and south elevations have had their original glass exteriors obscured or removed – thus half of the

oficinal display, viewable from the street, has been obscured. Also, Showroom A has merged with other buildings. The feeling of the Showroom Building A has been lost due to the removal of over half of theoriginal viewable display area.

Historic District Eligibility

According to *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*" a district derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties." In addition, "a district must be significant, as well as being an identifiable entity. It must be important for historical architectural…values." Also "the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity." And "the number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity."[30]

There is no cohesive pattern of development or concentration of potentially eligible historic resources along the section of Brand Boulevard where the subject property is located. Nearby parcels are developed with commercial uses with a variety of building types built over many decades. The *South Glendale Historic Resources Survey* of 2014 prepared for the Draft Environmental Review of the South Glendale Community Plan, did not identify any eligible historic district that includes the subject property at 1401 S. Brand Boulevard. There is no eligible historic district that includes the property at 1401 S. Brand Boulevard.

CONCLUSION

Based on the facts presented above, the property at 1401 S. Brand Boulevard is not eligible for the National Register of Historic Places, the California Register of Historical Resources, or to the Glendale Register of Historic Resources as an individual resource nor is it a contributing building to any historic district as the property:

- is not associated with any historic events or patterns of history;
- is not associated with the early history of Glendale or of automotive sales in Glendale;
- is not associated with any historic persons;
- is not an excellent example of Mid-Century Modern architectural style;
- is not the work of a master architect or builder;
- was not a master planned facility;
- does not possess high quality workmanship or materials;

[30] https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, p. 5.

.

REFERENCES

American Institute of Architects Directories of American Architects, 1956, 1962, https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/overview

.

City of Glendale, Historic Preservation Element of the General Plan. 1997. https://www.glendaleca.gov/home/showdocument?id=833

City of Glendale Register of Historic Resources, 1997, updated Register List.

City of Glendale, *South Glendale Community Plan Final Environmental Impact Report*. 2018. https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/sgcp-eir r
hu

EDR, City Directories.

Genat, Robert. *The American Car Dealership."* St. Paul: Motorbooks International, 2004.

Glendale Historical Society, digitized City Directories, https://glendalehistorical.org/glendale-directories

Glendale Historical Society, *How to Research Buildings in Glendale.* Prepared by Heumann, Gleye and Associates, 1987.

Los Angeles County Assessor Records.

Los Angeles Public Library, City Directory collection.

Los Angeles Times:

"Agency Opens New Facilities," July 27, 1958.

"Firm's New Offices Located in Vernon," October 7m, 1956.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf. 2013.

Pacific Coast Architecture Database, http://pcad.lib.washington.edu/

Perry, E. Caswell, Berger, Shirley C., and Jonisch, Terri E., *Glendale, A Pictorial History.* Norfolk, VA, The Donning Company, 1990.

Perry, E. Caswell and Parcher, Carroll W., *Glendale Area History*. Glendale, CA, James W. Anderson, 1974.

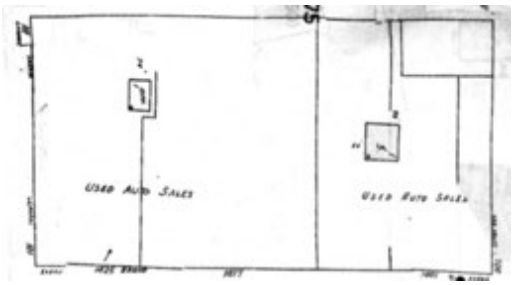
Sanborn Fire Insurance Maps.

Sherer, John C., *A History of Glendale and Vicinity,* Glendale, CA, The Glendale History Publishing Company, 1922.

SurveyLA, *Los Angeles Citywide Historic Context Statement, Commercial Development and the Automobile, 1910-1970.* 2016. https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf

Water and Power Associates, Early Views of Glendale. https://waterandpower.org/museum/Early_Views_of_Glendale.html

Yamada, Katherine, "Verdugo Views: Brand Boulevard of Cars has Roared since the 1920's." *Glendale News-Press*, Sept. 28, 2012. https://www.latimes.com/socal/glendale-news-press/opinion/tn-gnp-0928-verdugo-views-brand-boulevard-of-cars-has-roared-since-the-20s-story.html\

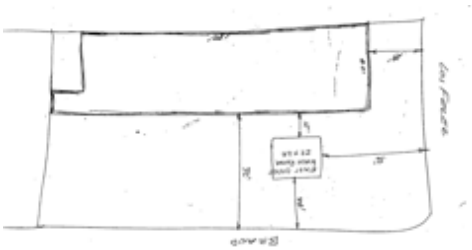


1950 Sanborn Map excerpt


1964 aerial image enlargement

The first building permits for the property known as 1401 S. Brand Boulevard date from 1948 for Lot 6, the southernmost portion of today's property. The owner and business was Honest John Inc., which sold used cars. The permits were for a garden wall along the south side of the property, for signs, and retractable awnings. A 1950 permit was to add a toilet room to an existing office building for owner R&H Motors, Inc.

In 1955 a building permit was taken out by property owner Tommie Vaughn Motors to construct an "auto storage and service building." The owner was listed as the contractor and the architect was a civil engineer, Thomas Jewell. The one-story building was located on the alley with exterior brick walls.


1955 Sketch showing auto storage and service building

By 1958 the two large parcels had been consolidated into a single parcel with Los Feliz Road on the north and Laurel Street on its south. That year the owner of the property at 1401 S. Brand Boulevard, California Motors, applied for a building permit (56483) to construct a "sales and service of automobiles" building. The architects were Mason and Muntz and the contractor was Peter Kiewit and Son. The building was to be a "maximum of two stories" and 20 feet at its highest point. The exterior walls were to be of brick, stud & plaster, glass, interior walls of stud & plaster and floors of concrete and terrazzo. And the cost of the building was listed as $100,000.

A three paragraph article in the *Los Angeles Times* announced the opening of California Motors, which was a Ford dealership that combined all of the dealer's "previously scattered major facilities at one location" that provided space for both new and used car sales. The showroom was described as a "jewel Box" building "because of its display room encased in 3,000 square feet of 12-foot-high glass." The property also contained "administration offices, service and parts departments [which] occupy 26,000 square feet of covered area in a block-long space on Glendale's automobile row."[18] The showroom was a new building;

[18] :Agency Opens New Facilities," *Los Angeles Times,* July 17, 1958.

Attachment A: Photographs – 1401 S. Brand Boulevard--
A walk around the property starting at the west end along Los Feliz Road to Brand Boulevard to Laurel Street



1. Key to buildings on property at 1410 S. Brand Boulevard



2. Looking south at alley along Los Feliz Road; surface parking for the dealership Is to the right (west) of alley; service building, Building C, is to the left (east) of alley. West and north elevations of Building C. (Source: Google Maps, c2019)



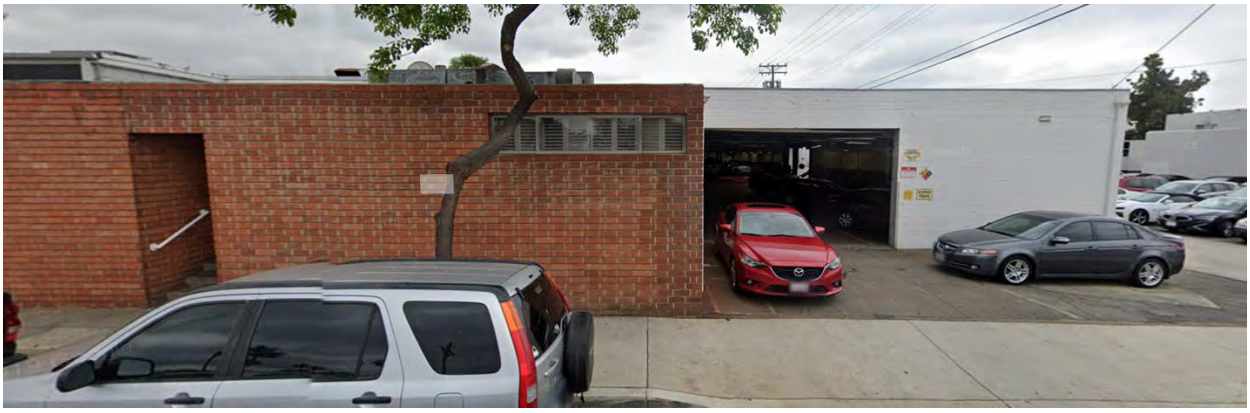
3. Surface parking lot to west of alley along Los Feliz Road to the west of Service Building C.



4. Service Building C at west end of property at alley at Los Feliz Road, north and west elevations



5. West elevation of Service Building C at alley at Los Feliz Road



6. North elevations of dealership Building C and Building B1 at the west end of the property along Los Feliz Road (Source: Google Maps, 2019)



7. North and west elevation Service Building C and west elevation of Building B1 along Los Feliz Road at west end of the property



8. Service Building C garage entry along Los Feliz Road



9. Service Building C garage entry along Los Feliz Road next to Building B1. Also, west and north elevations of Building B1.



10. Building B1, north and west elevations along Los Feliz Road



11. Service Building B1 north elevation along Los Feliz Road



12. Entry and wall along north elevation at west end of Building B1 on Los Feliz Rd



13. Entryway, steps and door on north elevation of Building B1 on Los Feliz Rd



14. North elevation of Building B1 along Los Feliz Road



15. Middle section of north elevation of Building B1 at Los Feliz Road



16. North elevation of showroom Building A along Los Feliz Road



17. North elevation where Building B1 meets Showroom Building A along Los Feliz Road and planter detail



18. North elevation of Showroom Building A along Los Feliz Road



19. East and north elevations of Showroom Building A at intersection of Los Feliz Road and Brand Blvd.



20. East and corner of north elevations of Showroom Building A at intersection of Los Feliz Road and Brand Blvd.



21. East elevation of Showroom Building A along Brand Blvd. at corner of with south elevation



22. Planter and corner detail of Showroom Building A long Brand Boulevard



23. South elevation of Showroom Building A facing the parking lot



24. South elevation of Showroom Building A facing parking lot, walkway under canopy.



25. Corner of Showroom Building A at south and east elevations



26. South elevation of Showroom Building A with canopy.



27. Detail of canopy connection along south elevation of Showroom Building A



28. Detail of canopy structure on Showroom Building A along south elevation



29. South elevation of Showroom Building A under canopy and walkway



30. Walkway along south elevation of Showroom Building A



31. Stairway leading from Showroom Building A walkway to Service Building E



32. Entrance to Showroom Building A along south elevation



33. Interior of Showroom Building A (east and north elevations)



34. Interior of Showroom Building A (east and south elevations)



35. Interior of Showroom Building A (looking south)



36. Interior of Showroom Building A (looking west)



37. Interior of Showroom Building A at entry along south elevation



38. Showroom Building A south elevation with canopy



39. Showroom Building A south elevation with canopy



40. East elevation of Service Building E and south elevation of Showroom Building A



41. Raised platform outside of Showroom Building A south elevation



42. Raised platform outside of Showroom Building A south elevation



43. East elevation of Service Building E and south elevation of Showroom Building A and raised platform



44. East elevation of Service Building E



45. East elevation of Service Building E



46. East elevation of Service Building E and its vehicle entrance



47. East side vehicle entrance to Service Building E



48. Entrance to Service Building E customer office where it meets Service Building F



49. East elevation of Service Buildings E and F



50. East elevation of Service Building F



51. Surface parking area on south half of property



52. South and east elevations of Building G



53. Looking north at property from near Laurel Street



54. East elevation of Service Building D and surface parking area



55. East border of property along Brand Boulevard looking north toward Showroom Building A



56. Looking north at property from Laurel Street

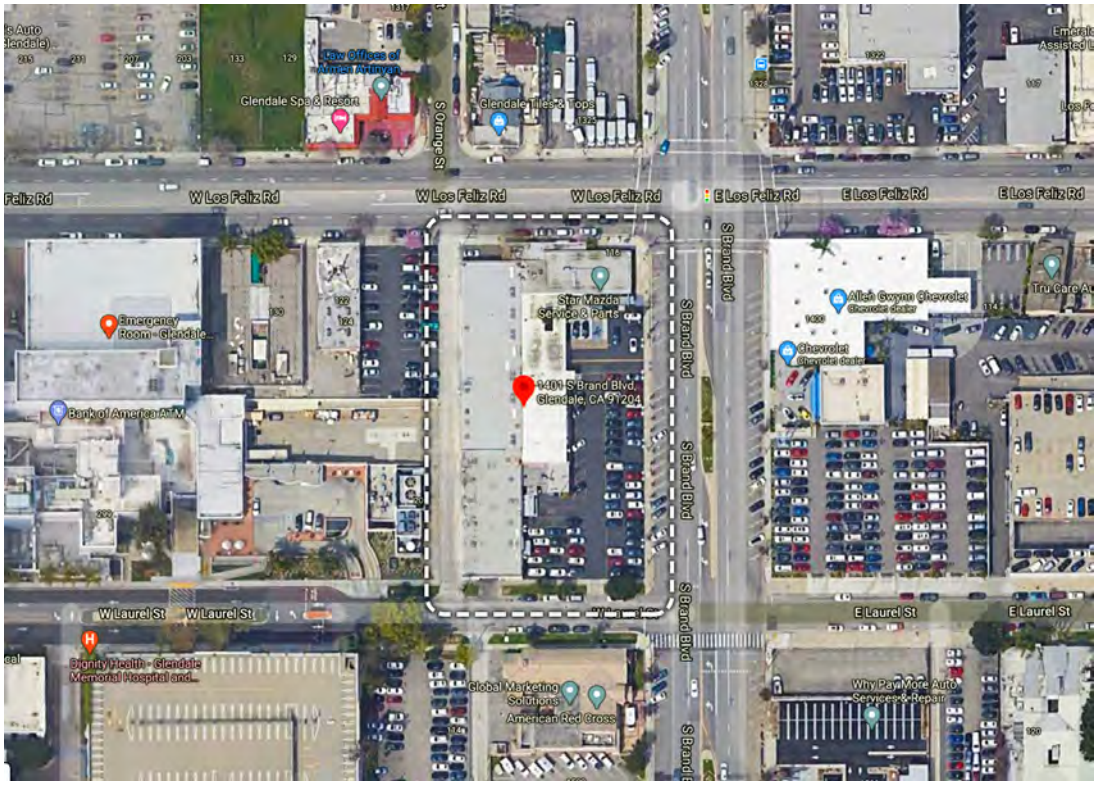


57. South and east elevations of Service Building D at Laurel Street

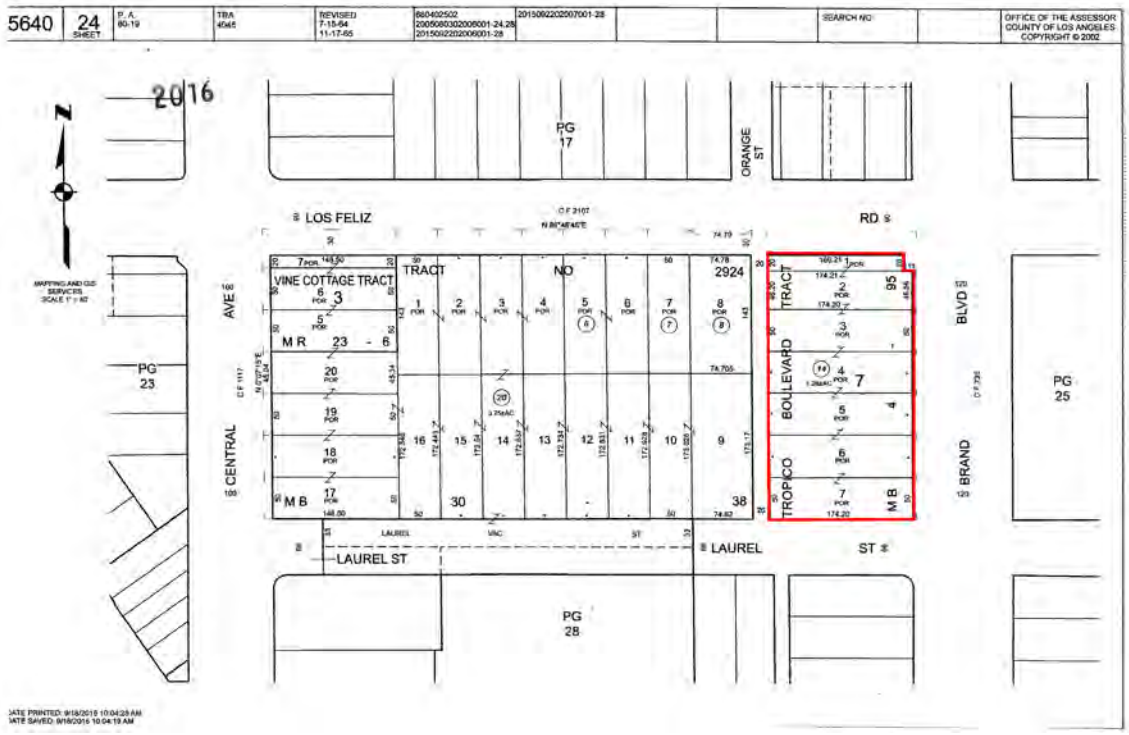


58. South and east elevations of Service Building D at Laurel Street

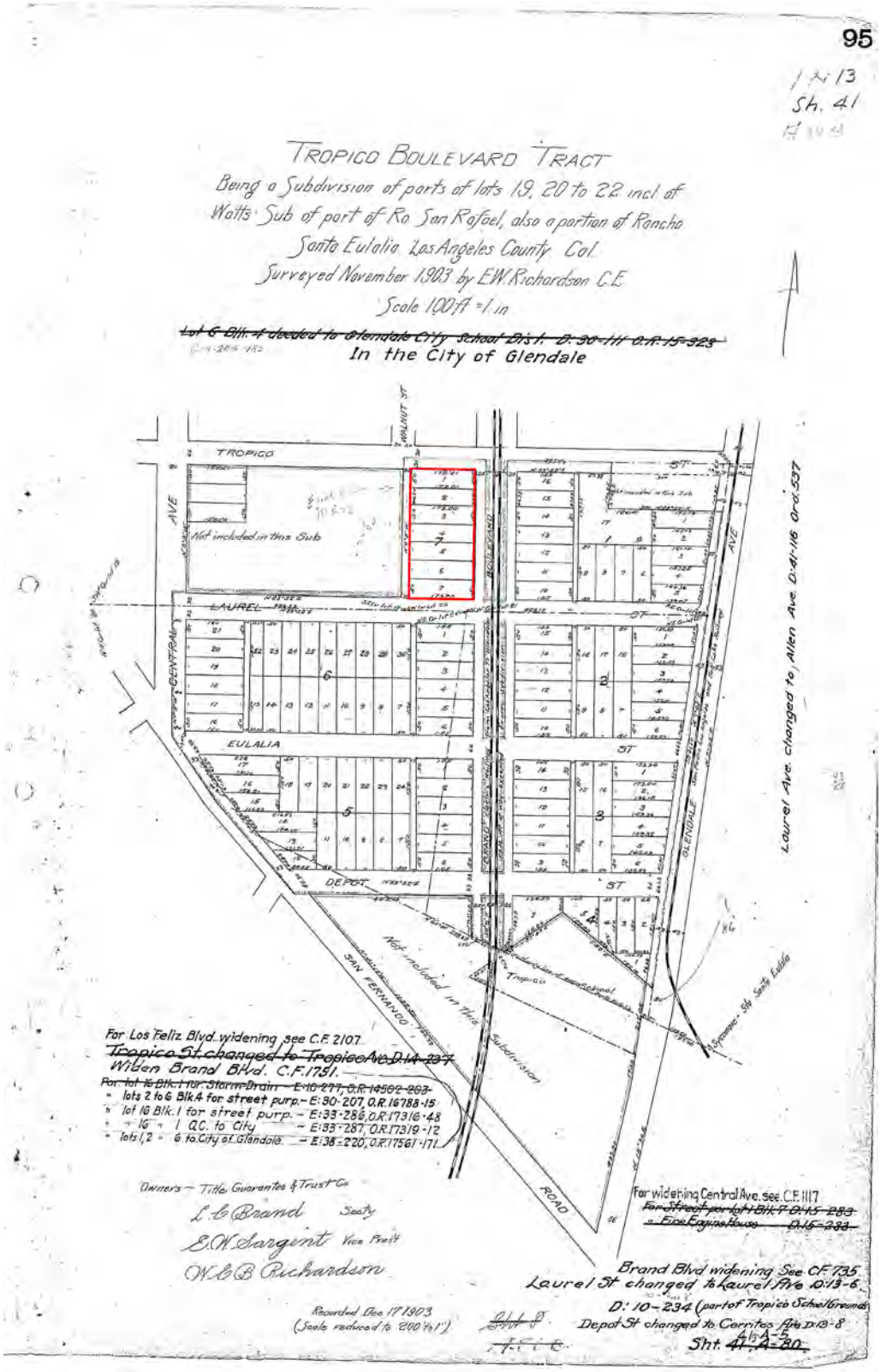
Attachment B: Maps



Aerial photograph (ca. 2018)



Los Angeles County Assessor's Map



Original Tract Map

ATTACHMENT C: Building Permits

B-6

Application Received

1-C

CITY OF GLENDALE

DEPARTMENT OF PUBLIC WORKS

DIVISION OF BUILDING

Application to Alter ☐ Repair ☐ Demolish ☐ or Move ☐

PLANS AND SPECIFICATIONS AND OTHER DATA MUST ALSO BE FILED

Application is hereby made to the Superintendent of Buildings of the City of Glendale for the approval of this detailed statement of specifications herewith submitted for the alteration, repair, demolition or moving of the building herein described. All provisions of the building ordinances and state laws shall be compiled with in the alteration of said building, whether herein specified or not. It is also understood that the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County or State; or as giving or granting any right or privilege to use the said structure or building for any purpose which is or may hereafter be prohibited by ordinance of the City of Glendale. **A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.**

Lot No. 6 Block 7 Tract Ingraco Blvd

Job Address 1401 So Brand Blvd Fire District

Owner's Name Honest John Inc

Owner's Address 1401 So Brand Blvd

Architect's Name Address

Contractor's Name State License Number

Contractor's Address Owner

Entire cost of the Proposed Improvements, $ 500.00 Class of Building

Purpose of the Building Division Wall No. of ~~stories~~ ft in height 5'-6"

Size of New Addition 8" Block wall x 85' long Material of Foundation Concrete

Depth of Foundation 12" Size Footing 12" Size of Wall 8"

Size of Exterior Studs x Interior Studs x

Size of Mud Sills x Bearing Studs x

Size of First Floor Joist x Second Floor Joist x

Ceiling Joists x Roof Rafters x

What is minimum height of Floor Joist above ground?

Specify Material of Roofing

Number and Kind of Chimneys Size of Flues

Are there any Poles, Trees, Hydrants affecting driveway?

STATE ON THE FOLLOWING LINES JUST WHAT YOU WANT TO DO:

Garden wall along South side of property

Date Issued 1-7-48 194....

PERMIT NO. 30844

Make Diagram on Back of this Sheet

(SIGN HERE) Geo Foster

Owner or Authorized Agent

B-66

Application Received

Permit Issued

CITY OF GLENDALE

DEPARTMENT OF PUBLIC WORKS
DIVISION OF BUILDING

APPLICATION FOR ROOF SIGN ☐ POST SIGN ☒ NEON ☐

Application is hereby made to the Superintendent of Buildings to erect the structure indicated above in accordance with provisions of City Ordinances and State Laws applicable thereto. **IT IS UNDERSTOOD THAT A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.**

(SIGN HERE) Electro-Lite Neon Co.
Owner or Authorized Agent

Lot ..... Block ..... Tract .....

Zone Commercial ☐ Special Commercial ☐ Industrial ☒ Fire Dist. No. .....

Job Address - No. 1401 Street S. Brand

Owner's Name Howard Johns.

Owner's Address 1401 S. Brand

Designer's Name .....

Designer's Address .....

Contractor's Name Electro-Lite Neon Co. State License No. 95899

Contractor's Address 122 W. Colorado, Glendale

Value of Structure 200 00

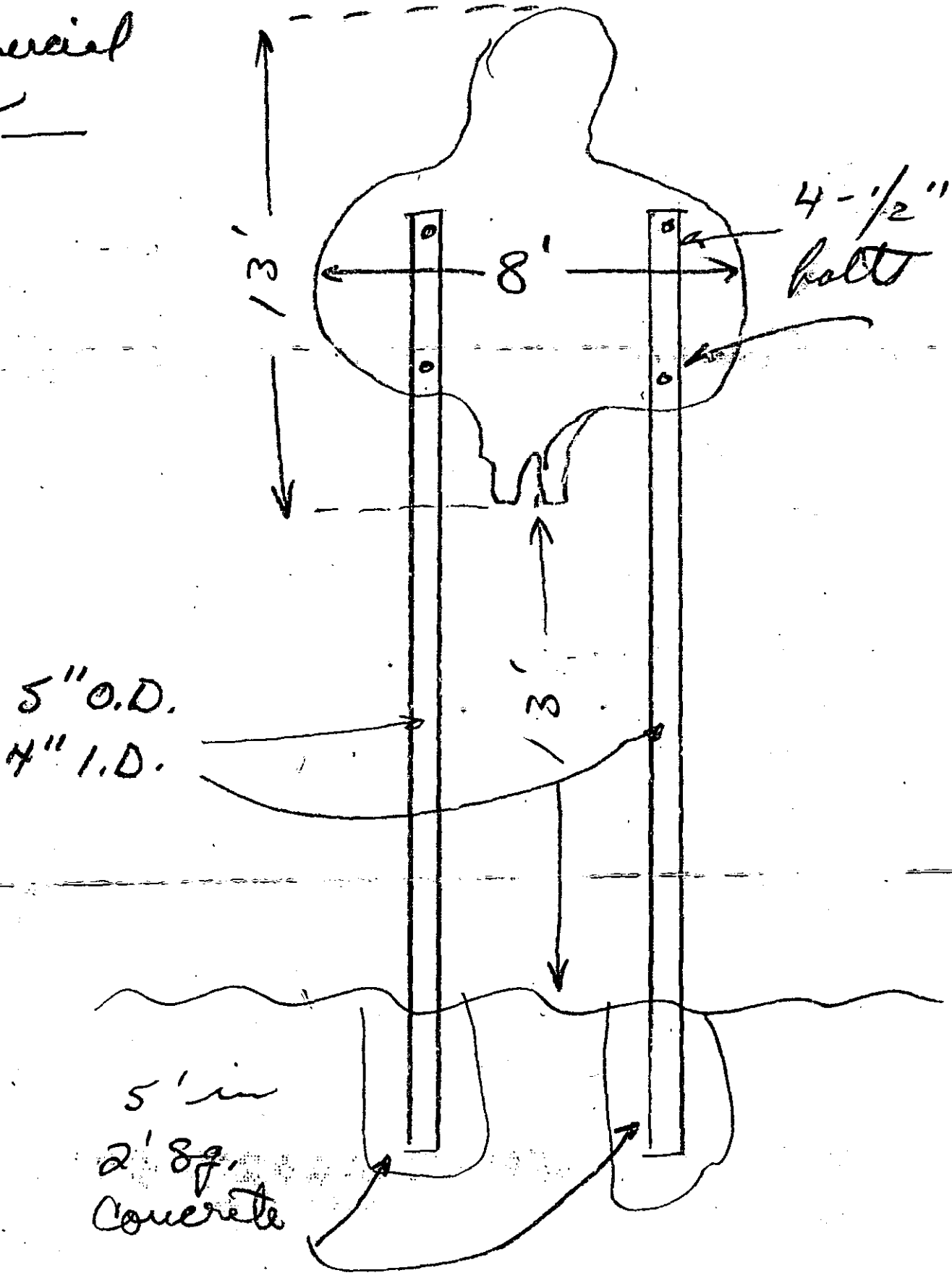
Dimensions of Sign 13' Ft. Long 8' Ft. High 50 Sq. Ft. in area

SUBMIT SKETCH ON REVERSE SIDE SHOWING LOCATION ON PROPERTY, HEIGHT, AREA OF SIGN, SIZE AND MATERIAL OF POST, SIZE OF FOOTING AND DEPTH IN NATURAL GROUND, CONNECTIONS OF SIGN TO POST -- ALL ROOF SIGN MUST HAVE PLANS INCLUDING STRESS DIAGRAM.

Make Diagram on Back of this Sheet

PERMIT NO. 30916 Date Issued 1-16-48

Commercial Sign



B-6

Application Received

Okay WF

1-C

CITY OF GLENDALE

DEPARTMENT OF PUBLIC WORKS

DIVISION OF BUILDING

Application to Alter ☐ **Repair** ☐ **Demolish** ☐ **or Move** ☐

PLANS AND SPECIFICATIONS AND OTHER DATA MUST ALSO BE FILED

Application is hereby made to the Superintendent of Buildings of the City of Glendale for the approval of this detailed statement of specifications herewith submitted for the alteration, repair, demolition or moving of the building herein described. All provisions of the building ordinances and state laws shall be compiled with in the alteration of said building, whether herein specified or not. It is also understood that the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County or State; or as giving or granting any right or privilege to use the said structure or building for any purpose which is or may hereafter be prohibited by ordinance of the City of Glendale. **A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.**

Lot No. ..... Block ..... Tract .....

Job Address 1401 La Brand Blvd Glendale Calif Fire District .....

Owner's Name Honest John

Owner's Address 5th + Vermont, Los Angeles Calif

Architect's Name ..... Address .....

Contractor's Name U.S. Awning Co State License Number .....

Contractor's Address Same

Entire cost of the Proposed Improvements, $ 400.00 No. of Rooms .....

Purpose of the Building ..... No. of Stories in height .....

Size of New Addition ..... x ..... Material of Foundation .....

Depth of Foundation ..... Size Footing ..... Size of Wall .....

Size of Exterior Studs ..... x ..... Interior Studs ..... x .....

Size of Mud Sills ..... x ..... Bearing Studs ..... x .....

Size of First Floor Joist ..... x ..... Second Floor Joist ..... x .....

Ceiling Joists ..... x ..... Roof Rafters ..... x .....

What is minimum height of Floor Joist above ground? .....

Specify Material of Roofing .....

Number and Kind of Chimneys ..... Size of Flues .....

Are there any Poles, Trees, Hydrants affecting driveway? .....

STATE ON THE FOLLOWING LINES JUST WHAT YOU WANT TO DO:

Install 148 Lineal Ft Retractable Rope awning

Extension 6-0

Date Issued 9-16 1948

PERMIT NO. 33304

Make Diagram on Back of this Sheet

(SIGN HERE) Louis Lanes

Owner or Authorized Agent

B-6

Application Received

1-C

CITY OF GLENDALE

DEPARTMENT OF PUBLIC WORKS

DIVISION OF BUILDING

Application to Alter ☒ Repair ☐ Demolish ☐ or Move ☐

PLANS AND SPECIFICATIONS AND OTHER DATA MUST ALSO BE FILED

Application is hereby made to the Superintendent of Buildings of the City of Glendale for the approval of this detailed statement of specifications herewith submitted for the alteration, repair, demolition or moving of the building herein described. All provisions of the building ordinances and state laws shall be compiled with in the alteration of said building, whether herein specified or not. It is also understood that the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County or State; or as giving or granting any right or privilege to use the said structure or building for any purpose which is or may hereafter be prohibited by ordinance of the City of Glendale. **A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.**

Lot No. 1 Block 7 Tract Tropico Blvd

Job Address 1401 So. Brand Blvd Fire District 2

Owner's Name R & H Motors Inc.

Owner's Address 600 E. Colorado Glendale

Architect's Name Raymond Janes Address Glendale

Contractor's Name Blumenthal Bros State License Number 62372

Contractor's Address 806 So. Maryland Glendale

Entire cost of the Proposed Improvements, $800.00/100 No. of Rooms One

Purpose of the Building No. of Stories in height One

Size of New Addition 6'-5" x 6'-8" Material of Foundation Concrete

Depth of Foundation 6" Size Footing 12 x 12 Size of Wall

Size of Exterior Studs 2 x 4 & 6 Interior Studs None x

Size of Mud Sills 2 x 6 Bearing Studs 2 x 4

Size of First Floor Joist None x Second Floor Joist x

Ceiling Joists 2 x 4 Roof Rafters 2 x 4

What is minimum height of Floor Joist above ground? 4" Cement Slab Floor

Specify Material of Roofing Composition

Number and Kind of Chimneys Size of Flues

Are there any Poles, Trees, Hydrants affecting driveway? No

STATE ON THE FOLLOWING LINES JUST WHAT YOU WANT TO DO:

Add toilet room to existing office bldg.

Date Issued 11-15 1950

PERMIT NO. 39057

Make Diagram on Back of this Sheet

(SIGN HERE) L H Blumenthal

Owner or Authorized Agent

OWNER R & H. MOTORS ADDRESS 1401 So. BRAND

PURPOSE OF BUILDING ADD TOILET ROOM SPECIAL PERMIT NO.

LOT 1 BLK 7 TRACT TROPICO BLVD FIRE DISTRICT NO.

BUILDING			PLUMBING			LATH & PLASTERING			WIRING GONE		
Date 11-15-50			Date 11-16-50			Date 11-29-50			Date 11-28-50 Out. 1		
			No. 98074			No. 30828			No. 61078 Sw. 1		
No. 39057			Fix. 2						Range Fix.		
Amt. 800.00			Htr. WATER SYSTEM 1			Yds. Int. 17			Htr. Mot.		
			Gas.			Yds. Ext. 20			Trans.		
Con. BLUMENTHAL BROS			Con. AIRPORT PLBG			Con. MIKE ARANCIBIA			Con. GONE ELECT		
	Date	Insp.		Date	Insp.		Date	Insp.		Date	Insp.
Foundation	11-22-50	RH	Rough	11-22-50	MC	Ext. Lath	11-29-50	leh	Rough	11-27-50	DT
1st Floor Joist			Gas			In. Lath	11-29-50	leh	Finish Wire	12-13-50	DT
			Sewer	11-22-50	MC	Ext. Scratch	12-4-50	leh	Fixtures		
Frame	11-28-50	RH	Cesspool			In. Brown	12-1-50	leh	Motor		
Finish	12/13/50	RH	Heating			Ext. Brown	12-7-50	leh	Furnace		
			Finish	12-5-50	MC	Finish	12-12-50	leh	Range		

SEWER	HEATING	ELECTRIC	LATHING	WIRING X 1401-03
Date 11-16-50	Date	Date	Date	Date 12-23-47 Out. 74
No. 98074	No.	No.	No.	No. 49842 Sw.
Sewer No. EXIST	Wall	Sw.		Range Fix. 74
Cesspool	Floor Dual	Mot.	Yds. Int.	Htr. Mot.
Septic	Unit		Yds. Ext.	Trans. 1
Con. AIRPORT PIPG	Con.		Con.	Con. Magee

Wall - 1-7-48
30844
$500 —
owner
(no insp.)

Wiring 9-16-48
33304
$ 400 —
U. S. Wiring
(no insp.)

Plbg. 2-10-56
32413
2 fix
Moe

Plbg. 11-23-55
30971
1 gas.
Moe

Heating 6-1-32
16842
$300 —
4 furnaces.
Jewel City Plbg.

#1401-03 Wiring 9-17-47
48741
: 56 out.
Magee

Wiring 4-22-48
51173
3 out.
Jamen Elec.

Wiring 2-27-51
61869
-80 out.
Magee 12K. WD
add. load light

B-26

OWNER Tommie Vaughan Motors ADDRESS 1401 S. Brand

PURPOSE OF BUILDING Auto Storage & Service Bldg. SPECIAL PERMIT NO.

LOT 1-5 incl. BLK 7 TRACT Tropico Blvd. FIRE DISTRICT NO. 2 e.3

BUILDING

Date 2-21-55

No. 48866

Amt. 26,000.00

Con. owner

over	Date	Insp.
Foundation	MAR 1 '55	RH
1st Floor Joist		
Frame	NOV 9 '55	FWK.
Finish	NOV 9 '55	"

SEWER

Date 4-25-55	5-10-55
No. 26822	27127
Sewer No. 1 rebuilt	4506
Cesspool	
Septic	
Con. E. Brandon	R. Carlson

PLUMBING

Date 5-10-55

No. 27127

Fix. 2 WATER SYSTEM

Htr. WATER SOFTENER

Gas. SPRINKLER SYSTEM

Con. R. Carlson

	Date	Insp.
Rough	MAY 12 '55	me
Gas		
Sewer	MAY 12 '55 APR 26 '55	ok
Cesspool-Tank		
Heating		
Finish	AUG 30 '55	me

HEATING

Date

No.

Wall

Floor

Con.

PLASTERING

Date

No.

Yds. Int.

Yds. Ext.

Con.

	Date	Insp.
Ext. Lath		
In. Lath		
Ext. Scratch		
In. Brown		
Ext. Brown		
Finish		

LATHING

Date

No.

Yds. Int.

Yds. Ext.

Con.

over WIRING

Date 7-20-55 Out. 65

No. 78335 Sw.

Range Fix.

Htr. 15 Mot. 1

Trans.

Con. Mactolf Doll

	Date	Insp.
Rough		
Finish Wire	JUL 8 '55	H
Fixtures		
Meter	JUL 20 '55	H
Date 3-8-55		Out.
No. 76854		Sw.
Power Pole		Fix.
Htr. move meter		Mot.
Con. Mactolf - Doll		
	Date	Insp.
Rough	MAR 8 '55	H
Finish Wire	MAR 8 '55	H
Fixtures	APR 6 '55	H

?H FEB 23 '55 soil insp.
" MAR 9 '55 vert. steel
" MAR 10 '55 column steel
" MAR 22 '55 welding (short wall steel SO. end)

IIRE

?-30-55
?8873
?4 outs.
?4 fix.
nactolf - Roll
H. COV 8 & FIX

Engr T. Jenic C
S/L S. Sanders
Pendle

III - E4
1 Rm

B-40

Application Received

#53

Driveway From Alley O.K. C.H.

OK JPR

APPROVED -
PUBLIC SERVICE DEPT.
ELEC. D 3/21/53 Q
WATER .....

Q Pending RELOCATION OF S/W ANG, IN ALLEY W/O BRAND. BLVD. P. Gallaire

APPLICATION FOR BUILDING PERMIT

TYPE I - II - (III) - IV

GROUP A B C D (E) F G H I J

GLENDALE, CALIF. ..... 194.....

APPLICATION IS HEREBY MADE TO THE SUPERINTENDENT OF BUILDINGS FOR PERMIT TO ERECT BUILDING IN ACCORDANCE WITH PROVISIONS OF CITY ORDINANCES AND STATE LAWS APPLICABLE THERETO OF THE DESCRIPTION, AND FOR THE PURPOSE HEREINAFTER SET FORTH.

A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.

OWNER'S NAME Tommie Vaughn Motors
Owner's Address 600 E. Colorado, Glendale
PURPOSE OF BUILDING Auto storage & Service
Number of Rooms One Entire Cost of Building $ 26000.00
JOB ADDRESS: 1401 S. Brand Blv. Zone C-3 Fire District #2
CONTRACTOR'S NAME Owner State License Number
Contractor's Address 600 E. Colorado Blvd
Architect's Name Thos. Jewell, C.E. 343 Address 511 S. San Fernando Bl. Burbank
Lot No. 1 to 5 Inc. Block "T" Tract Tropico Blvd. Tr.
Size of Lot 133.8 X (196 + 20 on Brand) Size of Building 60' X
Will Building be erected on front or rear of lot? Located on Alley
NUMBER OF STORIES IN HEIGHT One Height of highest point of roof 16'-0"
Material of exterior walls 9" Brick of interior walls Same
Material of Floors Existing → Black-Top of roof Comp. - (2) 15# + 90# Cap
Are there any Poles, Trees, Hydrants in Parkway, affecting Driveway? NO

REMARKS:

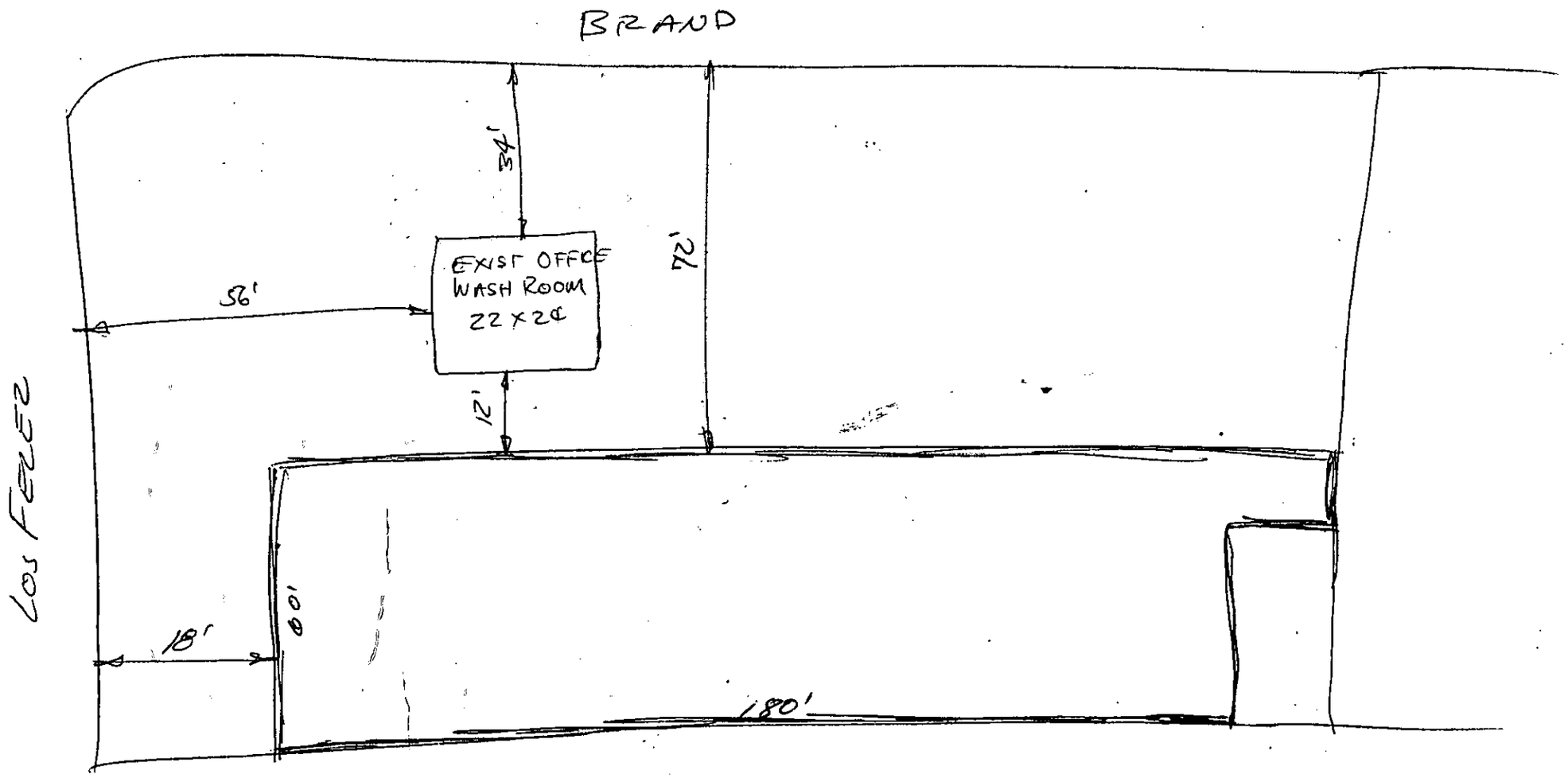
It is understood that any permit issued me on this application will not grant any right or privilege to erect any structure or any portion thereof upon any street or to use the same for any purpose that is or may hereafter be prohibited by the ordinance of the City of Glendale.

I have carefully examined and read the above application and know the same to be true and correct. All provisions of the Ordinances and Laws governing Building Construction will be compiled with, whether herein specified or not.

Tommie Vaughn Motors

(Sign here) By Thos. Jewell
To 9:30 - CH-5-3502 (Owner or Authorized Agent)

Permit Number 44866 Date Issued 2-21-53 194....


BRAND
34'
EXIST OFFICE
WASH ROOM
22 x 24
72'
56'
12'
LOS FELIZ
18'
60'
180'

3 50

CITY OF GLENDALE

Division of Public Works

1-c

BUILDING SECTION

Application to Alter ☑ **Repair** ☐ **Demolish** ☐ **or Move** ☐

PLANS AND SPECIFICATIONS AND OTHER DATA MUST ALSO BE FILED

Application is hereby made to the Superintendent of Buildings of the City of Glendale for the approval of this detailed statement of specifications herewith submitted for the alteration, repair, demolition or moving of the building herein described. All provisions of the building ordinances and state laws shall be complied with in the alteration of said building, whether herein specified or not. It is also understood that the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County or State; or as giving or granting any right or privilege to use the said structure or building for any purpose which is or may hereafter be prohibited by ordinance of the City of Glendale. A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED. PLUMBING, ELECTRICAL AND PLASTERING PERMITS ARE NOT COVERED BY THIS APPLICATION.

Lot No. 2-7 Block ' Tract Tropico Blvd

Job Address 1101 So BRAND Fire District 2 Zone C-3

Owner's Name CALIFORNIA MOTORS

Owner's Address

Architect's Name Address

Contractor's Name PETER KIEWIT SONS CO. State License Number 22148 A 701 4450

Contractor's Address 3145 FAIRWAYS AVE ARCADIA, CALIF.

Entire cost of the Proposed Improvements, $ 450 00 No. of Rooms

Purpose of the Building No. of Stories in height

Size of New Addition x Material of Foundation

Depth of Foundation Size Footing Size of Wall

Size of Exterior Studs x Interior Studs x

Size of Mud Sills x Bearing Studs x

Size of First Floor Joists x Second Floor Joists x

Ceiling Joists x Roof Rafters x

What is minimum height of Floor Joist above ground?

Specify material of Roofing

Number and Kind of Chimneys Size of Flues

Are there any Poles, Trees, Hydrants affecting driveway?

STATE ON THE FOLLOWING LINES JUST WHAT YOU WANT TO DO:

BUILD FOUNDATION FOR USED CAR SALES OFFICE.
15'8" X 24'2" ONE STORY FRAME & STUCCO TO
BE MOVED ON FOUNDATION AS PER SCHEME

Date Issued 7-7 1958

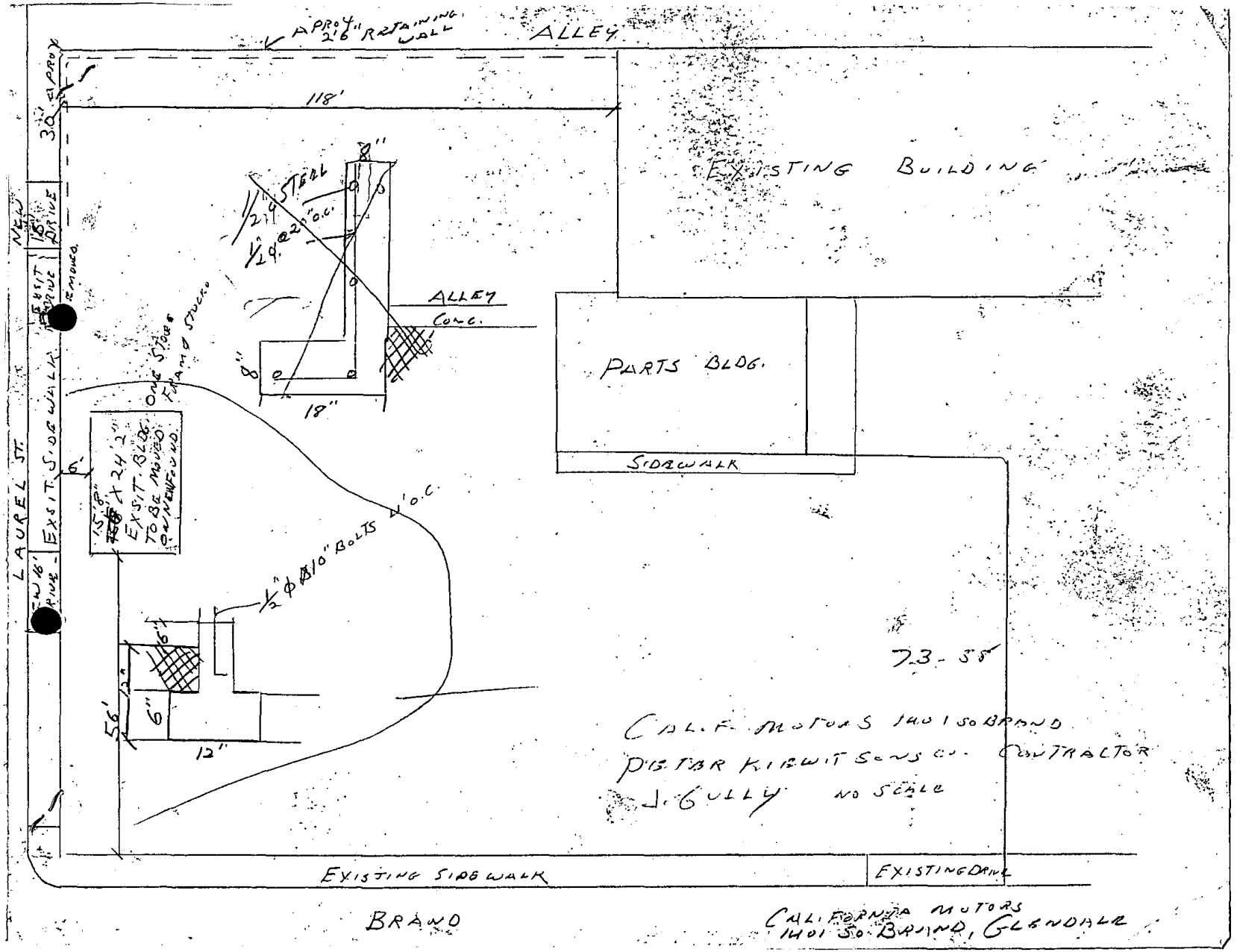
PERMIT NO. 57554

Make Diagram on Back of this Sheet

FINAL BUILDING INSPECTION IS REQUIRED BEFORE THIS BUILDING IS OCCUPIED

(SIGN HERE) John Conley

Owner or Authorized Agent


APPROX 2'6" RETAINING WALL
ALLEY
118'
30' APPROX
EXISTING BUILDING
PARTS BLDG.
SIDEWALK
ALLEY CONC.
8"
1/2" STEEL
1/2" @ 2'0" O.C.
8"
18"
NEW 15' DRIVE
EXIT DRIVE
REMOVED
ONE STOCK FRAME & STOCK
LAUREL ST.
6'
EXIST. SIDEWALK
EXIST. BLDG. TO BE MOVED CLOSER TO PROPERTY LINE
24'2"
1'0" O.C.
1/2" ø A.B. 10" BOLTS
6"
6"
12"
56'
END 16' DRIVE
EXISTING SIDEWALK
EXISTING DRIVE
7-3-58
CALIF. MOTORS 1401 SO BRAND
PETER KIEWIT SONS CO. CONTRACTOR
J. GULLY
NO SCALE
BRAND
CALIFORNIA MOTORS
1401 SO. BRAND, GLENDALE

8-46

OWNER CALIFORNIA MOTORS **ADDRESS** 1401 South Brand Blvd.

PURPOSE OF BUILDING Foundation **SPECIAL PERMIT NO.**

LOT 2-7 **BLK** **TRACT** TROPICO **FIRE DISTRICT NO.**

BUILDING	Date	Insp.
Date 7-7-58		
No. 57554		
Amt $450.00		
Con. Peter Biewit		
Foundation	7/8/58	R.A.
grading		
Pier & Pedg	7-21-58	RA
Steel		
1st Floor Joist		
P	7/31/58	RA
Frame		
TAC	8/4/58	RA
Finish		

PLUMBING	Date	Insp.
Date		
No.		
Fix. WATER SYSTEM		
Htr. WATER SOFTENER		
Gas. SPRINKLER SYSTEM		
Con.		
Rough		
Gas		
Sewer		
Cesspool-Tank		
Rough Heating		
Heating		
Finish		

HEATING
Date 12-16-59
No. 58405
Wall 1 Register
Floor Butler Bilt

Plumbing	LATH.	PLAST.
Date	11-3-58	
No.	41630	
Yds. Int.		
Yds. Ext.	25	
Con Ralph A Rowe		
	Date	Insp.
Ext. Lath	8/19/58	EB
Int. Lath		
Ext. Scratch	8-22-58	EB
Int. Brown		
Ext. Brown	8-29-58	EB
Finish	11-6-58	EB

SEWER
Date
No.
Sewer No.
Cesspool
Septic

WIRING	Date	Insp.
Date 9-25-58	Out. 1	
No. 91332	Sw. 1	
Range	Oven	Fix.
Htr.	Dryer	Trans.
Mot.		
Con. Martin-Dore		
	Date	Insp.
Rough	9/25/58	B
Finish Wire	11	a
Fixtures		
Meter		
Date	Out.	
No.	Sw.	
Power Pole	Fix.	
Htr.	Mot.	
Con.		
	Date	Insp.
Rough		
Finish Wire		

Acc. gr. Sign
6-26-58
57456
$ 2,900 -
Barker Bros. Neon
(W fin. insp.)

Retaining wall
7-7-58
57553
$ 883 -
P. Kiewit & Sons.
fin 7-30-58 R.H.

Acc. gr. sign "C"
6-20-58
57406 # 91203
$ 1000 - 6 trans.
W Heath

Acc. Wall sign "E"
6-20-58
57408 # 91204
$ 500 - 2 trans.
W Heath

Acc. gr. sign "F"
6-20-58
57405 see E for Wiring
$ 150 -
W Heath

Acc. gr. sign
6-20-58
57404
$ 300 -
W. Heath & Co.
fin 8-4-58 R.H.

HA
90200
4 sw.
5 trans.
W. Heath

Acc. gr. sign 6-20-58 # B
57407
$ 400 -
W. Heath Co.
fin 8-4-58 R.H.

wiring
91202
2 trans

Application Received

#34

3rd & 664

APPROVED -
PUBLIC SERVICE DEPT.
ELEC. 3/11/58
WATER

APPROVED -
PU
EL
WATER P.S. Dept

APPLICATION FOR BUILDING PERMIT

Engr. Dept.
3 Driveways in place.
OK B.L.

TYPE I - II - III - IV VN

GROUP A B C D E F G H I J

GLENDALE, CALIF. 1/22 19 58

APPLICATION IS HEREBY MADE TO THE SUPERINTENDENT OF BUILDINGS FOR PERMIT TO ERECT BUILDING IN ACCORDANCE WITH PROVISIONS OF CITY ORDINANCES AND STATE LAWS APPLICABLE THERETO OF THE DESCRIPTION, AND FOR THE PURPOSE HEREINAFTER SET FORTH.

A DOUBLE FEE WILL BE CHARGED IF JOB IS STARTED BEFORE PERMIT IS ISSUED.

OWNER'S NAME CALIFORNIA MOTORS
Owner's Address
PURPOSE OF BUILDING SALES & SERVICE OF AUTOMOBILES
Number of Rooms Entire Cost of Building $ 100,000
JOB ADDRESS: 1401 S. BRAND Zone C-3 Fire District 2
CONTRACTOR'S NAME ~~To Be Determined~~ State License Number
Contractor's Address — PETER KIEWIT & SON — ARCADIA
Architect's Name MASON & MUNTZ Address 4575 PACIFIC BLVD L.A. 58
Lot No. 1-7 Block 7 Tract Verdugo Blvd
Size of Lot Size of Building 10,867 ±
Will Building be erected on front or rear of lot? BOTH
NUMBER OF STORIES IN HEIGHT MAX. OF 2 Height of highest point of roof 20'0"
Material of exterior walls BRICK, STUDE PLASTER, GLASS of interior walls STUDE PLASTER
Material of Floors CONC. & TERRAZZO of roof COMPOSITION
Are there any Poles, Trees, Hydrants in Parkway, affecting Driveway? No

REMARKS:

It is understood that any permit issued me on this application will not grant any right or privilege to erect any structure or any portion thereof upon any street or to use the same for any purpose that is or may hereafter be prohibited by the ordinance of the City of Glendale.

I have carefully examined and read the above application and know the same to be true and correct. All provisions of the Ordinances and Laws governing Building Construction will be compiled with, whether herein specified or not.

(Sign here) Paul D. Harding
(Owner or Authorized Agent)

Permit Number 56483 Date Issued 3-11 19 58

OWNER CALIFORNIA MOTORS ADDRESS 1401 S. Brand Blvd.

PURPOSE OF BUILDING Sales and service of automobiles SPECIAL PERMIT NO.

LOT 1-7 BLK 7 TRACT Tropico Blvd. FIRE DISTRICT NO. 2 C3

BUILDING

Date 3-11-58
No. 56483
Amt. $100,000.00
Con. Peter Kiewit & Son

	Date	Insp.
Foundation	4-25-58	RA
Steel		
1st Floor Joist		
	6/4/58	RA
Frame	6-6-58	RA
	6-6-58	RA
	6-10-58	RA
Comp	6/13/58	RA
Finish	7-18-58	RA
F I W	7-30-58	RA

PLUMBING

Date 4-8-58
No. 46866
Fix. 16 WATER SYSTEM
Htr. 1 WATER SOFTENER
Gas. SPRINKLER SYSTEM
Con. Merlin L. Sellers

	Date	Insp.
Rough	6-5-58	MC
Gas	7/7/58	DJR.
Sewer	5-7-58	MC
Cesspool-Tank		
Rough Heating		
Heating	7/16/58	DJR.
Finish	7/16/58	DJR.

HEATING

Date 6-6-58
No. 47414
Wall 1
Floor 2
Con. Dick Martin Sheet Metal

	LATH.	PLAST.
Date	6-10-58	
No.	41166	
Yds. Int.	580	
Yds. Ext.	230	
Con	Ralph Jones.	

	Date	Insp.
Ext. Lath	6-10-58	EA
Int. Lath	6-11-58	EA
Ext. Scratch	6-13-58	EA
Int. Brown	6-13-58	EA
Ext. Brown	6-27-58	EA
Finish	6/30/58	EA

SEWER

Date 4-8-58
No. 46866
Sewer No. 1 cast
Cesspool
Septic
Con. Mac O. Wilson Co.

WIRING

Date 5-5-58 Out. 174
No. 89830 Sw. 14
Range Oven Fix. 133
Htr. Dryer 1 Trans.
Mot. 5 - 4@1/4 1@1
Con. Clay Elec.
PO on MC 45 4"

	Date	Insp.
Rough		
Finish Wire	7/29/58	H
Fixtures	4	4"
Meter	30 meter	3 H
Date		Out.
No.		Sw.
Power Pole		Fix.
Htr.		Mot.
Con.		
	Date	Insp.
Rough		
Finish Wire		
Fixtures		

Elec.

Underg. O.K.

wall steel par 4-2-58 R.
" " " 4-3-58 R
" " " 4-4-58 RA
" " " 4-8-58 R

Fdt steel no. side & 4-9-58 R.
par - piers

Block wall steel 4-10-58 K
par

Brick wall steel 4-11-58 K
" " " par 4-14-58 K
" " " reaction 4-14-58

Ext fdt. partial 4-15-58 R.
Brick wall steel 4-16-58 K
Brick " " par 4-17-58 RA
" " " " 4-21-58
" " steel 5-1-58 RA

flr joist Mezz par 5/6/58 K
Mezz joist par 5/7/58 RA
" " " 5/8/58 R

wall steel ramp area 5/9/58
slab steel par 5/14/58 K
Ramp slab steel par 5-16-58 K
slab steel 5-19-58 R.
Roof diaphram 5-26-58 R.
Floor slab partial 5/27/58 K
+ rest rooms
Roof steel 6/16/58 R
Firebrick Comp 6/25/58 K
Truss assembly 7/6/58 RA
Yard drainage 7/21/58 RA

Inst ext lath 6/12/58 EH
& int lath 6/16/58 EH
Comp

B-70

BUILDING RECORD

ADDRESS 1401 South Brand Blvd. Lot 1-7, Blk. 7, Tropico Blvd. Tract

TYPE VN- Group F

PERMIT NO. 56483

COMPLETED 7-30-58

ARCHITECT Mason & Muntz

ENGINEER

CONTRACTOR Peter Kiewit & Son

VALUATION	STORIES	ROOMS	APART'S.	EXT. WALLS	FIRE ZONE	USE ZONE
$100,000.00	2			Brick,glass	2	C3

INSPECTIONS

DATE	INSPECTOR	REMARKS
7-30-58	Robert Ames	Final Inspection C.O.L.I.

JOB ADDRESS

1401 So. BRAND.

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR OWNER	STATE LIC. NO.
MAILING ADDRESS SAME.	TEL. NO.
☐ ARCH. ☐ ENGR.	STATE LIC. NO.
MAILING ADDRESS SAME.	TEL. NO.
OWNER California Motors ~~SAME~~.	TEL. NO.
MAILING ADDRESS SAME	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☐ ALTER. ☒ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES	NO. OF DWELLING UNITS

PRESENT BLDG. USE	PROPOSED BLDG. USE
OFFICE	OFFICE

DESCRIBE WORK TO BE DONE RELOCATION OF WOOD AND R. REMODEL

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL	ROOF FRAMING MATERIAL
FR. & STUCCO	COMPO
PARTITIONING MATERIAL	ROOF COVERING MATERIAL
	WOOD
LOT WIDTH ____ LOT DEPTH ____	NO. OF EXISTING BLDGS. ON LOT ____

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $ 350 00

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 5 & 6 BLOCK NO. 7 TRACT TROPICO BLVD.

USE ZONE	FIRE ZONE	OCCU-PANCY	SEC. SH.
C3	2	F-2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR

TYPE OF CONSTR. V SPECIAL CASE NO. 1399-RA GRADE ____

Approval & Information by Others

CITY ENGINEER

EASEMENT

DIST. FACE OF CURB TO P.L. ____ FT. SEWER AVAILABLE ____ DRIVE OVER ____

PUBLIC SERVICE	PLANNING
WATER ____ ELECTRIC ____	

P.C. FEE ____
PERMIT FEE $30.00

~~PERM. PLAN~~ APPROVED W/~~OUT~~ PLAN ☒ CHECKER'S APPROVAL R.H.

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

SIGNATURE OF OWNER OR AUTHORIZED AGENT

BOND # RECEIPT 17009 ZONING.

FORM B-51 (P)

PERMANENT

CK. CASH M.O. PLAN CHECK VALIDATION

00897 JAN 26 60 AL 3.00

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

CK. CASH M.O.

INSPECTION RECORD

BASIC INSPECTIONS

ITEM	INSPECTOR	DATE
TRENCHES: WIDTH 12 DEPTH 12	[illegible]	1-28-60
1st. FLOOR JOIST		
FRAMING		
FINAL		

PARTIAL OR MISC. INSPECTIONS

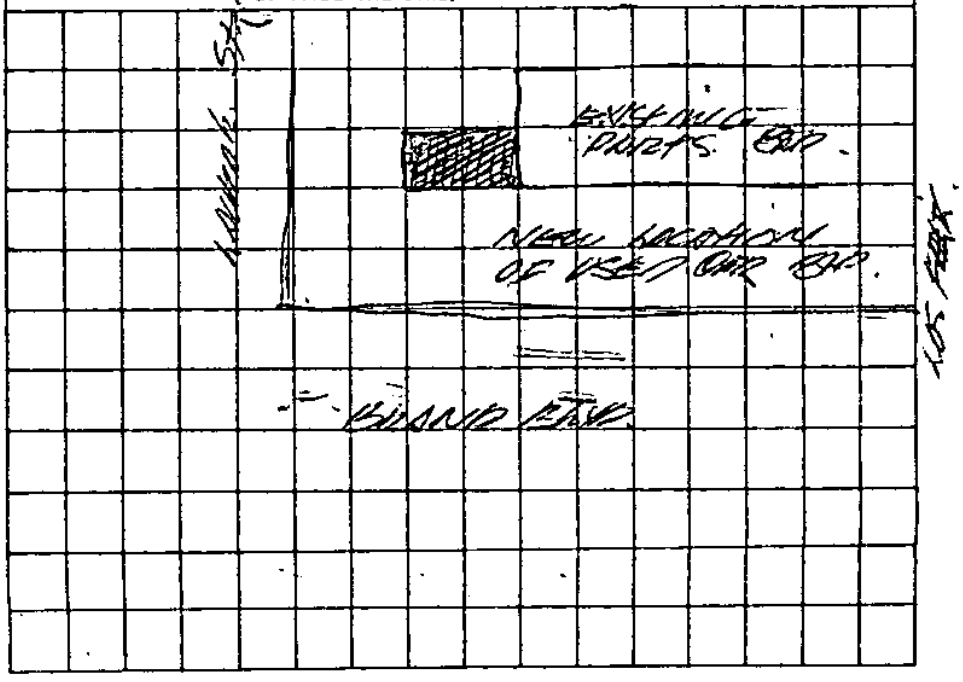
UNSUCCESSFUL TRIPS

ITEM	INSP.	DATE	ITEM	INSP.	DATE

SET BACKS FIELD CHECK	FRONT	R. SIDE	L. SIDE	REAR	INSP.	DATE

TO APPLICANT: PLEASE DO NOT WRITE ABOVE THIS LINE

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 NUMBER S. Brand STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR: E. T. Howard Co	STATE LIC. NO.: 171623
MAILING ADDRESS: 420 E. Colorado	TEL. NO.: CI 32779
☐ ARCH. ☐ ENGR.	STATE LIC. NO.
MAILING ADDRESS	TEL. NO.
OWNER: California Motors	TEL. NO.: CI-34291
MAILING ADDRESS: 1401 So. Brand	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☒ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES: 1	NO. OF DWELLING UNITS
PRESENT BLDG. USE: Storage	PROPOSED BLDG. USE: Same	

DESCRIBE WORK TO BE DONE: New stairs - change
Cover - Room - Paint

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL	ROOF FRAMING MATERIAL
PARTITIONING MATERIAL	ROOF COVERING MATERIAL
LOT WIDTH ____ LOT DEPTH ____	NO. OF EXISTING BLDGS. ON LOT ____

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $2500 -

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 42 BLOCK NO. 17 TRACT Tropico Blvd.

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C-3	2	E-4 F-2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	—	INTERIOR		—

TYPE OF CONSTR.	SPECIAL CASE NO.	GRADE
III-N		

Approval & Information by Others

CITY ENGINEER

EASEMENT

DIST. FACE OF CURB TO P.L. ____ FT. SEWER AVAILABLE ____ DRIVE OVER ____

PUBLIC SERVICE	PLANNING
WATER ____ ELECTRIC ____	
P.C. FEE 6.00 PERMIT FEE 12.00	PERM. PLAN APPROVED ☒ W/OUT PLAN ☐ CHECKER'S APPROVAL

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 (9)c

PERMANENT

6.00 - 17940 FEB 27 61 PC

CK. CASH. M.O. PLAN CHECK VALIDATION

12.00 - 17941 FEB 27 61 AL

CK. CASH. M.O.

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

INSPECTION RECORD

BASIC INSPECTIONS

ITEM	INSPECTOR	DATE
TRENCHES: WIDTH _____ DEPTH _____		
1st. FLOOR JOIST		
FRAMING	[illegible]	2/28/61
FINAL	[illegible]	4/4/61

PARTIAL OR MISC. INSPECTIONS

Handrail to Wall Conn	[illegible]	3/24/61

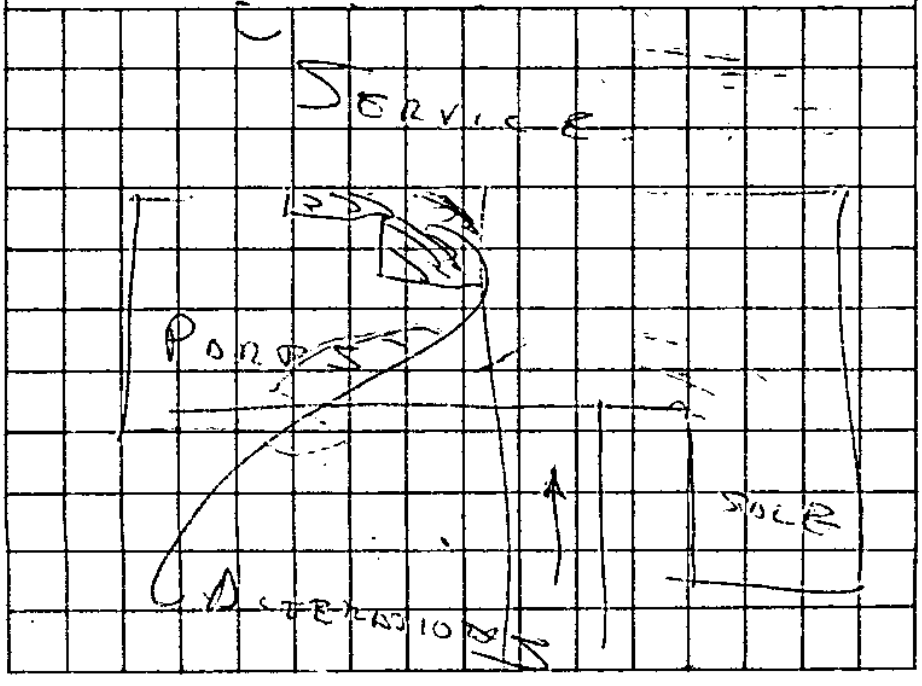
UNSUCCESSFUL TRIPS

ITEM	INSP.	DATE	ITEM	INSP.	DATE

SET BACKS FIELD CHECK	FRONT	R. SIDE	L. SIDE	REAR	INSP.	DATE

TO APPLICANT: PLEASE DO NOT WRITE ABOVE THIS LINE

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 S. BRAND

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR OWNER	STATE LIC. NO.
MAILING ADDRESS	TEL. NO.
☒ ARCH. ☐ ENGR. J. P. ANDERSON	STATE LIC. NO. CE 8972
MAILING ADDRESS 625 E.	TEL. NO. 243-0782
OWNER CALIFORNIA MOTORS	TEL. NO.
MAILING ADDRESS 1401 S. BRAND BLVD	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☒ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES	NO. OF DWELLING UNITS
600	1	—

PRESENT BLDG. USE	PROPOSED BLDG. USE
AUTO SALES	SAME

DESCRIBE WORK TO BE DONE: ADD NEW OFFICE SPACE.

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL	ROOF FRAMING MATERIAL
BRICK	WOOD
PARTITIONING MATERIAL	ROOF COVERING MATERIAL
WOOD	COMPO
LOT WIDTH 296 LOT DEPTH 166	NO. OF EXISTING BLDGS. ON LOT 2

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $6,000

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 1-7 BLOCK NO. 7 TRACT Topuco

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C3	2	F2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	9	0	0	0

TYPE OF CONSTR. III-N SPECIAL CASE NO. GRADE

Approval & Information by Others
CITY ENGINEER EASEMENT
DIST. FACE OF CURB TO P.t. FT. SEWER YES NO DRIVE OVER

PUBLIC SERVICE	PLANNING
WATER 30 ELECTRIC	
P.C. FEE 10.00 PERMIT FEE 21.00	PERM. PLAN APPROVED ☐ W/OUT PLAN ☐ CHECK/RIS APPROVAL

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

J. P. Anderson

SIGNATURE OF OWNER OR AUTHORIZED AGENT

PERMANENT

FORM B-51

CK. CASH M.O. PLAN CHECK VALIDATION

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

CK. 10504 CASH M.O. 72980 APR 64 PC

73432 APR 14 AL 21.00

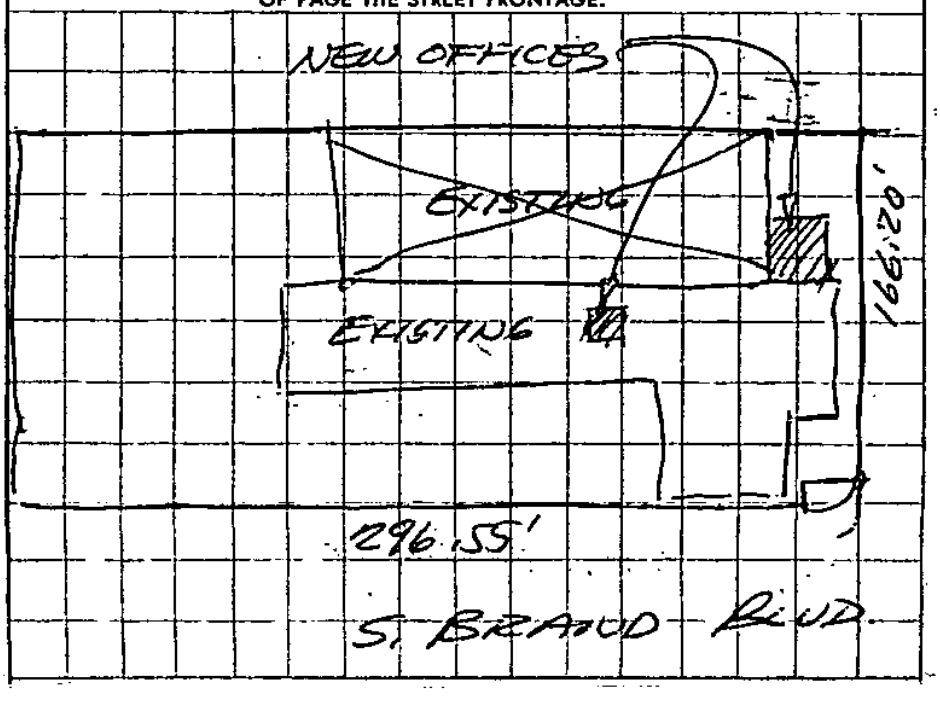
INSPECTION RECORD

ITEM	INSPECTOR	DATE
SET BACKS: FRONT No | R. SIDE change | L. SIDE | FIELD CHECK: REAR	RJ	4-28-68
TRENCHES: WIDTH 1'6" DEPTH 24"	RJ	5-5-68
1st. FLOOR JOIST	RJ	5-14-68
FRAMING	RJ	6-25-68
FINAL		

PARTIAL OR MISC. INSPECTIONS

Wall steel 4' lift	RJ	4-28-68
Brick Work	RJ	4-29-68

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS:

1401 So. Brand Boulevard
NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR J. A. McNeil Co., Inc.	STATE LIC. NO. 12
MAILING ADDRESS 3115 W. Mission Rd., Alhambra	TEL. NO. Cu:3-3756
☐ ARCH. ☒ ENGR. Wm. M. Taggart	STATE LIC. NO.
MAILING ADDRESS 3132 W. 8th St., L.A.	TEL. NO. DU: 3-0216
OWNER R.N. Hutchinson	TEL. NO. --
MAILING ADDRESS 663 Skinner Bld. Seattle, Wash.	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☐ ALTER. ☐ REPAIR ☒ DEMOLISH ☐

FLOOR AREA (SQ. FT.) 11,000	NO. OF STORIES 1	NO. OF DWELLING UNITS 1
PRESENT BLDG. USE Auto Service	PROPOSED BLDG. USE Same	
DESCRIBE WORK TO BE DONE Repair fire damage.		

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL Brick	ROOF FRAMING MATERIAL Wood
PARTITIONING MATERIAL Brick	ROOF COVERING MATERIAL Built-Up Comp.
LOT WIDTH 68 LOT DEPTH 168	NO. OF EXISTING BLDGS. ON LOT 1

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $30,000

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 1 thru 7 BLOCK NO. 7 TRACT Rupico

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C-3	2	E-4	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR

TYPE OF CONSTR. III N SPECIAL CASE NO. _____ GRADE _____

Approval & Information by Others
CITY ENGINEER
DIST. FACE OF CURB TO P.I. _____ FT.
SEWER YES NO
DRIVE OVER _____
EASEMENT

PUBLIC SERVICE	PLANNING
WATER _____ ELECTRIC _____	

P.C. FEE 45.25
PERMIT FEE 90.50
PERM. PLAN APPROVED ☑ W/OUT PLAN ☐
CHECKER'S APPROVAL R.H.

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

Wilbur Gattage
SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 PERMANENT

CASH M.O. PLAN CHECK VALIDATION
19566 MAR 8 67 PC 45.25

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.
CK CASH M.O.
19567 MAR 8 67 AL 90.50

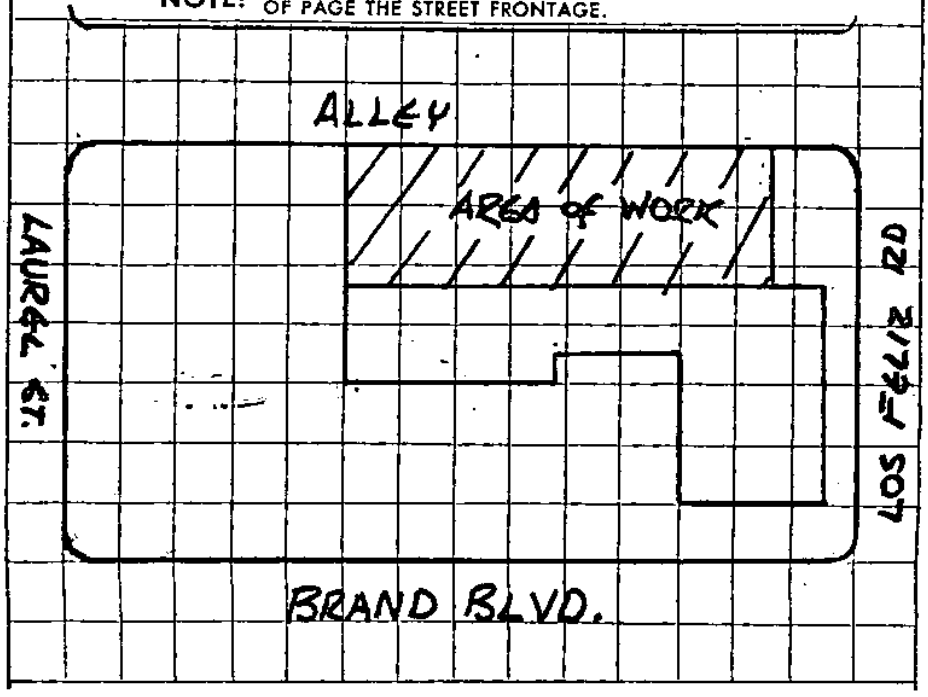
INSPECTION RECORD

ITEM	INSPECTOR	DATE:
SET BACKS: FRONT | R. SIDE | FIELD CHECK: L. SIDE | REAR 220 Change		
TRENCHES: WIDTH 12" DEPTH 18"	[signature]	3/14/67
1st ~~FLOOR JOIST~~ Redwood	[signature]	3/21/67
FRAMING		
FINAL	[signature]	5/23/67

PARTIAL OR MISC. INSPECTIONS

field c	[signature]	3/9/67
f masonry c	[signature]	3/16/67
Provide 2nd means of exit (corr to final)	[signature]	4/21/67

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 So. Brand Blvd. (4)

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR Academy Constr. Inc	CITY LIC. NO. 13476
MAILING ADDRESS 1900 Riverside Dr.	TEL. NO. 660787
☐ ARCH. ☐ ENGR. Lloyd Dysland Str. Engineer.	STATE LIC. NO. 18788
MAILING ADDRESS 1920 Riverside Dr.	TEL. NO. 662-1126
OWNER Los Feliz Ford	TEL. NO.
MAILING ADDRESS 1401 So. Brand Blvd. Glendale	
CONSTRUCTION LENDER & BRANCH	
MAILING ADDRESS	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☐ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES	NO. OF DWELLING UNITS

PRESENT BLDG. USE Auto Mech. Repairs | PROPOSED BLDG. USE

DESCRIBE WORK TO BE DONE Cut an 18"x10" opening. Cut 6"x8" opening enclosure for mech. clerk 3"x6"

LOT WIDTH	LOT DEPTH	NO. OF EXISTING BLDGS. ON LOT

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $1200.00

MAP BK. 5640 PAGE 24 PARCEL # 14
LOT NO. 1-7 BLOCK NO. 7 TRACT Tropico Blvd

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C3	2	E4 & F2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	—	—	—	—

TYPE OF CONSTR. III-N SPECIAL CASE NO. GRADE

Approval & Information by Others
CITY ENGINEER EASEMENT

DIST. FACE OF CURB TO P.L. FT. SEWER YES NO DRIVE OVER

PUBLIC SERVICE	PLANNING
WATER ELECTRIC	
P.C. FEE 6.00 PERMIT FEE	PERM. PLAN APPROVED ☑ W/OUT PLAN ☐ CHECKER'S APPROVAL AOP

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

Lauren Radcliff

SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 (REV. 10/69) PERMANENT

CK. CASH M.O. 66777 FEB 471 AL 1200 NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

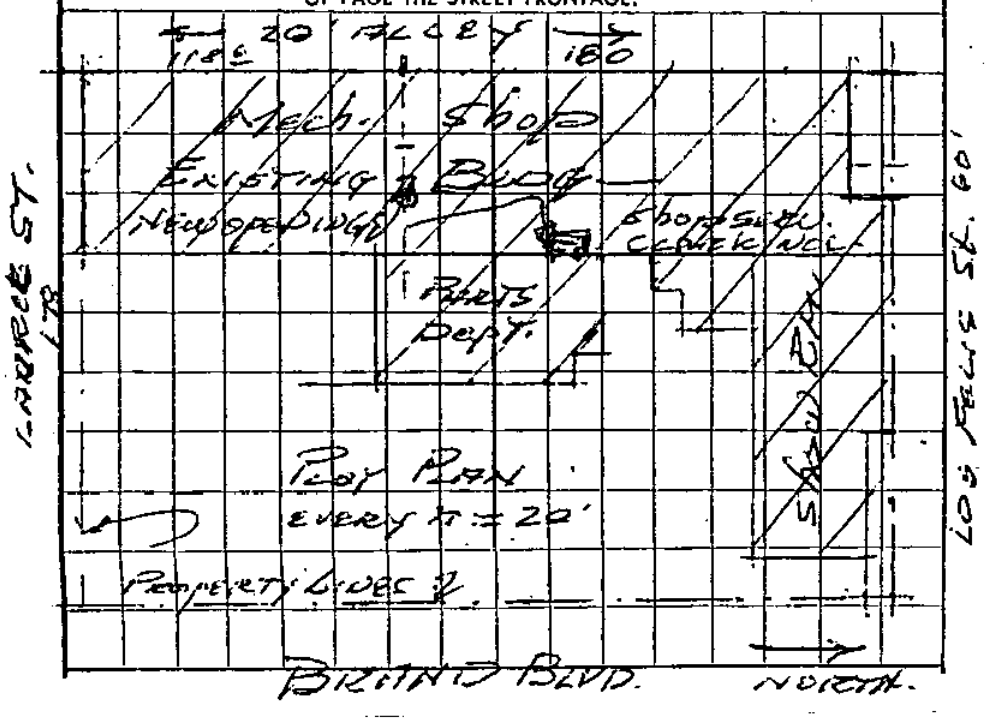
CASH M.O. 66654 FEB 1 PC 6.00 PLAN CHECK VALIDATION

INSPECTION RECORD

ITEM SET BACKS: FRONT | L. SIDE | FIELD CHECK: R. SIDE | REAR	INSPECTOR	DATE
TRENCHES: WIDTH ____ DEPTH ____		
1st. FLOOR JOIST: SLAB ____		
FRAMING ____	Agh	2/16/71 ✓
FINAL ____	EG	5/11/71 ✓

PARTIAL OR MISC. INSPECTIONS

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 So. Brand Blvd.

NUMBER STREET

APPLICATION FOR AN

ELECTRICAL PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION

CITY OF GLENDALE, CALIFORNIA

CONTRACTOR: Seaboard Electric	TEL. NO.: Ch 5-2626
MAILING ADDRESS: 515 W. Colorado Blvd.	STATE LIC. NO.: 127572
OWNER: California Motors	CITY LIC. NO.: 1687
MAILING ADDRESS: 1401 So. Brand Blvd.	TEL. NO.: Cl 34291

DESCRIPTION OF WORK

☐ NEW BLDG. ☐ EXIST. BLDG. ☐ NO SERV. CHANGE ☒ RECONNECT OR RESEAL

USE ZONE

FEE COMPUTATION

NOTE! TOTALS SHOWN BELOW MUST BE SUBMITTED IN DIAGRAM ON SEPARATE WORK SHEET PROVIDED FOR THIS PURPOSE.

_____ FIXTURES _____

_____ OUTLETS, BASE PLUGS, SWITCHES

FIRST TEN @ 25¢ EACH _____

ADDITIONAL @ 10¢ EACH _____

MOTORS

QUAN.	OVER	INCL.	ACTUAL HP	RATE	FEE
	0	1 HP		@ .75 EA.	
	1 HP	5 HP		@ $1.50 "	
1	5 HP	20 HP		@ $3.00 "	3.00
	20 HP	50 HP		@ $4.00 "	
	50 HP	UP		@ $6.00 "	

TOTAL AIR COND. H. P. _____ SUB TOTAL → 3.00

_____ RANGE, OR OVEN OUTLETS @ $1.00 EACH _____

_____ TRANSFORMERS OR RECTIFIERS KVA @ 25¢ PER KVA _____

_____ HEATING ELEMENTS OVER 1650 WATTS @ $1.00 EACH _____

_____ AIR CONDITIONER, PLUGS @ $1.50 EACH _____

_____ WELDERS (TRANSFORMER TYPE) _____ KVA @ 25¢ PER KVA _____

_____ WELDERS (MOTOR GENERATOR) _____ HP (FEE 75% GREATER THAN MTR. ALONE) _____

_____ CLOTHES DRYER @ $1.00 EACH _____

_____ MISCELLANEOUS _____ _____

_____ _____

I have carefully read and examined the above application and know the same to be true and correct. All provisions of the Laws and Ordinances governing this type of construction will be complied with whether mentioned herein or not. No person shall be employed in violation of the Labor Code of the State of California.

PERMIT FEE @	2.00
SUPPLEMENTARY PERMIT FEE @ .50	
INVESTIGATION FEE	
TOTAL FEE	5.00

A. L. Pattison

SIGNATURE OF CONTRACTOR OR AUTHORIZED AGENT

FORM B-53

PERMANENT

5.00

33725 FEB 1 63 EL

CK. MO. CASH NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES AN ELECTIC PERMIT TO DO THE WORK DESCRIBED HEREON.

INSPECTION RECORD

BASIC INSPECTIONS

ITEM	INSPECTOR	DATE
GROUND WORK		
ROUGH	[illegible]	2/2/62
FINISH	[illegible]	2/2/62
FIXTURES	—	—
FINAL RELEASE TO PUBLIC SERV.	[illegible]	2/2/62

PARTIAL OR MISC. INSPECTIONS

UNSUCCESSFUL TRIPS

RECORD INFORMATION

O.H.	U.G.	TEMP. OK.	TEMP. CONSTR.	NO. OF METERS

LITE ____ WIRE	PWR ____ PHASE	HEAT ____ KW

RANGE	OVEN	TABLE TOP	W. HTR.	DRYER

OTHER RES. APPLIANCES OVER 2 KW.

TOTAL KW OR HP.	TOTAL HP.
____ S Φ	____ 3 Φ

Owner to build conc. work
compressor pad etc. in
accordance with Comp. Plan # 2-2-62-W
Add'l load to 3 Φ Power Meter
2-2-62 —

APPROVED SUBJECT TO VARIANCE CASE NO. 4418-U.

FORM B-79

Date Aug. 25, 1970

Certificate No. 7250

CERTIFICATE OF USE AND OCCUPANCY

FOR EXISTING LEGAL STRUCTURE OR BUILDING

CITY OF GLENDALE

Name Los Feliz Ford, Inc.

Use & Occupancy Address 1401 S. Brand Blvd.

Use Car Dealership Occupancy E4 & F2 Typo Bldg. _____

THIS CERTIFIES THAT SO FAR AS ASCERTAINED BY OR MADE KNOWN TO THE BELOW NAMED PARTIES, THE BUILDING AT THE ABOVE ADDRESS IS A LEGALLY EXISTING BUILDING AND IT HAS BEEN DETERMINED THAT THE CHANGE OF USE OR OCCUPANCY OR BOTH TO THE ABOVE NAMED USE OCCUPANCY AND OWNER OR TENANT WILL NOT RESULT IN ANY INCREASED HAZARD TO LIFE OR LIMB, HEALTH, PROPERTY OR PUBLIC WELFARE AND SUCH USE AND OCCUPANCY COMPLIES WITH THE ZONING APPENDIX OF THE GLENDALE MUNICIPAL CODE.

CLYDE A. BLODGETT
Superintendent of Buildings

WYLIE H. EATON
Zoning Administrator

(ORDINANCE NO. 3761 REQUIRES THAT THIS CERTIFICATE BE POSTED IN A CONSPICUOUS PLACE ON THE PREMISES AND SHALL NOT BE REMOVED EXCEPT BY THE SUPERINTENDENT OF BUILDINGS.)



JOB ADDRESS

1401 NUMBER S. Brand STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR: E. T. Howard Co	STATE LIC. NO.: 171623
MAILING ADDRESS: 420 E. Colorado	TEL. NO.: CI 32779
☐ ARCH. ☐ ENGR.	STATE LIC. NO.
MAILING ADDRESS	TEL. NO.
OWNER: California Motors	TEL. NO.: CI-34291
MAILING ADDRESS: 1401 So. Brand	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☒ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES: 1	NO. OF DWELLING UNITS
PRESENT BLDG. USE: Storage	PROPOSED BLDG. USE: Same	

DESCRIBE WORK TO BE DONE: New stairs - change
Cover - Room - Paint

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL	ROOF FRAMING MATERIAL
PARTITIONING MATERIAL	ROOF COVERING MATERIAL
LOT WIDTH ____ LOT DEPTH ____	NO. OF EXISTING BLDGS. ON LOT ____

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $2500 -

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 42 BLOCK NO. 17 TRACT Tropico Blvd.

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C-3	2	E-4 F-2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	—	INTERIOR		—

TYPE OF CONSTR.	SPECIAL CASE NO.	GRADE
III-N		

Approval & Information by Others

CITY ENGINEER

EASEMENT

DIST. FACE OF CURB TO P.L. ____ FT. SEWER AVAILABLE ____ DRIVE OVER ____

PUBLIC SERVICE	PLANNING
WATER ____ ELECTRIC ____	
P.C. FEE 6.00 PERMIT FEE 12.00	PERM. PLAN APPROVED ☒ W/OUT PLAN ☐ CHECKER'S APPROVAL

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 (9)c

PERMANENT

6.00 - 17940 FEB 27 61 PC

CK. CASH. M.O. PLAN CHECK VALIDATION

12.00 - 17941 FEB 27 61 AL

CK. CASH. M.O.

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

INSPECTION RECORD

BASIC INSPECTIONS

ITEM	INSPECTOR	DATE
TRENCHES: WIDTH _____ DEPTH _____		
1st. FLOOR JOIST		
FRAMING	[illegible]	2/28/61
FINAL	[illegible]	4/4/61

PARTIAL OR MISC. INSPECTIONS

Handrail to Wall Conn	[illegible]	3/24/61

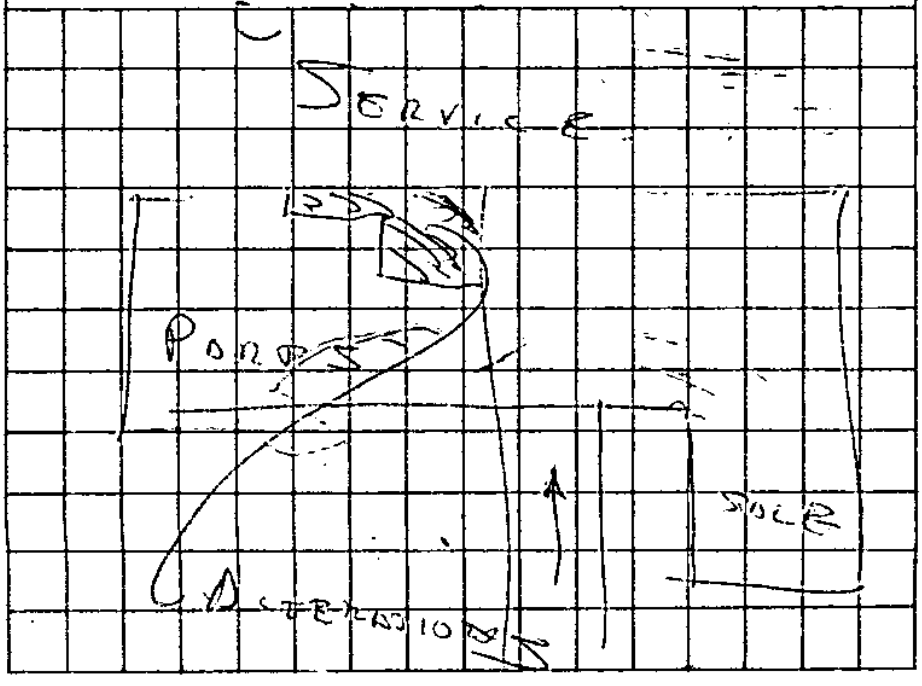
UNSUCCESSFUL TRIPS

ITEM	INSP.	DATE	ITEM	INSP.	DATE

SET BACKS FIELD CHECK	FRONT	R. SIDE	L. SIDE	REAR	INSP.	DATE

TO APPLICANT: PLEASE DO NOT WRITE ABOVE THIS LINE

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 So. BRAND

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR — OWNER	STATE LIC. NO.
MAILING ADDRESS	TEL. NO.
☒ ARCH. ☐ ENGR. JOHN P. EDWARDS	STATE LIC. NO. C-17386
MAILING ADDRESS 716 - W. BROADWAY.	TEL. NO. CI. 33225
OWNER Vicky Foods	TEL. NO.
MAILING ADDRESS	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☒ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.) 100	NO. OF STORIES 1	NO. OF DWELLING UNITS NO
PRESENT BLDG. USE CAR SALES & SERV.	PROPOSED BLDG. USE SAME.	

DESCRIBE WORK TO BE DONE ADD 2-WALLS TO FORM 10'X10' Service office.

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL FRAME & PLAS.	ROOF FRAMING MATERIAL EXISTG.
PARTITIONING MATERIAL NONE.	ROOF COVERING MATERIAL STL. DECK
LOT WIDTH ____ LOT DEPTH ____	NO. OF EXISTING BLDGS. ON LOT 1

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $ 200.00

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 192 BLOCK NO. 7 TRACT Lopez

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C3	2	F2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR

TYPE OF CONSTR. V-N SPECIAL CASE NO. ____ GRADE ____

Approval & Information by Others
CITY ENGINEER
DIST. FACE OF CURB TO P.L. ____ FT.
SEWER YES NO
DRIVE OVER ____
EASEMENT

PUBLIC SERVICE	PLANNING
WATER ____ ELECTRIC ____	
P.C. FEE ____ PERMIT FEE 10.00	PERM. PLAN APPROVED ☑ W/OUT PLAN ☐ CHECKER'S APPROVAL 9.9.67

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

John P. Edwards
SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 PERMANENT

FIELD CHECK FOR FOOTING REQUIREMENT

CK. CASH M.O. PLAN CHECK VALIDATION
Counter fee 11-3-967

CK. CASH M.O. FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.
NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS
29417 NOV 30 67 AL 10.00

JOB ADDRESS

1401 So. BRAND

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR — OWNER	STATE LIC. NO.
MAILING ADDRESS	TEL. NO.
☒ ARCH. ☐ ENGR. JOHN P. EDWARDS	STATE LIC. NO. C-17386
MAILING ADDRESS 716 - W. BROADWAY.	TEL. NO. CI. 33225
OWNER Vicky Foods	TEL. NO.
MAILING ADDRESS	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☒ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.) 100	NO. OF STORIES 1	NO. OF DWELLING UNITS NO
PRESENT BLDG. USE CAR SALES & SERV.	PROPOSED BLDG. USE SAME.	

DESCRIBE WORK TO BE DONE ADD 2-WALLS TO FORM 10'X10' Service office.

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL FRAME & PLAS.	ROOF FRAMING MATERIAL EXISTG.
PARTITIONING MATERIAL NONE.	ROOF COVERING MATERIAL STL. DECK
LOT WIDTH ____ LOT DEPTH ____	NO. OF EXISTING BLDGS. ON LOT 1

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $ 200.00

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 192 BLOCK NO. 7 TRACT Lopez

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C3	2	F2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR

TYPE OF CONSTR. V-N SPECIAL CASE NO. ____ GRADE ____

Approval & Information by Others
CITY ENGINEER
DIST. FACE OF CURB TO P.L. ____ FT.
SEWER YES NO
DRIVE OVER ____
EASEMENT

PUBLIC SERVICE	PLANNING
WATER ____ ELECTRIC ____	
P.C. FEE ____ PERMIT FEE 10.00	PERM. PLAN APPROVED ☑ W/OUT PLAN ☐ CHECKER'S APPROVAL 9.9.67

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

John P. Edwards
SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 PERMANENT

FIELD CHECK FOR FOOTING REQUIREMENT

CK. CASH M.O. PLAN CHECK VALIDATION
Counter fee 11-3-967

CK. CASH M.O. FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.
NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS
29417 NOV 30 67 AL 10.00

INSPECTION RECORD

ITEM SET BACKS: FRONT | R. SIDE — FIELD CHECK: L. SIDE | REAR	INSPECTOR	DATE
TRENCHES: WIDTH_____ DEPTH_____		
1st. FLOOR JOIST		
FRAMING	[illegible]	12/4/67
FINAL	[illegible]	12/29/67

PARTIAL OR MISC. INSPECTIONS

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.

JOB ADDRESS

1401 So Brand
NUMBER STREET

APPLICATION FOR A

LATHING/PLASTERING PERMIT
OR
ROOFING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR Kalish Const Co.	STATE LIC. NO
MAILING ADDRESS 434 W. Colorado	TEL. NO. 245-0171
OWNER California Motors	TEL. NO.
MAILING ADDRESS 1401 So Brand	

DESCRIPTION OF WORK

☐ NEW BLDG. ☐ ALTER. ☒ ADD'N. ☐ REPAIR

PRESENT USE	PROPOSED USE

ROOFING DETAILS

TYPE OF ROOFING _____ NO. OF SQUARES _____

DESCRIPTION _____

(INCLUDE WEIGHTS, NO. OF LAYERS, TYPE OF SHINGLES, ROCK, ETC.)

32980 MAR 20 68 LF 538

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A PERMIT TO DO WORK DESCRIBED HEREIN.

MO. CASH

VALUATION (INCLUDE ALL LABOR AND MATERIAL) $ _____ FEE _____

LATHING & PLASTERING DETAILS

30 YDS. EXTER. LATH

30 YDS. EXTER. PLASTER

39 YDS. INTER. LATH

39 YDS. INTER. PLASTER

_____ YDS. INTER. DRYWALL

COMBINED LATHING & PLASTERING PERMIT ($4.00) _____

OR

SEPARATE LATHING OR PLASTERING PERMIT ($2.00) _____

TOTAL FEE 5.35

INFORMATION PROVIDED BY BUILDING SECTION			
USE ZONE C-3	FIRE ZONE 2	OCCUPANCY	SEC. SH.

I have read and examined the above application and know the same to be true and correct. All provisions of Laws and Ordinances covering building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California.

Kalish Const Co. by M. Chandler
SIGNATURE OF CONTRACTOR OR AUTHORIZED AGENT

PERMANENT

FORM B-54

INSPECTION RECORD

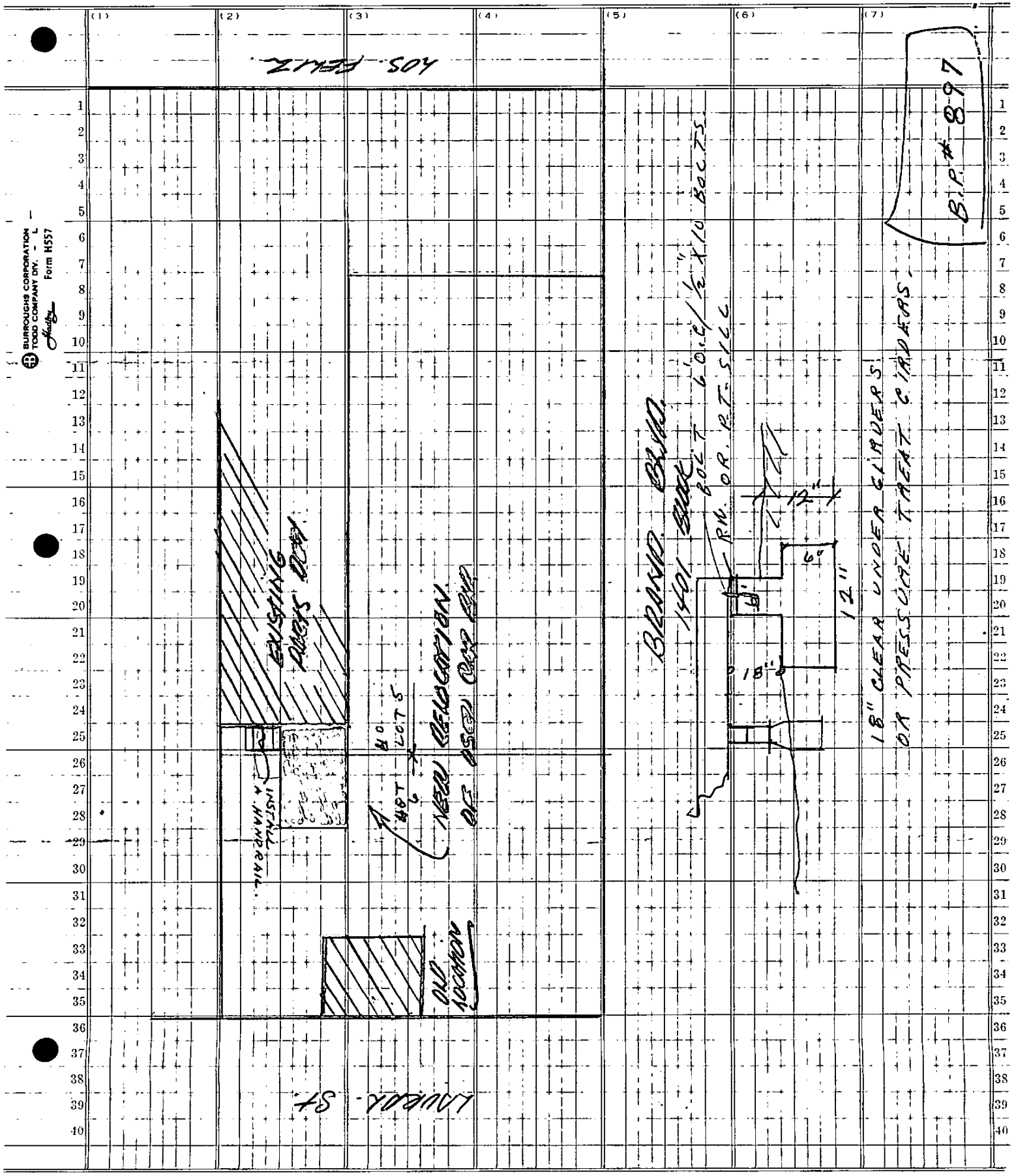
ITEM	INSPECTOR	DATE
LATHING	EG	3/26/68
DRYWALL		
~~EXTERIOR~~ SCRATCH	EG	4-3-68
INTERIOR BROWN	EG	4-3-68
EXTERIOR BROWN		
INTERIOR FINISH	EG	4-5-68
SHEATHING (COMMERCIAL)		
FINAL	EG	4-5-68

PARTIAL OR MISC. INSPECTIONS

Not ready	EG	3/29/68
Int sand-finish		
not acceptable	EG	4-5-68

	Initials	Date
Prepared By		
Approved By		

BURROUGHS CORPORATION
TODD COMPANY DIV. - L
Form H557



JOB ADDRESS

1401 So. Brand Blvd.

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR Kalish Construction	STATE LIC. NO. 159787
MAILING ADDRESS 4344 N. Colorado	TEL. NO. 245-0171
☐ ARCH. ☐ ENGR. Hal Gianni	STATE LIC. NO. C-823
MAILING ADDRESS 10523 Burbank Blvd. N.H	TEL. NO. 877-5156
OWNER California Motors Inc	TEL. NO.
MAILING ADDRESS 1401 So. Brand Blvd.	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☑ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.) 7,000	NO. OF STORIES 1	NO. OF DWELLING UNITS —
PRESENT BLDG. USE Auto Sales	PROPOSED BLDG. USE Body Shop.	

DESCRIBE WORK TO BE DONE 1 story conc. Block addn to existg masonry bldg.

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

EXTERIOR WALL MATERIAL Conc. Block	ROOF FRAMING MATERIAL Composition-Wood.
PARTITIONING MATERIAL Frame & Plast.	ROOF COVERING MATERIAL Composition
LOT WIDTH 36.17 LOT DEPTH 174'	NO. OF EXISTING BLDGS. ON LOT One

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $~~30,000~~ 32,500

INFORMATION PROVIDED BY BLDG. SECTION

LOT NO. 1-7 BLOCK NO. _____ TRACT Burbank

USE ZONE C-3 FIRE ZONE 2 OCCUPANCY E-A SEC. SH. 3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	0	0	0	0

TYPE OF CONSTR. III-N SPECIAL CASE NO. ~~44-18-4~~ GRADE Std.

Approval & Information by Others

CITY ENGINEER

DIST. FACE OF 15' Laurel SEWER DRIVE

CURB TO P.L. 6' Brand FT. (YES) NO OVER ~~in place~~

EASEMENT None

1-PUBLIC SERVICE 1-9-68 PLANNING

WATER 2" Ins. ELECTRIC OK per

P.C. FEE 45.25 PERM. PLAN APPROVED ☑ CHECKED/APPROVAL

PERMIT FEE W/OUT PLAN ☐

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

Hal Gianni

SIGNATURE OF ~~OWNER OR AUTHORIZED~~ AGENT

FORM B-51 PERMANENT

CK. CASH M.O. 30696 JAN 9 68 AL 4 32,500 -

NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

CASH M.O. PLAN CHECK VALIDATION 29321 NOV 28 67 PC 30695 JAN 9 68 PC

45.25 A -

INSPECTION RECORD

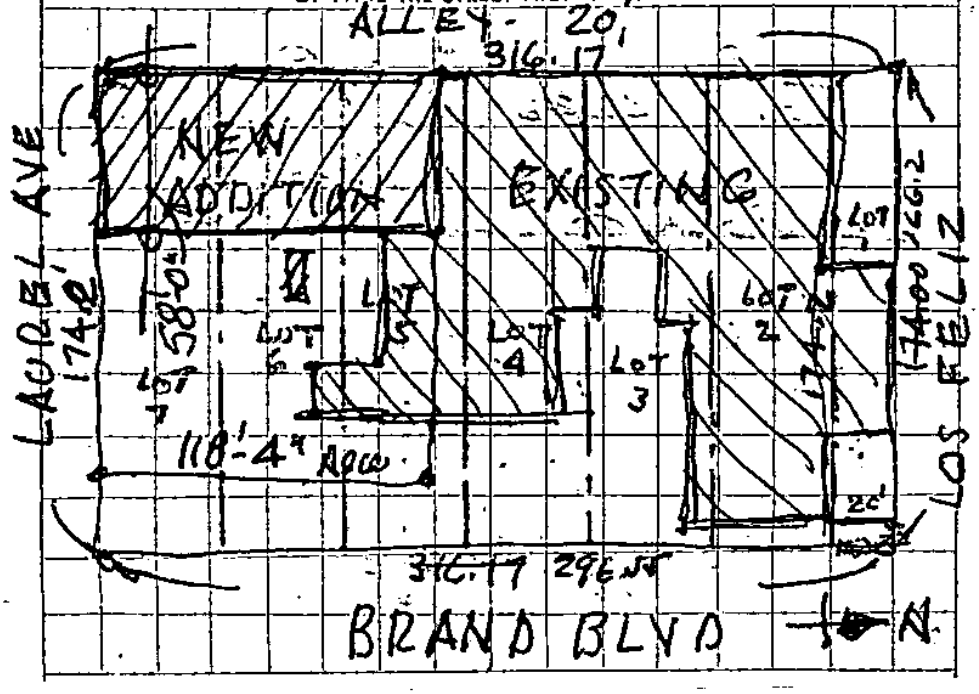
ITEM	INSPECTOR	DATE
SET BACKS: FRONT | R. SIDE | FIELD CHECK: L. SIDE | REAR		
TRENCHES: WIDTH DEPTH		
1st. FLOOR JOIST		
FRAMING		
FINAL		

PARTIAL OR MISC. INSPECTIONS

Phil Hall Olds tenant in entire bldg.

Pole Sign must be removed		1/23/68
Starting masonry		2/19/68
4' lift		2/21/68
Soil under paint room 1/6		2/21/68
Deeper Exc for Paint Room		2/23/68
2nd block Wall Lift		2/23/68
3rd block Wall Lift		2/26/68
Verbal - Order to Replace Conductors		
fence until Job done		2/29/68
OK to proceed		3/4/68
Roof nail		3/15/68
Frame OK subj to Roofing		3/15/68

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



JOB ADDRESS

1401 So. Brand Blvd. (4)

NUMBER STREET

APPLICATION FOR A

BUILDING PERMIT

BUILDING SECTION, PUBLIC WORKS DIVISION
CITY OF GLENDALE, CALIFORNIA

CONTRACTOR Academy Constr. Inc	CITY LIC. NO. 13476
MAILING ADDRESS 1900 Riverside Dr.	TEL. NO. 660787
☐ ARCH. ☐ ENGR. Lloyd Dysland Str. Engineer.	STATE LIC. NO. 18788
MAILING ADDRESS 1920 Riverside Dr.	TEL. NO. 662-1126
OWNER Los Feliz Ford	TEL. NO.
MAILING ADDRESS 1401 So. Brand Blvd. Glendale	
CONSTRUCTION LENDER & BRANCH	
MAILING ADDRESS	

DESCRIPTION OF WORK

NEW ☐ ADD'N ☐ ALTER. ☐ REPAIR ☐ DEMOLISH ☐

FLOOR AREA (SQ. FT.)	NO. OF STORIES	NO. OF DWELLING UNITS

PRESENT BLDG. USE Auto Mech. Repairs | PROPOSED BLDG. USE

DESCRIBE WORK TO BE DONE Cut an 18"x10" opening. Cut 6"x8" opening enclosure for mech. clerk 3"x6"

LOT WIDTH	LOT DEPTH	NO. OF EXISTING BLDGS. ON LOT

NOTE! PROVIDE PLOT PLAN ON BACK SIDE OF ORIGINAL COPY ONLY

VALUATION NOTE: Include Labor, Mat., Wiring, Plumb., Heat, Etc. $1200.00

MAP BK. 5640 PAGE 24 PARCEL # 14
LOT NO. 1-7 BLOCK NO. 7 TRACT Tropico Blvd

USE ZONE	FIRE ZONE	OCCUPANCY	SEC. SH.
C3	2	E4 & F2	3

REQ'D SET BACKS	FRONT	RIGHT SIDE	LEFT SIDE	REAR
	—	—	—	—

TYPE OF CONSTR. III-N SPECIAL CASE NO. GRADE

Approval & Information by Others
CITY ENGINEER EASEMENT

DIST. FACE OF CURB TO P.L. FT. SEWER YES NO DRIVE OVER

PUBLIC SERVICE	PLANNING
WATER ELECTRIC	
P.C. FEE 6.00 PERMIT FEE	PERM. PLAN APPROVED ☑ W/OUT PLAN ☐ CHECKER'S APPROVAL AOP

I have carefully read and examined the above application and find the same to be true and correct. All provisions of the Laws and Ordinances governing building construction will be complied with whether specified herein or not. No person shall be employed in violation of the Labor Code of the State of California. I agree not to occupy or allow occupancy of any building authorized by this permit until final building inspection has been received.

Lauren Radcliff

SIGNATURE OF OWNER OR AUTHORIZED AGENT

FORM B-51 (REV. 10/69) PERMANENT

CK. CASH M.O. 66777 FEB 471 AL 1200 NOTE: WHEN PROPERLY VALIDATED IN THIS SPACE, THIS FORM CONSTITUTES A BUILDING PERMIT TO DO THE WORK PRESCRIBED HEREIN.

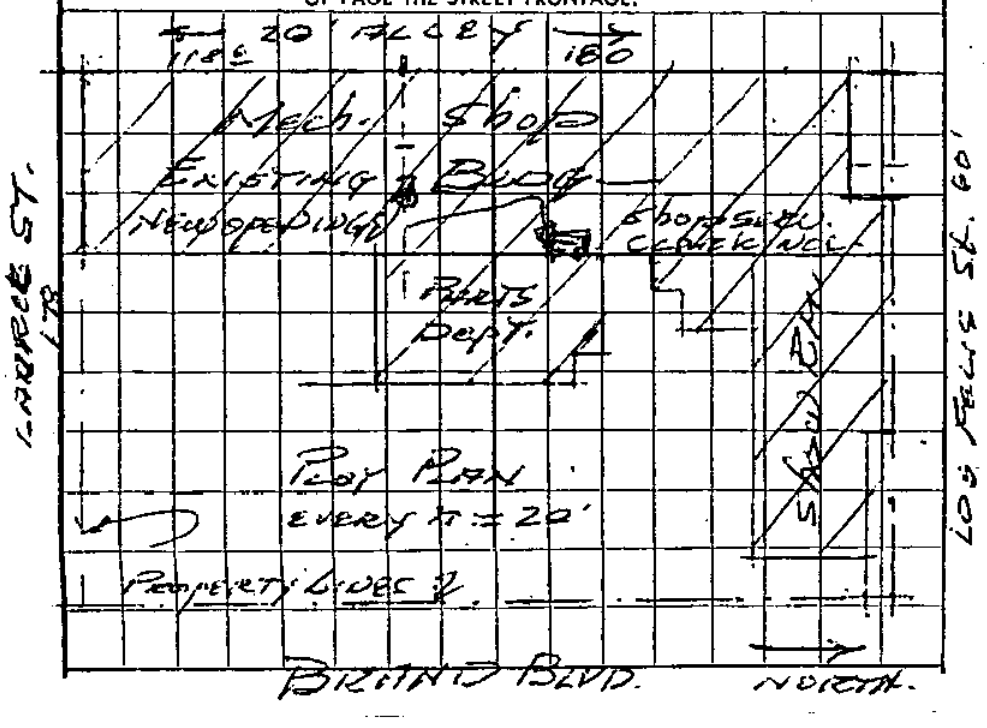
CASH M.O. 66654 FEB 1 PC 6.00 PLAN CHECK VALIDATION

INSPECTION RECORD

ITEM SET BACKS: FRONT | L. SIDE | FIELD CHECK: R. SIDE | REAR	INSPECTOR	DATE
TRENCHES: WIDTH ____ DEPTH ____		
1st. FLOOR JOIST: SLAB ____		
FRAMING ____	Agh	2/16/71 ✓
FINAL ____	EG	5/11/71 ✓

PARTIAL OR MISC. INSPECTIONS

NOTE: LOCATE ALL STRUCTURES ON LOT, MAKE BOTTOM OF PAGE THE STREET FRONTAGE.



Attachment D: Historic Aerials and Sanborn Insurance Maps

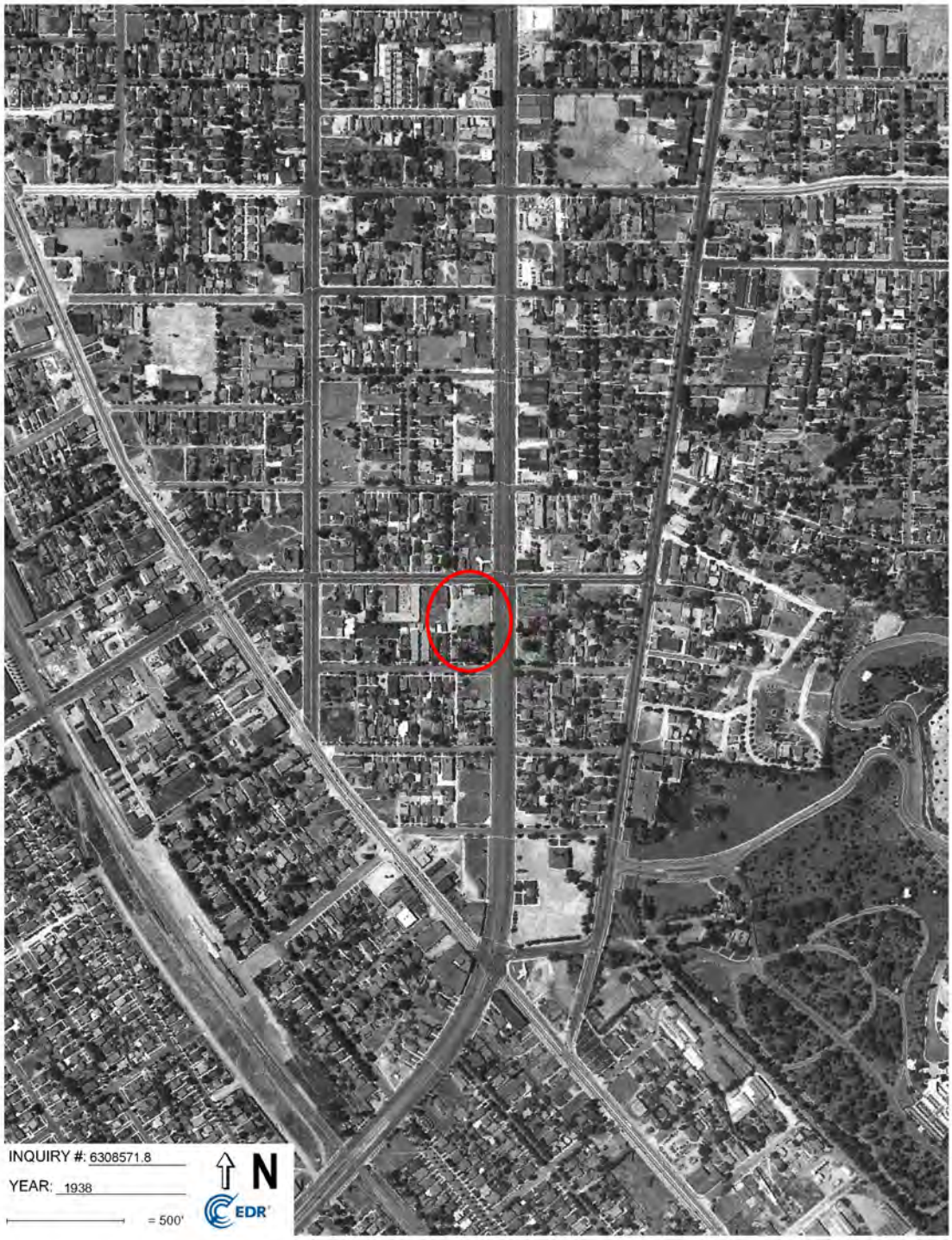
Historic Aerials



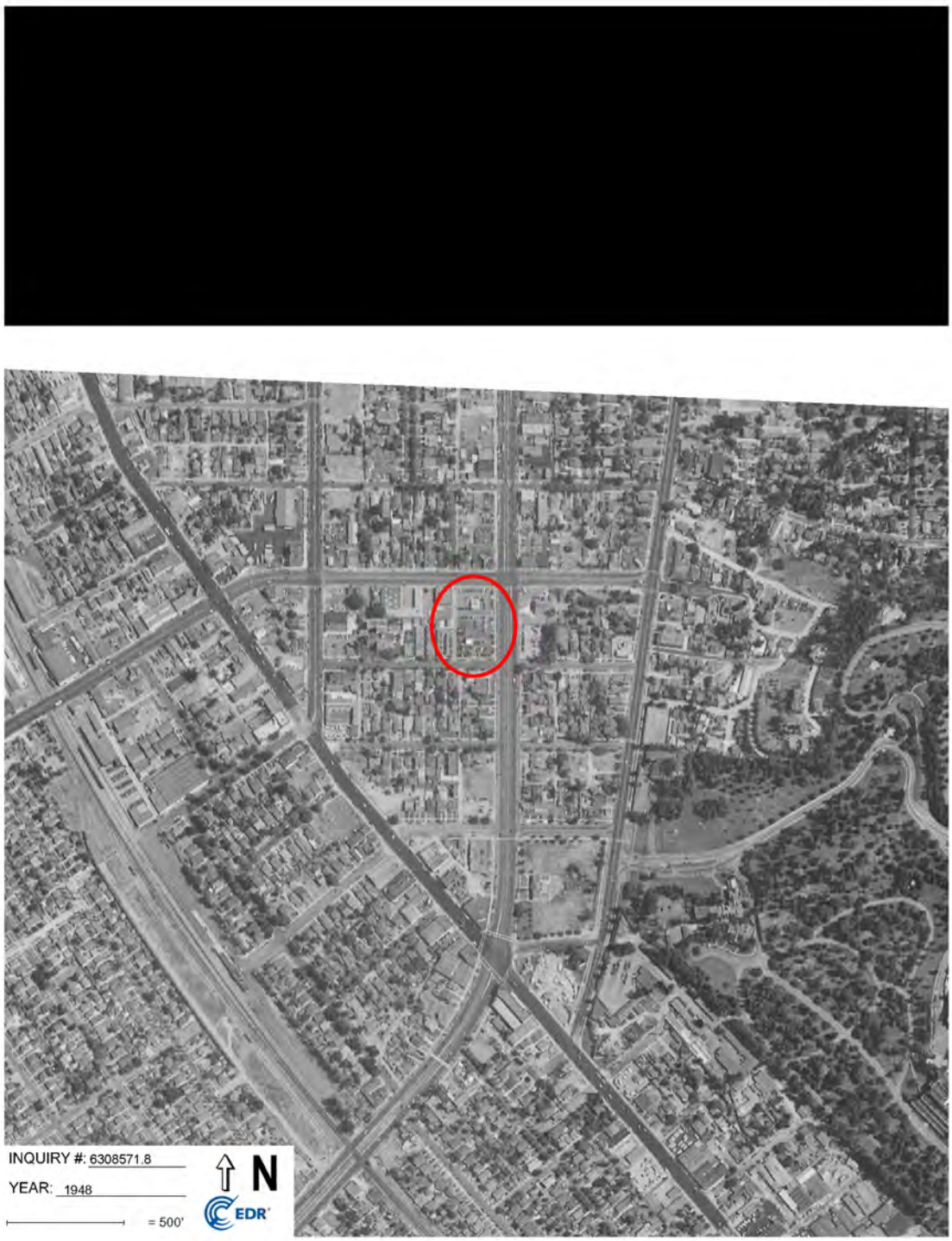
Aerial Photo 1923



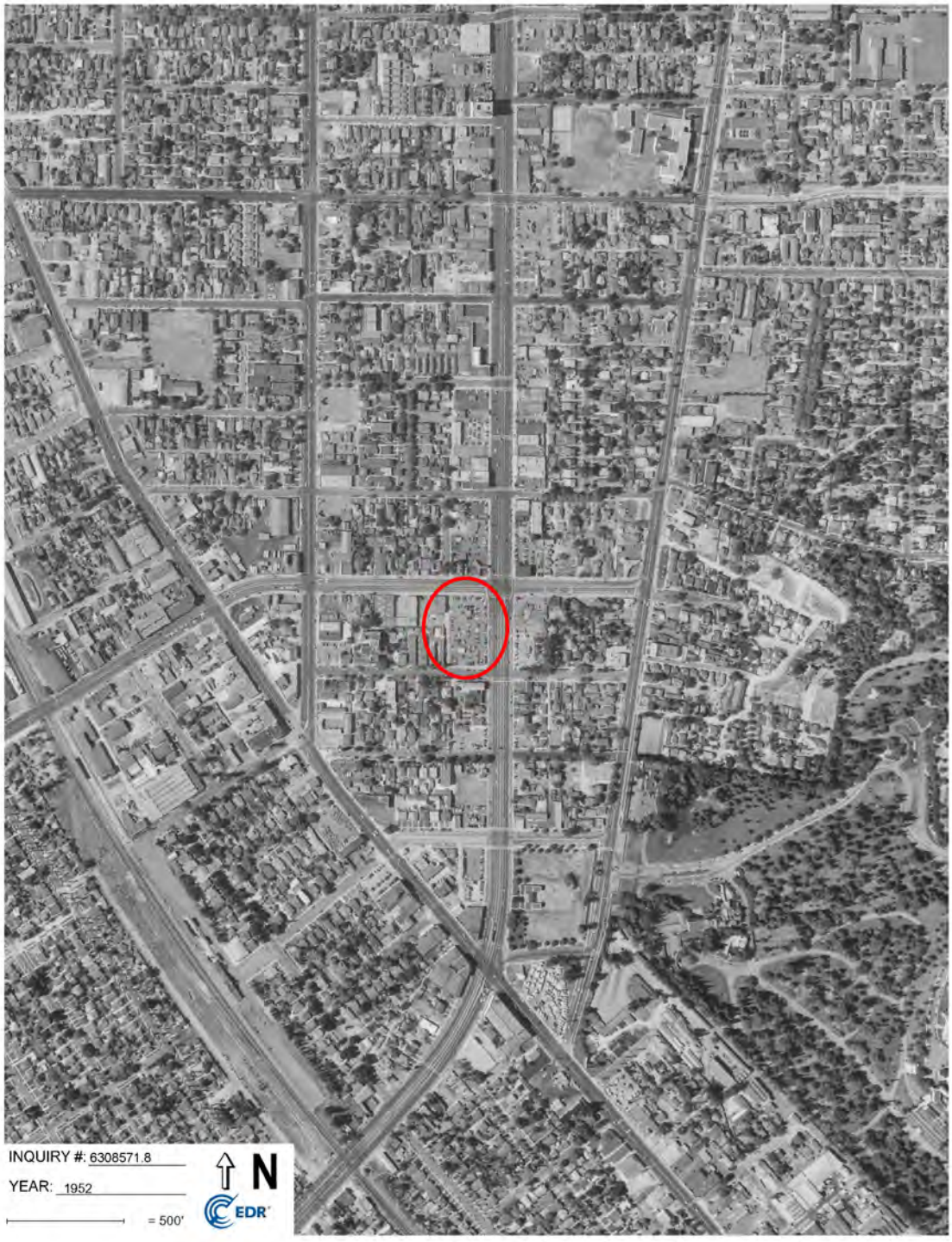
Aerial Photo 1928



Aerial Photo 1938



Aerial Photo 1948



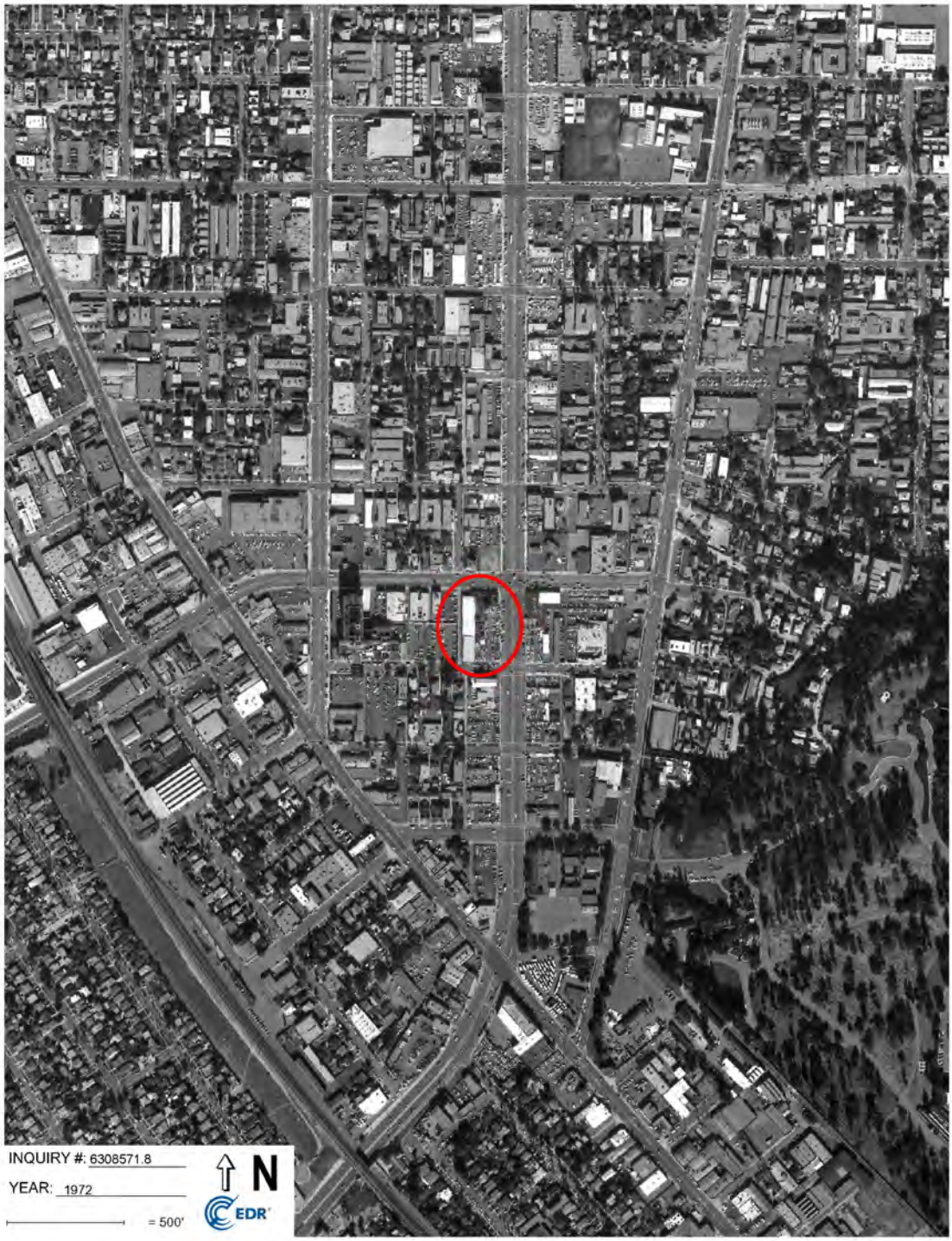
Aerial Photo 1952



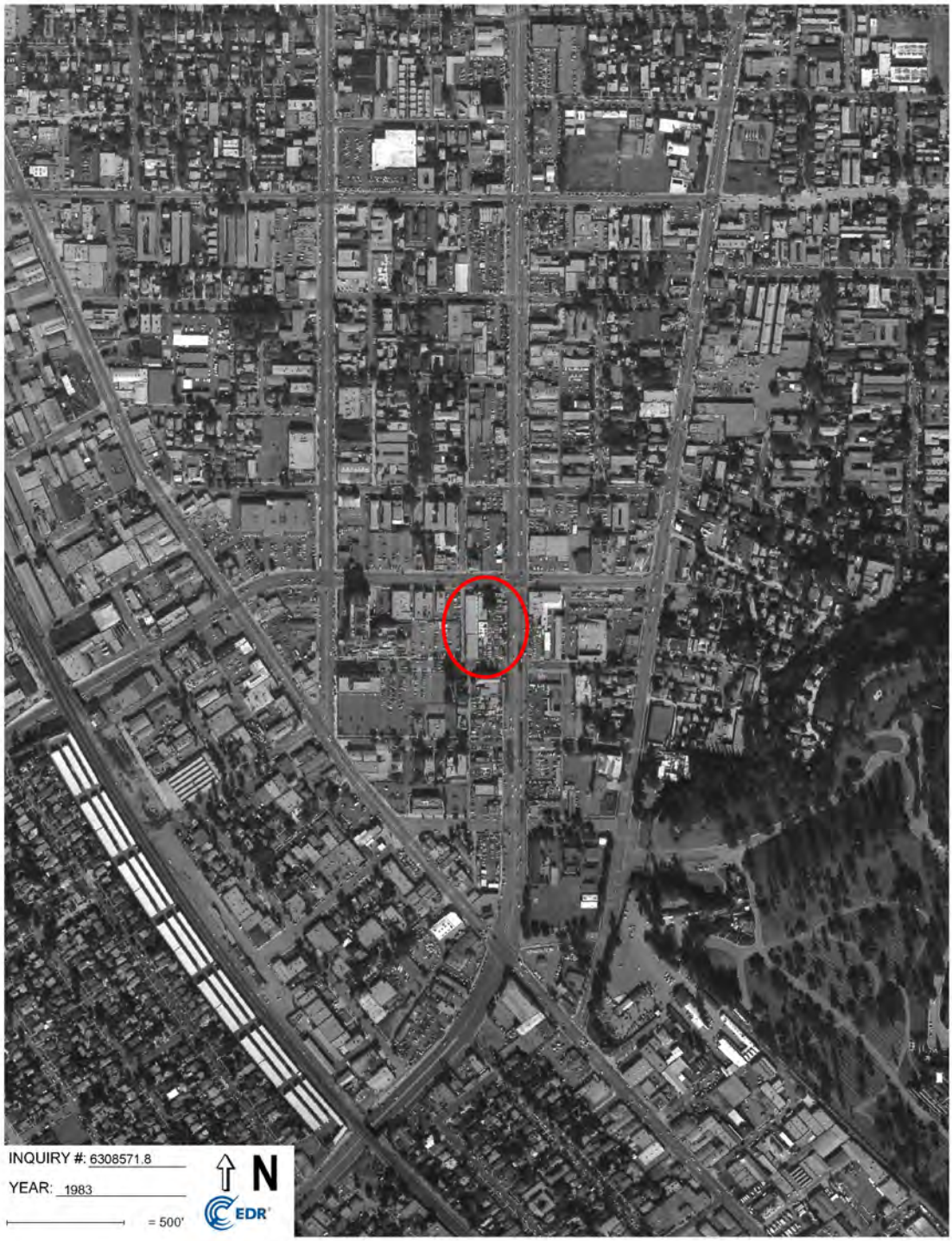
Aerial Photo 1964



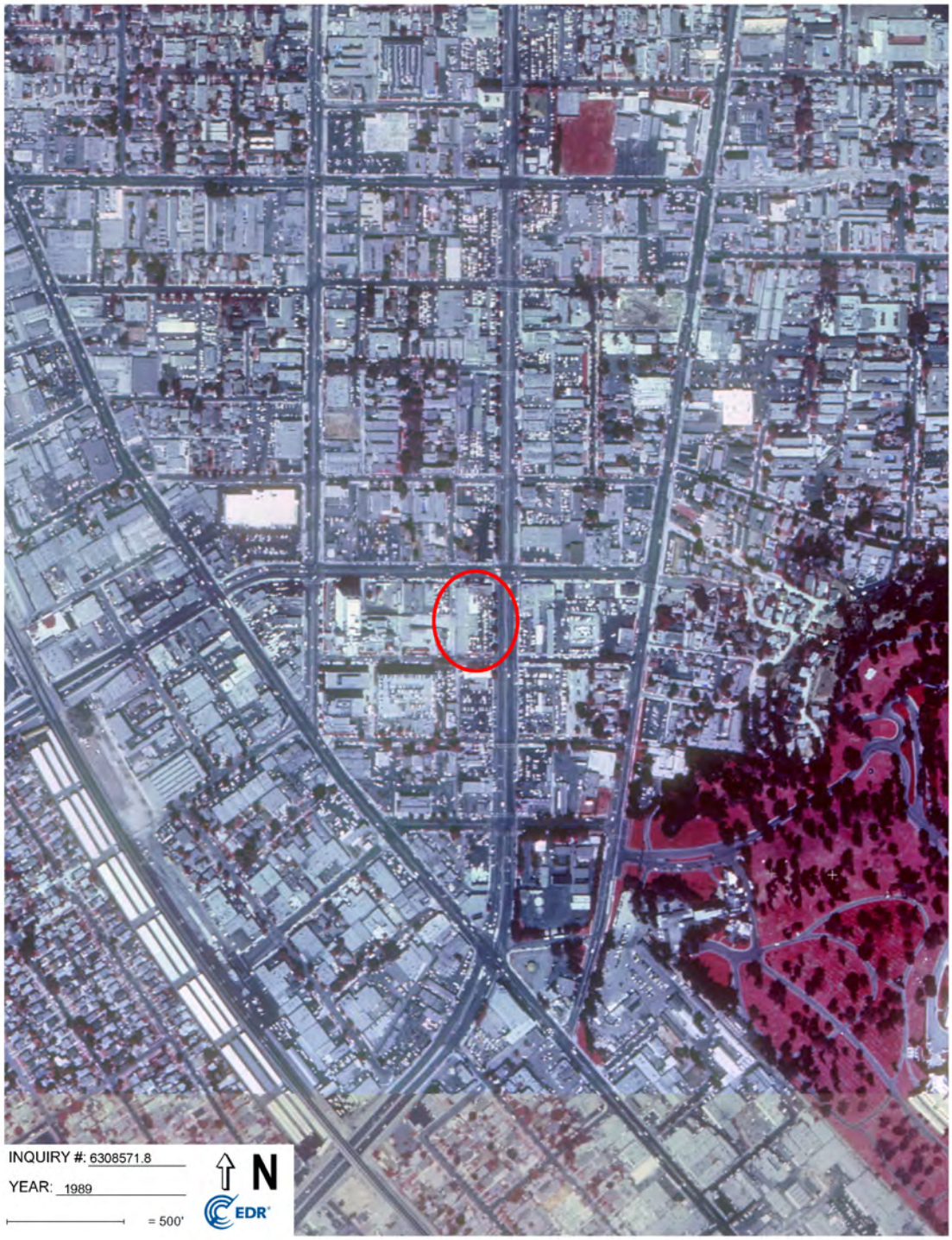
Aerial Photo 1970



Aerial Photo 1972



Aerial Photo 1983



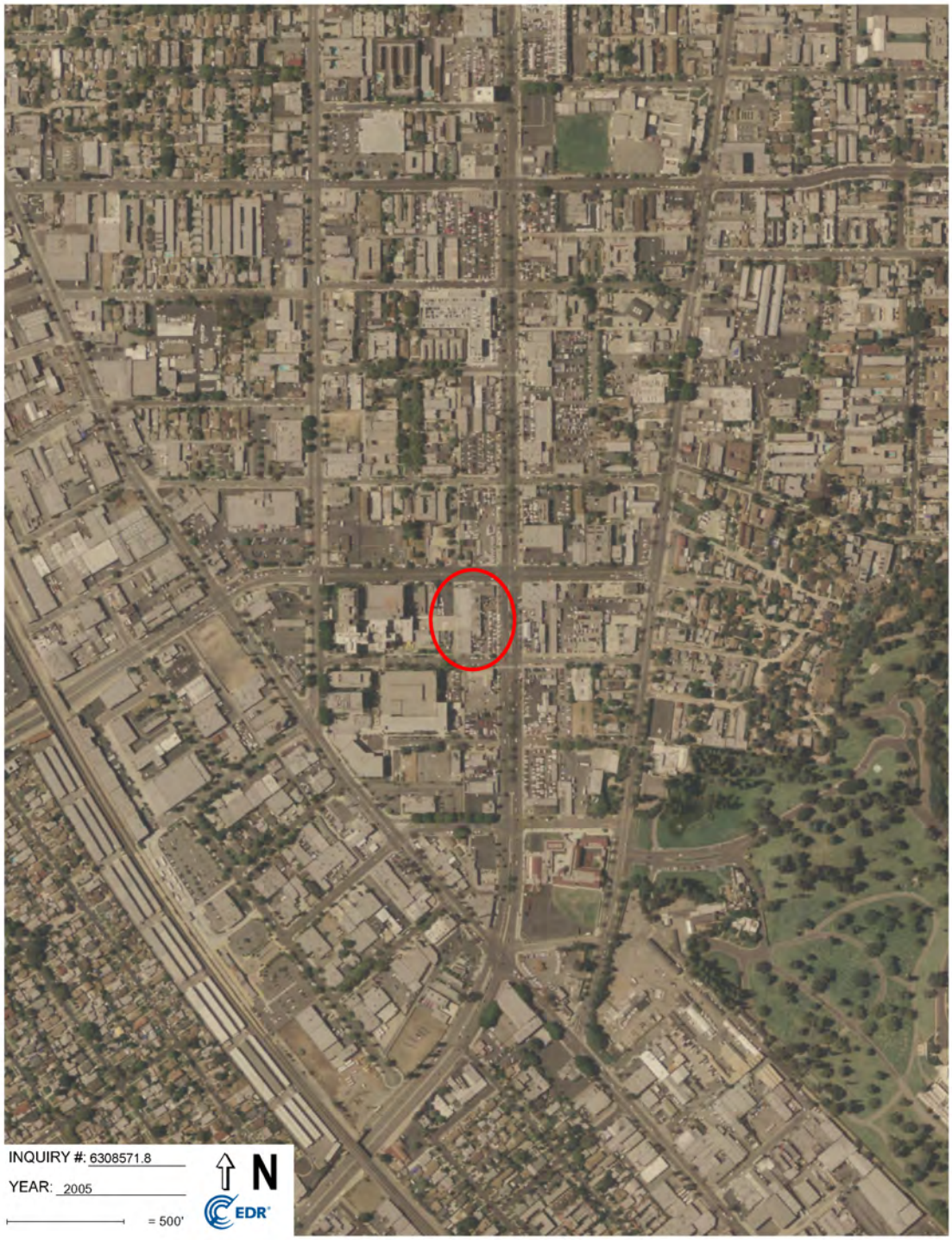
Aerial Photo 1989



Aerial Photo 1994



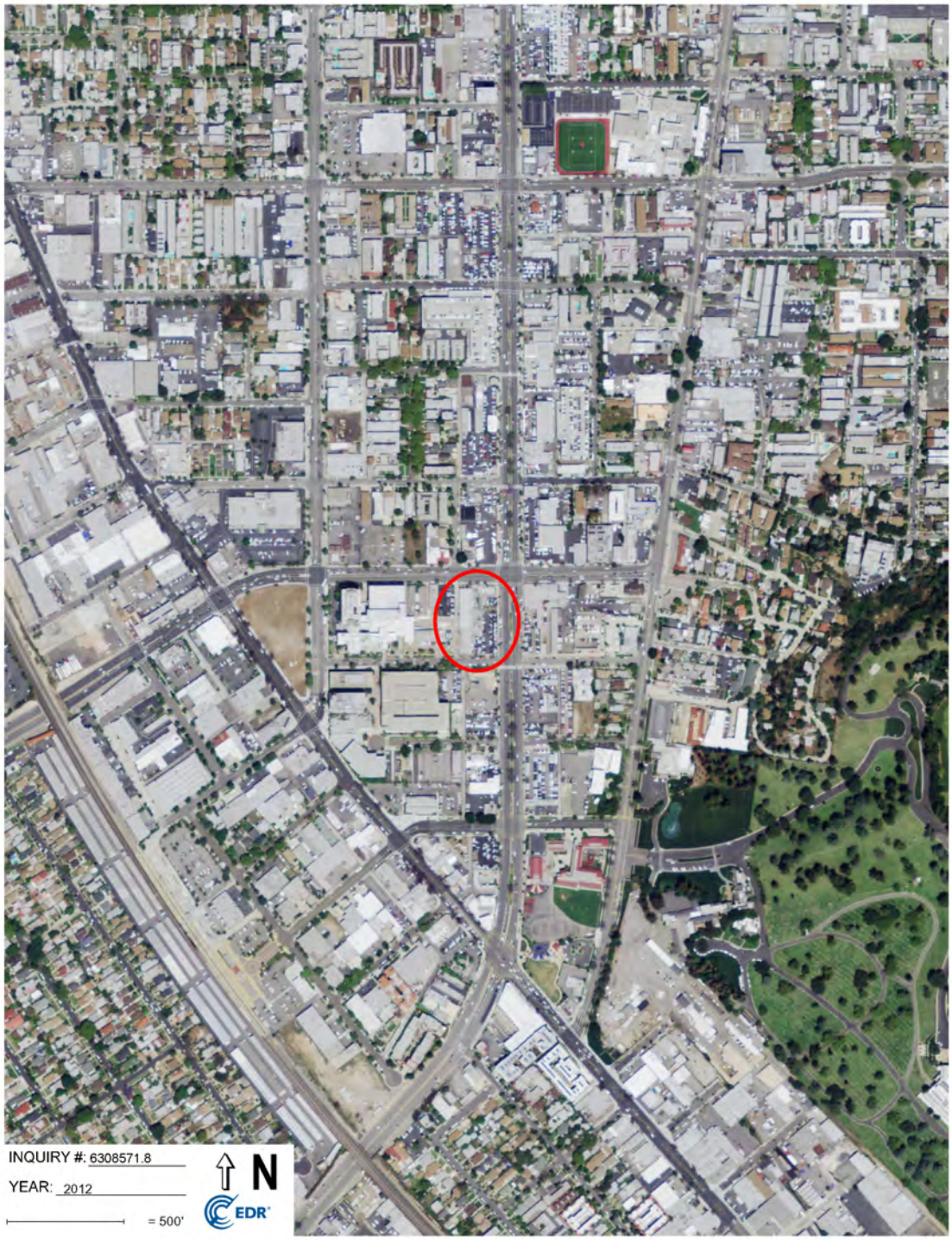
Aerial Photo 2002



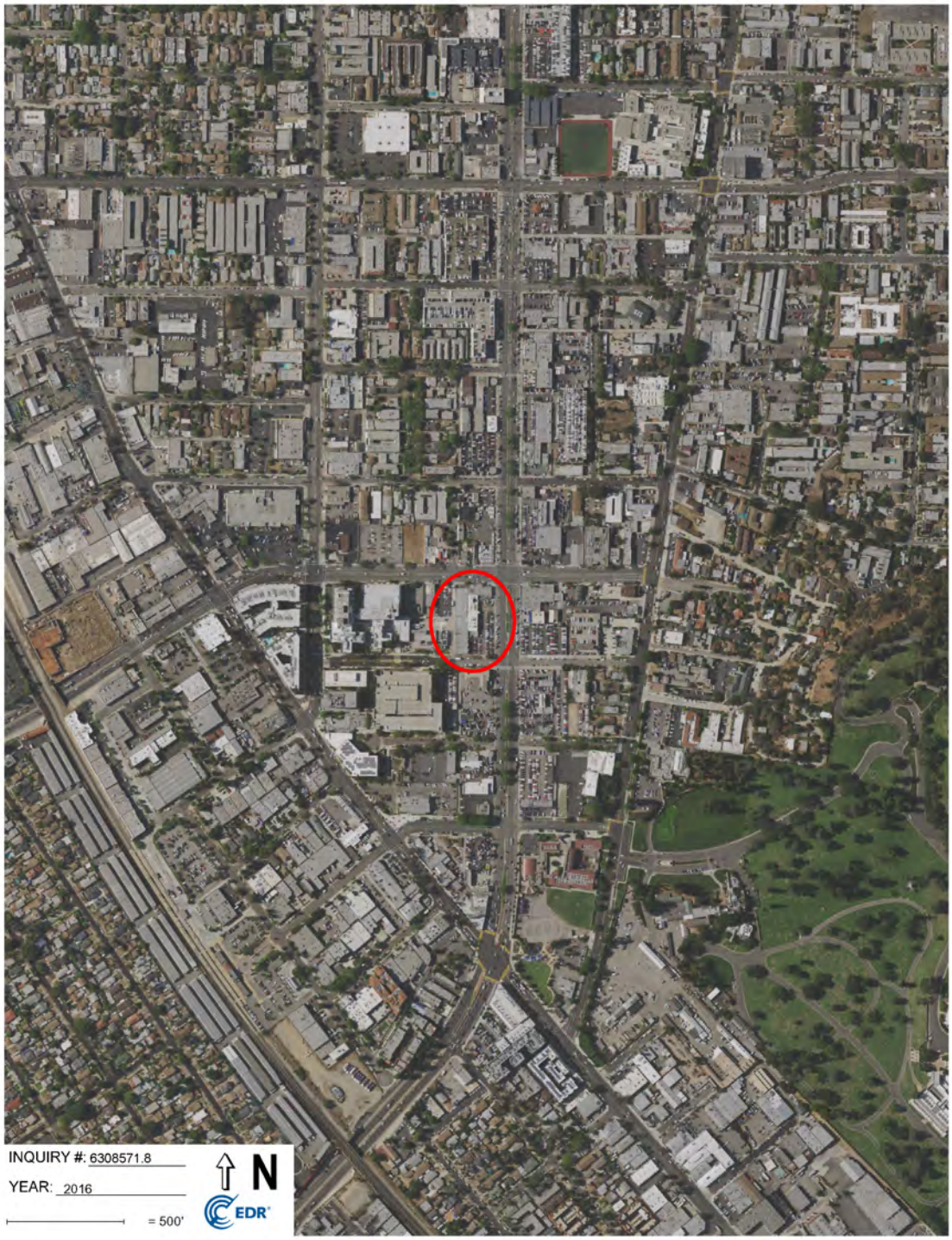
Aerial Photo 2005



Aerial Photo 2009

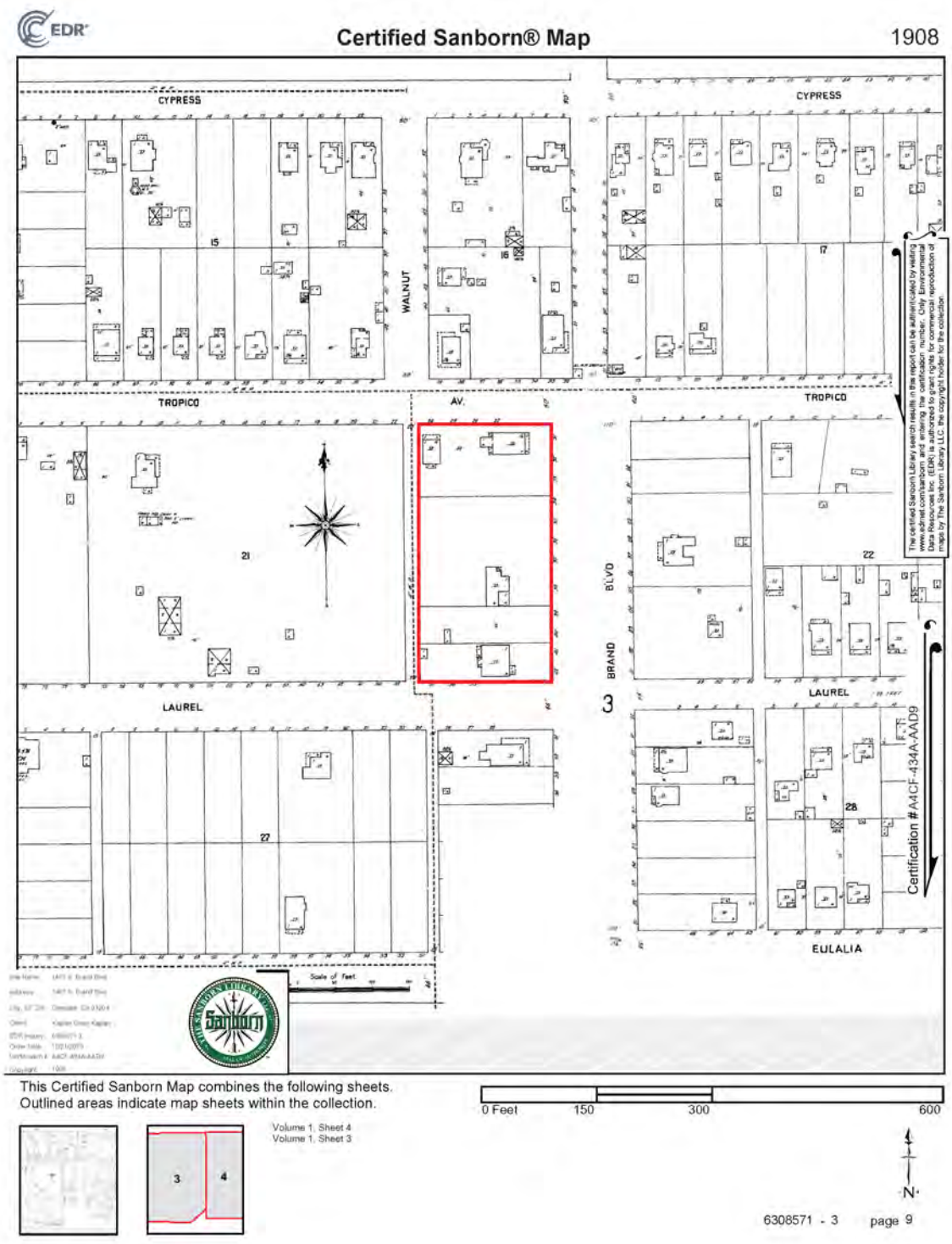


Aerial Photo 2012

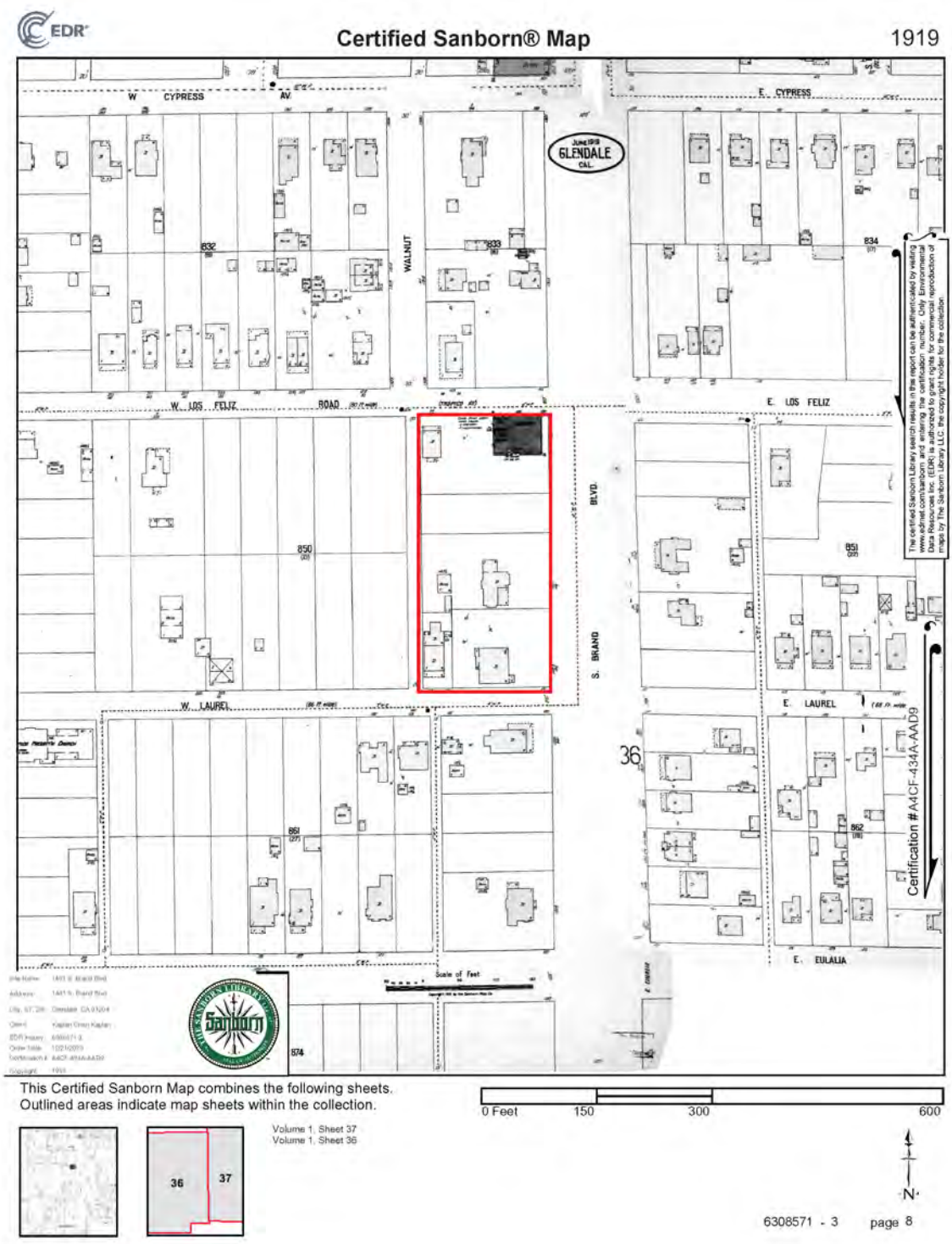


Aerial Photo 2016

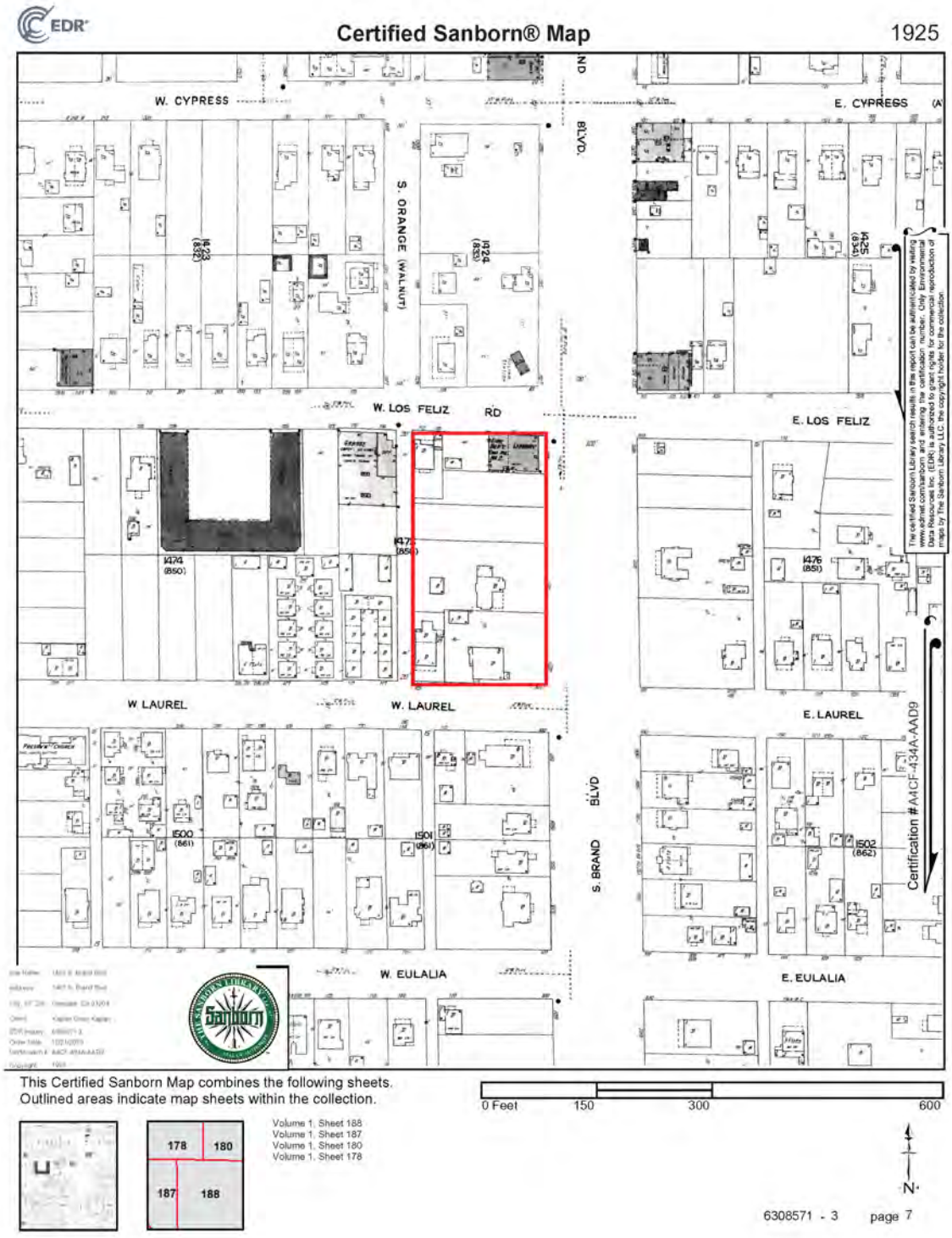
Sanborn Insurance Maps



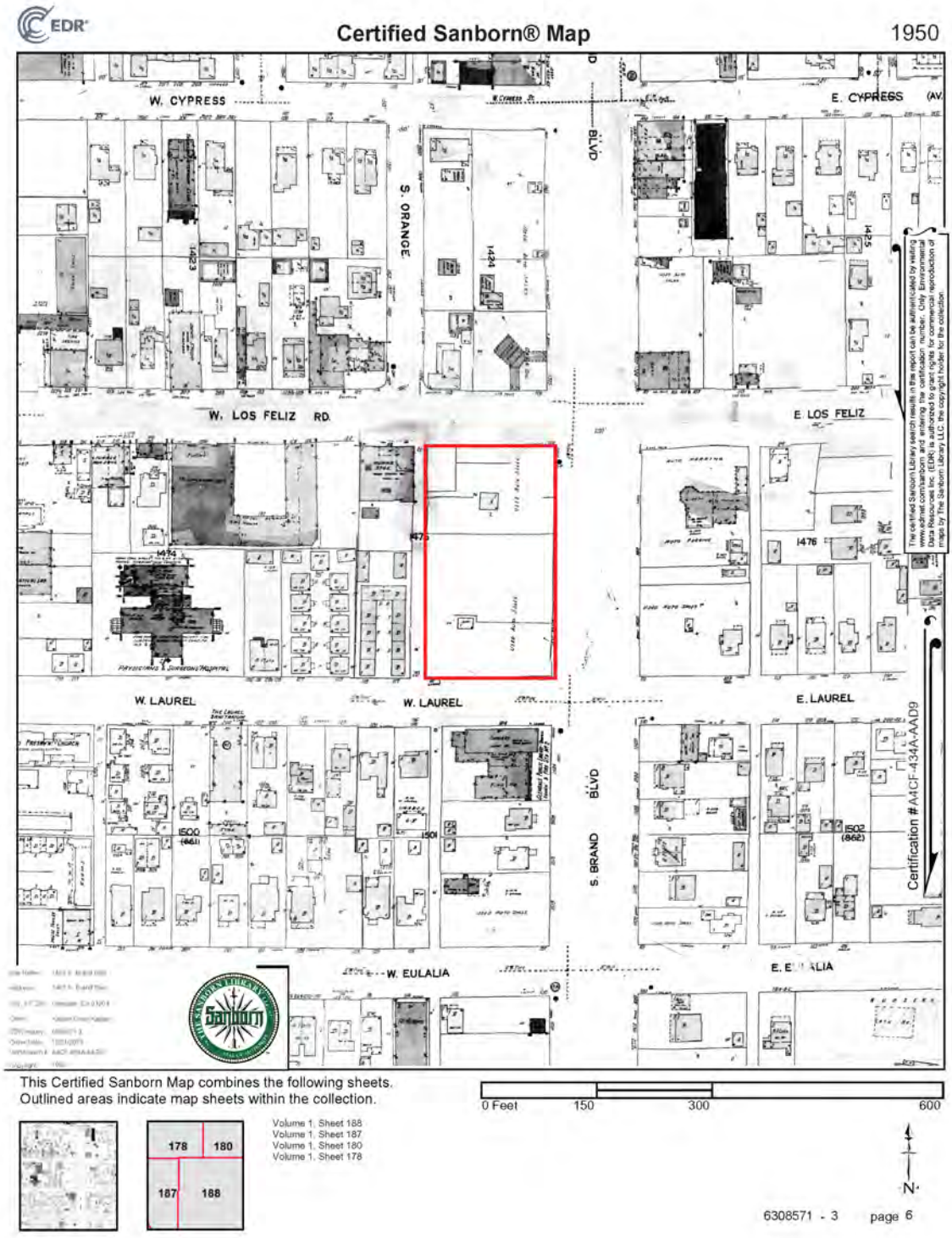
Sanborn Insurance Map 1908



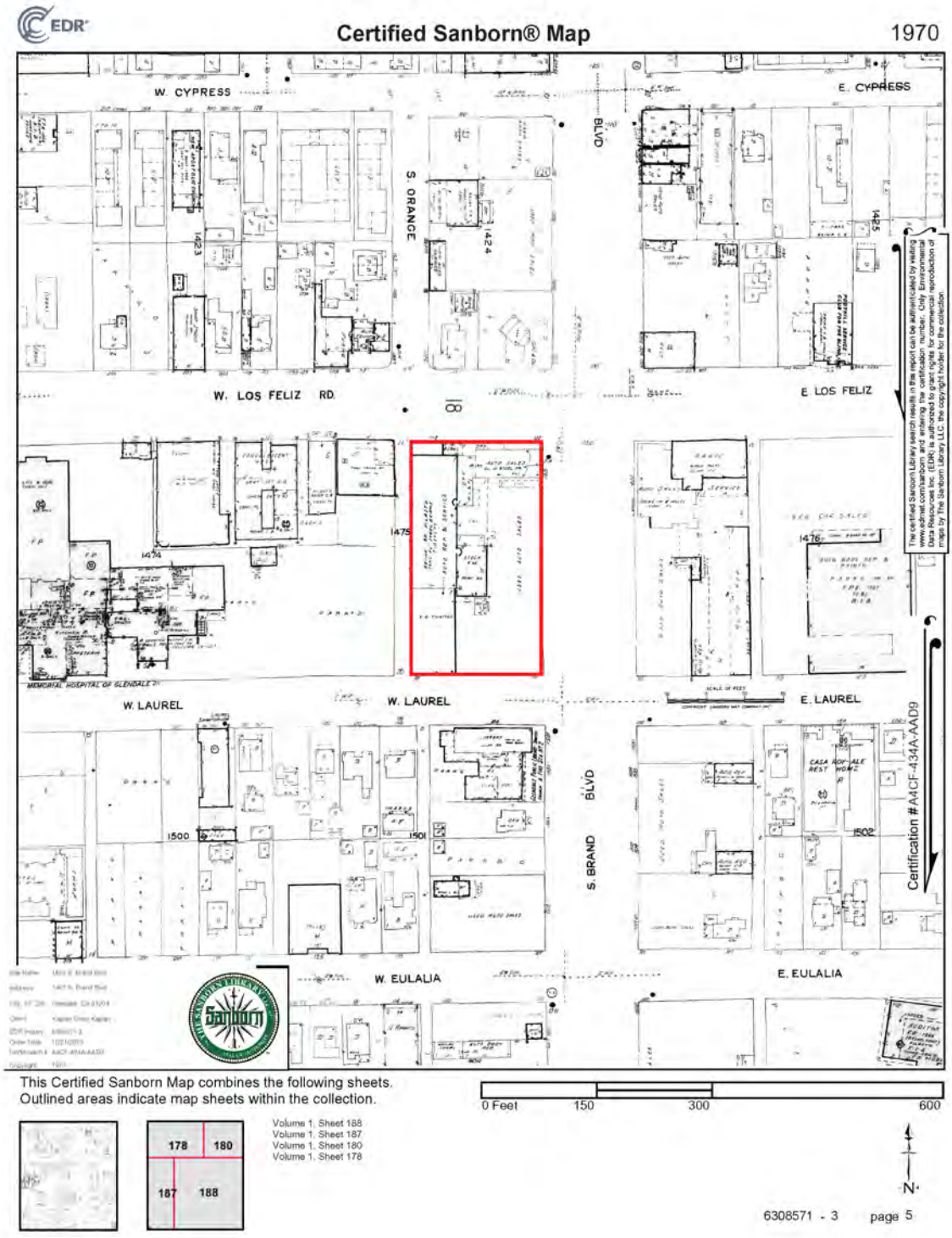
Sanborn Insurance Map 1919



Sanborn Insurance Map 1925



Sanborn Insurance Map 1950



Sanborn Insurance Map 1970

ATTACHMENT E: SCCIC Report

W.H. Bonner Associates
Archaeofaunal Studies
Archaeological Surveys
Historical & Genealogical Research
RPA Register of Professional Archaeologists
15619 Ogram Avenu
Gardena, CA 90249-44
(310) 675-27
E-mail: whbonner@aol.cor

December 28, 2020

David Kaplan
KCK Architects
2526 18th Street
Santa Monica, CA 90405

Subject: Historic Records Search Results for 1401 South Brand Boulevard, Glendale, Los Angeles County, CA

Dear Mr. Kaplan:

At your request, W. H. Bonner Associates has conducted a historic records search for your project located at 1401 South Brand Boulevard, Glendale, California 91204. The records search was conducted on December 24, 2020, at the South Central Coastal Information Center (SCCIC), California State University, Fullerton.

To identify any historic properties, the rolls of the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI) were examined. The California State Historic Resources Inventory (HRI), Historic Preservation Overlay Zones (HPOZ) was also reviewed to determine local resources previously evaluated for their historic significance. Built dates were determined from the website of the Los Angeles County Tax Assessor.

Record Search Results

1401 S. Brand Boulevard, Glendale, CA 91204 APN 5640-024-014
Commercial property
First improvement built year 1956/effective built year 1956
Directory of Properties in the Historic Property Data File – Not Listed
National Register of Historic Places (NRHP) – Not listed
California Points of Historic Interest (CPHI) – Not listed
California Historic Landmarks (CHL) – Not listed

Please Note: Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the

California Native American Heritage Commission for information on local/regional tribal contacts.

We appreciate this opportunity to assist you on your project. If we can be of any further assistance, or if you have any questions concerning this letter, please do not hesitate to contact our office at (310) 675-2745 or via e-mail, whbonner@aol.com.

Sincerely,



Wayne H. Bonner, M.A.
RPA Certified Archaeologist #10085

Primary Num	OTIS ID	Property Nun	Name	Aliases and A	St Number	St Name
	435992	33448			143	S BRAND BLV
	435993	33449			148	S BRAND BLV
	435994	33450	HUNTLEY-EV/	19-1209-002	156	S BRAND BLV
	435995	33451	MONARCH BI	19-1209-002	200	S BRAND BLV
	435996	33452			205	S BRAND BLV
	435997	33453			209	S BRAND BLV
	435998	33454			212	S BRAND BLV
	435999	33455			213	S BRAND BLV
	436000	33456			215	S BRAND BLV
	436001	33457			216	S BRAND BLV
	436002	33458			217	S BRAND BLV
	436003	33459			219	S BRAND BLV
	436004	33460			221	S BRAND BLV
	436005	33461			222	S BRAND BLV
	436006	33462	UNION PUBLI	19-1209-002	225	S BRAND BLV
	436007	33463			230	S BRAND BLV
	436008	33464	GLENDALE M	19-1209-002	232	S BRAND BLV
	436009	33465	BRASS RAIL	19-1209-002	233	S BRAND BLV
	485495	87561			400	S BRAND BLV
	485496	87562	CHIROPRACT(	19-1209-003	623	S BRAND BLV
	485497	87563	STAR SAAB	19-1209-003	819	S BRAND BLV
	485498	87564	STAR LINCOLI	19-1209-003	901	S BRAND BLV
	474488	73634	BEKINS VAN &	19-1209-003	929	S BRAND BLV
	436054	33510	FORUM HOTE	19-1209-002	109	S CEDAR ST
	436055	33511	C HILDING HC	19-1209-002	117	S CEDAR ST
	436056	33512	F H MARTIN I	19-1209-002	120	S CEDAR ST
	436057	33513			121	S CEDAR ST
	436058	33514	THE HARVEY	19-1209-002	122	S CEDAR ST
	436059	33515			126	S CEDAR ST
	436060	33516			129	S CEDAR ST
	436061	33517	THE THOMAS	19-1209-002	130	S CEDAR ST

City	County	Zip	Evaluation In	District Eleme	Parent Distric	Assoc Resour
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0031		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0032		436020	
GLENDALE	Los Angeles	91203	2S, 03/30/1995, NPS-95000		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0034		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0035		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0036		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0037		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0038		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0039		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0040		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0041		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0042		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0043		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0044		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0045		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0046		436020	
GLENDALE	LOS ANGELES	91203	3S, , 1209-0008-0047 | 7M		436020	
GLENDALE	LOS ANGELES	91203	5D2, , 1209-0008-0048		436020	
GLENDALE	LOS ANGELES	91204	7R, 01/01/1993, 1209-0087-0000			
GLENDALE	LOS ANGELES	91204	7R, 01/01/1993, 1209-0088-0000			
GLENDALE	LOS ANGELES	91204	7R, 01/01/1993, 1209-0089-0000			
GLENDALE	LOS ANGELES	91204	7R, 01/01/1993, 1209-0090-0000			
GLENDALE	LOS ANGELES	91204	2D3, 08/31/1984, 537.9-19-0008 | 7R, 01/01/1993, 12			
GLENDALE	LOS ANGELES	91205	7N, , 1209-0031-0012		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0013		436096	
GLENDALE	LOS ANGELES	91205	3S, , 1209-0031-0014		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0015		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0016		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0017		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0018		436096	
GLENDALE	LOS ANGELES	91205	5D2, , 1209-0031-0019		436096	

Parcel Num	MilePost	Ownership	Construction	Export Date
25 11		P	1919	3/3/2020
4 57		P	1921	3/3/2020
120 57			1921	3/3/2020
1 62		P	1922	3/3/2020
2 63		P	1922	3/3/2020
3 63		P	1921	3/3/2020
2461 1		P	1920	3/3/2020
1 63		P	1924	3/3/2020
25 4 63		P	1915	3/3/2020
2461 2		P	1924	3/3/2020
25 63		P	1921	3/3/2020
25 63		P	1920	3/3/2020
6 63		P	1922	3/3/2020
2461 6		P	1920	3/3/2020
7 63		P	1923	3/3/2020
2461 8		P	1920	3/3/2020
2461 10		P	1927	3/3/2020
		P	1921	3/3/2020
5641-003-017		P	1927	3/3/2020
5641-008-015		P	1940	3/3/2020
5641-014-003		P	1928	3/3/2020
5641-017-001		P	1925	3/3/2020
5641-017-019		P	1929	3/3/2020
18 1		P	1926	3/3/2020
18 9		P	1921	3/3/2020
17 12		P	1910	3/3/2020
18 11		P	1912	3/3/2020
17 14		P	1929	3/3/2020
17 16		P	1912	3/3/2020
18 15		P	1908	3/3/2020
17 18		P	1922	3/3/2020