APPENDIX 3.1

New 2026 Historic Report

Historical Resource Assessment for the Car Dealership at 1401 South Brand Boulevard, Glendale, Los Angeles County, California

Prepared for:

Brad Perrine
Impact Sciences
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Los Angeles, California 90071



Final Draft

May 2026

Prepared by:
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INTRODUCTION

This Cultural Resource Assessment Report (CRAR) was prepared for Impact Sciences by ASM Affiliates (ASM) to reevaluate the significance and eligibility of the property at 1401 S. Brand Boulevard, Glendale, Los Angeles County, California (APN 564-002-4014). The property is located on the west side of S. Brand Boulevard, north of W. Laurel Street, and south of W. Los Feliz Road (Figures 1-3). The building was previously assigned a status code of 5S3 in the *South Glendale Historic Resources Survey* (Historic Resources Group [HRG] 2018), identifying it as an individual property determined eligible for the Glendale Register or Historic Resources (Glendale Register) through survey evaluation.

This report was prepared in compliance with City of Glendale and California Environmental Quality Act (CEQA) regulations prior to the proposed demolition of the existing showroom, service reception office, and the parts and sales manager office for the construction of a new showroom, service and reception area, and second floor offices. A similar report was prepared by another consultant in March of 2021 and was later updated in May of 2022. The initial study identified a divergent opinion between the consultant and the City of Glendale Preservation Planner. This CRAR was commissioned to provide a comprehensive independent evaluation for the EIR. The report includes a discussion of the survey methodology, historic context, history of the property, property description, and an evaluation of significance. ASM also conducted records search at the South Central Coastal Information Center (SCCIC) and contacted the Native American Heritage Commission. References, photographs, and supporting materials are included as appendices.

This report evaluates the buildings located at 1401 S. Brand Boulevard for eligibility for listing in the California Register of Historical Resources (CRHR) and Glendale Register. The evaluation was conducted in conformance with guidance on conducting historic building assessments and evaluations, specifically the California Office of Historic Preservation's *Instructions for Recording Historical Resources* (1995) and Technical Assistance Series #7 *How to Nominate a Resource to the California Register of Historical Resources*, and the City's Historic Preservation Ordinance. Included is a section that assesses the direct impacts of the proposed demolition and construction project conducted in accordance with CEQA and the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards).*

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Figure 1. Project vicinity map.

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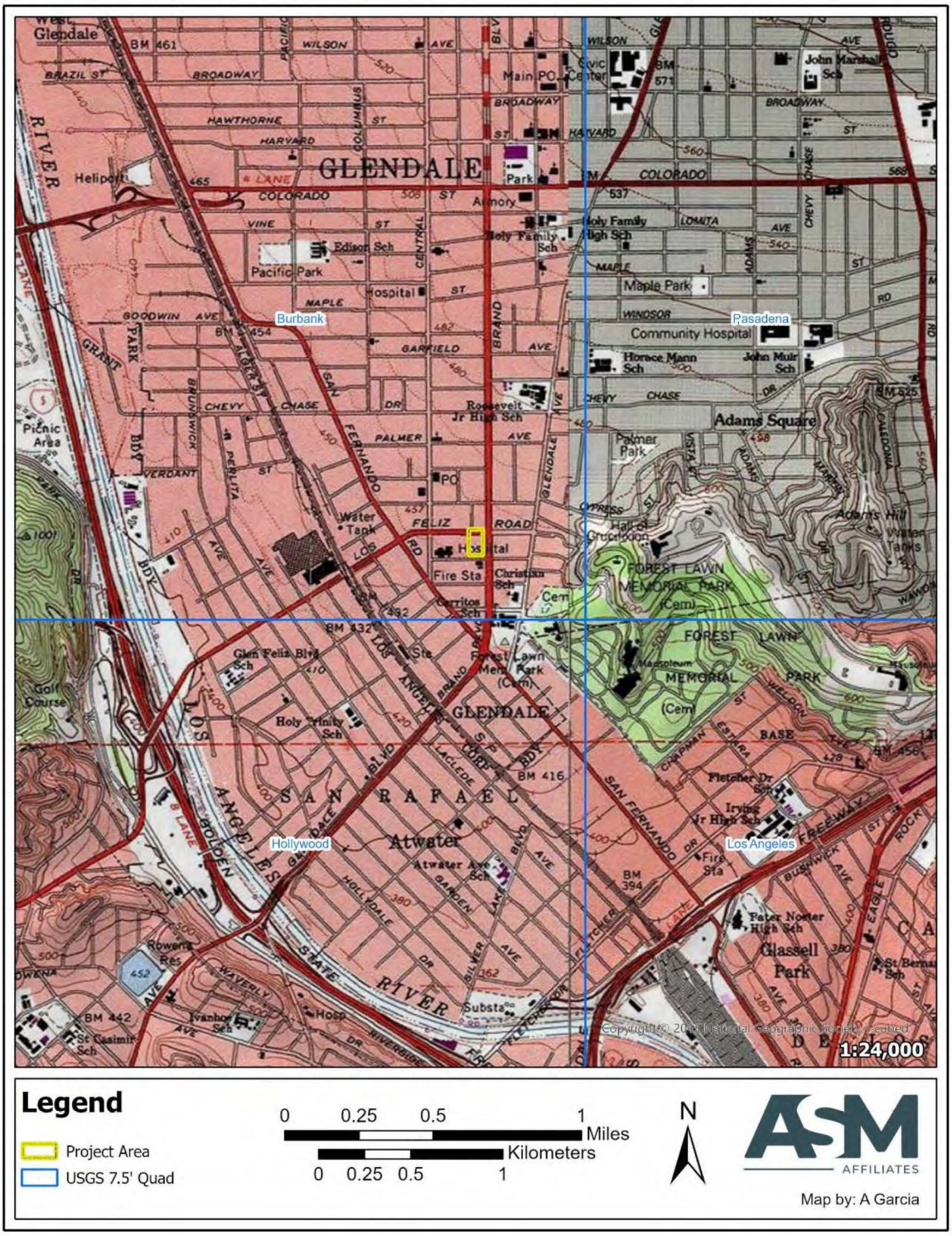


Figure 2. Project location on USGS map.

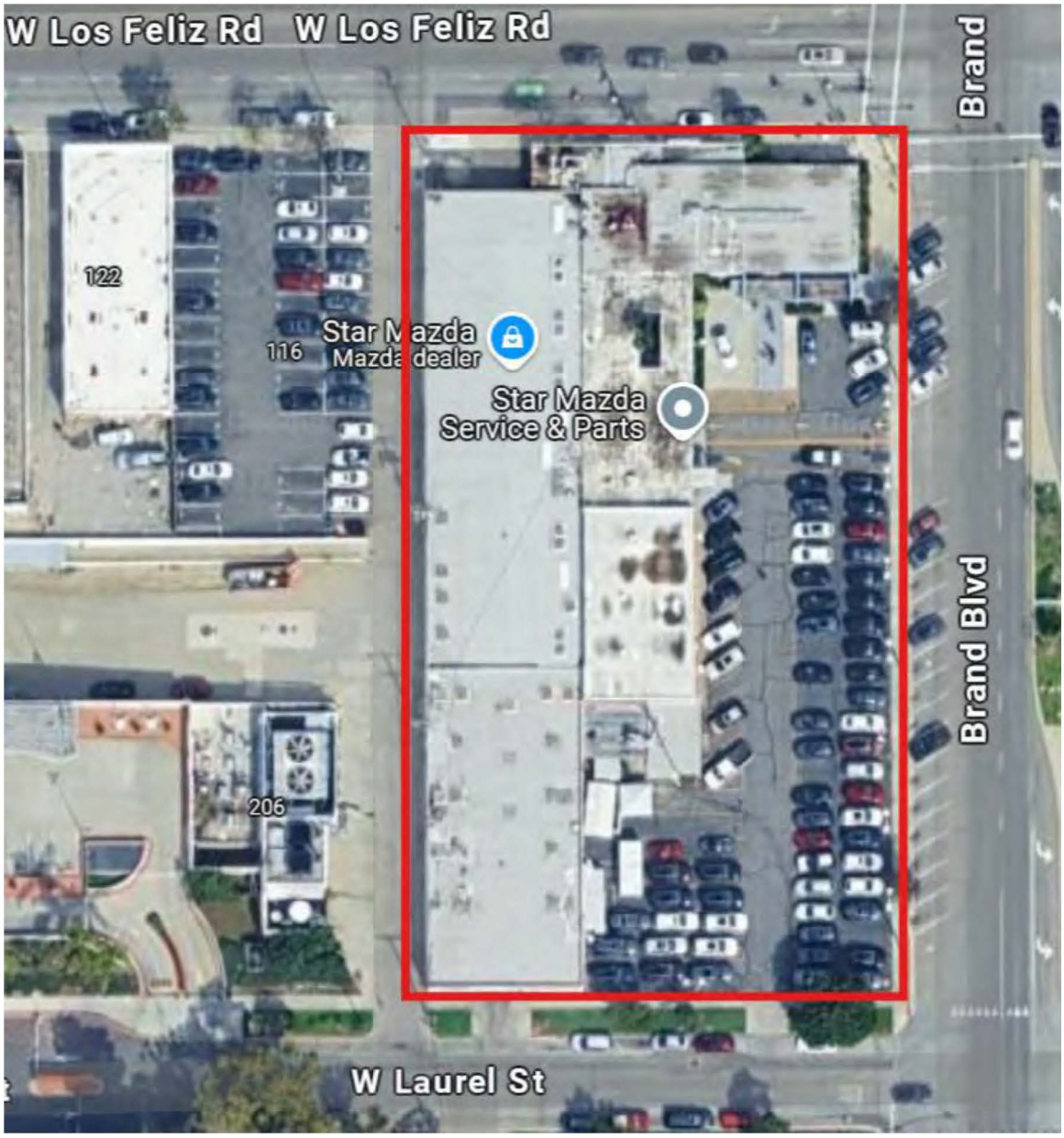


Figure 3. Aerial map showing 1401 S. Brand Boulevard.

PROJECT DESCRIPTION

The proposed project entails the construction of a new 7,100 square foot (sf) vehicle showroom and a 1,640 sf service reception area within the southern portion of the lot. A 3,100 sf second floor addition will be constructed to provide offices for the dealership above the new showroom and reception level on the first floor. The project would include new landscaping and excavation for parking in the area currently occupied by the existing showroom and service reception building. The proposed changes would require the demolition of the existing 8,600 sf combined showroom and service reception area as well as the demolition of the 900 sf parts delivery and used-car sales manager's office. The project will retain the current 3,415 sf parts department and 17,315 sf service workshop without alterations which would preserve the existing west façade in its entirety. The proposed addition is designed in a contemporary style that will feature a flat roof line, full height glazing, and stucco and metal panel cladding (Appendix 1).

METHODOLOGY

ASM conducted an architectural resource field survey to document the property on March 27, 2025. The survey was conducted by ASM Architectural Historian Jacqueline Padilla-Perez, who meets the *Secretary of the Interior's (SOI) Professional Qualification Standards*. During the survey, multiple photographs were taken of the building exterior to document the existing conditions of 1401 S. Brand Boulevard and take detailed field notes. The building's plan, architectural features, and condition were noted.

ASM reviewed any prior recommendations of eligibility within City or County surveys and historic context statements related to the evaluation, such as the *South Glendale Historic Context Statement* (Historic Resources Group [HRG] 2014), the South Glendale Historic Resources Survey (HRG 2018), other relevant historic context statements, and design guidelines and architectural descriptions prepared for the City of Glendale and other agencies. ASM then conducted additional research to fully develop the history of the property through original architectural plans (provided to ASM and Impact Sciences by the City), building permit records, assessor parcel records, and newspaper searches. Research was conducted using online digital archives, digital records requests, and in person with the City of Glendale Community Development Department. Incorporating this background research, ASM developed a general and site-specific history and analyzed the building's significance within the appropriate themes defined by existing historical contexts.

ASM was provided with public comment letters dated March 2026 from Francesca Smith, who is an SOI-qualified architectural historian, and Ingrid Wilcox, Director of the Glendale Historical Society. After thorough review, ASM staff finds that much of the information provided by Ms. Smith and Ms. Wilcox aligns with the research findings of Ms. Padilla-Perez.

RECORDS SEARCH RESULTS

The South Central Coastal Information Center (SCCIC) records search was completed on February 12, 2025, to determine whether the Project area has been previously subject to systematic survey as well as the presence or absence of previously documented cultural resources. The search included all records and documents on file with the SCCIC, as well as the Office of Historic Preservation (OHP) Historic Properties Directory. The SCCIC summary lists are provided with this report as Attachment A.

A total of 13 previous studies were identified within the 1-mile records search radius (Table 1), none of which intersect with the Project area. All of these studies were related to infrastructure or commercial buildings.

Table 1. Previous Studies within a 1-mile Radius of Project

Report No. (LA-)	Year	Author(s)/Affiliation	Title
02517	1991	Wlodarski, Robert J. / Historical, Environmental, Archaeological, Research, Team	A Phase 1 Archaeological Study for Eight Areas Proposed for the New Los Angeles Police Training Academy, and Driver Training Facility, City of Los Angeles County, California
04909	2000	Atchley, Sara M. / Jones & Stokes	Cultural Resources Investigation for the Nextlink Fiber Optic Project, Los Angeles and Orange Counties, California
05025	1999	Duke, Curt / LSA Associates, Inc.	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 964-01, County of Los Angeles, California
08054	2006	McKenna, Jeanette A. / McKenna et al.	Results of a Phase I Cultural Resource Investigation for the Proposed Los Angeles Department of Water and Power Taylor Yard Park Water Recycling Project, Located in the Glendale and Glassell Park Areas of Los Angeles County, California
08254	2004	McKenna, Jeanette A. / McKenna et al.	Results of a Phase 1 Cultural Resources Investigation of the Proposed Los Angeles Department of Water and Power River Supply Conduit, Los Angeles County, California
08255	2006	Arrington, Cindy, and Nancy Sikes / SWCA Environmental Consultants, Inc.	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II

Report No. (LA-)	Year	Author(s)/Affiliation	Title
08258	2006	Kaplan, David, and Pam O'Connor / Kaplan Chen Kaplan	1242 and 1246 South Maryland Avenue, Glendale, California, Historic Structure Evaluation
10243	2009	Bonner, Wayne H., and Kathleen A. Crawford / Michael Brandman Associates (MBA)	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11785B (Landmark Building), 1280 Boynton St., Glendale, Los Angeles County, California
10306	2009	Bonner, Wayne, and Sarah A. Williams / MBA	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11622C (Glendale Auto Clinic), 1003 Palmer Ave., Glendale, Los Angeles County, California
10642	2010	Tang, Bai "Tom" / CRM Tech	Preliminary Historical/Archaeological Resources Study, Antelope Valley line Positive Train Control (PTC) Project Southern California Regional Rail Authority, Lancaster to Glendale, Los Angeles County, California
10671	2010	Bonner, Wayne H., Sarah A. Williams, and Kathleen A. Crawford / MBA	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12151-C (Brunswick JPA), 3610 Brunswick Avenue, CEL 1, Los Angeles, California
12047	2012	Bonner, Wayne H., Sarah A. Williams, and Kathleen A. Crawford / MBA	Cultural Resources Collocation Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV01475G (Harley Davidson), 3727 San Fernando Road, Glendale, Los Angeles County, California
12526	2013	Ehringer, Candace, Katherine Ramirez, and Michael Vader / ESA	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment

A total of seven resources have been previously documented within the 1-mile records search radius. Half of the resources are associated with the Southern Pacific Railroad Company (Table 2). None of these resources intersect with the Project area.

Table 2. Previously Recorded Resources within 1-mile Radius of Project

Primary # (P-19-)	Trinomial (CA-LAN-)	Other Name	Date Recorded (Recorded by)	Description	Attribute Codes*
101229	-	IF01	2014 (M. Ringhoff)	Partially buried brick structure likely associated with the Southern Pacific Railroad Co.	AH05
101230	-	IF02	2024 (M. Ringhoff)	Partially buried brick structure likely associated with the Southern Pacific Railroad Co.	AH05
150324	-	Glendale Southern Pacific RR Depot	1996 (L. Huemann)	One-story, rectangular, Spanish Colonial Revival building	HP17
170777	-	Glendale Forest Lawn Cemetery	1981 (M. Olvera)	Large group of buildings and landscape features associated with the cemetery	HP40
188007	-	Old San Fernando Road	2006 (J. McKenna)	Segment of road between Glendale Avenue and Elm Street	HP37
188511	-	Landmark Apts	2009 (K.A. Crawford)	Two- and three-story, irregular shaped, asymmetrical, Modern style, apartment building	HP03
190271	-	Atco, T-Mobile West LLC SV1475G / Harley Davidson	2012 (K.A. Crawford)	One- and two-story, irregular shaped, Spanish Eclectic style, commercial building located on a major commercial artery in the City of Glendale.	HP06

*AH05. Wells/cisterns; HP03. Multiple Family Property; HP06. Commercial Building, over 3 stories; HP17. Railroad Depot; HP37. Highway/Trail; HP40. Cemetery

NATIVE AMERICAN HERITAGE COMMISSION

A request for a search of the NAHC's Sacred Lands File (SLF) was made by ASM on April 1, 2025. This search was undertaken to supplement the SCCIC records search and to inquire as to whether resources important to local Native American groups may exist within the proposed Project areas that may not appear within the California Historic Resource Inventory System (CHRIS). The NAHC responded on April 15, 2025, that the SLF check was negative. Their response included a list of 15 tribal contacts representing eight tribal groups who might

have information about the Project area. These 15 individuals were contacted via a query letter to inquire as to whether they had any comments on Native American cultural resources located at or near the project area.

Three responses have been received to date. On April 17, 2025, Brandy Salas from the Gabrieleño Band of Mission Indians - Kizh Nation reached out requesting the lead agency's contact information which ASM provided to them on May 2, 2025. On that same day, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council responded, asking to be informed of any cultural reporting results from the project. On April 21, 2025, Vanessa Minott from the Santa Rosa Band of Cahuilla Indians responded, deferring all comments to the Soboba Band of Luiseno Indians. The response letters are provided with this report as Attachment B.

HISTORIC CONTEXT[1]

The following sections provide a brief history of the site of 1401 S. Brand Boulevard, from the early history of the vicinity and settlement of the town of Glendale to subsequent commercial development, and a site-specific history of 1401 S. Brand Boulevard.

EARLY HISTORY OF THE VICINITY

Native American Inhabitants

At the time of European contact, the Los Angeles Basin and the Southern Channel Islands were inhabited by the Tongva, who became known as the Gabrielino. The name derives from the incorporation of many of their people into Mission San Gabriel during the eighteenth century. The Gabrielino are considered one of the most powerful tribes in California, having occupied a vast tract of some of the most fertile and productive lands in the State, including the site of the City of Glendale. Prior to contact with Europeans, the Gabrielino population might have grown to more than 5,000, living in 50 to 100 settlements on the mainland and on the southern Channel Islands.

The Gabrielino were primarily hunters and gatherers who maintained a maritime trade network using large canoes of carefully shaped and fitted wooden planks. The prestige and political strength of the Gabrielino were enhanced by impressive achievements in pre-industrial technology and economics, as well as religion and oral literature. Culturally, the Gabrielino have been described as the wealthiest and most thoughtful of all the Shoshoneans of the State. Inland communities maintained permanent geographical territories or usage

[1] Excerpted and adapted from the *Historic Preservation Element of the General Plan* (City of Glendale) and the *South Glendale Historic Context Statement* (Historic Resources Group 2014).

areas that possibly averaged 30 square miles, which are sometimes referred to by the Spanish term *rancheria*. Primary settlements were located in the lower reaches of canyons that offered protection against weather extremes. During spring and summer, individual family units disbursed to seasonal camps to gather bulbs, roots, and seeds, and in the fall, these families moved to oak groves to gather acorns.

European contact with the Gabrielino first occurred in 1542, with the expedition of Juan Rodriguez Cabrillo. This contact was limited, however, and it was not until the missionary expeditions into Alta California in the 1770s that substantial European settlement began. The Mission San Gabriel de Archangel was founded in Gabrielino territory in 1771, and the Mission San Fernando Rey de España was founded in 1797. Native Americans from the Glendale area were relocated to both of these missions.

The Rancho Period[2]

Although Spain claimed Mexico in the sixteenth century, it was not until Gaspar de Portola, Governor of the Californians, set out on an overland expedition from San Diego in 1769 that the Spanish occupation of Alta California began in earnest. Accompanied by Franciscan friars led by Father Junipero Serra, Portola's purpose was to establish missions, presidios, and pueblos. By 1823, a total of 21 missions, extending from San Diego to Sonoma and linked by El Camino Real, had been organized. Segments of the road often bore the name of their destination, such as San Fernando Road, which connected Rancho San Rafael with the San Fernando Mission, which was founded in 1797.

Among the soldiers on the Portola Expedition was José María Verdugo, who was assigned to Mission San Gabriel in 1772. Five years later, Rancho San Rafael was established when Verdugo was formally granted permission to keep cattle and horses on land he had acquired between the Arroyo Seco and the Los Angeles River (then called Rio Porciuncula). It was the second grant made in Alta California and, at approximately 36,000 acres, one of the largest. The Rancho spanned much of the western San Gabriel Valley, from the confluence of the Los Angeles and Arroyo Seco rivers to the San Gabriel Mountains. Stipulations of the San Rafael grant required that Verdugo raise 2,000 head of livestock, build a permanent dwelling, and provide grain for the community. Verdugo sent his brother to tend to the rancho and meet these obligations while he remained with the Spanish Army. In 1794, Verdugo retired from military life and began a new role as a rancher. By 1817, he had 1,900 head of cattle, 670 horses, and 70 mules and cultivated a variety of crops including grain, vegetables, and fruit. The expansive Rancho included not only present-day Glendale, but also Burbank, Eagle Rock, Highland Park, Garvanza, and part of Pasadena (Figure 4).

[2] Portions of this section are excerpted and adapted from LSA Associates 2011, pp. 10-12.

Anglo-American Settlement

After a long illness, Jose Maria Verdugo died in 1831, leaving Rancho San Rafael to his son Julio and daughter Catalina. The Verdugo siblings continued in joint ownership until 1861 when the U.S. Federal Government, after confirming their claim to the rancho, divided it into two parts with Julio receiving title to the southern portion and Catalina receiving the northern portion.

In 1861, Julio Verdugo mortgaged a substantial portion of the Rancho to Jacob Elias under terms that he could not afford. Foreclosure on the land soon followed. However, because of the informal nature of the Verdugos' many real-estate transactions through the 1850s and 1860s, in which land was used as currency, many of their creditors were unable to determine clear title to the property involved and filed a lawsuit against the Verdugos and other claimants to clarify the issue. The result of this was a landmark court ruling known as the "Great Partition of 1871." In the end, the court determined the legal ownership of both Rancho San Rafael and Rancho La Cañada to the northeast, partitioning the Ranchos into 31 parts and conferring title to 28 persons.

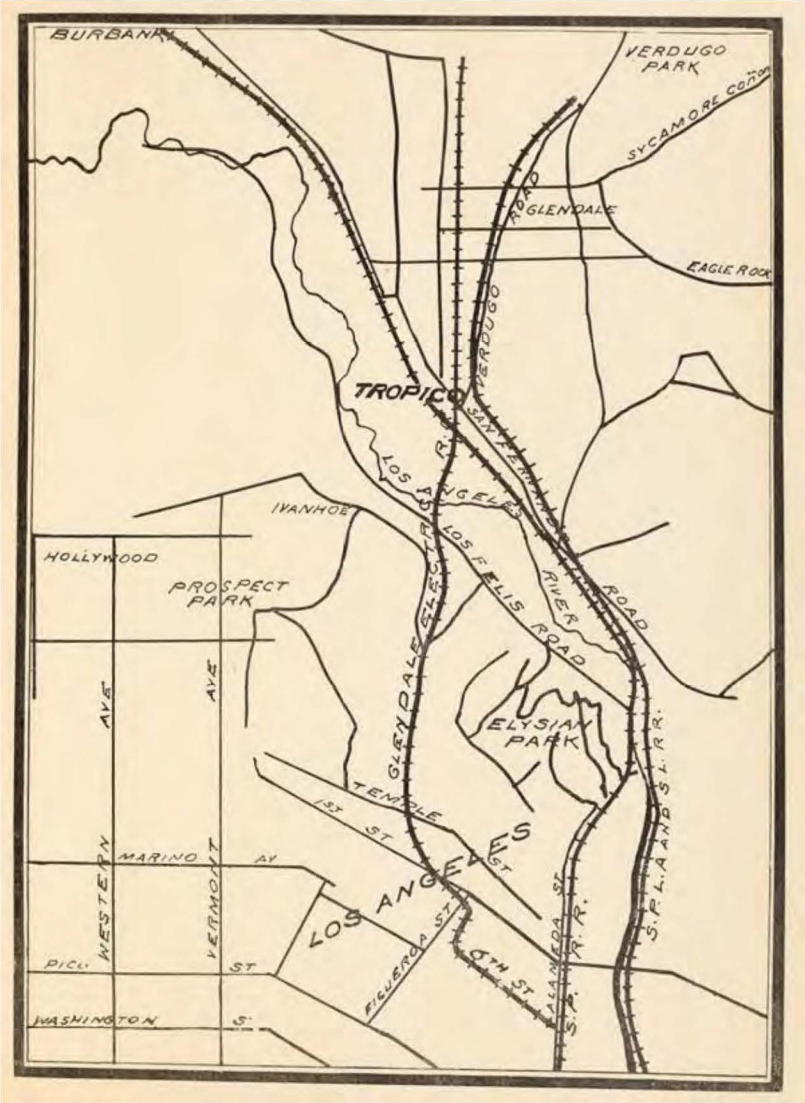


Figure 4. Sketch of the community of Tropico, later to merge with Glendale.
Source: Tropico Improvement Association 1907, p. 19.

Some of these beneficiaries, as well as other new arrivals, bought and subdivided land, built houses, and planted fruit orchards. Subdivision activity gained momentum in the early 1880s in Glendale as elsewhere in Southern California. Settlement was stimulated by the completion of the transcontinental railroad, its connection to Los Angeles by the Southern Pacific in 1876, and the subsequent link to the Santa Fe system in 1881. A real estate frenzy followed the establishment of the railroad. In 1883, E. T. Byram, B. F. Patterson and G. W. Phelon purchased 126 acres of the Childs Tract, on the east side of Glendale Avenue between First (Lexington) and Ninth (Windsor) Streets. This tract eventually formed the nucleus of present-day Glendale.

TROPICO 1887-1917

The southern and southwestern section of modern-day Glendale were once a part of the independent municipality of Tropico, which was once a part of Rancho San Rafael. In 1884, a portion of the area of Tropico known as the "Dreyfus tract" was subdivided into lots of 10, 20, and 40 acres. At the time, a meeting house existed on the site of what is now the Cerritos Avenue School. In 1883, the residents of Tropico gathered there and chose the name of Glendale for the general area. Soon after, two towns began to form, a northern town centered around Glendale Avenue and Third Steet, and a southern town centered and Central Ave and San Fernando Road. In 1887, separate townships were established: one for Tropico and one for Glendale. Although the town was originally named Ethelden, residents began calling it Tropico after the name of the nearby Southern Pacific Depot. What is now Los Feliz Road was then named Tropico Avenue which only strengthened the colloquial name of the town. Central Avenue became the well-recognized boundary dividing Glendale and Tropico as it was the halfway point between Windsor Road to the north and Garfield Avenue on the south (City of Glendale 1997:13-14).

In 1900, the Tropico Improvement Association was established to promote the development of the town. Growth was centered around the formation of small businesses, strawberry farming, and tile manufacturing. The town's development spurred the construction of commercial and industrial buildings. The first two brick buildings were erected in 1905 (The Logan building) and 1906 (The Gabaig building). The business district of Tropico formed at the intersection of Central Avenue and San Fernando Road. By 1910, the town's economic framework has been established, solidified by the formation of the Tropico Chamber of Commerce and the Bank of Tropico (City of Glendale 1997:14).

The Tropico Art Tile Works was established in 1904 and was the largest employer in the area for many years. W.C.B Richardson donated the property to the tile company to facilitate the sale of home sites. Employees of the company had the ability to purchase 50 foot (ft.) by 100 ft. lots at prices ranging from $300 to $500 (City of Glendale 1997:14).

Another economic powerhouse in Tropico was the strawberry industry. The town became the shipping center for all strawberries produced in Burbank, Glendale, and Tropico. While other crops were grown in the area, strawberries proved to be the most lucrative. Wilmot Parcher, who was Glendale's first mayor, was an organizer of the local strawberry growers association which formed in 1904. By 1907, the association reported shipments of 7,000 cases of strawberries daily. The sprawl of the suburbs and development of more residences encroached upon farmlands and eventually led to the demise of agriculture in the area. The 1904 installation of the interurban railroad line connected Tropico to Los Angeles and the town become a popular place to live for those who worked in Los Angeles but desired to live outside of the major city. In 1914, just seven years after the peak of the strawberry boom, new

development had replaced 200 acres of land devoted to farming strawberries in its entirety in the town of Tropico (City of Glendale 1997:15).

The downfall of Tropico's agricultural economy and expansion of its built environment paved the way for the development of religious, social, and educational institutions. Several Protestant churches were constructed within the city between 1884 and 1913. A large meeting house was constructed by the Civil War veterans of the newly formed N.P. Banks Post of the Grand Army of the Republic (G.A.R.) in 1894. The formation of multiple social clubs and organizations followed soon after with most using the G.A.R. meeting house to gather. The Thursday Afternoon Club provided the first public library in Tropico with books supplied by the California State Library. The library was located in three different buildings over the years until Tropico incorporated and built a formal city hall and later became the first library branch in Glendale (City of Glendale 1997:15).

Riverdale school was the first to be constructed in Tropico in 1883 as a simple two room wooden structure. It was built upon land that was donated by W.C.B. Richardson and Benjamin Dreyfus. When the interurban line was completed in 1904, the population began to boom, and it was necessary to construct a new two-story building located at Cerritos and Glendale Avenues. It became what was then known as Tropico School before being renamed its current nomenclature of Cerritos Avenue School in 1913. In the same year two more schools were added to the Tropico School District: Acacia Avenue School and Magnolia School (City of Glendale 1997:15).

Tropico's development expanded rapidly and eventually it became so large that it could no longer be supported by its infrastructure. The residents became contentious about whether to annex to Los Angeles where many of the residents worked, or to annex to Glendale, which Tropico had a close historical relationship with. Others argued that establishing its own cityhood was the best route. An election was set for March 21, 1911, to decide the fate of Tropico's future. However, the Glendale Sentinel newspaper and the Board of Trade gained the upper hand over their opponents by petitioning to the Board of Supervisors to schedule an election to vote upon the incorporation of Tropico as an independent city to take place on March 15, 1911. Both elections were held with Tropico being voted for cityhood in the first election, and its annexation to Glendale being approved in the second election. Unfortunately for the supporters of annexation, their election was legally null and void as cityhood was approved first (City of Glendale 1997:15).

Following the election a city government was quickly formed. The first matter of importance was improvement to the streets as it was the residents' largest concern. A bond measure to construct a city hall was approved in 1912 and the cornerstone was laid on October 31, 1914. The hall was planned to be more or less a city center as it was inclusive of a library, auditorium, and fire station. During the course of Tropico's formation as a city an additional five attempts

were made to annex to either Los Angeles or Glendale. On November 21, 1917, the efforts finally proved to be successful with voter approval for annexation. Tropico was officially annexed to Glendale on January 9, 1918 (City of Glendale 1997:15).

GLENDALE RESIDENTIAL DEVELOPMENT AND SUBURBANIZATION 1918-1970

The development of the interurban rail line sparked the rapid suburbanization of Glendale. Like many cities, connections to transportation was the primary catalyst in Glendale's growth. The completion of the transcontinental railway fueled the initial boom of the 1880s and the Southern Pacific fueled growth throughout the twentieth century. However, the interurban railroad of 1904 proved to be the most transformative of them all, shifting Glendale from a city of industry to a vast community of homes.

By the 1920s, the rail route on Brand Boulevard established the area as the commercial center of Glendale. As business grew, one-story wood-frame stores were gradually replaced by multi-story brick buildings. Side streets developed off Brand Boulevard and filled with single family residences in a multitude of architectural styles. Craftsman bungalows and period revival styles were the most popular. Although the single-family residence remained the preferred form of housing in Glendale, multi-family buildings also began to form residential communities including duplexes, fourplexes, apartment and courtyard buildings.

The marketing of the Glendale Valley View Tract in the early 1900s by the Glendale Development Company typifies the suburbanization of the community. Extending from Central Avenue to San Fernando Road and from Broadway south for two and a half blocks past Colorado, the tract was located south of the old business district, which became one of the most densely developed areas of the city. Promoters emphasized the pastoral aspects of the land, easy access to Los Angeles via the Pacific Electric, quality schools, free telephone service to Los Angeles, moderate climate, social life, and abundance of mountain water. Most of the parcels were 50 ft. by 125 ft. and sold for $250 to $550, with the exception of those facing Central Avenue. All deeds contained an anti-liquor clause and required that all buildings be painted or stained and sited at least 25 feet from the sidewalk. By 1925, the tract was nearly completely developed (Davis and Novell 2019:12).

Between 1920 and 1930, almost one and a half million people relocated to the greater Los Angeles area to take part in several burgeoning industries, including petroleum, manufacturing, aviation, garments and textiles, construction, entertainment, and tourism. This huge influx of people and capital resulted in an unparalleled building boom. The prosperity of the era, combined with investment in good roads, also led to high levels of automobile ownership, a force that came to dictate the location and form of suburban growth for the remainder of the twentieth century. Vast areas were subdivided for residential

development in the 1920s, particularly in hillside areas accessible chiefly by automobiles (Davis and Novell 2019:12).

The City of Glendale took full advantage of the regional boom, promoting proximity to Los Angeles while boasting a sense of peace and natural beauty that no longer existed in the urban core. Glendale's population more than quadrupled from 13,756 in 1920 to 62,736 in 1930. This dramatic population increase and rapid growth spurred the development of many new residential neighborhoods on the outskirts of town. The citrus orchards, vineyards, and country estates that had once characterized the foothill and valley lands of northwest Glendale gave way to planned residential suburbs (Davis and Novell 2019:12).

These planned residential neighborhoods—such as the Glendale Valley View Tract, which was laid out by a single development company—often demonstrated a consistency of architectural style, size, and scale. Although the earliest subdivisions were usually sold by the parcel, with buyers choosing from a limited range of plans and handling the construction themselves, neighborhoods would appear somewhat homogeneous. Issues of *Arrowhead* magazine from the 1920s offered numerous views of residential streets in Glendale lined with single-story Craftsman bungalows. Other neighborhoods, however, developed over two or three decades and continued to change as newer houses were placed next to older ones and as changes in zoning allowed for more intense development. These neighborhoods evolved a variety of characteristics that today document changes in population and architectural taste (Davis and Novell 2019:13).

GLENDALE COMMERCIAL AND ECONOMIC DEVELOPMENT 1918-1970

1918-1929

Around the beginning of the twentieth century, commerce in Glendale developed primarily in response to the daily needs of the growing residential community. At the turn of the century, the center of Glendale's business district was at the corner of Glendale Avenue and Third Street (Wilson) (Davis and Novell 2019:13). Leslie C. Brand was the president of the Los Angeles and Glendale Railway company, appointed in 1902. The improvement association determined that Brand Boulevard would be the main thoroughfare for the new Pacific Electric transportation line. The boulevard became the principal business street in the city as well.

From 1919 through the 1920s, Glendale experienced rapid growth and an increased need for goods and services. The city's earliest buildings in the late nineteenth century were primarily wood frame construction with brick masonry becoming the more favorable construction material at the turn of the century. Glendale's first four-story commercial block was

constructed in 1922 on the corner of Brand Boulevard and Wilson Avenue. A theater, hotels and commerce building soon followed (City of Glendale 1997:19).

By 1925, the city had more than 300 businesses providing a variety of services and products. Commercial corridors were formed along Brand and Colorado boulevards, and Glendale, Central, Broadway, and Pacific avenues. Brand Boulevard quickly distinguished itself as the city's "main street" shopping district as well as a hub for entertainment. Popular department stores included H.S. Webb & Co. (139 N. Brand) Sherwood's (East Broadway near Brand), Webb's Men's Shop (111 N. Brand), and Hatz Gowns (132 S. Brand) (HRG 2014:114).

The advent of Brand Boulevard as an entertainment destination began in the 1920s with the construction of a number of vaudeville and movie palaces including the Glendale Theater (1920), Jensen's Arcade (1923), and the Egyptian and Greek Revival style Alexander Theater (1924) which was one of the largest motion picture theaters in Southern California at the time. In the early 1920s an 80-member group who called themselves the East Glendale Advancement Association, formed to refocus commercial development in the original city center located to the east. Their efforts resulted in the construction of the Hotel Glendale at 701 E. Broadway. It was six stories with 160 rooms offering apartment and rooms for rent. Despite the association's efforts, commercial development continued to advance westward (HRG 2014:115-116).

A series of mergers and expansions eventually resulted in the Pacific Electric Railway Company becoming the biggest interurban railway system in the world. As Glendale entered the 1920s, Pacific Electric integrated its rail service with buses to expand its service and scheduling flexibility to compete with the rising popularity and affordability of private automobiles. The investment ultimately overran the company's resources paving the way for the private automobiles to become the transportation method of choice within the city (City of Glendale 1997:17). The automobile supplanted the streetcar as the preferred method of transportation and in response, automobile showrooms began to spring up along Brand Boulevard (City of Glendale 1997:23-24).

The "Brand Boulevard of Cars" was established when Jesse E. Smith opened a Ford dealership in 1915 at 824 W. Broadway. Soon after, many others followed with the concentration of dealerships being centered around the intersection of Brand Boulevard and Colorado Street. By 1920, the Glendale Motor Car Dealers Association was established, and new dealerships were formed in earnest. Service stations also became more prolific along Brand Boulevard and in 1924, the Dealers Association sponsored the Garage and Repairman's Association to encourage a higher level of efficacy in the automobile repair industry (HRG 2014:118).

By 1925, dealerships were established along both sides of Brand Boulevard from Colorado Street to Los Feliz Road with 15 recognized dealerships. The clustering of dealerships provided ease of shopping for buyers, allowing them to efficiently visit multiple dealers. The centricity of the automobile in Glendale as well as greater Los Angeles led to the creation of

the nation's first drive-in market, Ye Marketplace erected in 1924 at 136 Los Feliz Road (HRG 2014:119). Other markets followed suit with the drive-in concept, including the Tower Market and Drive-In Market & Oil Station both opened in 1928 (HRG 2014:120).

Glendale's banking industry started modestly with two banks established before the city was incorporated: the Bank of Glendale and First National Bank of Glendale. Both were established in 1905 and eventually merged into the Security Pacific Bank. Leslie C. Brand was the principal financial backer of the First National Bank. Initially this bank leased space in the Masonic Hall Building on Brand Boulevard until it was moved to the corner of Brand Boulevard and Broadway, later becoming the Security Pacific Bank after merging with the Security Trust and Savings Bank. The Security Trust and Savings Bank was the first to construct a six-story, Beaux Arts-style building, on the northeast corner of Broadway and Brand boulevards (City of Glendale 1997:19). By 1926, there were eight banks operating in Glendale (Davis and Novell 2019:13).

1930-1944

The stock market crash of 1929 and the ensuing Great Depression slowed commercial development and economic growth in the City of Glendale. Many businesses closed and multiple banks ceased operations. Although car sales plummeted, gas continued to be an in-demand commodity due to Southern California being an automobile-centric region. Gas and service stations remained ubiquitous in the area even as other businesses were folding. Service stations constructed during this era were in the Streamline Moderne style to attract drivers as they passed by. The Old Richfield Station is an extant example of the style (HRG 2014:124).

High rise moving and storage facilities were also in high demand during this period. Bekins moving and storage facilities emerged as the most prolific during the era. Milo Bekins's desire was for his buildings to be designed as "architectural landmarks" for the purpose of reassuring patrons with its solidly built warehouses. The seven-story Glendale Bekins Warehouse was constructed in 1934 in South Glendale, the design of which was inspired by one of the contemporary architectural pattern books popular during the time (HRG 2014:124-125).

The Sears Roebuck Co. Building was completed in 1934 at 236 N. Central Avenue. It was designed in the Streamline Moderne style by Harold S. Johnson. It featured an iconic six-story tower, large glass display windows, and glass block along the façade. This steel frame structure is notable for paving the way for other commercial development along the Central Avenue thoroughfare. F.W. Woolworth also was in the unique position to be able to continue constructing new locations during the Great Depression, despite material shortages. The company built a Streamline Moderne-style store at 201 N. Brand Boulevard. Woolworths buildings were springing up as a part of the "Modernize Main Street" movement sponsored by Libby-Owens Ford Glass Company and conducted by *Architectural Record*. The competition was used to promote the use of the company's products which included window glass and

colored structural glass known as vitrolite which served as a facing material for commercial remodels. The contests were a success and resulted in structural glass being the preferred material over terra cotta cladding in the design of Streamline Moderne-style buildings during the 1930s (HRG 2014:125-126).

Perhaps the most famous example of businesses that were established during the Great Depression is Bob's Big Boy restaurant. It began as Bob's Pantry at 900 East Colorado Street in 1936. The creation of the double-decker hamburger named the "Big Boy" catapulted the restaurant to popularity. The original location was soon followed by an automobile friendly drive-in restaurant opened as Bob's Big Boy in 1938. Its iconic larger-than-life chubby mascot wearing red and white checkered overalls was adorned in neon lights, solidifying the restaurant as one of the most recognizable beacons of Googie-style architecture (HRG 2014:126).

By 1940, Glendale City Lines took over bus service in Glendale. Gas rations of World War II caused a resurgence in the use of public transportation. Post-war Glendale saw a rise in automobile use once again. The decrease in profits, rising maintenance costs, and the inability to incorporate the streetcar system into the developing freeway infrastructure resulted in its demise (City of Glendale 1997:18).

1945-1969

The postwar population surge and emergence of a new era of economic prosperity created a demand for consumer goods including automobiles and home products. The development of commercial lots resumed, and low-rise commercial buildings were constructed along the established commercial corridor with expansion south to Colorado Street and Chevy Chase Drive. Increased development of freeway infrastructure, including Route 66, to encourage tourism further established greater Los Angeles and the City of Glendale as a land of automobiles (HRG 2014:131).

The government called a stop on car manufacturing in 1942 to conserve materials for World War II. After the war, production was allowed to resume and car sales began again in 1945. Car sales quadrupled between 1946 and 1955. Mid-Century Modern designers found no shortage of work in upgrading and remodeling existing dealerships as well as designing for the construction of new showrooms. A key feature of the automobile dealership design was large glass windows and distinctive signage. Notable examples of these showrooms include R&H Motors Showroom designed by John Lautner and completed in 1947, which has since been demolished; and the extant California Motors, designed by Mason, Muntz & Associates with Post and Beam construction, located at 1401 S. Brand Boulevard. When the California Motors Showroom opened in July 1958, the showroom was described as a "jewel box encased in 3,000 sf of twelve-foot-high glass." The new dealership allowed the company to consolidate all of its facilities into one location (HRG 2014:133).

Glendale's commercial development continued to thrive and serve not only the immediate community but also the surrounding communities of La Crescenta-Montrose, La Canada Flintridge, east Burbank, Atwater, Griffith Park, Eagle Rock, and Sunland-Tujunga. When the routing plans for the freeway from these areas to Glendale were made known in 1961, commercial construction in the city surged with developers planning to capitalize on increased accessibility (HRG 2014:135).

The open-air Glendale Fashion Center opened with J.W. Robinson department store as the anchor tenant. The 90,000 sf center was designed in a modern Spanish Colonial Revival style. It officially opened on August 30, 1966. The downtown shopping district formed the Center Shopping District Merchants Association in anticipation of competition from the new Glendale Fashion Center. Despite the great effort made to ramp up retail offerings in the city, the freeways worked both ways with citizens flocking to Pasadena and the San Fernando Valley for shopping (HRG 2014:135).

From the mid-to late 1960s, new high rises began to shape the city skyline, many of which were being constructed for banking and financial institution headquarters. A strong economy and Glendale's history of offering financial services made for a conducive environment in the city for the development of these large-scale commercial buildings. One of the most notable examples of this development was the Glendale Federal Savings and Loan Headquarters at 401 N. Brand Boulevard. The building was characterized by its 45-degree angled axis above a concrete base, red brick corner tower, concrete and glass primary façade faced with metal louvers that could open and close as the sun moved (HRG 2014:136).

Several low-rise buildings were also constructed for banking and financial institutions throughout South Glendale. These buildings include the First Western Bank (1968) at 400 N. Glendale Avenue and the Central Bank of Glendale (1973) at 411 N. Central Avenue which was a modern building constructed of stucco, glass, and brick with an "abstract early California Influence." The design included a 28-ft.-long cascading fountain to enhance the building architecture and was designed by the well-known landscape architect, William Peacock (HRG 2014:139).

SITE-SPECIFIC HISTORY

The earliest building permits on record for 1401 S. Brand Boulevard are for the construction of a garden wall and the installation of a neon sign and a retractable rope awning in 1948 for Honest John Inc., a used car dealership (Figure 5). In 1950, under the ownership of R&H Motors Inc., a toilet room was added to the existing sales office. In 1955, the property was owned by Tommy Vaughn Motors during which time the 180 ft. by 60 ft. masonry block building that runs along the alley on the west side of the property was constructed.



Figure 5. Honest John Inc. used-car lot located at 1401 S. Brand Boulevard.
Source: Pinterest, 2025.

The property was purchased by California Motors Ford Dealership in 1958 for the purpose of consolidating their facilities scattered around Southern California into one location (*Los Angeles Times* 1958). California Motors hired the firm of Mason and Muntz. The firm was based in Vernon and offered engineering and architectural services to its clients. Keith Mason was the firm's principal engineer while Donald Muntz was the principal architect. Muntz studied at the University of Southern California and its extension program. Muntz began his career as a draftsman in 1948 and joined the firm of Caldwell and Mason as an architect in 1950, becoming partner in 1952. When Caldwell left the firm shortly after, it assumed the name of Mason and Muntz. The firm was successful throughout the 1950s and 1960s with a portfolio of projects from well-known clients such as Firestone Tire and Rubber Co. and the Los Angeles City Board of Education.

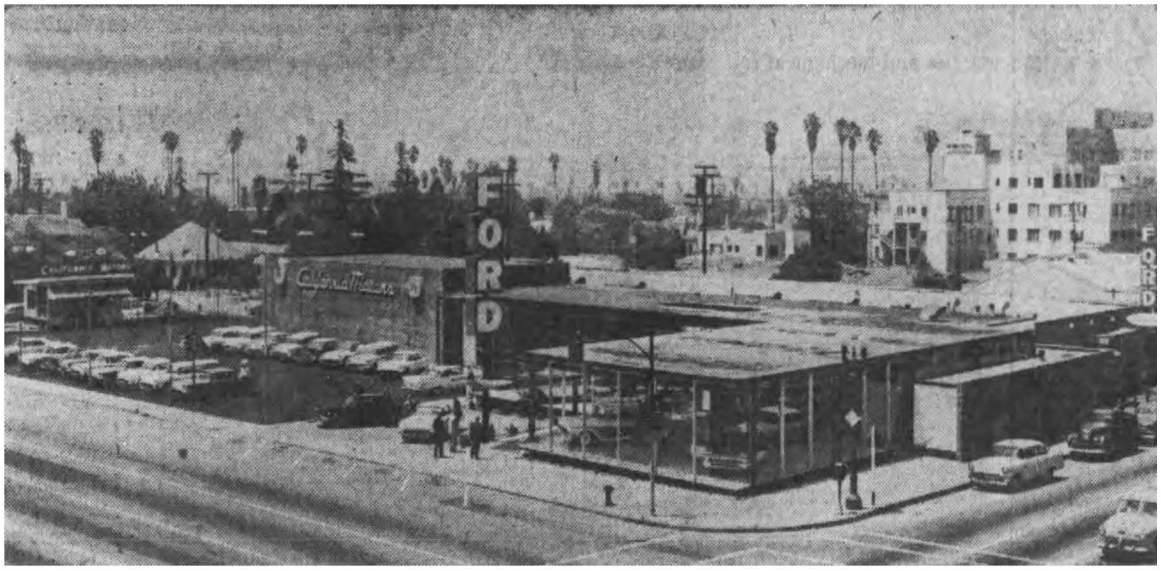


Figure 6. Photo of the completed California Motors Ford facility, looking southwest. At the time the photo was taken, the used-car sales office was in the south portion of the lot on Laurel Street (left). Source: Los Angeles Times, July 1958.

In 1960, an existing office that stood as a separate building near Laurel Street was moved onto a new foundation abutting the parts warehouse constructed in 1958 (Figure 6). Stairs were also added to the entrance of the relocated building. The Laurel Street location of the used car sales office is shown on the plot plan by Mason and Muntz in 1958 as existing; however, there were not any building permits on record that would indicate the construction of a building of its size anytime between 1948 and 1958. It is possible that the building was the original sales office of Honest John Inc. as the style, size, and awning placement meets the description of the building and improvements listed on the building permit record submitted by the company in 1948.

In 1964, the owner added a new office addition on the north façade facing Los Feliz Road extending from the 1958 building and abutting the north façade of the 1955 brick masonry building. At this time an interior office was created in the central portion of the parts and service building. In 1968, under the ownership of Phil Hall Oldsmobile, an addition was constructed of masonry block on the south portion of the 1955 service building. The building expanded the services department to include an auto body shop with Mal Gianni serving as the project architect. This final addition immediately followed repair work that was required after a fire in 1967 damaged a portion of the original service building and completed the layout of the building on the property that remains extant today (Figure 7). In 1971, permit records show three openings being cut into interior walls of the service building. One 18 ft. by 10 ft. and one 6 ft. by 8 ft. opening were made in the south wall of the 1955 service building creating

access to the 1968 auto body shop building. The other was a smaller 3 ft. by 6 ft. opening to create a service window between the parts department and the service shop.

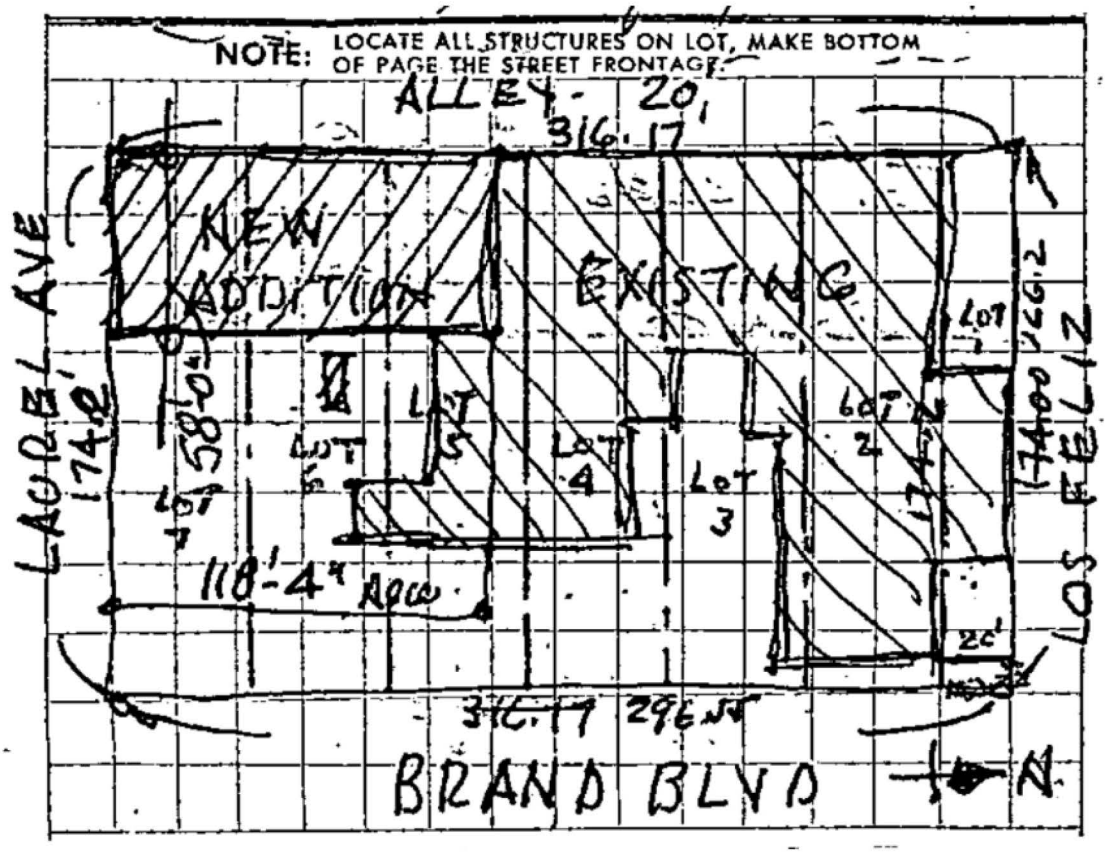


Figure 7. Plot plan sketch showing the full extent of the buildings on site.
Source: City of Glendale Building Permit Records, 1968 Inspection Record.

ARCHITECTURAL DESCRIPTION

1401 S. Brand Boulevard is a Mid-Century Modern style automobile dealership located in a major commercial corridor in Glendale, California. It currently operates as the Star Mazda of Glendale. The property is bordered by W. Los Feliz Road on the north, S. Brand Boulevard on the east, W. Laurel Street on the south, and an alley that extends from Los Feliz to Laurel Street on the west. The site is surrounded by multiple auto dealerships, commercial businesses, and a hospital. Approximately 50 percent of the eastern portion of the site is paved in asphalt which is used for inventory and customer parking. The landscaping on the site is minimal with a few small trees, palms, and shrubs. The building itself is comprised of four buildings that were constructed between 1948 and 1968. The buildings combine in a rectangular shape

cluster in the western portion of the site with the showroom protruding east to create an L-shape form. All buildings feature flat, built-up roofs, although the roof lines are different heights.

The primary façade faces S. Brand Boulevard and is comprised of a primary showroom portion in addition to a secondary service and parts portion of the building. Beginning at the northwest corner is the vehicle showroom where Brand and Los Feliz intersect. The showroom protrudes up to the sidewalk on both its east and north sides with brick-lined planters between the glazing and the sidewalk. The showroom is surrounded by glass plate windows which extend from the ground level to the roof line, standing approximately 12 ft. tall. The roof line is defined by the visible cover plate welds where the roof deck meets the beams that run along the perimeter to carry the weight of the plate glass between posts. The primary façade has six sections of glass divided by metal mullions. The majority of the glazing is clear with a black ribbon that runs along the top portion across the entire façade. The address numbers are displayed in white on the southernmost panel of the façade (Figure 8). Immediately south of the showroom is a post and beam breezeway with a metal canopy that extends along the entire south façade of the showroom building. Two steel posts carry a large horizontal I beam at the top and a smaller I beam approximately 2 ft. lower with cross bracing between the beams. The canopy is attached to the smaller I beams (Figure 9). The breezeway entry is part of the primary façade. The canopy covers a concrete ramp that leads to the entrance of the showroom. A concrete platform that protrudes south is attached to the ramp and is used to display vehicles. In 1958, design by Mason and Muntz, "Sign C" displaying "FORD" was located at the southeast corner of the ramp and stood as the largest of the three signs that were originally on the site (Figure 10). None of the original signs from 1948-1968 are extant and the main sign has been replaced with a more contemporary one for Star Mazda which is located away from the ramp and now positioned closer to the sidewalk that fronts Brand Boulevard.



Figure 8. Primary-east façade view of canopy entrance and showroom glazing.
Source: ASM field survey, March 27, 2025.



Figure 9. Primary-south façade view of post and beam canopy and display platform.
Source: ASM field survey, March 27, 2025.

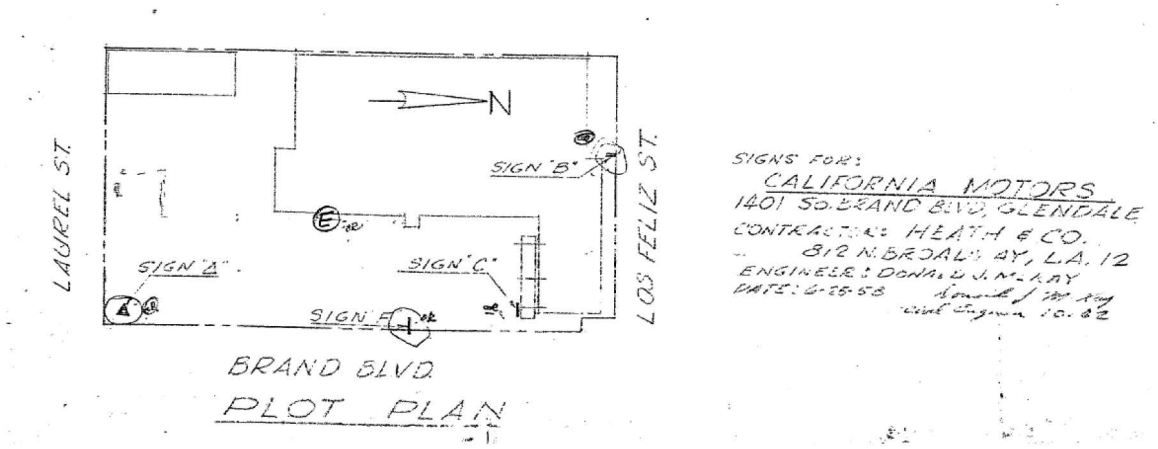


Figure 10. Plot plan sketch showing the location of the signage on site.
Source: City of Glendale Building Permit Records, 1958 Plan Submission by Mason and Muntz.

Continuing south of the showroom is the secondary portion of the primary façade which is a continuation of the building housing the sales, service, and parts departments. A brick wall with a running bond pattern begins at the northern end of the façade. A large opening leads to the covered passage which leads towards the entrance to the sales offices between a planter and a stucco wall which encloses the general office. Continuing within the opening, south, is the service entrance driveway. South of the service entrance is a canopy that protrudes from the roofline and is supported by posts. A small portion of floor to ceiling glazing and stucco wall encloses the parts and service office. The length of the roofline in this portion of the façade is punctuated by metal rain gutters painted blue. The tallest portion of the façade is the parts warehouse, which is two stories high. The warehouse portion of the building is constructed of modular brick set in a running bond course which continues just past the roof line as a low parapet. There are sections of modular brick which are 6 ft. 6 inches (in.) wide separated by thick, vertical joints which provide an interesting detail to the façade. It is important to note that original 1958 Mason and Muntz drawings show the interior of the warehouse features a mezzanine level that provided access to additional parts storage, rather than a second floor. The building signage on this wall now displays "MAZDA Star" although when the building was originally constructed the signage was "California Motors" in script font (Figure 11). Additionally, there were two emblems on each side of "California Motors" which are no longer extant; however, the connection points where they were once located remain clearly visible (Figure 12).



Figure 11. Original California Motors sign (outlined in red) and emblems (highlighted in yellow). Source: Los Angeles Times, July 1958.



Figure 12. Visible connection points of original California Motors sign emblems (outlined in red). Source: ASM Field Survey, March 27, 2025.

The south façade of the showroom features a continuation of the glazing panels with the black ribbon running along the top. The panels on this side are divided approximately one third of the way up from the ground with a horizontal aluminum strip. There are five panels like this. The sixth section holds double entry doors followed by another panel. A large section of stucco wall is positioned between the run of glazing and one final singular glazing panel. On this side the three sections of posts and beams and the full length of the canopy are visible as well as the concrete platform.

The showroom glazing continues around to the north façade. This side begins with one very narrow panel of glazing up unto a large steel structural column. After the structural column are six panels of glazing with the black ribbon continuing as well. After the sixth panel is a stucco wall that extends 8 ft. out and is terminated by a modular brick wall. The brick wall is the same style as the modular brick on the primary façade, just shorter in height. The wall runs 52 ft. according to original floor plans and encloses small interior offices. Transom windows are positioned above the full length of the offices, continuing the black ribbon. Where the wall ends the modular brick wall returns towards the main portion of the building, enclosing one side of an entryway that leads into the building through a glass door. There are three concrete steps that lead up to the door. The entry way is enclosed over the top and on the west by a brick wall as part of an office addition that was added in 1964 (Figure 13). This portion of the north façade was constructed to join a small section of the north wall of the original service building. The wall continues approximately 15 ft. before returning south and joining the service building façade. The north façade of the service building is constructed of brick and painted white. Immediately following the terminus of the brick office wall is an original garage opening into the service building constructed in 1955. The wall continues about 16 ft. beyond the opening and features a downspout at the west end. There is a driveway leading into the service garage and adjoined by concrete sidewalk and asphalt paving.



Figure 13. North façade view of showroom connecting to the 1958 and 1964 offices.
Source: ASM field survey, March 27, 2025.

The service building continues on the west façade in the same brick painted white. There are four large openings featuring divided light windows with metal frames. Each window has two awning style windows on each side. These sections of the windows have 12 divided lights, three at the top, six lights in the operable portion and three lights on the bottom. The center of the windows are fixed with 16 divided lights. Each window has a brick sill. There is a large garage door opening to the service building in the center of the wall followed by another four windows of the same configuration as the first four windows to the end of this building (Figure 14). The roofline has a thin metal fascia. At this point the west façade continues with the 1968 auto body shop building, constructed of masonry blocks painted white. There are no openings or other architectural features on this building's west façade aside from vents and weep holes. Both the 1955 and 1968 west facades front the alley way.



Figure 14. West façade view of the 1955 service garage with windows and garage opening.
Source: ASM field survey, March 27, 2025.

The 1968 auto body shop building continues on the south façade and is constructed of the same masonry block and painted white. Approximately 16 ft. from the west end of the façade is a large garage door opening with a driveway from Laurel Street leading into the shop. A narrow metal roll up door followed by two fixed window openings is located 30 in. from the garage door opening before the southeast corner of the building. The east façade of the auto body shop is constructed of the same masonry blocks painted white. There is a metal entry door on this side with a large shade canopy positioned over it (Figure 15). The canopy is constructed of composite material and supported by simple metal posts and a beam.



Figure 15. Northeast perspective view of 1967 body shop, garage entrance. Source: ASM field survey, March 27, 2025.

Adjoining the warehouse at the southern terminus is the small building which serves as the used sales office. The building is constructed of stucco walls and topped with a simple shed roof. Its primary façade faces east. There are five brick steps with handrails, flanked by brick planters that lead to the office entrance door that is centered on the façade. Two large aluminum windows with sliding operation are positioned equidistant on each side from the door. This style of the window indicates they are original to the building construction or at least replaced in kind. A canvas awning runs along the entire façade over the entrance door and windows. The roof has broad overhanging eaves approximately 30 in. wide. The south façade of the building is stucco and has another large aluminum frame window with sliding operation like those on the primary façade. There is another fixed window which is obscured by palms in the planter. This window has clear indications of a previous larger window opening which has been partially infilled. The angle of the shed roof is visible on this façade (Figure 15). The west façade of the used sales office is not visible as it is clustered with a portion of another building and metal storage shed.



Figure 16. Northwest perspective view of the 1948 Used Car Sales Office, relocated in 1958.
Source: ASM field survey, March 27, 2025.

EVALUATION FRAMEWORK

Buildings are assigned historical significance based on their exceptional value or quality illustrating or interpreting the heritage of the City of Glendale, the State of California, or the United States in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating the importance of a building. Specifically, criteria outlined for eligibility for listing in the CRHR and the Glendale Register are similar and provide the guidance for making such a determination. The following sections detail the criteria that a resource must meet in order to be determined eligible, followed by a full evaluation of eligibility.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES CRITERIA

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. The criteria

established for eligibility for the CRHR are directly comparable to the national criteria established for the National Register of Historic Places (NRHP).

In order to be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four 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.

Historical resources eligible for listing in the CRHR must also retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. For the purposes of eligibility for the CRHR, integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 2001). This general definition is strengthened by the more specific definition offered by the NRHP—the criteria and guidelines on which the CRHR criteria and guidelines are based upon.

Integrity

To determine whether the property retained integrity, ASM referred to the NRHP publication *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, which establishes how to evaluate the integrity of a property: "Integrity is the ability of a property to convey its significance" (National Park Service 1997). The evaluation of integrity must be grounded in an understanding of a property's physical features and how they relate to the concept of integrity. Determining which of these aspects are most important to a property requires knowing why, where, and when a property is significant. To retain historic integrity, a property must possess several, and usually most, aspects of integrity:

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property and refers to the character of the site and the relationship to surrounding features and open space. Setting often refers to the basic physical conditions under which a property was built and the functions it was intended to serve. These features can be either natural or manmade, including vegetation, paths, fences, and relationships between other features or open space.

Materials are the physical elements that were combined or deposited during a particular period or time, and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of crafts of a particular culture or people during any given period of history or prehistory and can be applied to the property as a whole, or to individual components.

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, when taken together, convey the property's historic character.

Association is the direct link between the important historic event or person and a historic property

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES

CEQA Guidelines 14 California Code of Regulations (CCR) §15064.5, *Determining the Significance of Impacts to Archeological and Historical Resources*, requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. It defines historical resources as "any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

Lead agencies have a responsibility to evaluate historical resources against the CRHR criteria prior to making a finding as to a proposed Project's impacts to historical resources. Mitigation of adverse impacts is required if the proposed Project will cause substantial adverse change to a historical resource. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a Project that demolishes or alters those physical characteristics

of an historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance. The CRHR is used in the consideration of historical resources relative to significance for purposes of CEQA. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts), or that have been identified in a local historical resources inventory, may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be a "historical resource" if it:

1. Is listed or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (Public Resource Code [PRC] §5024.1, Title 14 CCR §4850 et seq.).
2. Is included in a local register of historical resources or is identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g).
3. Is a building or structure determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

CITY OF GLENDALE CRITERIA

15.20.050 Findings for designation of historic resources.
Upon recommendation of the historic preservation commission, city council shall consider and make findings for additions to the Glendale Register. 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 archaeological pre-history or history of the nation, state, region, or city;
5. The proposed historic resource exemplifies the early heritage of the city. (Ord. 5784 § 7, 2012; Ord. 5347 § 7, 2003; Ord. 5110 § 12, 1996; prior code § 21-02)

EVALUATION OF SIGNIFICANCE

ASM carefully considered whether 1401 S. Brand Boulevard is eligible for listing as a historical resource under any criteria. The building was evaluated under the contexts and themes as described below, based on those presented in the *South Glendale Historic Context Statement* (HRG 2014). ASM recommends 1401 S. Brand Boulevard is eligible for listing in the CRHR and Glendale Register under Criteria 1/1 and 3/3.

CRITERIA 1/1

As a building that was constructed as part of the "Brand Boulevard of Automobiles" in the development of Glendale's commercial district in the twentieth century, 1401 S. Brand Boulevard was considered under the context of Commercial Development (1919-2000) and the theme of Post-World War II Commercial Development (1945-1969) in the City of Glendale. The context and themes considered are related to Criteria 1/1 for association with events significant in history.

According to the *South Glendale Historic Context Statement,* commercial buildings may be eligible as the first, best, or rare remaining example of an important commercial property type (including the first high-rise buildings, or remnant auto dealerships dating to this period) (HRG 2014:140).

1401 S. Brand Boulevard is a rare remaining example of an important commercial property type, specifically an auto dealership that reflects Glendale's commercial development. This particular auto dealership was noted as an important dealership in the *South Glendale Historic Context Statement* and meets the registration requirements for a property under this context and theme (HRG 2014:133). 1401 S. Brand Boulevard was constructed during the period of significance for the theme, represents a specific type of commercial development from the period, and it is associated with the importance of the automobile in Southern California history and Glendale's importance as a destination for purchasing automobiles. The buildings that comprise the dealership have continued to be used as showroom, new and used vehicle sales, and service departments. 1401 S. Brand Boulevard is a relatively rare example of the property type in Glendale as many of the dealerships constructed during the period of significance for the theme in Glendale are no longer extant. Therefore, ASM recommends that 1401 S. Brand Boulevard meets Criteria 1/1 with a period of significance of 1948-1969, starting with the year the Honest John Inc sales office was constructed and is inclusive of the 1948 Honest John sales office which was later integrated into the 1958 Mason & Muntz design as the used vehicle sales office, and ends in 1969 following the completion of the auto-body shop addition and the end of the significance of the theme with which it is associated.

CRITERIA 2/2

No evidence was found of the association of 1401 S. Brand Boulevard with historically significant individuals or any persons who are recognized for significant contributions to history. For this reason, 1401 S. Brand Boulevard is recommended not eligible under CRHR Criterion 2 or City of Glendale Criterion 2.

CRITERIA 3/3

ASM considered whether the 1401 S. Brand Boulevard building is a good representation of a particular architectural style or property type under Criteria 3/3. The four buildings vary in style, representing a pattern of development over time as the need for automobiles evolved with suburban development and car culture becoming paramount in Southern California.

There is no architect of record for the 1948 office constructed for Honest John Inc. The 1955 service building constructed for Tommy Vaughn Motors was designed by Thomas Jewell who was a registered Civil Engineer. The firm Mason and Muntz, responsible for designing the 1958 building, had a successful career designing for commercial clients throughout Southern California from the 1950s through the 1960s. Mal Gianni & Associates was the firm responsible for the design of the auto-body shop addition in 1968. Mal Gianni was an architect well known for his work in the New Formalism style such as the Luther Burbank Middle School in Highland Park (1975). However, the auto-body shop was a simple one-story cinder block industrial building absent of any New Formalism design characteristics. A search was conducted in the Pacific Coast Architecture Database (PCAD 2019) and the Historical Directory of the American Institute of Architects (AIA 2019) for all firms, architects, and engineers of record for 1401 S. Brand Boulevard with no results populated.

The original 1948 building constructed under the ownership of Honest John Inc. is an example of simple Mid-Century Modern style architecture. The building was maintained during the construction of both the 1955 service garage as well as the 1958 showroom, sales, and parts buildings, designed by Mason and Muntz. In 1960, it was relocated to the southeast corner of the service building as the used vehicle sales office (Appendix 3). The 1958 addition of a showroom, sales offices, parts office, and warehouse is the largest and most significant building on the property and was designed for the California Motors Ford dealership. It opened in the summer of 1958 and was featured in a *Los Angeles Times* article dated July 27 of the same year. The article described it as a "jewel box" building, referencing its 12-ft.-tall showroom windows (*Los Angeles Times* 1958:60). It exhibited elements of Mid-Century Modern style including tall panels of glass in metal frames, post and beam construction, and modular brick façades. The 1964 office addition is a continuation of Mid-Century Modern style and has minimal impact on the 1958 design as it continued the use of brick along the north façade and only covered a small section of the service building constructed in 1955. The 1968

addition by Mal Gianni & Associates was added as a utilitarian building to expand the service department to offer auto-body work for its customers. Its roofline is lower than the brick service building and the minimalistic design and rectangular massing did not diminish the Mason and Muntz design. The image below (figure 17) outlines the buildings on site and identifies each one by the year of construction.



Figure 17. The different buildings on site are outlined, and each one is labeled with its year of construction. The 1958 buildings outlined in green were designed by Mason & Muntz and include the showroom, offices, and parts building and represent the most architecturally significant buildings on site. (*Image source: Google Maps 2026*)

According to City design guidelines for the Modern style, it became popular in Glendale in the years following World War II, with origins and features described as follows:

> Modernism found a more expressive form in America in the "Early Modern" or "Midcentury Modern" style that became popular in Glendale and throughout Southern California. These buildings emphasize geometric forms and textures, strong linear qualities, spare ornamentation, and outdoor living. Glendale has examples of Modern residences designed by prominent architects such as Richard Neutra, Rudolph Schindler, Pierre Konig, and Lloyd Wright [ARG n.d.:125].

1401 S. Brand Boulevard displays several Mid-Century Modern design features as defined in the *South Glendale Historic Context Statement* (HRG 2014:233) including:

- One or two-story configuration
- Simple geometric forms
- Expressed post and beam steel construction
- Flat roof, wide overhanging eaves, and expansive canopies
- Unadorned wall surfaces
- Plaster, brick, and masonry used as exterior cladding
- Flush mounted metal frame glazing
- Little or no exterior decorative detailing

1401 S. Brand Boulevard is a good example of Mid-Century Modern commercial architecture. The 1958 showroom, offices, and warehouse feature a thoughtful, stylish, and eye-catching design that was affordable to construct while creating a pleasant experience for the staff and patrons. The building's original design remains almost entirely extant only having lost its original pilar and neon signage. However, due to the rarity of this style as applied to commercial architecture in Glendale, some alterations are acceptable.

The buildings at 1401 S. Brand Boulevard embody the distinctive characteristics of the Mid-Century Modern style over multiple periods of development and growth of auto dealerships in Southern California. For these reasons, 1401 S. Brand Boulevard is recommended eligible for listing in the CRHR and Glendale Register under Criteria 3/3 for architecture and engineering as it remains as a rare example of the Mid-Century Modern commercial building in Glendale. The period of significance under this criterion is 1958 the year of completion of the Mason and Muntz designed showroom, offices and warehouse that reflect this architectural style.

CRITERIA 4/4

1401 S. Brand Boulevard is a common property type that does not have the potential to provide information about history or prehistory that is not available through historic research. For this reason, 1401 S. Brand Boulevard is recommended not eligible for listing in the CRHR under Criterion 4 or Glendale Register Criteria 4.

Integrity

To be eligible for listing in the CRHR, a property must retain sufficient integrity to convey its historic significance under the Post-World War II Commercial Development (1945-1969) theme and Mid-Century Modern style architecture. The Glendale Municipal Code does not specifically address integrity; however, standard preservation practice requires that a property retain the ability to convey its significance in order to be eligible for designation and the *South Glendale Historic Context Statement* established integrity thresholds. Due to tremendous development pressures throughout South Glendale's history, properties remaining from the early part of the twentieth century are relatively rare; therefore, a greater degree of alteration is acceptable (HRG 2014:189). A commercial property from this period that is considered eligible under Criteria 1/1 and 3/3 should retain some integrity of all seven aspects including location, design, setting, feeling, association, workmanship, and materials in order to reflect the important association with the City's commercial development during this period. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style (National Park Service 1997).

Because 1401 S. Brand Boulevard meets the Criteria 1/1 as established in the *South Glendale Historic Context Statement*, an assessment of integrity is warranted.

> *Location:* The buildings located at 1401 S. Brand Boulevard have not moved from their original locations since the construction of the Mason and Muntz designed buildings in 1958. Only the small used sales office from 1948 was moved after the construction of the showroom, sales and parts buildings to adjoin them (but during the period of significance). Therefore, the buildings retain high integrity of location.
>
> *Design:* The buildings remain mostly unaltered from their original construction as compared to the original drawings from 1955 (Appendix 2a), 1958 (Appendix 2b), and 1967 (Appendix 2c). Alterations to the exterior after 1967 have been minimal and include new accent paint colors on the posts and beams of the canopy over the entrance and the gutters on the east façade. The signage has also been altered to

display the name of the current dealership. Safety railings were added to the ramp leading to the showroom and around the display platform. The design of the building as related to the display, sale, and service of automobiles is completely intact. The primary façade still retains its relationship to Brand Boulevard, welcoming customers with its high visibility from the street and a view of new vehicle inventory through the original expansive showroom glazing. Therefore, the buildings retain high integrity of design.

Setting: When 1401 S. Brand Boulevard was constructed in the 1940s as Honest John Inc. it was utilized as a used car sales lot on the highly visible intersection of S. Brand Boulevard and Los Feliz Road. Brand Boulevard became well known as the "Brand Boulevard of Cars" during the era that additional buildings were constructed on the property as it came under new ownership in 1955 (Tommy Vaughn Motors), 1958 (California Motors), and 1967 (Phil Hall Oldsmobile). The corridor in which the building was constructed has retained its commercial character, its vicinity to other car dealerships, and remains an important part of the City of Glendale's auto sales economy. As such, integrity of setting remains high.

Feeling: The buildings have not been modified since the end of the period of significance in any major way other than building signage. All buildings remain in use as they were originally intended with customers being able to view vehicle inventory in the showroom and parking lot just as they would have in 1967 in addition to making their purchases in the same offices. As such, the buildings retain high integrity of feeling.

Association: The buildings were constructed to have high visibility along the busy "Brand Boulevard of Cars" during an era when the automobile had become ubiquitous and in high demand in Southern California. Not only was the dealership intended to serve local Glendale residents, but it was also intended to be a destination to buyers in the surrounding Los Angeles area. This association is reinforced by the building's continued use as an auto dealership throughout its history and therefore clearly conveys its historical association.

Workmanship: The use of expansive glazing, post and beam construction, and unadorned masonry cladding are the most distinctive features of workmanship in the design of the buildings located at 1401 S. Brand Boulevard with the 1958 buildings being the most significant. It is evident that the construction and installation of the above-mentioned elements was well executed as all of the buildings remain extant and in excellent condition. The glass and frames surrounding the showroom show no signs of damage or even replacement. The brick mortar is intact, and the joints remain strong

while the brick faces are also in good condition with only some minor patching where signage has been removed. Research revealed architectural drawings, which convey the design of the buildings constructed between 1955 and 1967, affirming that the building is extant as it was originally designed. As such, 1401 S. Brand Boulevard retains high integrity of workmanship.

Materials: The materials associated with the roof, masonry walls, showroom glazing and post and beam canopy along the primary façade are extant. Not only do the fenestration openings remain unaltered, but the glazing also looks to be entirely original including the ribbon of black glass and aluminum frames. As such, the building retains high integrity of materials.

As 1401 S. Brand Boulevard retains a high level of integrity in all seven aspects, it is recommended eligible for the CRHRE and Glendale Register Criteria 1/1 and 3/3.

CEQA HISTORICAL RESOURCE

As 1401 S. Brand Boulevard is recommended eligible under Criteria 1/1 and 3/3, the building is therefore a historical resource in accordance with CEQA.

IMPACTS ANALYSIS

The proposed Project would result in the demolition of the Mason and Muntz 1958 buildings, a historical resource pursuant to CEQA. Specifically, the showroom, sales offices, parts office, and warehouse buildings are proposed for demolition. CEQA Section §21084.1 states that significant impacts may occur if "a project may cause a substantial adverse change in the significance to a historic resource." CEQA defines adverse impacts as a substantial adverse change to a historic resource, encompassing "demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired."

The preferred alternative for the proposed project would result in loss of eligibility for the historical resource because it would result in the demolition of a significant portion of the building. As such, the loss of the historical resource would result in an adverse impact per CEQA. ASM recommends that other project alternatives be developed and considered that would retain more of the building so that a determination of less-than-significant impact could be achieved in compliance with CEQA. If no feasible project alternatives are identified that will achieve the project objectives without adversely impacting the historical resource, ASM recommends that mitigation measures be undertaken to reduce that adverse impact. **The following mitigation measures are recommended** per PRC 5024.5(b):

1. Historic American Building Survey (HABS) documentation

Prior to significant alteration or demolition of a historical resource, the property owner shall retain an Architectural Photographer and Historian or Architectural Historian who meets the SOI's Professional Qualifications Standards and who shall prepare a HABS Historic Documentation Package (Package) for the historical resource slated for demolition. The Package shall include photographs and descriptive narrative. Documentation will draw upon primary- and secondary-source research including available studies prepared for the project (measured drawings are not required). The documentation shall consist of the following:

a. Photographs: Documentation shall follow the Photographic Specification–Historic American Building Survey guidelines, including a sufficient number of archival quality, large-format photographs to fully document the exterior and interior of the buildings and their architectural elements. Photographs shall include context views, elevations/exteriors, architectural details, overall interiors, and interior details (if warranted). Contributor buildings proposed to be significantly altered or demolished shall be a focus of the photographic documentation. Figures shall include a legible location map, site plan,

and sketch plan. Any historic photographs shall also be included as figures in the written reports as long as the images are in the public domain or a signed copyright release form can be obtained.

b. Descriptive and Historic Narrative: The Historian or Architectural Historian shall prepare a written historical narrative and report completed according to the Historic American Building Survey Guidelines for Preparing Written Historical Descriptive Data and HABS Historical Report Guidelines. The narrative history shall follow the HABS Short Format and include sections on name, location, statement of significance, architectural description, physical history, historical context, architectural information and description of the exterior and interior, and sources of information. In accordance with HABS Guidelines, as many primary documents should be referenced as possible. Original or early architectural plans, if extant, shall be included as figures in the historical report document following HABS standards. The report shall be provided on 8 ½ inch x 11-inch archivally stable paper (25% cotton bond or better).

c. Historic Documentation Package Submittal: Three iterations (two drafts and one final) shall be prepared to allow for response to comments from City of Glendale and the National Park Service. Drafts shall be provided electronically in Word (historical report) and PDF (photographs). The final shall include all elements in print/hard copy. Three hard copies of the final HABS documentation package will be produced (one copy only will include original photo negatives). One copy will be provided to the City of Glendale, one donated to The Glendale Historical Society, and the third copy with the negatives will be submitted to the Library of Congress through the National Park Service.

2. 3D scanning of the building: 3D laser scanning, also known as Terrestrial LiDAR, is a technology that utilizes millions of laser points to generate a "point cloud" which is a dimensionally precise digital replica of a structure and its surroundings. This process will document the building enabling further study and understanding of it well into the future. The point cloud can be converted into 3D mesh models for visualization and analysis. The 3D model can be used to create a virtual tour of the building which can be used as an interpretive tool that can be accessible to the public for education. Critically, these point clouds can be archived indefinitely, providing a perfect digital record.

3. Interpretative materials:

    a. This shall include a series of interpretive panels providing an overview of the history and design of Mason & Muntz designed automobile dealership and the historic Brand Boulevard of Cars. Photographs of all extant contributing buildings and structures as documented through the HABS process and with historic photographs (if available) should be included on the panel. This includes the following contributing buildings and structures: Showroom, offices, parts building, service buildings, and the small used car sales office. The panels shall be located in or near the location of the new construction and provide documentation of the views to and from the original buildings prior to construction.

    b. A webpage can be designed for the City to feature with information about the building and the Brand Boulevard of Cars. The webpage would be an ideal location to feature the 3D tour of the building created by the laser scanning mitigation. The City would maintain ownership of the webpage after its implementation.

4. Public outreach, tour of the buildings prior to demolition: Prior to the demolition of the buildings the public should be invited for a special tour. The tour should include a historical narrative of the Mason & Muntz design and the site history dating back to the beginning of the Brand Boulevard of Cars (1915) and the Honest John's Used Car lot. Outreach can be done in collaboration with the Historical Society of Glendale, the local public library, and the City. Tours shall be led by volunteer docents and feature historic photographs and large prints of the original Mason & Muntz drawings.

The appropriate mitigation measures will ultimately be determined in consultation with the lead agency under CEQA (in this case, the City of Glendale) and will be commensurate with the impacts of the chosen project alternative.

CONCLUSION

ASM recommends that 1401 S. Brand Boulevard is eligible under CRHR and Glendale Register Criteria 1/1 as an important example of a mid-twentieth century automobile dealerships associated with the theme of Post-World War II Commercial Development. The period of significance is 1948–1969. 1401 S. Brand Boulevard is also eligible under CRHR and Glendale Register Criteria 3/3, as a rare remaining example of a Mid-Century Modern style automobile dealership with a period of significance of 1958, the year of construction of the Mason and Muntz building. Therefore, 1401 S. Brand Boulevard is a historical resource in accordance with CEQA.

The current preferred alternative for the Project would result in loss of eligibility for the historic resource and an adverse impact per CEQA Section §21084.1. ASM recommends that other project alternatives be developed and considered that would retain more of the building so that a determination of less-than-significant impact could be achieved in compliance with CEQA. If no feasible project alternatives are identified that will result in a less-than-significant impact, mitigation measures will need to be determined by the City to lessen the effect although it is important to note that demolition of a historical resource cannot be mitigated to less-than-significant.

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APPENDICES

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APPENDIX 1

Proposed Project Plans

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STAR MAZDA

1401 South Brand Blvd., Glendale, CA 91204

PLANNING SUBMITTAL

FEBRUARY 24 TH, 2023



EXTERIOR RENDERING VIEW SOUTH EAST ALONG BRAND

SCALE: NOT TO SCALE

1
A0.1

PROJECT TEAM

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	PHONE:	(760) 272-5742
	CONTACT:	GARY CHAPMAN
	EMAIL:	gchapman@csdesigngroup.com

PROJECT DATA

PROJECT DESCRIPTION

PLANNING PERMIT FOR NEW TWO STORY SHOWROOM ADDITION TO EXISTING FULL SERVICE AUTO DEALERSHIP

A.P.N.

LEGAL DESCRIPTION

T.B.D.

PROJECT INFORMATION

PROPERTY OWNER:	
OWNERS ADDRESS:	
PROPERTY ADDRESS:	1401 SOUTH BRAND BLVD GLENDALE, CA 91204

ZONING

ZONE:	CA - COMMERCIAL
EXISTING USE:	AUTO SALES AND SERVICE
USE:	AUTO SALES AND SERVICE
LOT AREA:	54,853 SQFT (1.26 ACRES)

DEVELOPMENT

SETBACKS (30.12.030 TABLE 30.12-B)	STREET FRONT = NONE STREET SIDE = NONE INTERIOR NOT ADJACENT TO RESIDENTIAL ZONES SETABCK = 10'-0" INTERIOR ADJACENT TO RESIDENTIAL ZONES SETBACK = 10'-0"
HEIGHT RESTRICTIONS (30.12.030 TABLE 30.12-B)	MAX HEIGHT: 90'-0" BUT LIMITED TO 35'-0" WITHIN 40'-0" OF A RESIDENTIAL ZONE BOUNDARY (INCLUDING CENTER LINE OF ALLEY WHERE APPLICABLE) EXCEPTIONS: ENCLOSED OR SCREEN ROOFTOP EQUIPMENTNOT EXCEEDING 5'-0" IN HEIGHT ABOVE THE ROOF OF A BUILDING SHALL NOT BE COMPUTED AS PART OF THE HEIGHT OF THE BUILDING. ELEVATOR SHAFTS AND ROOF OF A BUILDING SHALL NOT BE COMPUTED AS PART OF THE HEIGHT OF THE BUILDING.
LOT AREA:	13,000 SQFT MIN.
FAR:	3.5 MAX. (68,115 SQFT MAX.)
BUILDING FOOTPRINT:	29,470 SQFT
FLOOR AREA:	SEE CALCULATIONS BELOW
PARKING:	SEE CALCULATIONS BELOW
LANDSCAPING:	SEE CALCULATIONS BELOW

BUILDING AREA CALCULATIONS

EXISTING BUILDING:	SQFT	SQFT
SHOWROOM & SERVICE RECEPTION	8,600	
PARTS DEPARTMENT	3,415	
PARTS DEPT. MEZZANINE NOT INCLUDED IN...	-	
SERVICE WORKSHOP	17,315	
PARTS DELIVERY/USED SALES MANAGER	900	
TOTAL EXISTING BUILDING		30,230
DEMO:		
SHOWROOM & SERVICE RECEPTION	8,600	
PARTS DELIVERY/USED SALES MANAGER	900	
TOTAL DEMO:		9,500
PROPOSED:		
SHOWROOM 1ST FLOOR	7,100	
OFFICES 2ND FLOOR	3,100	
SERVICE RECEPTION	1,640	
TOTAL BUILDING ADDITIONS		11,840
TOTAL PROPOSED BUILDING AREA		32,570
TOTAL PROPSED NET BUILDING AREA	2,340	

AREA BREAKDOWN FOR PARKING CALCULATIONS

FLOOR:	FIRST	SECO...	TOTAL
VEHICLE SALES/REPAIR/PARTS	27,830	0	27,830
OFFICE	0	3,100	3,100
SERVICE CANOPY	1,640	0	1,640
TOTAL PARKING FLOOR AREA (GROSS)	29,470	3,100	32,570

REQUIRED PARKING

VEHICLE SALES, LEASING AND RENTAL AGENCIES 4 SPACES PER 1000 SQFT OF GROSS FLOOR AREA	32,570 / 250	130
REQUIRED OFF-STREET PARKING STALLS		130
LESS PARKING REDUCTION PERMIT		26
TOTAL REQUIRED OFF-STREET PARKING STALLS		104

PROVIDED PARKING

ACCESSIBLE SPACES: PER 2019 CBC TABLE 11B-208.2, (4 SPACES REQUIRED) PER 11B-208.2.4, 1/6 SPACE TO VAN ACCESSIBLE: (1) VAN ACCESSIBLE, (4) STANDARD	5
ONSITE: STANDARD STALLS: SIZE PER GMC 30.32.18C CHART III: 8'-6" X 18'-0" MIN. @ 90 DEG. WITH 24'-0" BACKUP AISLE.	12
OFFSITE @ 122 W LOS FELIZ ROAD	43
OFFSITE @ 114 E LAUREL STREET	44
COMPACT STALLS:	0
TANDAM STALLS:	0
TOTAL PROVIDED OFF-STREET PARKING STALLS	104

30.32.150 OFF-STREET LOADING SPACE REQUIREMENTS.

LOADING AREAS	# OF REQUIRED LOADING SPACES
INDUSTRIAL, WAREHOUSING AND WHOLESALING USES: BUILDING OR STORAGE AREA (SQFT)	
0—12,500	1

CHPT 5 HEIGHT & AREA LIM.

AREA DETERMINATION PER 506.2.4 MIXED-OCCUPANCY, MULTISTORY BUILDING. PER 506.3, NON SEPARATED MIXED OCCUPANCY (USE MOST RESTRICTIVE 'S-1' ALLOWANCE), SPRINKLERS, TYPE V-B	EQUATION 5-1:	$A_a = A_t + (NS \times 1f) \times S_a$
TABULAR AREA At =		27,000
FRONTAGE INCREASE [NS x 1f]		6,075
CALCULATED ALLOWABLE BUILDING AREA PER STORY		33,075
ACTUAL AREA PER STORY		29,470
HEIGHT: PER 504.3, BUILDING HEIGHT FOR "B" AND "S" OCCUPANCY, SPRINKLERS, TYPE V-B, = 60'-0" MAX. ZONING MAX. HEIGHT GOVERNS	ALLOWED = 35'-0" HEIGHT = 30'-0"	ACTUAL
STORY: PER 504.4, NO. OF STORIES FOR "B" AND "S-1" OCCUPANCY, SPRINKLERS, TYPE V-B:	S-1 MORE RESTRICTIVE THREE STORY STORY	ALLOWED = ACTUAL STORY = TWO

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LICENSED ARCHITECT
BRYAN MAC DERMOTT
C-37450
RENEWAL 12/31/2024
STATE OF CALIFORNIA

STAR MAZDA
1401 SOUTH BRAND BLVD, GLENDALE, CA 91204

SHEET TITLE:

COVER SHEET

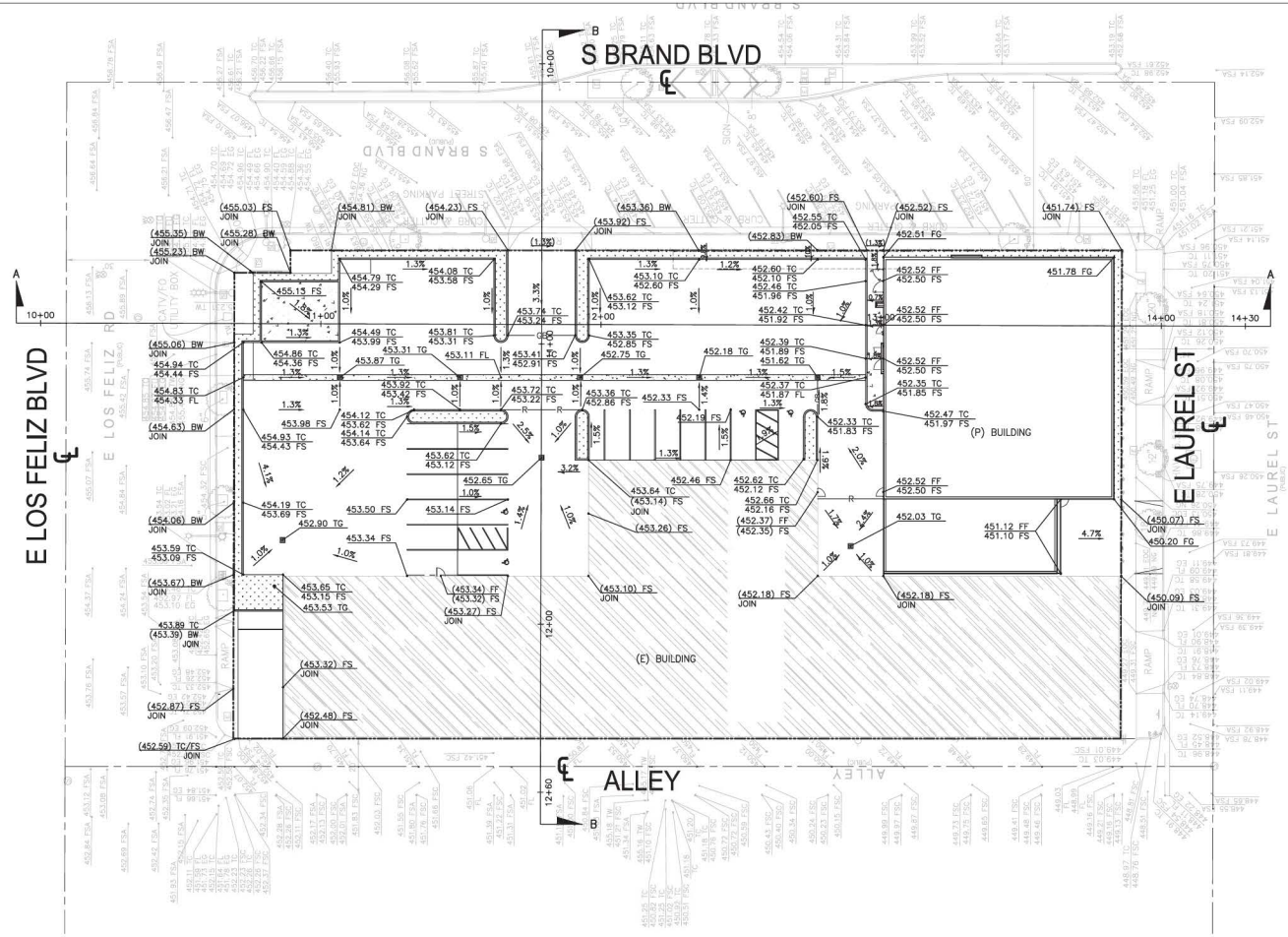
DATE: 02/24/2023

REV	DESCRIPTION:	

PERMIT NO: Project Number

SHEET NO:

A0.1



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- GB — GRADE BREAK
- R — RIDGE LINE
- CONCRETE PAVING (REFER TO SHEET [CX.XX] FOR DETAILS)
- PLANTER AREA/LANDSCAPE (REFER TO LANDSCAPING PLANS FOR DETAILS)
- PROPOSED BUILDING (REFER TO ARCHITECTURAL PLANS FOR DETAILS)

N

0 10' 20'

SCALE: 1"=20'

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SHEET TITLE:

GRADING EXHIBIT

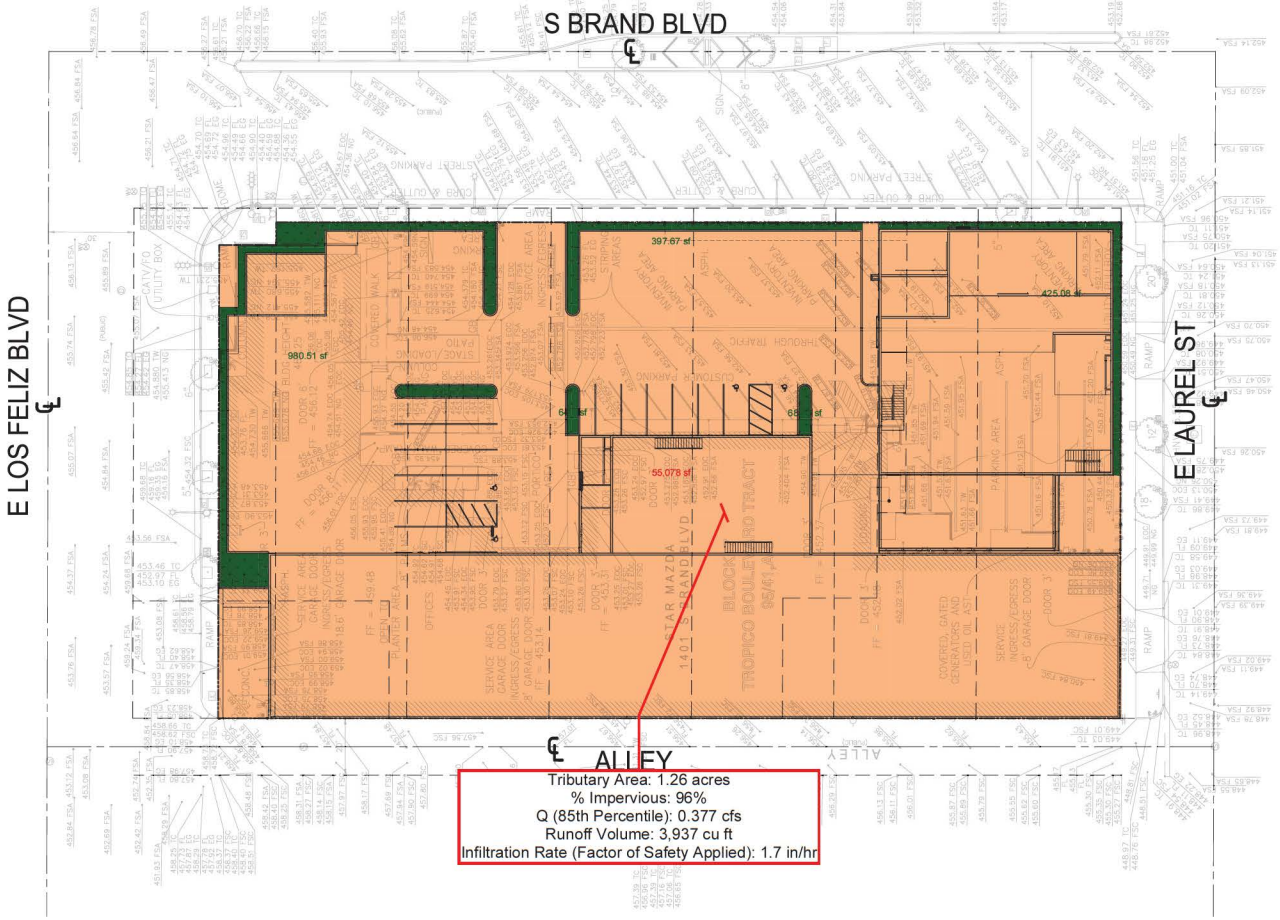
DATE: 02/--/2021

REVISION / DESCRIPTION:

PROJECT NO:

SHEET NO:

EXH01



LEGEND

- LIMIT OF WORK
- PROPERTY LINE
- GB — GRADE BREAK
- R — RIDGE LINE

SCALE: 1"=20'

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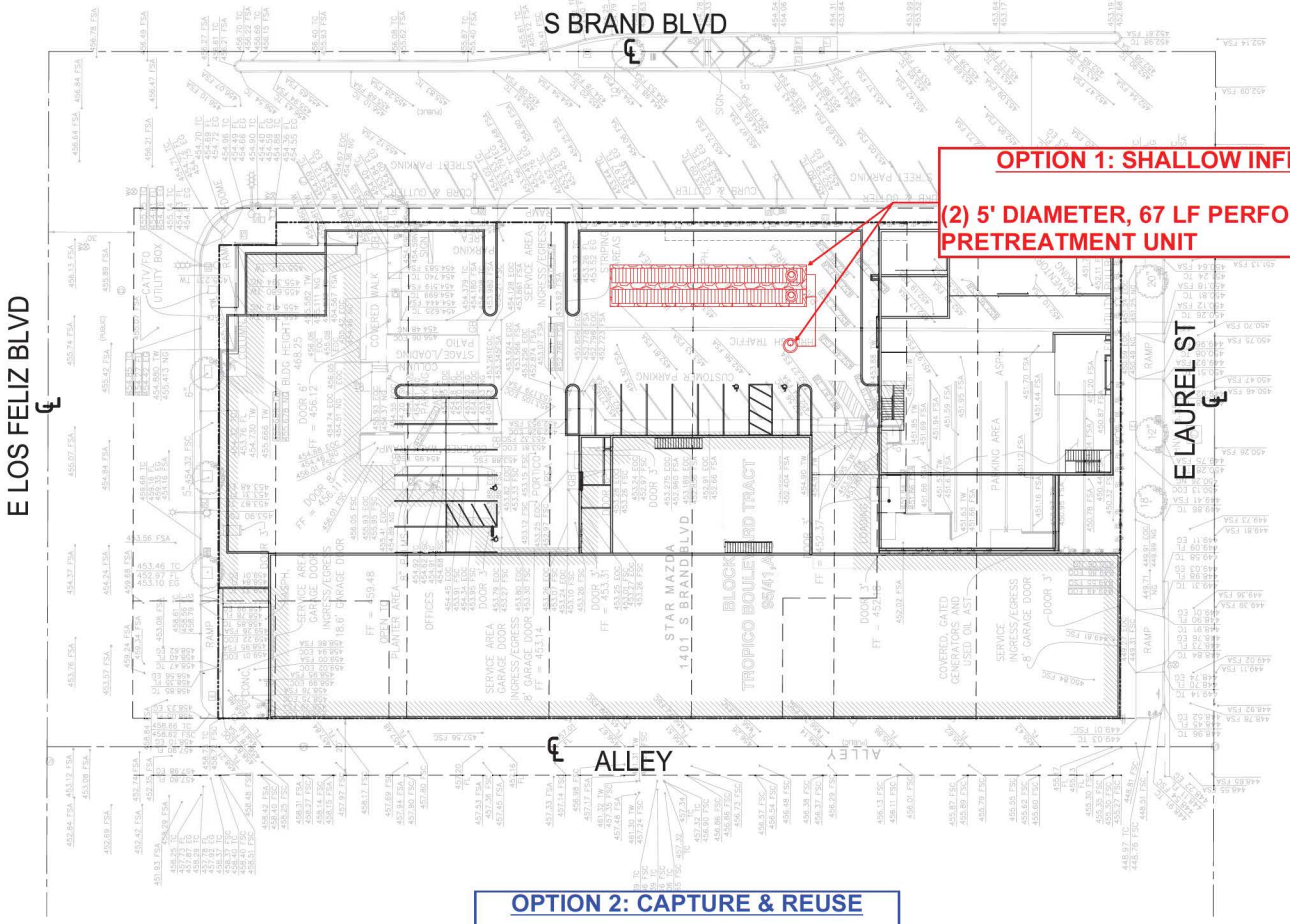
DATE: 02/--/2021

REVISION / DESCRIPTION:

PROJECT NO:

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EXH01



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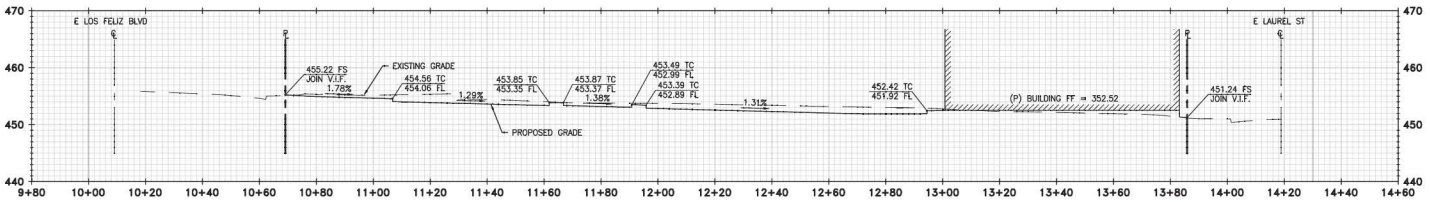
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GRADING EXHIBIT

DATE: 12/16/2025
REVISION / DESCRIPTION:

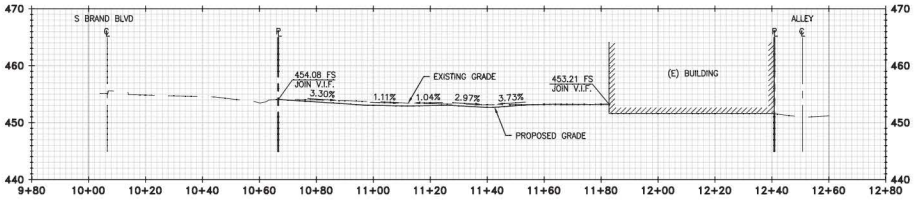
PROJECT NO:

SHEET NO:
EXH01

0 10' 20'
SCALE: 1"=20'



A–A
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'



B–B
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=10'

N

0 10' 20'
SCALE: 1"=20'

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SHEET TITLE:

CUT/FILL EXHIBIT

DATE: 12/16/2025

REVISION / DESCRIPTION:

PROJECT NO:

SHEET NO:

EXH02



ESTIMATED EARTHWORK QUANTITIES	
CUT:	1,100 CUBIC YARDS
FILL:	250 CUBIC YARDS
NET (CUT):	850 CUBIC YARDS

NOTES:

1. THE ESTIMATED QUANTITIES PROVIDED ABOVE ARE TO BE USED FOR JURISDICTIONAL PLAN CHECKING AND PERMITTING PURPOSES ONLY.
2. ESTIMATED EARTHWORK ABOVE IS BASED ON DESIGN FINISH GRADES TO EXISTING GRADES AND/OR CONTOURS AS PROVIDED ON THE BASE SURVEY. THE ESTIMATED EARTHWORK DOES NOT ACCOUNT FOR THE THICKNESS OF PAVEMENTS, FOUNDATIONS AND SLABS ON GRADE, FOOTINGS, CLEARING AND GRUBBING, OVER EXCAVATION AND RECOMPACTION, AND CONSTRUCTION MEANS AND METHODS.
3. THE ESTIMATED EARTHWORK QUANTITIES DO NOT INCLUDE SHRINKAGE AND/OR EXPANSION FACTORS DUE TO COMPACTION OR OVER EXCAVATION QUANTITIES.
4. THE CONTRACTOR SHALL CALCULATE HIS OWN EARTHWORK QUANTITIES NECESSARY FOR HIS BID AND WORK.
5. ESTIMATED EARTHWORK QUANTITIES ABOVE ASSUME THAT ALL ONSITE MATERIALS ARE SUITABLE FOR BACKFILLING. HOWEVER, ACTUAL EXISTING ONSITE MATERIALS AND IMPORTED MATERIALS MUST FIRST BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO INSTALLATION, REMOVAL, OR REPLACEMENT.

LEGEND

- CUT
- FILL
- NATURAL
- BUILDING PAD

N

0 10' 20'

SCALE: 1"=20'

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SHEET TITLE:

CUT/FILL EXHIBIT

DATE: 02/14/2023

REVISION / DESCRIPTION:

PROJECT NO:

SHEET NO:

EXH03

MATERIAL LEGEND – PROPOSED

SYMBOL	MATERIAL ITEM	TOTAL AREA
	TOTAL NON–DISPLAY/NON–STORAGE PARKING	8,860s.f.
	TOTAL DECORATIVE PAVING	922s.f.
	TOTAL PERIMETER LANDSCAPING	2,320s.f.
	TOTAL INTERIOR LANDSCAPING REQUIRED: 5% of interior parking 8,860 x .05=443sf 40% of interior landscaping to come from decorative paving: 443 x .40=177s.f.	680s.f.

EXISTING TREES TO REMAIN

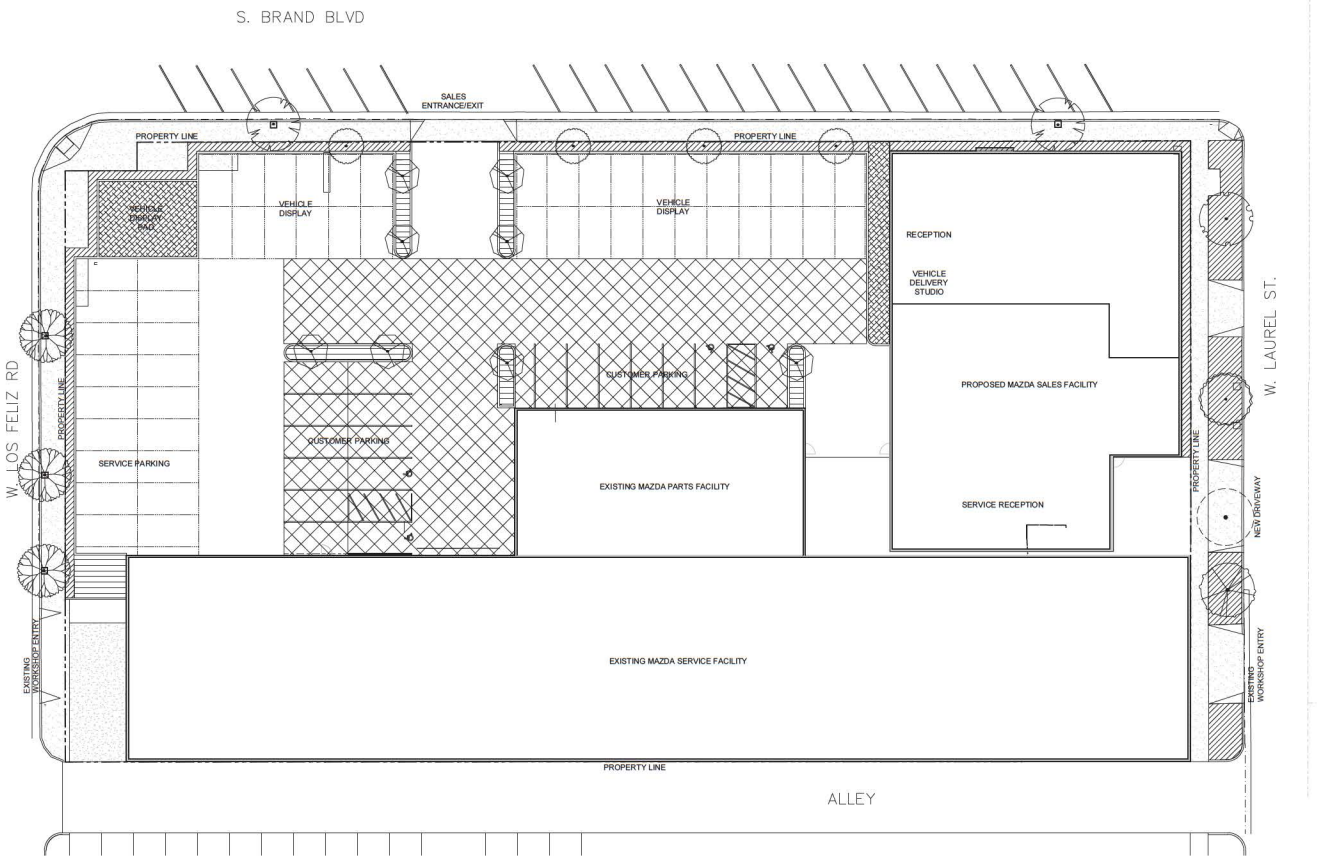
SYMBOL	BOTANICAL NAME	COMMON NAME	LOCATION	SIZE (hxw)	COUNT
	Liquidamber styraciflua	Sweet Gum	W. Los Feliz Rd	30'x15'	3
	Pyrus calleryana	Flowering Pear	E. Laurel St	35'x15'	1
	Platanus occidentalis	Sycamore Tree	E. Laurel St	15'x10'	1
	Lagerstroemia indica	Crape Myrtle	S. Brand Blvd	25'x15'	2

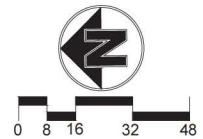
EXISTING TREE TO BE REMOVED

SYMBOL	BOTANICAL NAME	COMMON NAME	LOCATION	SIZE (hxw)	COUNT
	Platanus occidentalis	Sycamore Tree	E. Laurel St	15'x10'	1

PROPOSED TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	LOCATION	SIZE (hxw)	COUNT
	Lagerstroemia indica	Crape Myrtle	S. Brand Blvd	24" Box	4
	Platanus occidentalis	Sycamore Tree	E. Laurel St	24" Box	1
	Eriobotrya deflexa	Bronze Loquat	Interior	24" Box	8





SCALE: 1/16"=1'–0"

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STAR MAZDA

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LICENSED LANDSCAPE ARCHITECT
Gary A. Chapman
No. 5024
1 May 2023
STATE OF CALIFORNIA

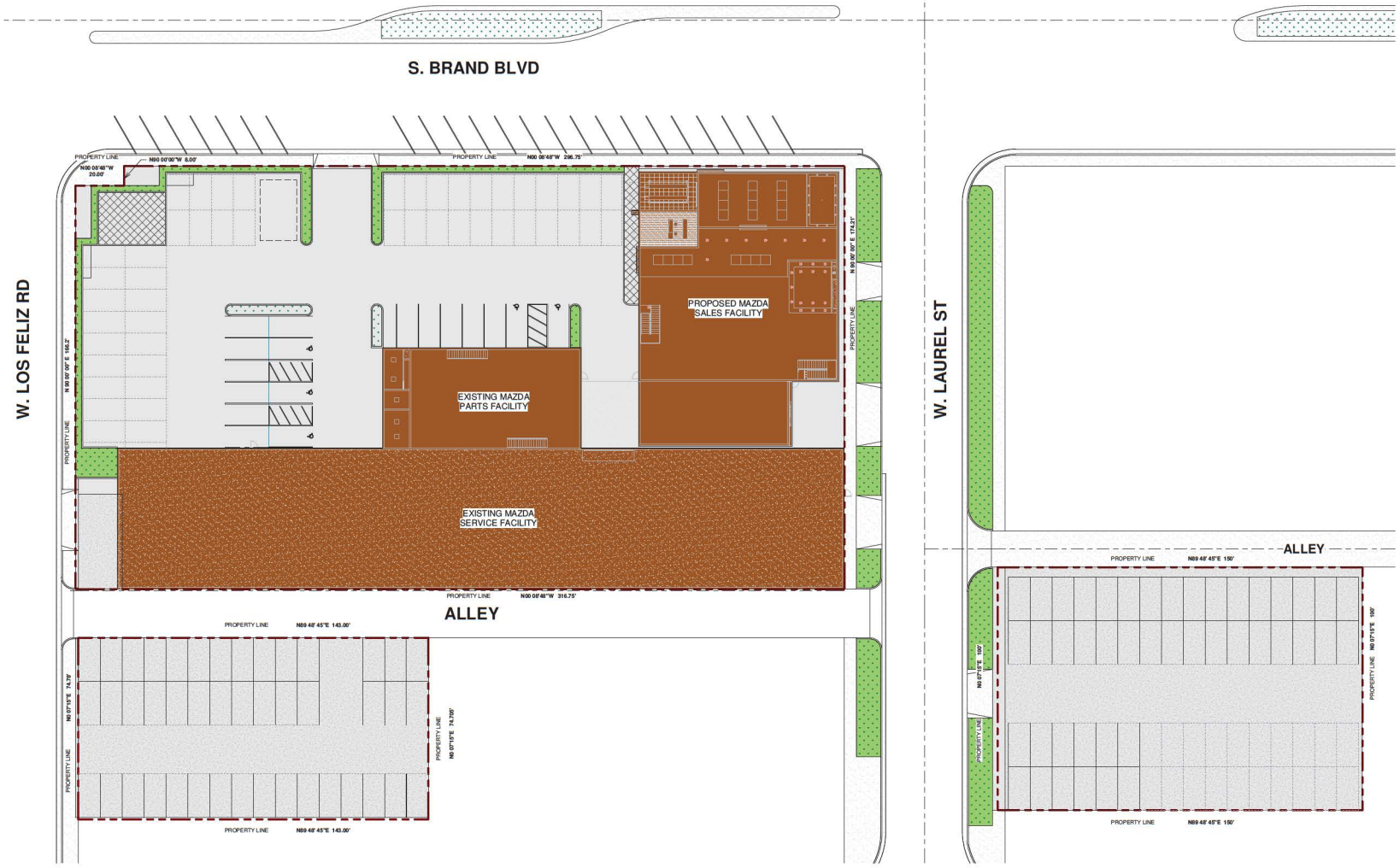
SHEET TITLE
CONCEPTUAL LANDSCAPE PLAN

DATE 02/24/2023

REVISION / DESCRIPTION

PROJECT NO.

SHEET NO.
L-1



COLORED SITE PLAN

SCALE: 1" = 20'-0"

1 / A0.4

0 5 10 20 40 80 N

LEGENDS

- BUILDING/STRUCTURES
- HARDSCAPE/PARKING
- LANDSCAPE

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C-37450
RENEWAL 08/31/2021
STATE OF CALIFORNIA

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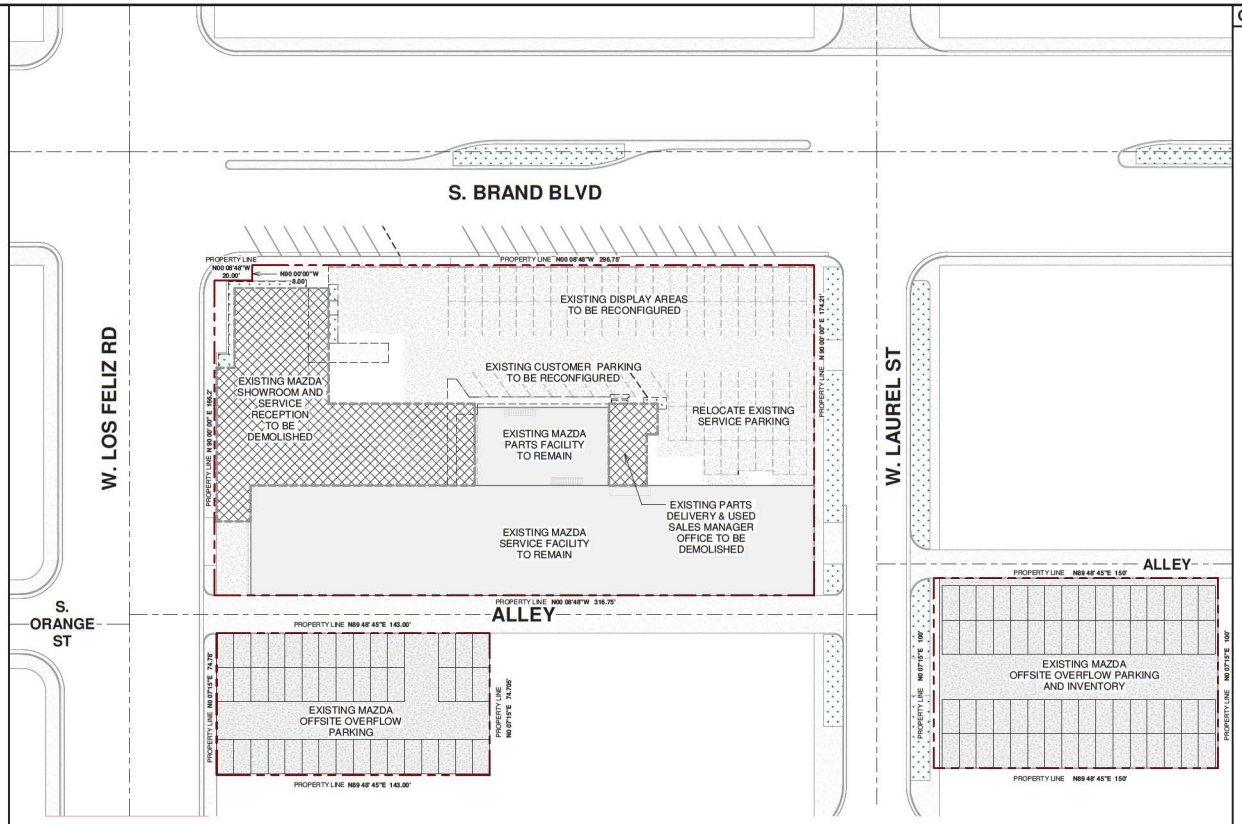
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SHEET TITLE:
COLORED SITE PLAN

DATE 03/24/2021
REV / DESCRIPTION:

PERMIT NO: Project Number

SHEET NO:
A0.4



SITE OVERALL EXISTING / DEMO PLAN

SCALE: 1" = 30'-0"

1 / A1.0

GENERAL SITE DEMO PLAN NOTES

A. DEMO NOTES ARE GENERAL - CONTRACTOR TO REVIEW WITH OWNER FOR FINAL DEMOLITION EVALUATION. ADDITIONAL DEMOLITION MAY BE REQUIRED TO FINALIZE WORK. CONTACT ARCHITECT TO REVIEW PRIOR TO START. RE: MPE, CIVIL AND STRUCTURAL FOR COORDINATION.

B. NEITHER OWNER OR DESIGN TEAM HAVE HAD TESTING FOR HAZARDOUS MATERIALS ON SITE OR WITHIN STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM SUCH TESTING AND TO PERFORM ALL DEMOLITION ACTIVITIES IN ACCORDANCE WITH LOCAL REQUIREMENTS, ESPECIALLY WHEN HAZARDOUS MATERIALS ARE KNOW TO EXIST.

C. REMOVE ADDITIONAL AREAS AS REQUIRED BY ARCHITECTURAL, STRUCTURAL AND MPE CONSTRUCTION DRAWINGS TO COORDINATE EXISTING AND NEW COMPLETE, CLEAN AND COORDINATED FINISH MATERIAL.

D. PATCH AND REPAIR DAMAGED SURFACES TO NEW CONDITION WHERE AREAS OUTSIDE SCOPE HAVE BEEN DISTURBED.

E. LOCATE AND CAP ALL EXISTING UTILITIES ON SITE AND MARK LOCATIONS. NOTIFY ARCHITECT AND CIVIL ENGINEER REGARDING ANY UTILITIES NOT SHOWN - REMOVE AS REQUIRED TO FACILITATE NEW CONSTRUCTION.

F. DEMO AND REMOVE EXISTING CONCRETE PAVING EXISTING AC PAVING RE: CIVIL DRAWINGS

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mazda

SHEET TITLE:
SITE OVERALL EXISTING / DEMO PLAN

DATE 03/24/2023

REV	DESCRIPTION:	

PERMIT NO: Project Number

SHEET NO:
A1.0

PROJECT DATA

PROJECT DECRIPTION

PLANNING PERMIT FOR NEW TWO STORY SHOWROOM ADDITION TO EXISTING FULL SERVICE AUTO DEALERSHIP

A.P.N.

LEGAL DESCRIPTION

T.B.D.

PROJECT INFORMATION

PROPERTY OWNER:	
OWNERS ADDRESS:	
PROPERTY ADDRESS:	1401 SOUTH BRAND BLVD GLENDALE, CA 91204

ZONING

ZONE:	CA - COMMERCIAL
EXISTING USE:	AUTO SALES AND SERVICE
USE:	AUTO SALES AND SERVICE
LOT AREA:	54,853 SQFT (1.26 ACRES)

DEVELOPMENT

SETBACKS (30.12.030 TABLE 30.12-B)	STREET FRONT = NONE STREET SIDE = NONE INTERIOR NOT ADJACENT TO RESIDENTIAL ZONES SETABCK = 10'-0" INTERIOR ADJACENT TO RESIDENTIAL ZONES SETBACK = 10'-0"
HEIGHT RESTRICTIONS (30.12.030 TABLE 30.12-B)	MAX HEIGHT: 90'-0" BUT LIMITED TO 35'-0" WITHIN 40'-0" OF A RESIDENTIAL ZONE BOUNDARY (INCLUDING CENTER LINE OF ALLEY WHERE APPLICABLE) EXCEPTIONS: ENCLOSED OR SCREEN ROOFTOP EQUIPMENTNOT EXCEEDING 5'-0" IN HEIGHT ABOVE THE ROOF OF A BUILDING SHALL NOT BE COMPUTED AS PART OF THE HEIGHT OF THE BUILDING. ELEVATOR SHAFTS AND ROOF OF A BUILDING SHALL NOT BE COMPUTED AS PART OF THE HEIGHT OF THE BUILDING.
LOT AREA:	13,000 SQFT MIN.
FAR:	3.5 MAX. (69,115 SQFT MAX.)
BUILDING FOOTPRINT:	29,470 SQFT
FLOOR AREA:	SEE CALCULATIONS BELOW
PARKING:	SEE CALCULATIONS BELOW
LANDSCAPING:	SEE CALCULATIONS BELOW

BUILDING AREA CALCULATIONS

	SQFT	SQFT
EXISTING BUILDING:		
SHOWROOM & SERVICE RECEPTION	8,600	
PARTS DEPARTMENT	3,415	
PARTS DEPT. MEZZANINE NOT INCLUDED IN...	-	
SERVICE WORKSHOP	17,315	
PARTS DELIVERY/USED SALES MANAGER	900	
TOTAL EXISTING BUILDING		30,230
DEMO:		
SHOWROOM & SERVICE RECEPTION	8,600	
PARTS DELIVERY/USED SALES MANAGER	900	
TOTAL DEMO:		9,500
PROPOSED:		
SHOWROOM 1ST FLOOR	7,100	
OFFICES 2ND FLOOR	3,100	
SERVICE RECEPTION	1,640	
TOTAL BUILDING ADDITIONS		11,840
TOTAL PROPOSED BUILDING AREA		32,570
TOTAL PROPSED NET BUILDING AREA	2,340	

AREA BREAKDOWN FOR PARKING CALCULATIONS

FLOOR:	FIRST	SECO...	TOTAL
VEHICLE SALES/REPAIR/PARTS	27,830	0	27,830
OFFICE	0	3,100	3,100
SERVICE CANOPY	1,640	0	1,640
TOTAL PARKING FLOOR AREA (GROSS)	29,470	3,100	32,570

REQUIRED PARKING

VEHICLE SALES, LEASING AND RENTAL AGENCIES 4 SPACES PER 1000 SQFT OF GROSS FLOOR AREA	32,570 / 250	130
REQUIRED OFF-STREET PARKING STALLS		130
LESS PARKING REDUCTION PERMIT		26
TOTAL REQUIRED OFF-STREET PARKING STALLS		104

PROVIDED PARKING

ACCESSIBLE SPACES: PER 2019 CBC TABLE 11B-208.2, (4 SPACES REQUIRED) PER 11B-208.2.4, 1/6 SPACE TO VAN ACCESSIBLE: (1) VAN ACCESSIBLE, (4) STANDARD	5
ONSITE: STANDARD STALLS: SIZE PER GMC 30.32.18C CHART III: 8'-6" X 18'-0" MIN. @ 90 DEG. WITH 24'-0" BACKUP AISLE.	12
OFFSITE @ 122 W LOS FELIZ ROAD	43
OFFSITE @ 114 E LAUREL STREET	44
COMPACT STALLS:	0
TANDAM STALLS:	0
TOTAL PROVIDED OFF-STREET PARKING STALLS	104

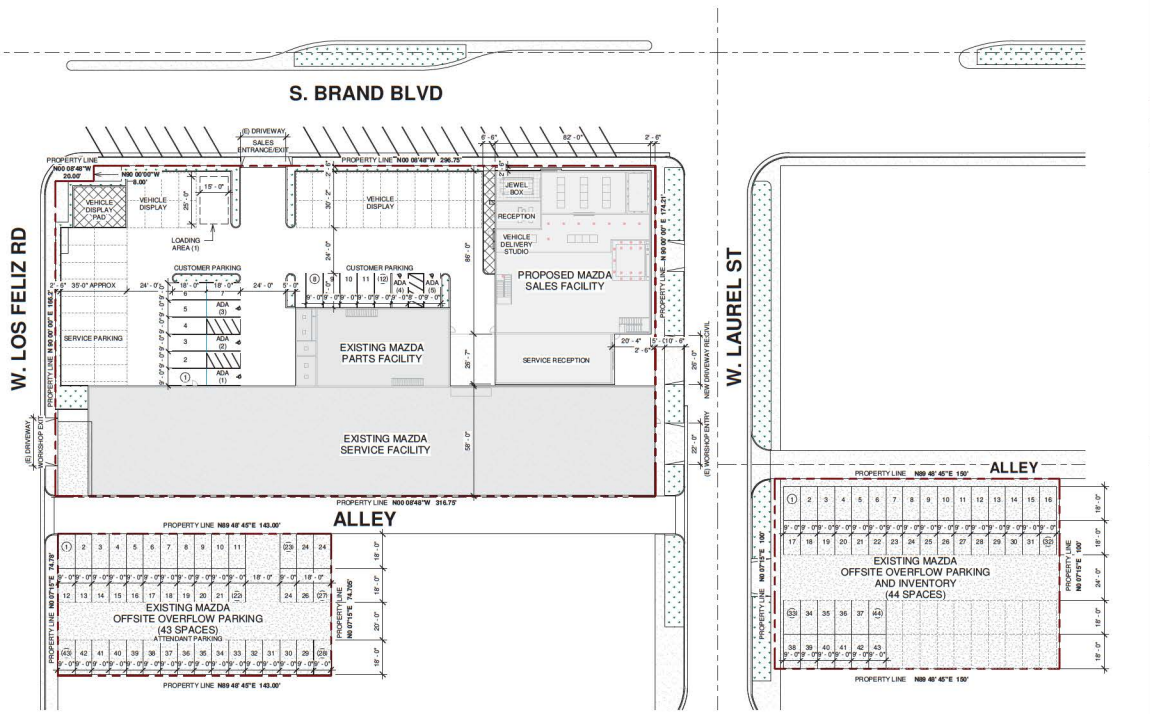
30.32.150 OFF-STREET LOADING SPACE REQUIREMENTS.

LOADING AREAS	# OF REQUIRED LOADING SPACES
INDUSTRIAL, WAREHOUSING AND WHOLESALING USES: BUILDING OR STORAGE AREA (SQFT)	
0—12,500	1

CHPT 5 HEIGHT & AREA LIM.

AREA DETERMINATION PER 506.2.4 MIXED-OCCUPANCY, MULTISTORY BUILDING. PER 508.3, NON SEPARATED MIXED OCCUPANCY (USE MOST RESTRICTIVE 'S-1' ALLOWANCE), SPRINKLERS, TYPE V-B	EQUATION 5-1: At = (NS x 1f) x Sa	
TABULAR AREA At =		27,000
FRONTAGE INCREASE [NS x 1f]		6,075
CALCULATED ALLOWABLE BUILDING AREA PER STORY		33,075
ACTUAL AREA PER STORY		29,470

HEIGHT: PER 504.3, BUILDING HEIGHT FOR "B" AND "S" OCCUPANCY, SPRINKLERS, TYPE V-B, = 60'-0" MAX. ZONING MAX. HEIGHT GOVERNS	ALLOWED = 35'-0" HEIGHT = 30'-0"	ACTUAL
STORY: PER 504.4, NO. OF STORIES FOR "B" AND "S-1" OCCUPANCY, SPRINKLERS, TYPE V-B:	S-1 MORE RESTRICTIVE THREE STORY STORY	ALLOWED = ACTUAL STORY = TWO



SITE PLAN

SCALE: 1" = 30'-0"

1 / A1.1

0 5 10 20 40 80 N

SITE GENERAL PLAN NOTES

A. ARCHITECTURAL SITE PLAN FOR SCHEMATIC REFERENCE ONLY. REFER TO CIVIL PLANS FOR ACCURATE SITE IMPROVEMENTS, PROPERTY LINES, EASEMENTS, EXACT DIMENSIONS, PAVING, HORIZONTAL & VERTICAL CONTROL, SETBACKS OF RECORD AND ADDITIONAL INFORMATION NOT NOTED ON THIS PLAN. WHERE CONFLICTS EXIST, CIVIL PLANS SHALL GOVERN.
B. LOCATE AND CAP ALL UTILITIES AND MARK LOCATION.
C. IMPLEMENT PROPER "NO DUMPING" SIGNAGE AT ANY STORM WATER INLETS AND CATCH BASINS ON THE PROPERTY AND ALONG THE COUNTY DITCH CHANNEL FENCING AT NO GREATER THAN FIFTY (50) FOOT INTERVALS. FENCE SIGNS SHALL BE AT LEAST SIX (6) INCHESBY NINE (9) INCHES WITH ROUNDED CORNERS. A TEMPLATE (40"X5") FOR PAINTING THE CONCRETE OF ASPHALT AROUND INLETS AND CATCH BASINS CAN BE PROVIDED BY THE CITY UPON REQUEST. REFER TO CIVIL DRAWINGS FOR LOCATIONS OF ALL STORM DRAIN CONVEYANCES ONSITE AND DIRECTLY OFFSITE.

WORK IN RIGHT OF WAY

WORK IN THE PUBLIC RIGHT-OF-WAY TO TAKE PLACE PER A SEPARATE PLAN

SITE KEY NOTES

SITE KEY CONSTRUCTION NOTES

SITE PLAN LEGEND

- PROPERTY LINE RE: CIVIL
- ZONING SETBACKS
- FIRE LANE IDENTICATION
- LANDSCAPING AREA
- DECORATIVE PAVING
- CONCRETE PAVING, PER CIVIL
- SITE LIGHTING, 24'-0" HIGH LIGHT POLE, LED LIGHT FIXTURE
- ACCESSIBLE PATH OF TRAVEL

VICINITY MAP



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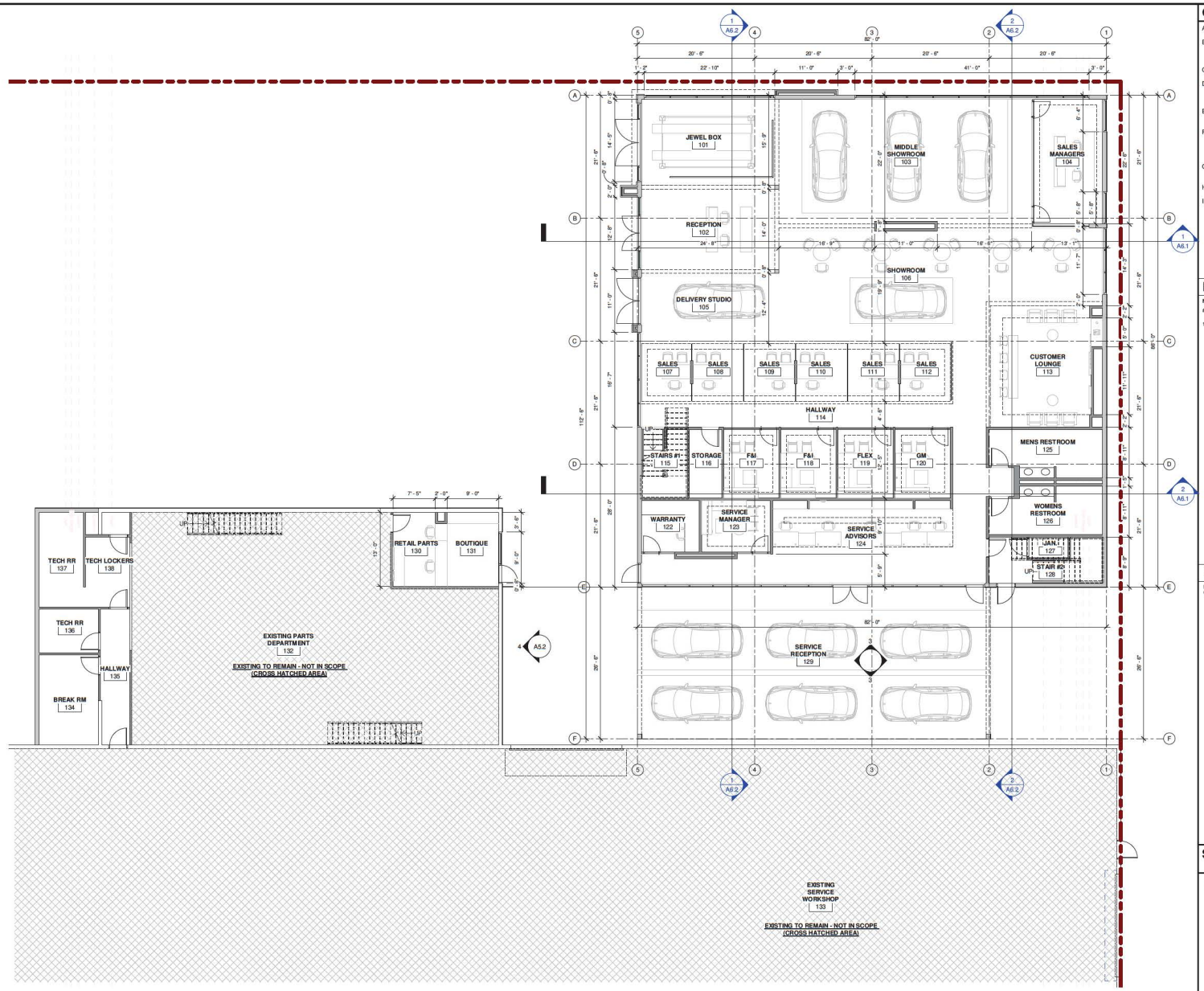
SHEET TITLE:
SITE PLAN

DATE: 03/24/2021

REV / DESCRIPTION:

PERMIT NO: Project Number

SHEET NO:
A1.1



1ST FLOOR

SCALE: 1/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

A. PLACEMENT OF LIGHT SWITCH SHALL BE MAX 6" AWAY FROM STRIKE SIDE OF DOOR IN ALL POSSIBLE LOCATIONS
B. WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 8-B. INTERIOR FINISH MATERIALS APPLIED TO WALLS AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803.1.
C. ALL EXITS ARE TO BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE UNLESS INDICATED ON DOOR SCHEDULE
D. ALL EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. PROVIDE SIGNS AT THE MAIN EXIT DOOR READING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (SECTION 1008.1.8)
E. ALL INTERIOR WALLS FRAMING TO BE 3-5/8" 20 GA. (33 MIL) MTL STUD MINIMUM UNLESS NOTED OTHERWISE OR FOR HEIGHT RESTRICTIONS. (STD. GA. PER MANUF. FOR HT.)
F. PROVIDE FIRE EXTINGUISHER IN CABINETS (LOCATIONS PER A0.2) AND VERIFIED IN FIELD BY FIRE DEPARTMENT. COORDINATE FINAL LOCATIONS WITH THE ARCHITECT AND OWNER. SUPPLY SEMI RECESSED CABINETS, STAINLESS STEEL FINISH, FULL GLASS DOOR, IN MTL STUD WALLS WHERE POSSIBLE.
G. SUPPLY A MINIMUM 15 MIL VISQUEEN VAPOUR BARRIER IN MOISTURE SENSITIVE AREAS INCLUDING OFFICES AND SHOWROOMS RE: STRUCTURAL AND SOILS REPORT FOR FINAL DESIGN REQUIREMENTS
H. USE CMU BLOCK WITH ROUNDED EDGES ON ALL "END OF RUN" WALLS AND OPENINGS (DOORWAYS, HALF WALLS, ETC.).
I. WATER-RESISTANCE GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN WATER CLOSET COMPARTMENT WALL WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. REGULAR GYPSUM WALLBOARD IS PERMITTED UNDER TILE OR WALL PANELS IN OTHER WALL AND CEILING AREAS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. WATER-RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS (CBC 2509.3):
   a. OVER A VAPOR RETARDER IN SHOWER OR BATHTUB COMPARTMENTS.
   b. WHERE THERE WILL BE DIRECT EXPOSURE TO WATER OR IN AREAS SUBJECT TO CONTINOUS HIGH HUMIDITY

KEY FLOOR PLAN NOTES

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET

BLANK

1 BLANK

KEY CONSTRUCTION NOTES

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET
CONTRACTOR & SUBS RESPONSIBLE TO REVIEW ALL SHEETS PRIOR TO INSTALLATION

SYMBOL LEGEND

Room Name 101 — ROOM NAME & NUMBER
WALL TYPE TAG, RE: WALL DETAILS ON SHEETS A5.0.1 THRU A5.0.3
101 — DOOR TYPE TAG, RE: DOOR SCHEDULE ON SHEET A8.1
11 — WINDOW TYPE TAG, RE: WINDOW TYPES ON SHEETS A3.3 & A5.4
BUILDING SECTION REFERENCE
(SECTION JOG)
ENLARGED FLOOR PLAN OR DETAIL REFERENCE
(DETAIL REFERENCE)

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RENEWAL 08/31/2023
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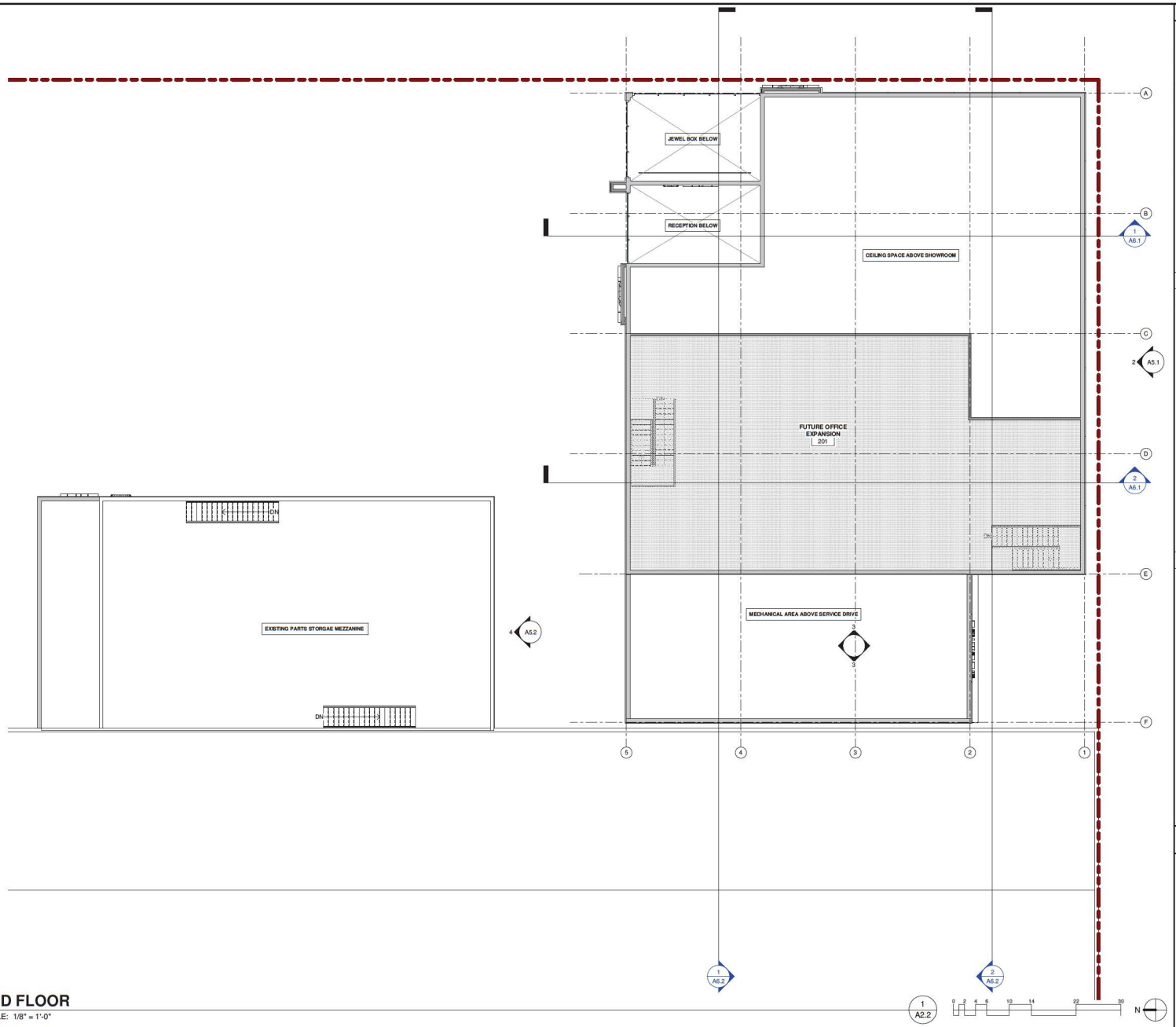
STAR MAZDA
1401 SOUTH BRAND BLVD, GLENDALE, CA 91204

SHEET TITLE
1ST FLOOR PLAN

DATE 03/24/2021
REV / DESCRIPTION:

PERMIT NO: Project Number

SHEET NO.
A2.1



2ND FLOOR

SCALE: 1/8" = 1'-0"

GENERAL FLOOR PLAN NOTES

A. PLACEMENT OF LIGHT SWITCH SHALL BE MAX 6" AWAY FROM STRIKE SIDE OF DOOR IN ALL POSSIBLE LOCATIONS
B. WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 8-B. INTERIOR FINISH MATERIALS APPLIED TO WALLS AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803.1
C. ALL EXITS ARE TO BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE UNLESS INDICATED ON DOOR SCHEDULE
D. ALL EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. PROVIDE SIGNS AT THE MAIN EXIT DOOR READING "THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED". (SECTION 1008.1.8)
E. ALL INTERIOR WALLS FRAMING TO BE 3-5/8" 20 GA. (33 MIL) MTL STUD MINIMUM UNLESS NOTED OTHERWISE OR FOR HEIGHT RESTRICTIONS. (STD. GA. PER MANUF. FOR HT.)
F. PROVIDE FIRE EXTINGUISHER IN CABINETS (LOCATIONS PER A0.2) AND VERIFIED IN FIELD BY FIRE DEPARTMENT. COORDINATE FINAL LOCATIONS WITH THE ARCHITECT AND OWNER. SUPPLY SEMI RECESSED CABINETS, STAINLESS STEEL FINISH, FULL GLASS DOOR, IN MTL STUD WALLS WHERE POSSIBLE.
G. SUPPLY A MINIMUM 15 MIL VISQUEEN VAPOUR BARRIER IN MOISTURE SENSITIVE AREAS INCLUDING OFFICES AND SHOWROOMS RE: STRUCTURAL AND SOILS REPORT FOR FINAL DESIGN REQUIREMENTS
H. USE CMU BLOCK WITH ROUNDED EDGES ON ALL "END OF RUN" WALLS AND OPENINGS (DOORWAYS, HALF WALLS, ETC.).
I. WATER-RESISTANCE GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN WATER CLOSET COMPARTMENT WALL WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. REGULAR GYPSUM WALLBOARD IS PERMITTED UNDER TILE OR WALL PANELS IN OTHER WALL AND CEILING AREAS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. WATER-RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS (CBC 2509.3):
   a. OVER A VAPOR RETARDER IN SHOWER OR BATHTUB COMPARTMENTS.
   b. WHERE THERE WILL BE DIRECT EXPOSURE TO WATER OR IN AREAS SUBJECT TO CONTINOUS HIGH HUMIDITY

KEY FLOOR PLAN NOTES

1

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET

BLANK

1 BLANK

KEY CONSTRUCTION NOTES

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET
CONTRACTOR & SUBS RESPONSIBLE TO REVIEW ALL SHEETS PRIOR TO INSTALLATION

SYMBOL LEGEND

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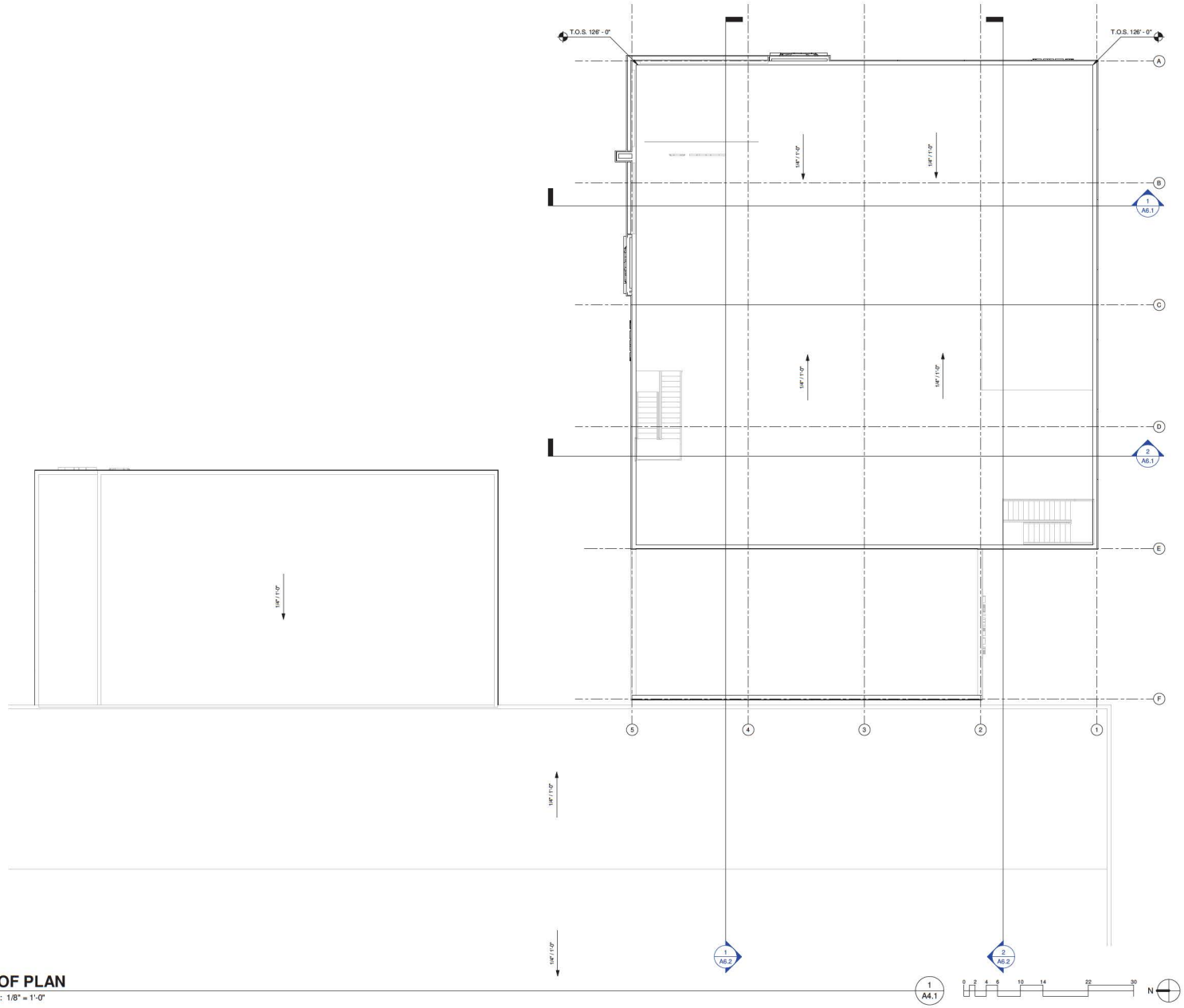
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SHEET TITLE
2ND FLOOR PLAN

DATE 03/24/2021
REV / DESCRIPTION:

PERMIT NO: Project Number

SHEET NO.
A2.2



ROOF PLAN

SCALE: 1/8" = 1'-0"

1
A4.1

GENERAL NOTES

1. EQUIPMENT PADS/CURBS CAN NOT EXCEED 12" FROM FINISHED SURFACE OF ROOF STRUCTURE.
2. SEE ELEVATIONS AND SECTIONS FOR HEIGHTS OF PARAPETS NOT SHOWN HERE.
3. REVIEW STRUCTURAL DRAWINGS PRIOR TO ERECTION AND NOTIFY ARCHITECT/STRUCTURAL ENGINEER FOR AN ADDITIONAL CLARIFICATION PRIOR TO START OF WORK.
4. FINAL DESIGN FOR OPENINGS FOR MECHANICAL UNITS SHALL BE COORDINATED WITH STRUCTURAL AND MECHANICAL - FLASH AND SEAL PER ROOFING MANUFACTURES RECOMMENDATIONS.
5. SUPPLY COMMERCIAL GRADE LOCKABLE HOSE BIB @ ROOF FOR MAINTENANCE REQUIREMENTS RE: PLUMBING

KEY CONSTRUCTION NOTES

NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET. CONTRACTOR & SUBS RESPONSIBLE TO REVIEW ALL CONSTRUCTION DOCUMENTS FOR ADDITIONAL REQUIREMENTS

07.00.00 - THERMAL & MOISTURE PROTECTION

7.1 07.22.16 - 1/4" TAPERED ROOF BOARD INSULATION AS REQUIRED FOR CRICKET DESIGN (1/4" PER 1'-0" MIN. TYP).

7.2 07.22.16 - 1/2" MIN. ROOF SHEATHING COVERBOARD OR EQUAL

7.3 07.54.23 - THERMOPLASTIC PROTECTED HEAT WELDABLE POLYOLEFIN ROOFING MEMBRANE-RE: SPECS

7.4 07.62.00 - PRE-FINISHED SHEET METAL FLASHING AND TRIM PER DETAIL. FINISH PER ELEVATION

7.5 07.71.23 - PRE-FINISHED SHEET METAL MANUFACTURED GUTTER. FINISH RE: ELEVATION

7.6 07.18.00 - WATERPROOF DECKING SYSTEM., "WEATHERWEAR" BY 'DEX-O-TEX' OR APPROVED EQUAL.

22.00.00- PLUMBING (REF PLUMBING DRAWINGS)

22.1 22.14.26 - CAST IRON ROOF DRAIN AND OVERFLOW W/ SCREENS

22.2 22.42.39 - SUPPLY COMMERCIAL GRADE HOSE BIB @ ROOF FOR MAINTENANCE REQUIREMENTS

22.3 22.42.39 - ROOF DRAIN AND DOWNSPOUT W/ SPLASH BLOCK - DRAIN TO LOWER ROOF

23.00.00- HVAC (REF MECHANICAL DRAWINGS)

23.1 23.37.23 - ROOF EXHAUST FAN - SEE MECHANICAL

23.2 23.74.00 - PACKAGED OUTDOOR HVAC EQUIPMENT - SEE MECHANICAL

23.3 23.74.00 - EVAPORATIVE AIR UNIT - SEE MECHANICAL

23.4 23.37.23 - GRAVITY INTAKE HOOD - SEE MECHANICAL

23.5 23.37.23 - LOW PROFILE ROOF EXHAUST FAN - SEE MECHANICAL

23.5 23.37.23 - SUPPLY GREENHECH GRSR 20 GRAVITY VENTILATOR OR EQUAL. COORD FINAL LOCATION WITH MECH DUCTS.

ROOF PLAN KEY NOTES

A. ACCESS TO ROOFTOP EQUIPMENT BY ACCESS DOOR FROM SECOND FLOOR PARTS DEPARTMENT - SEE A2.1 FOR DETAILS.
B. ACCESS TO ROOTOP EQUIPMENT BY ACCESS DOOR FROM SECOND FLOOR OFFICE - SEE A2.1 FOR DETAILS
C. PAINT ALL ROOFTOP EQUIPMENT MECHANICAL UNITS TO MATCH ROOF FINISH.

ROOF FINISH

MANUFACTURER:
REQUIRED CARLISLE 60 MIL SINGLE PLY HEAT WELDED ADHERED TPO ROOF SYSTEM WITH 20 YEAR (NDL) WARRANTY. REVIEW ALL MANUFACTURER SPECIFICATIONS FOR ATTACHMENT, SUBSTRATE REQUIREMENTS, TEMPERATURE SURFACE INSTALLATION, AND/OR ANY ADDITIONAL REQUIREMENTS AS SPECIFIED PER THE TPO APPLICATION.

SURFACE PREPARATION:
CONTRACTOR SHALL VERIFY AND INSPECT ROOF SUBSTRATE FOR ANY UNACCEPTABLE CONDITIONS BASED ON MANUFACTURES SPECIFICATIONS PRIOR TO START OF WORK.

INSTALLATION:
INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
CONTACT ARCHITECT FOR CLARIFICATIONS PRIOR TO INSTALLATION WHEN A CONFLICT ARISES OR ADDITIONAL INFORMATION IS NECESSARY

REQUIRED SOLAR REFLECTANCE INDEX (SRI):
PER ASTM E1980 LOW-SLOPED ROOF < 2:12 = 78

SYMBOL AND LEGEND

T.O.P. = TOP OF PARAPET
T.O.S. = FINISHED SURFACE

ALL T.O.P. AND T.O.S. ARE NOTED FROM THE SHOWROOM FINISHED FLOOR

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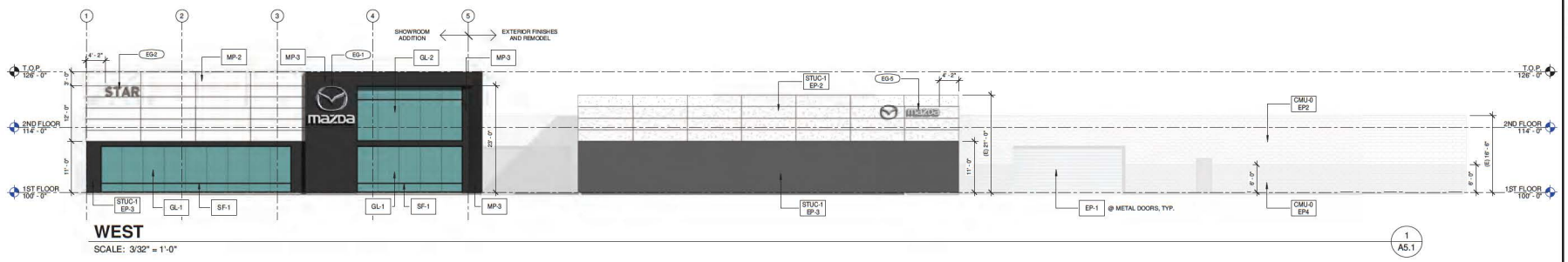
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SHEET TITLE:
ROOF PLAN

DATE 03/24/2021
REV / DESCRIPTION:

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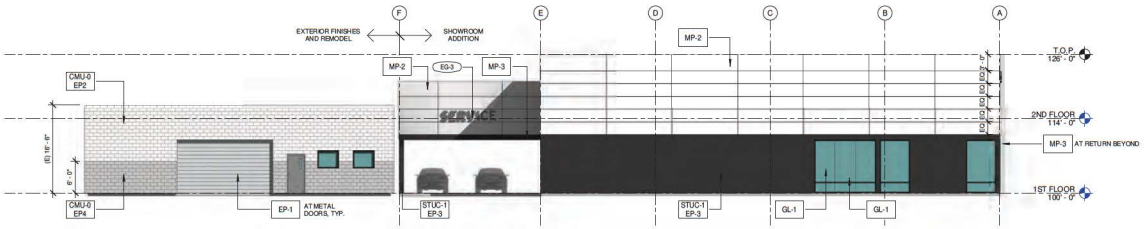
SHEET NO.
A4.1



WEST

SCALE: 3/32" = 1'-0"

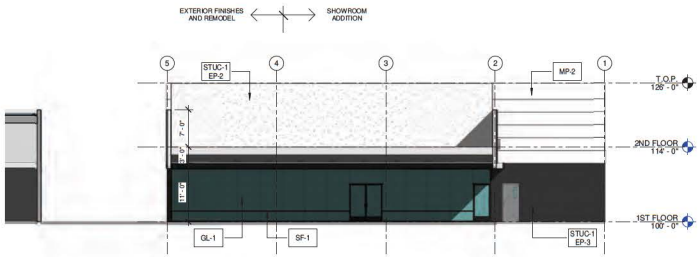
1 A5.1



SOUTH

SCALE: 3/32" = 1'-0"

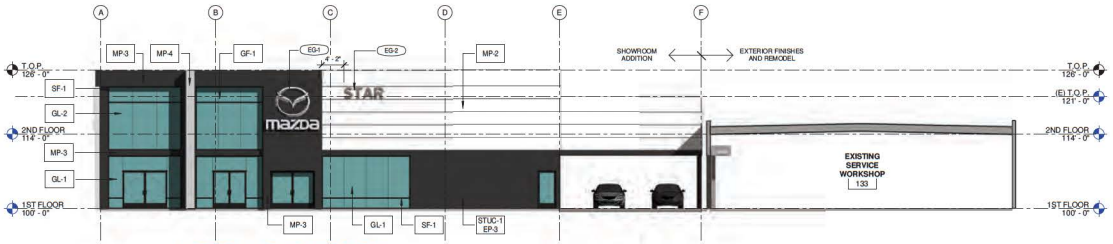
2 A5.1



EAST - SHOWROOM

SCALE: 3/32" = 1'-0"

3 A5.1



NORTH - SHOWROOM

SCALE: 3/32" = 1'-0"

4 A5.1

EXTERIOR FINISH & MATERIAL SCHEDULE

CODE	MATERIAL	MANUFACTURER	- DESCRIPTION - PRODUCT	COLOR	DIMENSIONS	LOCATION / NOTES
CF-1	CAP FLASHING	SEE ROOF DETAILS		COLOR TO MATCH ADJACENT SURFACE		
CMU-0	CONCRETE MASONRY UNIT	EXISTING CMU	EXISTING CMU	EXISTING CMU - TO BE PAINTED RE: SCHEDULE	EXISTING CMU	
CMU-1	CONCRETE MASONRY UNIT	RCP BLOCK OR APPROVED EQUAL	SPLIT FACE ON EXPOSED SURFACES PRECISION ON INTERIOR SURFACES	NATURAL (NO OXIDES) - TO BE PAINTED RE: SCHEDULE	8" x 8" x 16" TYP. U.N.O. ON STRUCTURAL	
EIFS-1	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	MAZD11022S SANDPEBBLE FINE	715 LICORICE	-	EXTERIOR FACADE. ALT TO STRUC-1 & EP-3
EIFS-2	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	STRATO TONE HP SANDPEBBLE FINE	614 SMOKE SIGNAL	-	EXTERIOR REAR FACADE. ALT TO STUC-1 & EP-4
EIFS-3	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	MAZD 04.1094S LYMESTONE PASTEL BASE	101 SUPER WHITE	-	EXTERIOR FACADE. ALT TO STUC-1 & EP-2
EP-1	EXTERIOR PAINT	PPG PAINTS	-	1013-3 WHIRLWIND	-	EXTERIOR METAL DOORS
EP-2	EXTERIOR PAINT	PPG PAINTS	-	1043-1 SNOWBANK	-	EXTERIOR FACADE. ALT TO MP-2.
EP-3	EXTERIOR PAINT	PPG PAINTS	-	1011-7 ONYX	-	EXTERIOR FACADE. ALT TO MP-3, EIFS-1
EP-4	EXTERIOR PAINT	PPG PAINTS	-	1001-4 FLAGSTONE	-	EXTERIOR REAR FACADE. BOLLARDS. ALT TO EIFS-2
GF-1	EXTERIOR GLAZING FILM	3M	FASARA, ILLUMINA SH2FGIM-G DENSITY: 100% AT TOP TO 0% AT BOTTOM	GLASS FILM		INSTALL ON INSIDE SURFACE
GL-1	EXTERIOR GLAZING	VITRO ARCHITECTURAL GLASS	INSULATED DUAL PANE SOLARBAN 70XL SOLAR CONTROL, LOW-E, CLEAR	OUTSIDE LITE: CLEAR INSIDE LITE: CLEAR, LOW-E COATING, #3 SURFACE	1" THICK INSULATED GLASS UNIT	SEE TITLE 24 ENERGY REPORT FOR U-FACTOR, SHGC AND ADDITIONAL REQUIREMENTS.
GL-2	EXTERIOR GLAZING	VITRO ARCHITECTURAL GLASS	INSULATED DUAL PANE SOLARBAN 60 SOLAR CONTROL, LOW-E, CLEAR	OUTSIDE LITE: CLEAR INSIDE LITE: CLEAR, LOW-E COATING, #3 SURFACE	1" THICK INSULATED GLASS UNIT	SEE TITLE 24 ENERGY REPORT FOR U-FACTOR, SHGC AND ADDITIONAL REQUIREMENTS.
MP-1	NOT USED	-	-	-	-	-
MP-2	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	RAINSCREEN SYSTEM. INSTALL IN A PRESSURE EQUALIZED SYSTEM IN ACCORDNACE WITH AAMA 508.	RB160PE WINTER WHITE BY REYNOBOND OR HWH BIO WHITE (1194W2075) BY ALUCOBOND OR SAW WHITE (3MM4SAW3.5/3MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR FACADE. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
MP-3	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	RAINSCREEN SYSTEM. INSTALL IN A PRESSURE EQUALIZED SYSTEM IN ACCORDNACE WITH AAMA 508.	RB160PE ELEGANT BLACK BY REYNOBOND, FOCUS BLACK (PDVF-3/GLOSS 30) BY ALUCOBOND, BLX BLACK (3MM4BLX3.5/3MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR FACADE. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
MP-4	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	DRY JOINT SYSTEM	COLORWELD 500 RB4CWSA ANODIC CLEAR BY REYNOBOND OR ANODIC CLEAR MICA (PVDF-2/GLOSS 30) BY ALUCOBOND OR MICA MNC CLR (4MM4MNC3.5/4MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR ACCENT. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
SF-1	ALUMINUM FRAMED GLAZING SYSTEM	PITTCO, KAWNEER OR ARCADIA	OFF-SET GLAZED, BUTT-JOINTED SYSTEM. NON-THERMALLY BROKEN FRAMES.	ANODIZED BLACK FINISH #63	-	
SF-2	ALUMINUM FRAMED GLAZING SYSTEM	PITTCO, KAWNEER OR ARCADIA	OFF-SET GLAZED. NON-THERMALLY BROKEN FRAMES.	ANODIZED BLACK FINISH #63	-	
STUC-1	PLASTER CEMENT (STUCCO) 09.24.00	LA HAMBRA OR APPROVED EQUAL	30/30 SAND FINISH SEE SPECS.	PAINT PER SCHEDULE		PROVIDE 3 COATS 7/8" THICK AT FRAMED WALLS. PROVIDE 2 COAT 5/8" THICK AT CMU WALLS.

KEY ELEVATION NOTES

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET

#	Key Note
1	ALUMINUM 3/4" SHORT "V" REVEAL MOLDING BY FRY REGLET, CLEAR ANODIZED FINISH. CLEAN AND REMOVE ANY PAINT AT PROJECT COMPLETION. IF ADDITIONAL STUCCO CONTROL/EXPANSION JOINTS ARE REQUIRED, NOTIFY ARCHITECT FOR APPROVAL OF PROPOSED LOCATION.
2	APPROXIMATE LOCATION OF ROOF DRAIN AND OVERFLOW DOWNSPOUT NOZZLE WITH WALL FLANGE, FINISH RE: ROOF PLAN.
3	PRE-FINISHED ROOF GUTTER AND DOWNSPOUT RE: ROOF PLAN. FINISH TO MATCH ADJACENT SURFACES
4	WALL MOUNT LED SITE LIGHTING RE: ELEC
5	WALL MOUNT LED EMERGENCY EGRESS LIGHTING RE: ELEC
6	APPROXIMATE LOCATION OF ADDRESS IDENTIFICATION NUMBERS PLACED ON BUILDING. SEE FIRE DEPARTMENT NOTES FOR ADDITIONAL INFORMATION.
7	FIRE DEPARTMENT APPROVED "KNOX" BRAND KEY BOX WITH TAMPER SWITCH INSTALLED FOR CONNECTION TO SECURITY SYSTEM. THE KNOX BOX SHALL BE MOUNTED NO HIGHER THE 6'-0" TO CENTERLINE OF BOX.
8	PRE-FINISHED FLASHING AT SEISMIC GAP : PLAN. FINISH TO MATCH ADJACENT SURFACES
9	SURFACE MOUNT LED 'STOP/GO" LANE DIRECTIONAL SIGN. "TCL1212RG-A6SHDS BY SIGNALTECH". LOCATE IN CENTER OF LANE. PROVIDE SWITCHING IN SERVICE MANAGERS OFFICE RE: ELEC
10	ACM CAP FLASHING RE: ROOF DETAILS. FINISH PER SCHEDULE
11	PRE-FINISHED FLASHING RE: ROOF DETAILS. FINISH TO MATCH ADJACENT SURFACES

GENERAL ELEVATION NOTES

A. REFER TO CIVIL FOR GRADING REQUIREMENTS
B. REFER TO STRUCTURAL FOR FOUNDATION REQUIREMENTS
C. REFER TO A8.1 FOR DOOR SCHEDULE
D. REFER TO A8.3 FOR WINDOW SCHEDULE

EXTERIOR BUILDING SIGNAGE

NOTES:

- BUILDING SIGNAGE UNDER SEPARATE PERMIT. ALL BUILDING SIGNAGE SIGNAGE SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. SIGNS TO BE PROVIDED BY APPROVED BRAND VENDOR.
- CONTRACTOR TO SUPPLY ALL BACKING, ELECTRICAL AND FLASHING REQUIREMENTS
- COORDINATE WITH SIGN COMPANY ON EXACT LOCATION OF BACKING AND ELEC.
- CONSULT WITH OWNER AND ARCHITECT ON FINAL LOCATION

EG-1	BACKLIT DEALER LOGO, CHROME METALLIZED FINISH.
EG-2	BACKLIT DEALER NAME, BLACK PERFORATED VINYL (ILLUMINATES WHITE AT NIGHT).
EG-3	BACKLIT SERVICE SIGN.
EG-4	BACKLIT EXPRESS SERVIVE SIGN.
EG-5	BACKLIT HORIZONTAL LOGO, CHROME METALLIZED FINISH.

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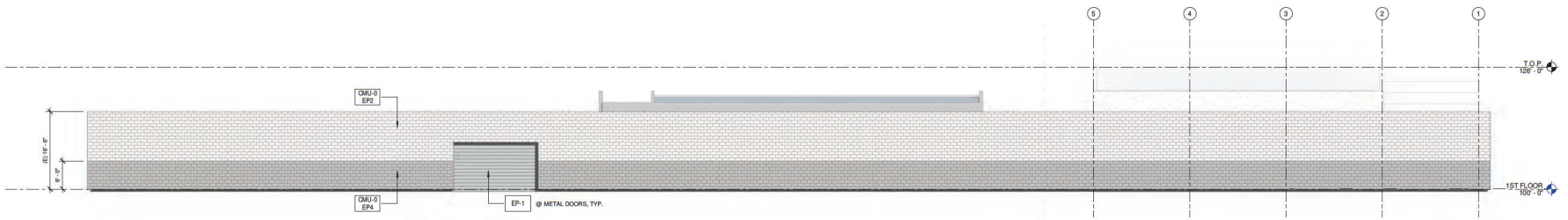
SHEET TITLE:
BUILDING ELEVATIONS

DATE 03/24/2021

REV	DESCRIPTION

PERMIT NO. Project Number

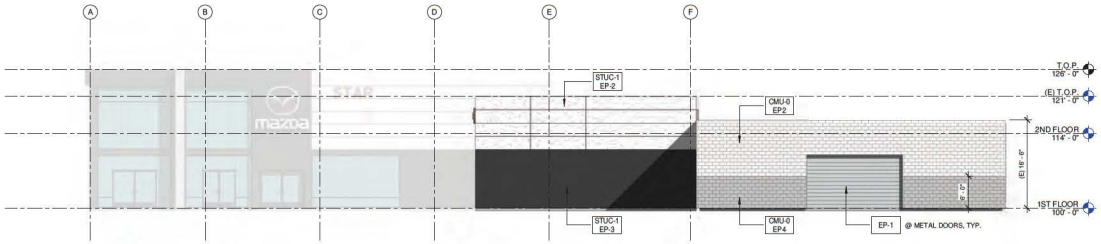
SHEET NO.
A5.1



EAST - OVERALL

SCALE: 3/32" = 1'-0"

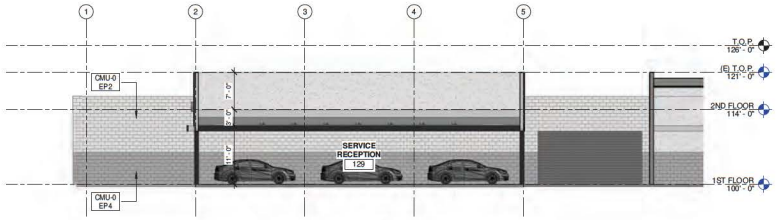
1 A5.2



NORTH - OVERALL

SCALE: 3/32" = 1'-0"

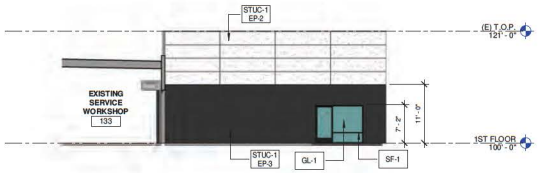
2



WEST - SERVICE DRIVE

SCALE: 3/32" = 1'-0"

3 A5.2



SOUTH - PARTS BUILDING

SCALE: 3/32" = 1'-0"

4 A5.2

EXTERIOR FINISH & MATERIAL SCHEDULE

CODE	MATERIAL	MANUFACTURER	- DESCRIPTION - PRODUCT	COLOR	DIMENSIONS	LOCATION / NOTES
CF-1	CAP FLASHING	SEE ROOF DETAILS		COLOR TO MATCH ADJACENT SURFACE		
CMU-0	CONCRETE MASONRY UNIT	EXISTING CMU	EXISTING CMU	EXISTING CMU - TO BE PAINTED RE: SCHEDULE	EXISTING CMU	
CMU-1	CONCRETE MASONRY UNIT	RCP BLOCK OR APPROVED EQUAL	SPLIT FACE ON EXPOSED SURFACES PRECISION ON INTERIOR SURFACES	NATURAL (NO OXIDES) - TO BE PAINTED RE: SCHEDULE	8" x 8" x 16" TYP. U.N.O. ON STRUCTURAL	
EIFS-1	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	MAZD11022S SANDPEBBLE FINE	715 LICORICE	-	EXTERIOR FACADE. ALT TO STRUC-1 & EP-3
EIFS-2	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	STRATO TONE HP SANDPEBBLE FINE	614 SMOKE SIGNAL	-	EXTERIOR REAR FACADE. ALT TO STUC-1 & EP-4
EIFS-3	EXT. INSUL. FINISH SYSTEM	DRYVIT SYSTEMS INC.	MAZD 04 1094S LYMESTONE PASTEL BASE	101 SUPER WHITE	-	EXTERIOR FACADE. ALT TO STUC-1 & EP-2
EP-1	EXTERIOR PAINT	PPG PAINTS	-	1013-3 WHIRLWIND	-	EXTERIOR METAL DOORS
EP-2	EXTERIOR PAINT	PPG PAINTS	-	1043-1 SNOWBANK	-	EXTERIOR FACADE. ALT TO MP-2.
EP-3	EXTERIOR PAINT	PPG PAINTS	-	1011-7 ONYX	-	EXTERIOR FACADE. ALT TO MP-3, EIFS-1
EP-4	EXTERIOR PAINT	PPG PAINTS	-	1001-4 FLAGSTONE	-	EXTERIOR REAR FACADE. BOLLARDS. ALT TO EIFS-2
GF-1	EXTERIOR GLAZING FILM	3M	FASARA, ILLUMINA SH2FGIM-G DENSITY: 100% AT TOP TO 0%AT BOTTOM	GLASS FILM		INSTALL ON INSIDE SURFACE
GL-1	EXTERIOR GLAZING	VITRO ARCHITECTURAL GLASS	INSULATED DUAL PANE SOLARBAN 70XL SOLAR CONTROL, LOW-E, CLEAR	OUTSIDE LITE: CLEAR INSIDE LITE: CLEAR, LOW-E COATING, #3 SURFACE	1" THICK INSULATED GLASS UNIT	SEE TITLE 24 ENERGY REPORT FOR U-FACTOR, SHGC AND ADDITIONAL REQUIREMENTS.
GL-2	EXTERIOR GLAZING	VITRO ARCHITECTURAL GLASS	INSULATED DUAL PANE SOLARBAN 60 SOLAR CONTROL, LOW-E, CLEAR	OUTSIDE LITE: CLEAR INSIDE LITE: CLEAR, LOW-E COATING, #3 SURFACE	1" THICK INSULATED GLASS UNIT	SEE TITLE 24 ENERGY REPORT FOR U-FACTOR, SHGC AND ADDITIONAL REQUIREMENTS.
MP-1	NOT USED	-	-	-	-	-
MP-2	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	RAINSCREEN SYSTEM. INSTALL IN A PRESSURE EQUALIZED SYSTEM IN ACCORDNACE WITH AAMA 508.	RB160PE WINTER WHITE BY REYNOBOND OR HWH BIO WHITE (1194W2075) BY ALUCOBOND OR SAW WHITE (3MM4SAW3.3/3MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR FACADE. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
MP-3	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	RAINSCREEN SYSTEM. INSTALL IN A PRESSURE EQUALIZED SYSTEM IN ACCORDNACE WITH AAMA 508.	RB160PE ELEGANT BLACK BY REYNOBOND, FOCUS BLACK (PDVF-3/GLOSS 30) BY ALUCOBOND, BLX BLACK (3MM4BLX3.5/3MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR FACADE. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
MP-4	METAL PANEL	REYNOBOND OR ALUCOBOND OR ALPOLIC	DRY JOINT SYSTEM	COLORWELD 500 RB4CWSA ANODIC CLEAR BY REYNOBOND OR ANODIC CLEAR MICA (PVDF-2/GLOSS 30) BY ALUCOBOND OR MICA MNC CLR (4MM4MNC3.5/4MM THICK) BY ALPOLIC	1/2" REVEAL, TYP.	EXTERIOR ACCENT. CONTACT: REYNOBOND - DUTCH JUDEMAN @ (478) 319-0139 ALUCOBOND - MIKE CALDWELL @ (770) 982-5822 ALPOLIC - DAVE KEARNEY @ (757) 382-5724
SF-1	ALUMINUM FRAMED GLAZING SYSTEM	PITTCO, KAWNEER OR ARCADIA	OFF-SET GLAZED, BUTT-JOINTED SYSTEM. NON-THERMALLY BROKEN FRAMES.	ANODIZED BLACK FINISH #63	-	
SF-2	ALUMINUM FRAMED GLAZING SYSTEM	PITTCO, KAWNEER OR ARCADIA	OFF-SET GLAZED. NON-THERMALLY BROKEN FRAMES.	ANODIZED BLACK FINISH #63	-	
STUC-1	PLASTER CEMENT (STUCCO) 09.24.00	LA HAMBRA OR APPROVED EQUAL	30/30 SAND FINISH SEE SPECS.	PAINT PER SCHEDULE		PROVIDE 3 COATS 7/8" THICK AT FRAMED WALLS. PROVIDE 2 COAT 5/8" THICK AT CMU WALLS.

KEY ELEVATION NOTES

NOTES ARE GENERAL FOR VIEW TYPE - NOT ALL ITEMS MAY BE REFERENCED ON THIS SHEET

#	Key Note
1	ALUMINUM 3/4" SHORT "V" REVEAL MOLDING BY FRY REGLET, CLEAR ANODIZED FINISH. CLEAN AND REMOVE ANY PAINT AT PROJECT COMPLETION. IF ADDITIONAL STUCCO CONTROL/EXPANSION JOINTS ARE REQUIRED, NOTIFY ARCHITECT FOR APPROVAL OF PROPOSED LOCATION.
2	APPROXIMATE LOCATION OF ROOF DRAIN AND OVERFLOW DOWNSPOUT NOZZLE WITH WALL FLANGE. FINISH RE: ROOF PLAN.
3	PRE-FINISHED ROOF GUTTER AND DOWNSPOUT RE: ROOF PLAN. FINISH TO MATCH ADJACENT SURFACES
4	WALL MOUNT LED SITE LIGHTING RE: ELEC
5	WALL MOUNT LED EMERGENCY EGRESS LIGHTING RE: ELEC
6	APPROXIMATE LOCATION OF ADDRESS IDENTICATION NUMBERS PLACED ON BUILDING. SEE FIRE DEPARTMENT NOTES FOR ADDITIONAL INFORMATION.
7	FIRE DEPARTMENT APPROVED "KNOX" BRAND KEY BOX WITH TAMPER SWITCH INSTALLED FOR CONNECTION TO SECURITY SYSTEM. THE KNOX BOX SHALL BE MOUNTED NO HIGHER THE 6'-0" TO CENTERLINE OF BOX.
8	PRE-FINISHED FLASHING AT SEISMIC GAP : PLAN. FINISH TO MATCH ADJACENT SURFACES
9	SURFACE MOUNT LED "STOP/GO" LANE DIRECTIONAL SIGN. "TCL1212RG-A6SDS BY SIGNAL-TECH". LOCATE IN CENTER OF LANE. PROVIDE SWITCHING IN SERVICE MANAGERS OFFICE RE: ELEC
10	ACM CAP FLASHING RE: ROOF DETAILS. FINISH PER SCHEDULE
11	PRE-FINISHED FLASHING RE: ROOF DETAILS. FINISH TO MATCH ADJACENT SURFACES

GENERAL ELEVATION NOTES

A. REFER TO CIVIL FOR GRADING REQUIREMENTS
B. REFER TO STRUCTURAL FOR FOUNDATION REQUIREMENTS
C. REFER TO A8.1 FOR DOOR SCHEDULE
D. REFER TO A8.3 FOR WINDOW SCHEDULE

EXTERIOR BUILDING SIGNAGE

NOTES:

- BUILDING SIGNAGE UNDER SEPARATE PERMIT. ALL BUILDING SIGNAGE SIGNAGE SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. SIGNS TO BE PROVIDED BY APPROVED BRAND VENDOR.
- CONTRACTOR TO SUPPLY ALL BACKING, ELECTRICAL AND FLASHING REQUIREMENTS
- COORDINATE WITH SIGN COMPANY ON EXACT LOCATION OF BACKING AND ELEC.
- CONSULT WITH OWNER AND ARCHITECT ON FINAL LOCATION

EG-1 BACKLIT DEALER LOGO, CHROME METALLIZED FINISH.
EG-2 BACKLIT DEALER NAME, BLACK PERFORATED VINYL (ILLUMINATES WHITE AT NIGHT).
EG-3 BACKLIT SERVICE SIGN.
EG-4 BACKLIT EXPRESS SERVIVE SIGN.
EG-5 BACKLIT HORIZONTAL LOGO, CHROME METALLIZED FINISH.

WAGNER ARCHITECTURE GROUP
1104 South El Camino Real, Suite 201
San Clemente, CA 92672
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wagnerarchitecture.com

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LICENSED ARCHITECT
BRYAN MAC DERMOTT
C-37450
RENEWAL 08/31/2023
STATE OF CALIFORNIA

STAR MAZDA
1401 SOUTH BRAND BLVD, GLENDALE, CA 91204

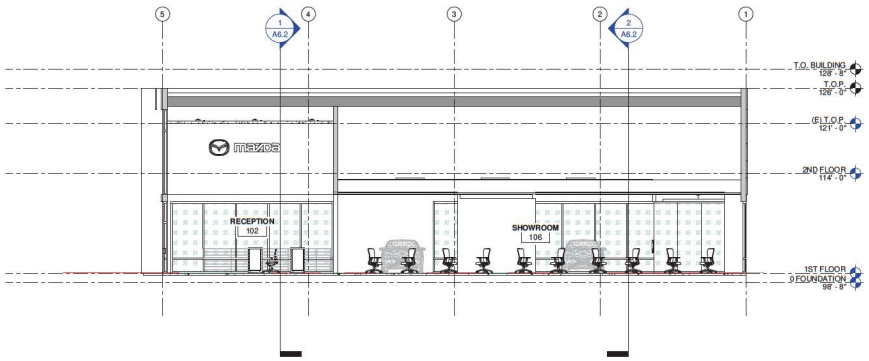
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BUILDING ELEVATIONS

DATE 03/24/2021

REV	DESCRIPTION:

PERMIT NO: Project Number

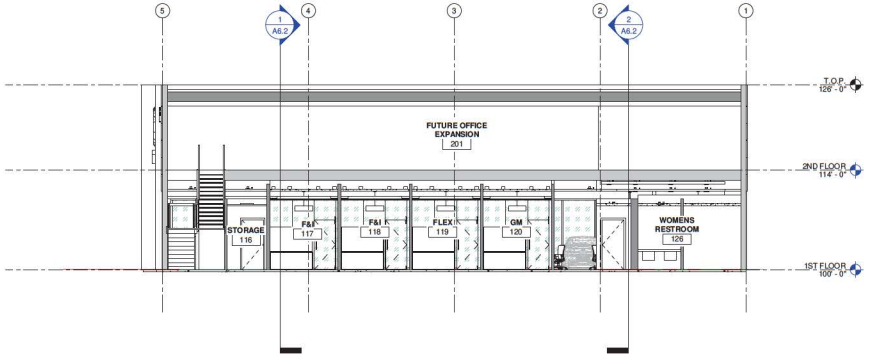
SHEET NO:
A5.2



Section 1

SCALE: 1/8" = 1'-0"

1
A6.1



Section 2

SCALE: 1/8" = 1'-0"

2
A6.1

GENERAL SECTION NOTES

1. REFER TO ELEVATIONS FOR EXTERIOR FINISHES
2. REFER TO CIVIL FOR GRADING REQUIREMENTS
3. REFER TO STRUCTURAL FOR ADDITIONAL INFORMATION

INSULATION SCHEDULE

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STAR MAZDA

1401 SOUTH BRAND BLVD, GLENDALE, CA 91204

SHEET TITLE:

BUILDING SECTIONS

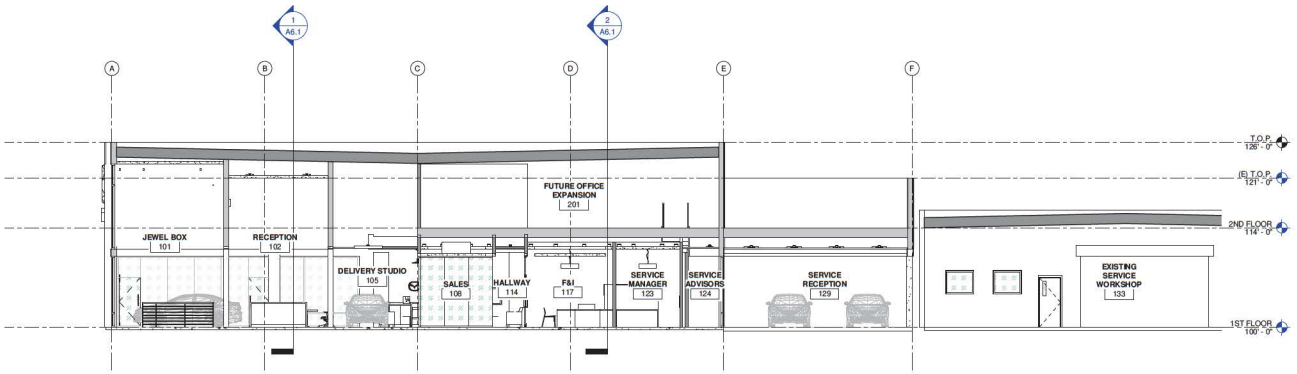
DATE 02/24/2023

REVISION / DESCRIPTION:

PROJECT NO:

SHEET NO:

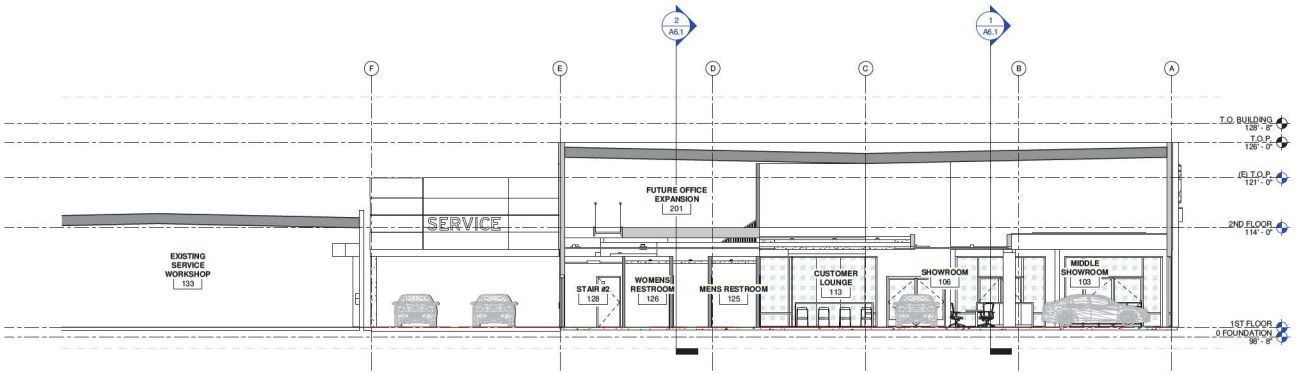
A6.1



Section 3

SCALE: 1/8" = 1'-0"

1
A6.2



Section 4

SCALE: 1/8" = 1'-0"

2
A6.2

GENERAL SECTION NOTES

1. REFER TO ELEVATIONS FOR EXTERIOR FINISHES
2. REFER TO CIVIL FOR GRADING REQUIREMENTS
3. REFER TO STRUCTURAL FOR ADDITIONAL INFORMATION

INSULATION SCHEDULE

WAGNER
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LICENSED ARCHITECT
BRYAN
MAC DERMOTT
C-37450
RENEWAL
10/31/2021
STATE OF CALIFORNIA

STAR MAZDA

1401 SOUTH BRAND BLVD, GLENDALE, CA 91204

mazda

SHEET TITLE:

BUILDING SECTIONS

DATE 03/24/2021

REV	DESCRIPTION:	

PERMIT NO: Project Number

SHEET NO:

A6.2

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APPENDIX 2

Original Architectural Drawings

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Appendix 2A. 1955 Drawings: Original Service Building

Section Drawings
Elevations and Foundation Plan
Roof Framing Plan & Beam Details
Beam Bracing Details

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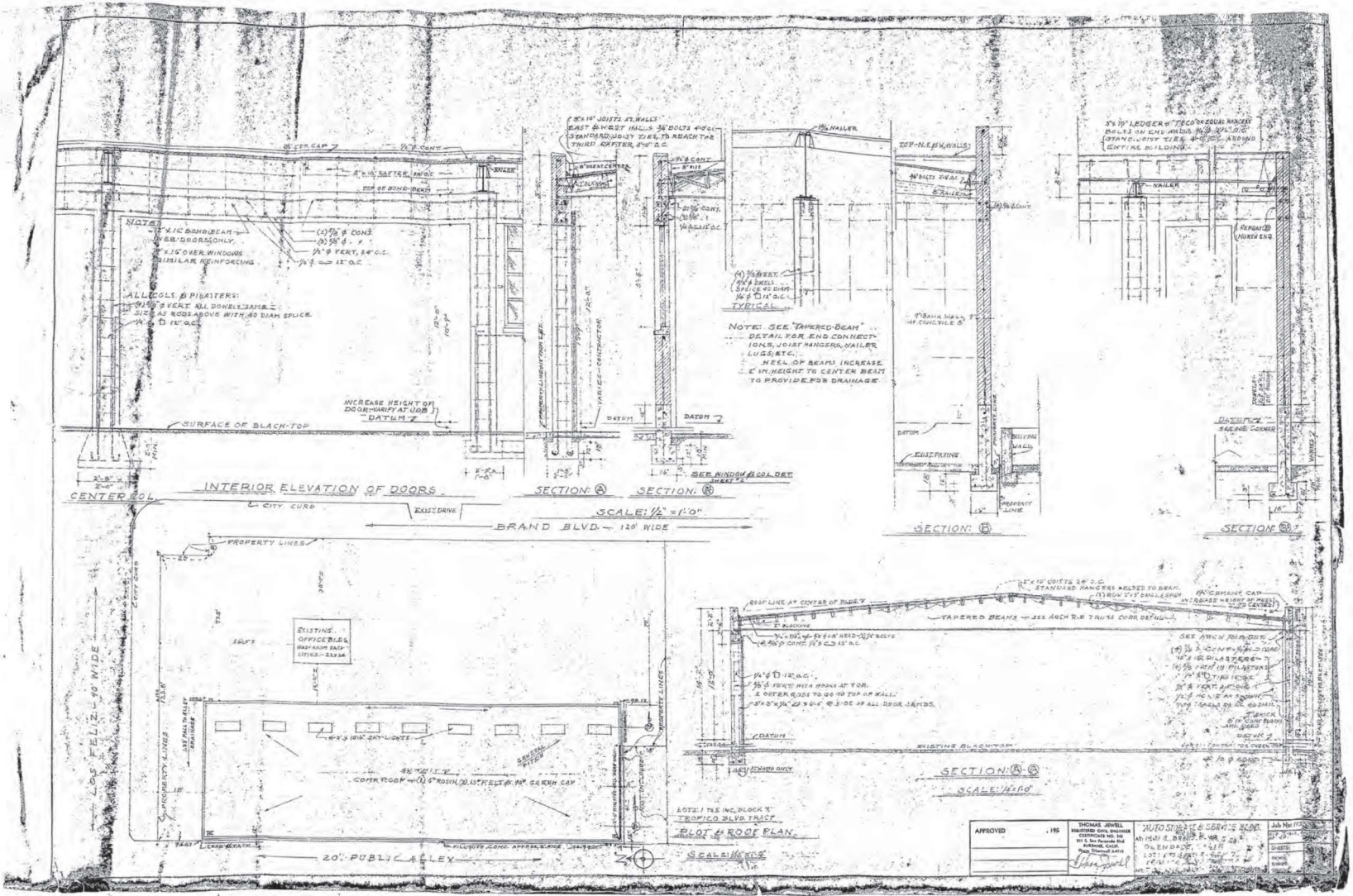
CONTINENTAL GRAPHICS
Micrographics

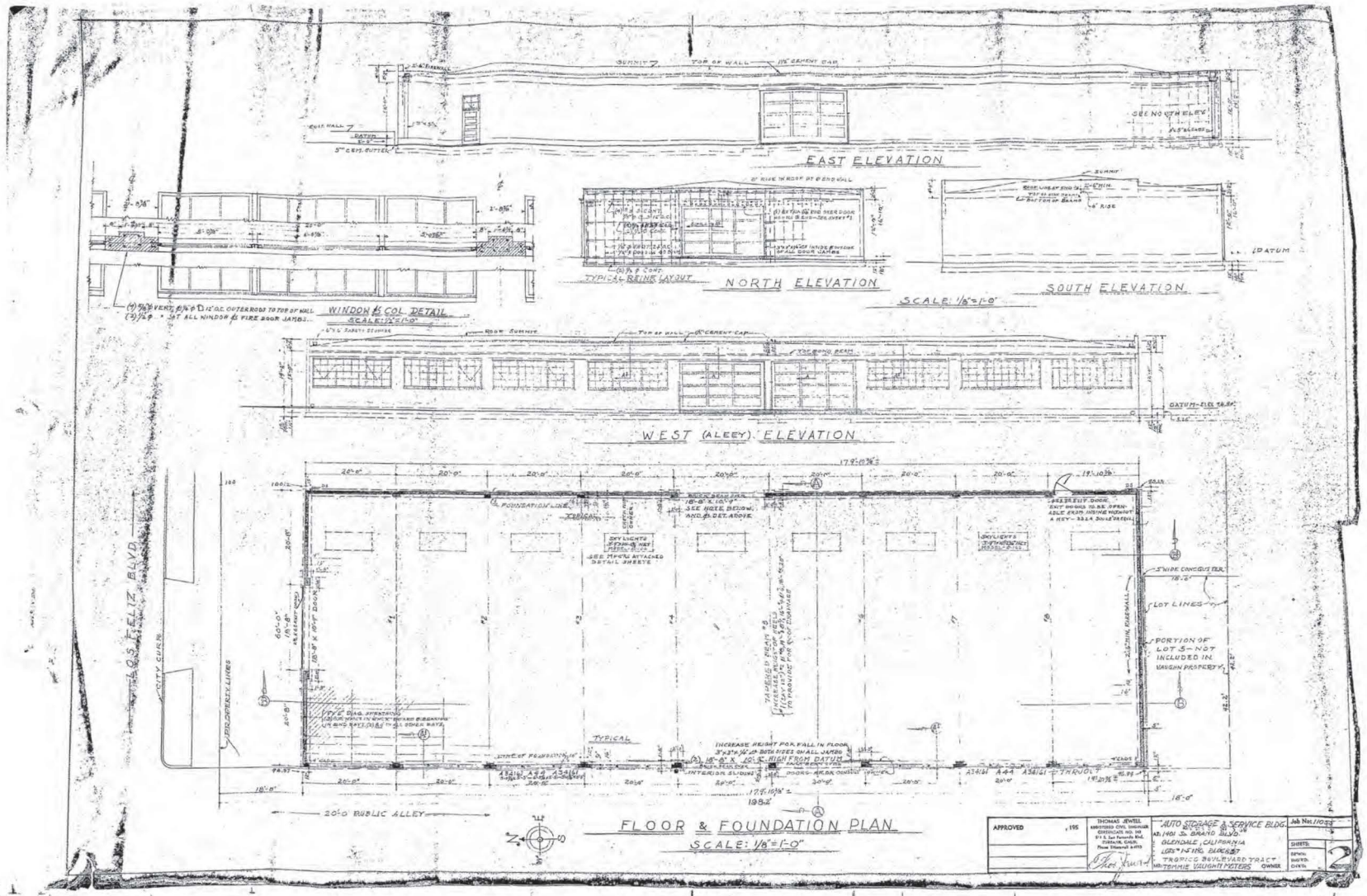
CITY OF GLENDALE
Building & Safety

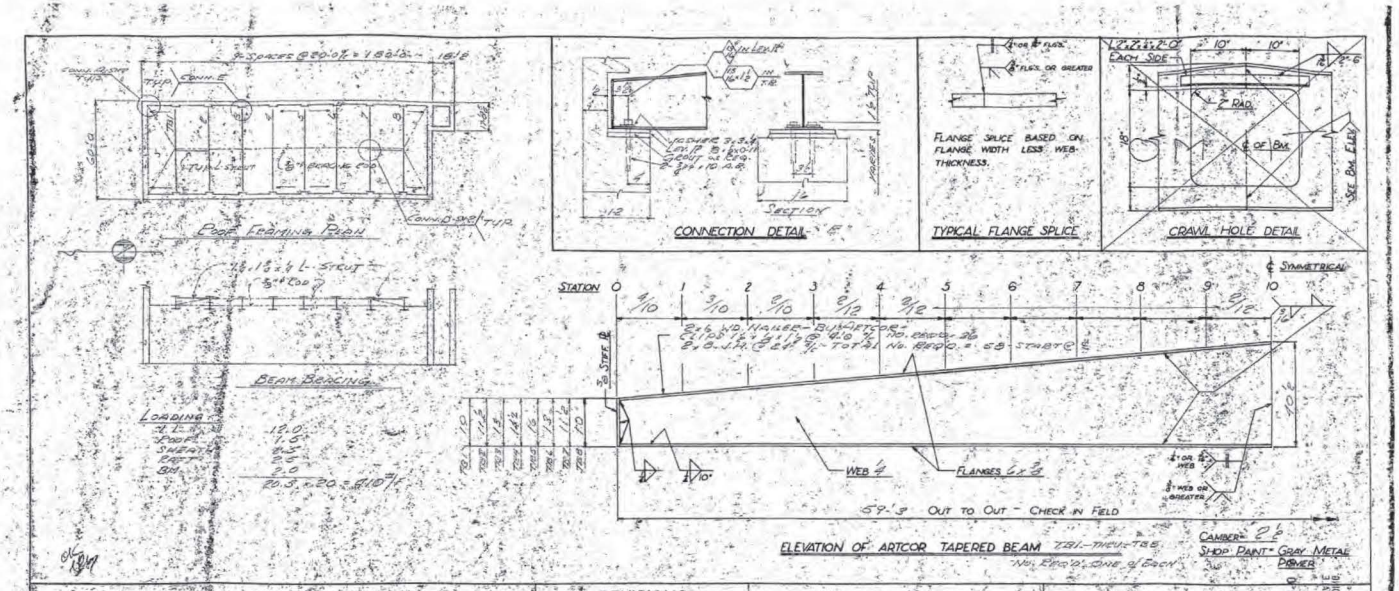
Street Address 1401 S. BRAND BL.

Permit Number 5-121-T

Date 1955-02-[illegible]


INTERIOR ELEVATION OF DOORS
SECTION: A
SECTION: B
SECTION: B
SECTION: B
SECTION: B
SECTION: A-B
SCALE: 1/2" = 1'-0"
BRAND BLVD. — 120' WIDE
CENTER LOT
LOS FELIZ TO WIDE
20' PUBLIC ALLEY
TROPICO BLVD. TRACT
PLOT & ROOF PLAN
SCALE: 1/16" = 1'-0"
SURFACE OF BLACK-TOP
EXISTING OFFICE BLDG.
TAPERED BEAMS — SEE ARCH'L R.B. TRUSS CORD DETAIL
EXISTING BLACKTOP
APPROVED
THOMAS JEWELL
REGISTERED CIVIL ENGINEER
CERTIFICATE NO. 161
511 S. San Fernando Blvd.
BURBANK, CALIF.
AUTO STORAGE & SERVICE BLDG.


EAST ELEVATION
NORTH ELEVATION
SOUTH ELEVATION
SCALE: 1/8"=1'-0"
WEST (ALLEY) ELEVATION
FLOOR & FOUNDATION PLAN
SCALE: 1/8"=1'-0"
WINDOW & COL DETAIL
SCALE: 1"=1'-0"
TYPICAL REINF LAYOUT
SUMMIT
TOP OF WALL
SEE NORTH ELEV
DATUM
DATUM-ELEV 98.84'
FOUNDATION LINE
SKYLIGHTS
LOT LINES
PORTION OF LOT 5 - NOT INCLUDED IN VAUGHN PROPERTY
20'-0 PUBLIC ALLEY
CITY CURB
SIDEWALK LINES
TYPICAL
INCREASE HEIGHT FOR FALL IN FLOOR
APPROVED
THOMAS JEWELL
REGISTERED CIVIL ENGINEER
CIVIL ENGINEERING
811 Los Alamitos Blvd.
Glendale, Calif.
Phone Glendale 24172
AUTO STORAGE & SERVICE BLDG.
AT 1401 S. BRAND BLVD.
GLENDALE, CALIFORNIA
LOT 1 IN THE BURCKET
TROPICS BOULEVARD TRACT
WHITTEMORE VAUGHN MOTORS
OWNER
Job No. 1033
SHEETS
DETAIL
SHEETS
GENERAL
SHEETS
2



NOTES

1. NO CHANGES ARE TO BE MADE ON THESE PLANS WITHOUT THE KNOWLEDGE AND CONSENT OF THE ENGINEER WHOSE SIGNATURE APPEARS ON THIS SHEET.
2. THE MATERIALS TO BE SUPPLIED BY THE ARCH RIB TRUSS CORPORATION (THE FABRICATOR) ARE DETERMINED IN THE WRITTEN CONTRACT WITH THE BUYER.
3. ALL ANCHOR OR FOUNDATION BOLTS OR OTHER CONNECTIONS BETWEEN THE WORK TO BE PERFORMED BY THE FABRICATOR AND THE WORK OF OTHER TRADES SHALL BE LOCATED AND SET BY THE BUYER, WHO SHALL BE RESPONSIBLE FOR THE ACCURATE LOCATION AND ELEVATION OF SAME IN ACCORDANCE WITH THE FABRICATOR'S DETAILS.
4. THE MATERIAL AND PROCEDURE SHALL COMPLY WITH THE FOLLOWING: STRUCTURAL STEEL - A.S.T.M. SPECIFICATION DESIGNATION A7-50T; ELECTRODES - A.S.T.M. SPECIFICATION DESIGNATION #233-48T; AND, WELDING - A.W.S. SPECIFICATION FOR WELDED HIGHWAY AND RAILWAY BRIDGES, 1948.
5. FULL ALLOWABLE WELD STRESSES HAVE BEEN USED IN THE DESIGN.
6. WELDING SHALL BE PERFORMED BY APPROVED WELDERS.
7. GAGES, CLEARANCES AND TOLERANCES ARE STANDARD UNLESS NOTED.
8. ALL HOLES PUNCHED IN STEEL SHALL BE 1/16" OVER THE NOMINAL DIAMETER OF THE BOLT.

STD. GAGE 50-6 / 9/0 = 3/0"

E-101

REVISIONS

DATE	MK	DESCRIPTION

BUILDING VAUGHN MOTORS
LOCATION 1901 S. BROAD BLVD GLEN
OWNER J. J. FISELE
ARCHITECT
ENGINEER THOS JEWELL
CONTRACTOR

THESE DETAILS WERE PREPARED TO COORDINATE OUR CONSTRUCTION WITH THE GENERAL PLANS AND ARE OUR INSTRUMENTS OF SERVICE. THEY MAY BE USED SOLELY FOR THIS BUILDING IN CONJUNCTION WITH THE ITEMS FURNISHED BY US. AND NO ONE HAS PERMISSION TO USE THEM FOR ANY OTHER PURPOSE WITHOUT OUR WRITTEN AUTHORIZATION.

DR. A.W.S. C.E. ENGINEER NO. 2309

STEEL ARCH RIB TRUSS CORPORATION
CLEAR SPAN STRUCTURES
WOOD

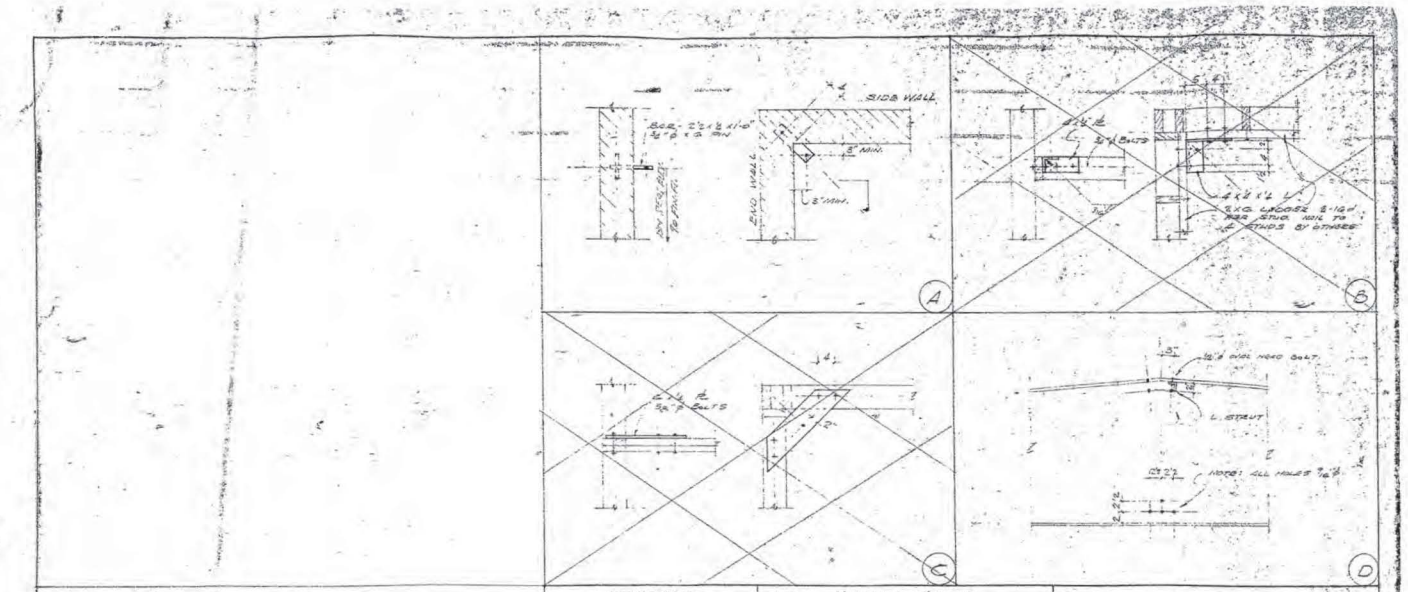
ARTCOR TAPERED BEAMS

OXford 2-1215 ZEnith 9175

8527 EAST LOCH LOMOND DRIVE PICO, CALIFORNIA

LOS ANGELES CITY LICENSED FABRICATOR NO. 384

DATE 2/16-55 SH. NO. 1 OF 2 JOB NO. S-121-T



BEAM BRACING - GENERAL NOTES:

1. CONNECTIONS AT CORNERS FURNISHED BY DETOR - SET BY OTHERS
2. ALL BOLTS 3/4" Ø OF STRUCTURAL STEEL.
3. PROVIDE DOUBLE NUT AT EACH END CONNECTION TO BEAM WITH 2 1/2 x 4 PLATE WASHER.
4. REVISED STD. CLOSE CONNECTION AT EACH CORNER

REVISIONS		
DATE	MK	DESCRIPTION

BUILDING VOLKSWAGEN MOTORS
LOCATION
OWNER
ARCHITECT
ENGINEER
CONTRACTOR

THESE DETAILS WERE PREPARED TO COORDINATE OUR CONSTRUCTION WITH THE GENERAL PLANS AND ARE OUR INSTRUMENTS OF SERVICE. THEY MAY BE USED SOLELY FOR THIS BUILDING IN CONJUNCTION WITH THE ITEMS FURNISHED BY US, AND NO ONE HAS PERMISSION TO USE THEM FOR ANY OTHER PURPOSE WITHOUT OUR WRITTEN AUTHORIZATION.

DR. C.E. ENGINEER NO. 5508

ARCH RIB TRUSS CORPORATION
1332 FEB 2 AM 10 18
OXford 3-1215 ZEnith 9175
8527 EAST LOCH LOMOND DRIVE P.O.
PICO, CALIFORNIA
LOS ANGELES CITY LICENSED FABRICATOR NO. 26A

DATE 2-1-55 SH. NO. 2 OF 2 JOB NO. 5471-1

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Appendix 2B.
1958 Drawings: California Motors Showroom, Offices, and Warehouse

Site Plan
Structural Details
Foundation Details
Floor Plan
Finish Schedule Details
Exterior Elevations
Sections
Section Details
Roof Framing Plan & Details
General Construction Details
Stair Details
Plot Plan
Electrical Plan
Sign Plans & Elevations

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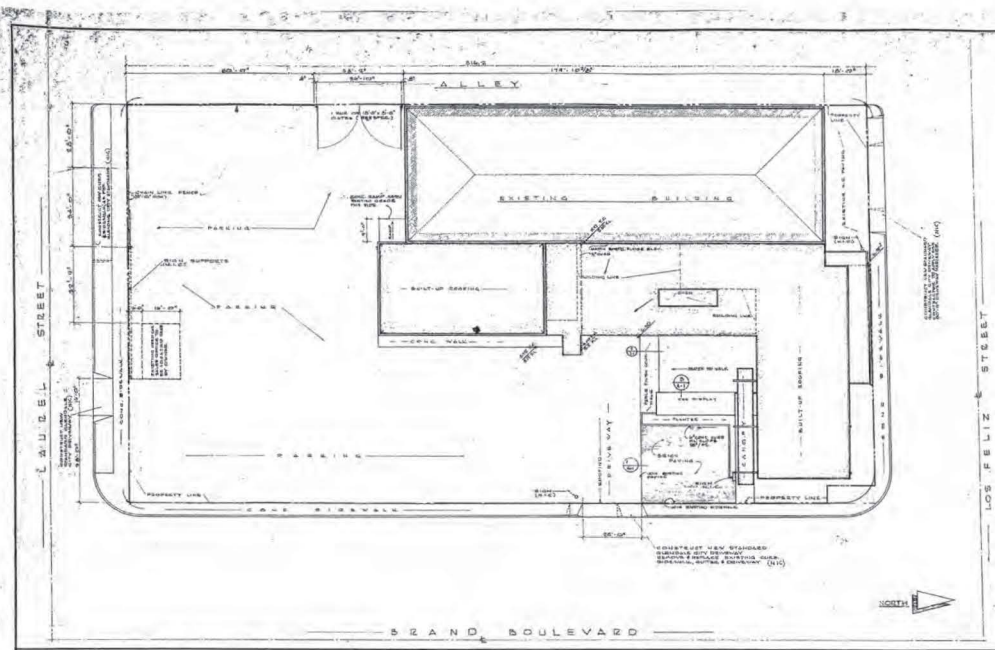
CONTINENTAL GRAPHICS
Micrographics

CITY OF GLENDALE
Building & Safety

Street Address 4010 S. BRAND BL.

Permit Number 1614

Date 1958-03-11



PLOT PLAN 1/16"=1'-0"

- SHEET - INDEX -

SHEET NO.	SHEET TITLE
A-1	PLOT PLAN & DETAILS
A-2	FOUNDATION PLAN & DET.
A-3	FLOOR PLAN
A-4	ROOM FIN. SCHEDULE & DETS.
A-5	EXTERIOR ELEVATIONS
A-6	INTERIOR ELEVATIONS
A-7	SECTIONS
A-8	SECTIONS & DETAILS
A-9	ROOF FRAMING & DETAILS
A-10	DETAILS
A-11	STAIR DETAILS
M-1	PLOT PLAN
M-2	HEATING-VENTILAT'G PLAN
E-1	ELECTRICAL PLAN
E-2	
E-3	
E-4	

GENERAL NOTES

1. CONTRACTOR SHALL VERIFY DIMENSIONS, GRADES & CONDITIONS BEFORE COMMENCING CONSTRUCTION.
2. SEISMIC ZONE 4
3. CONCRETE: 1½ SACK MIX MAX. PER. 32" SLMP. OF CONCRETE SHALL ATTAIN AN ULTIMATE STRENGTH OF 2500 P.S.I. IN 28 DAYS UNLESS NOTED
4. CONCRETE PLACED, CONVEYANT REINFORCED SHALL BE A.S.T.M. C-94 READY MIXED UNIT CONCRETE AND SHALL NOT BE SO DRY AS TO BE HARD TO WORK, OR SO WET AS TO PERMIT SEGREGATION OF THE AGGREGATES OR EXCESSIVE BLEEDING OF WATER TO THE SURFACE. CONCRETE SHALL BE PLACED WHERE STEEL REQUIRES PROTECTION AGAINST CORROSION SHALL HAVE A MIN. OF REINFORCING.
5. ALL CONCRETE WORK SHALL CONFORM TO THE UNIFORM BUILDING CODE STANDARDS
6. ANCHOR BOLTS SHALL BE TYPE 'A' AS PER U.B.C. TABLE 24-A, SPACED PER CODE TOLERANCES (3/4" DIA. BOLTS SHALL NOT EXCEED 6'-0" IN LENGTH.
7. STRUCTURAL STEEL AS PER A.S.T.M. A-7 GRADE
8. ALL STRUCTURAL WELDING TO BE DONE BY A CERTIFIED WELDER APPROVED BY DEPT. OF BUILDING & SAFETY. ALL WELDING TO BE DONE BY ELECTRIC ARC PROCESS, USING ELECTRODES AND METHODS AS PER U.B.C. SPECIFICATION SECTION 2701 ALL WELDS TO BE CONTINUOUS UNLESS OTHERWISE NOTED.
9. WOOD FRAMING:
   A. MINIMUM FOUNDATION GRADE REDWOOD OR PENTAGON TREATED DOUGLAS FIR.
   B. ALL HORIZONTAL FRAMING TO BE MOISTURE CONTENT AT TIME OF SETTLE.
   C. PROVIDE 2 x FRAMING BLOCKING AND ADJUST SPACING AS REQUIRED.
   D. ALL EXPOSED WOOD TO BE SELECT GRADE, FREE OF KNOTS.
   E. NOMINAL WOOD SHALL TO BE 1/2" LESS THAN NOMINAL WHERE NOTED
   F. MINIMUM EASEMENT AS CONSENTS UNLESS "A"
10. ROOFING: BUILT-UP ROOF, MIN. RESISTANCE IS CLASS "A" APPLICABLE TYPE.
11. ALL PENETRATIONS THRU THE ROOF & ALL OTHER INTERSECTIONS OF THE ROOF WITH WALLS SHALL BE FLASHED WITH APPROVED NONCORROSIVE METAL FLASHING.
12. PLYWOOD SHEATHING ON ROOF TO BE EXTERIOR GRADE C-D PLY, AT 4'-0" MAXIMUM SPACING OF SUPPORTS. ALL PLYWOOD SHEATHING SHALL BE APPLIED WITH LONGEST DIMENSIONS PERPENDICULAR TO SUPPORTS. PLYWOOD SHALL BE NAILED WITH 8d COMMON NAILS AT 6" O.C. AT ALL PANEL EDGES AND 12" O.C. AT ALL INTERMEDIATE SUPPORTS UNLESS OTHERWISE NOTED. ALL PLYWOOD SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
13. MECHANICAL VENTILATION SHALL PROVIDE A MIN. OF 4 AIR CHANGES PER HR. IN ALL HABITABLE ROOMS WITHOUT WINDOWS OR OTHER APPROVED NATURAL VENTILATION.
14. PLASTER SHALL CONFORM WITH LOCAL BUILDING CODE. ALL PLASTER WORK: PLASTER INTERSECTS ANOTHER MATERIAL USE A 2"x6"x16" HD. GA. GALVD. EXPD. METAL LATH SET AT 45° ANGLE.
15. ALL UTILITY LINES SHALL TO BE INSTALLED BY CONTRACTORS.
16. ALL GLAZING SHALL CONFORM TO SECTION 2405 OF THE UNIFORM BUILDING CODE.
17. FLAT SLAB: BE DESIGNED FLOOR LIVE LOAD ALLOWED LOADING BY U.B.C.
18. ALL EXIT DOORS SHALL BE OPERABLE WITHOUT SPECIAL KNOWLEDGE OR KEY FROM INSIDE

MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
LOS ANGELES, CALIFORNIA

LAST ISSUE DATE 5-10-58

REVISIONS

NO.	BY	DATE
1		7-58

PLOT PLAN

FOR SALES & SERVICE BUILDING
1601 S. BEACH BOULEVARD
ANAHEIM, CALIFORNIA
OWNER: MOTOR CALIFORNIA

JOB NO. 1518
SHEET NUMBER A-1

1 DETAIL 1"=1'-0"

2 DETAIL 1"=1'-0"

3 DETAIL 1"=1'-0"

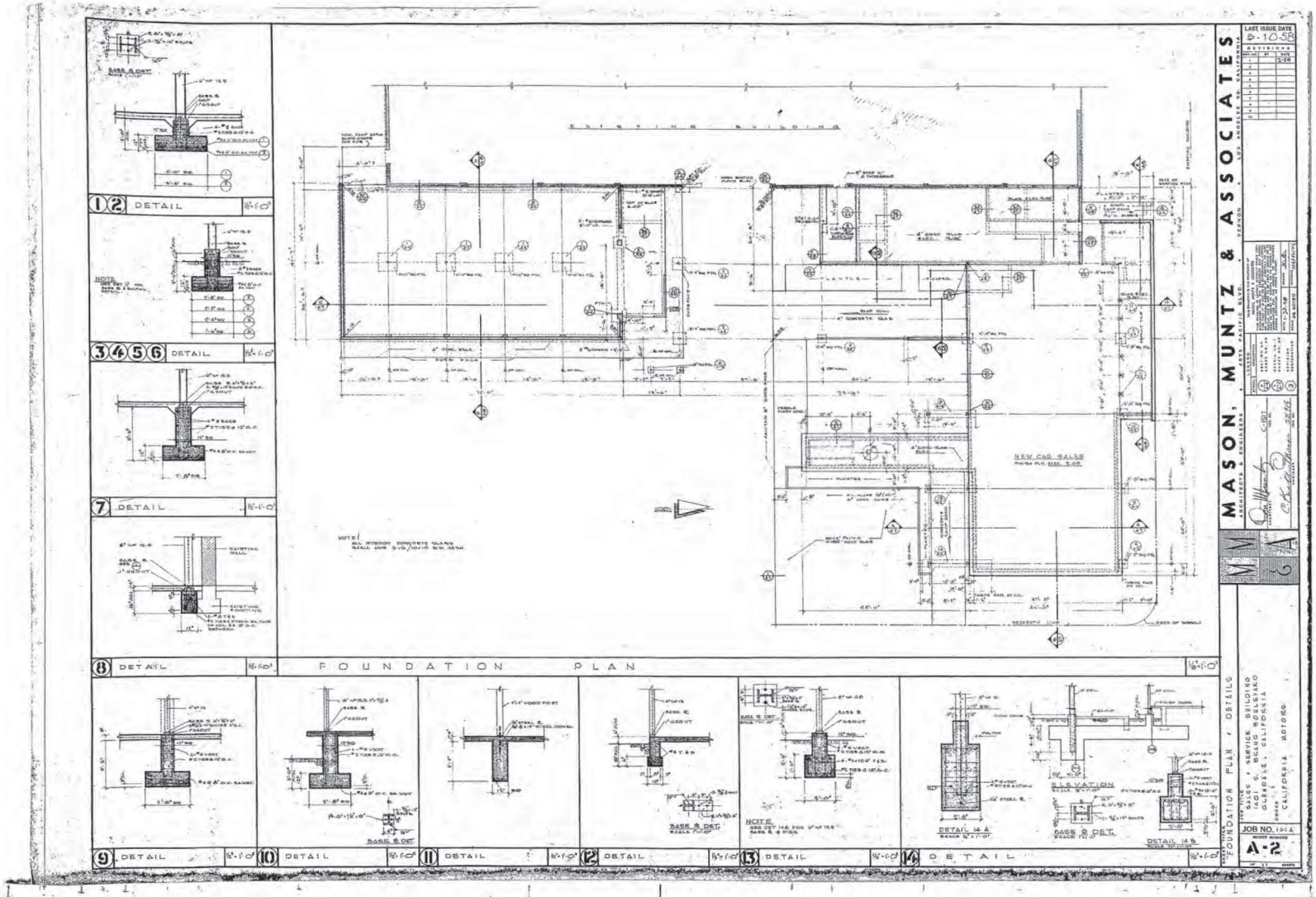
4

5 DETAIL 1½"=1'-0"

6 DETAIL 1½"=1'-0"

7 NEW OPENING EXIST. WALL 1½"=1'-0"

8 T-STEEL ROOF DECK INSTALLATION



MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
LOS ANGELES 58, CALIFORNIA
2975 PACIFIC BLVD. VERNON

LAST ISSUE DATE
5-10-58

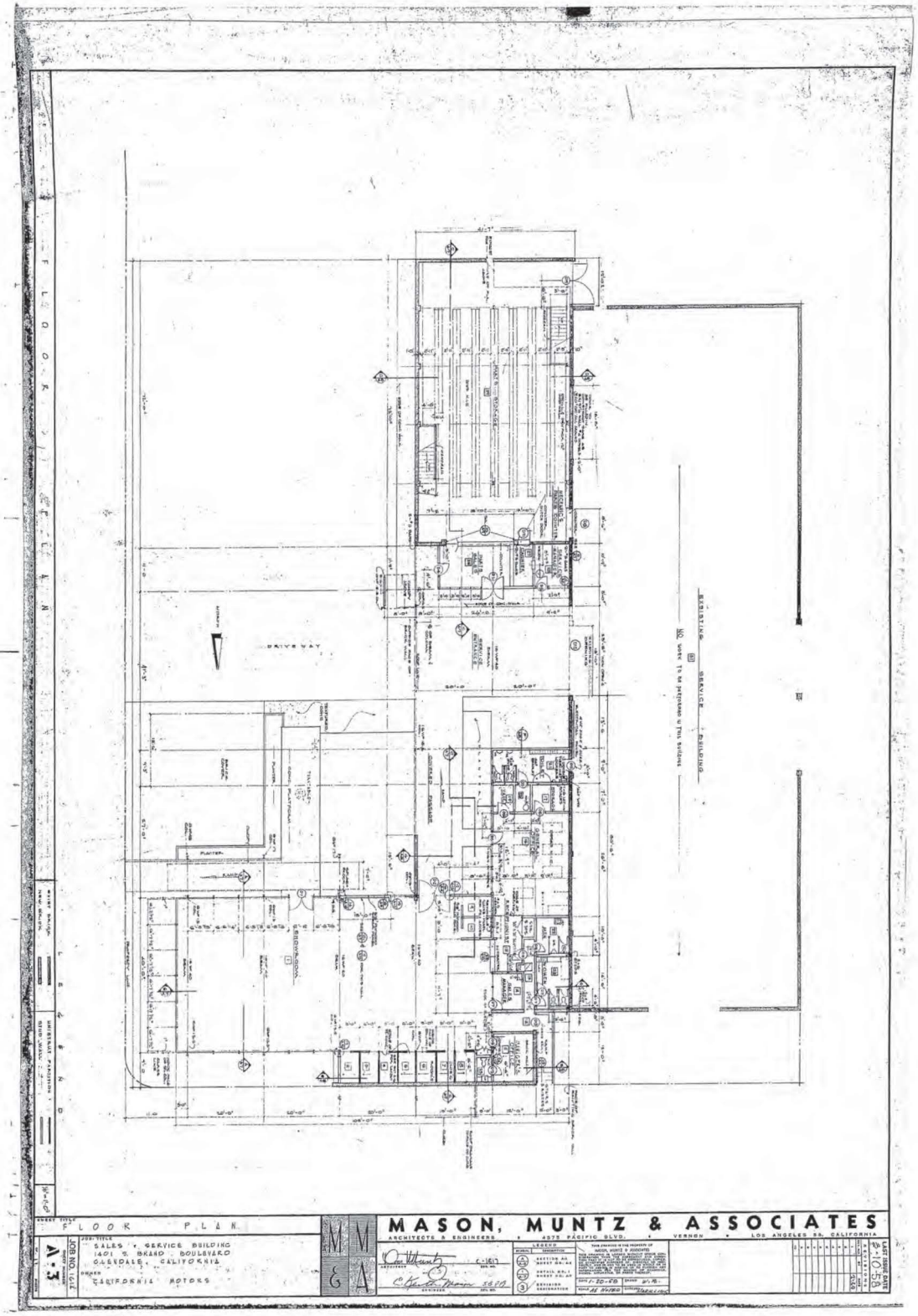
REVISIONS

MARK	BY	DATE
		5-58

LICENSE
C-1801
REN. 12-31-58

FOUNDATION PLAN & DETAILS
FOR NEW SALES & SERVICE BUILDING
1501 S. BRAND BLVD.
GLENDALE, CALIFORNIA
OWNER CALIFORNIA MOTORS

JOB NO. 1014
SHEET NUMBER
A-2
OF 11 SHEETS


DRIVE WAY
EXISTING SERVICE BUILDING
SHOP
PLANTER
PLANTER
PLANTER
PLANTER
OFFICE
OFFICE
OFFICE

ROOM FINISH SCHEDULE

NO.	ROOM NAME	FLOOR MATERIAL	BASE MATERIAL	WAINSCOT MATERIAL	WALLS NORTH MATERIAL	WALLS NORTH FINISH	WALLS EAST MATERIAL	WALLS EAST FINISH	WALLS WEST MATERIAL	WALLS WEST FINISH	WALLS SOUTH MATERIAL	WALLS SOUTH FINISH	CEILING MATERIAL	CEILING HT	CEILING FINISH	TRIM MAT.	TRIM FIN.	REMARKS
1	SHOWROOM																	
2	CLOSING ROOM																	
3	CLOSING ROOM																	
4	CLOSING ROOM																	
5	CLOSING ROOM																	
6	CLOSING ROOM																	
7	CLOSING ROOM																	
8	CLOSING ROOM																	
9	CLOSING ROOM																	
10	CLOSING ROOM																	
11	MANAGERS OFFICE																	
12	HALL																	
13	HALL																	
14	SALES MANAGERS																	
15	RECEPTION																	
16	GENERAL OFFICE																	
17	STORAGE ROOM																	
18																		
19	VAULT																	
20																		
21	TOILET ROOM - MEN																	
22	TOILET ROOM - MEN																	
23	TOILET ROOM - WOMEN																	
24	JANITOR																	
25	TOILET																	
26	PARTS SALES																	
27	CASHIER																	
28	SERVICE MANAGERS																	
29	PARTS STORAGE 1ST FLOOR																	
30	PARTS STORAGE 2ND FLOOR																	
31	EXISTING SERVICE AREA																	
32																		

SEE NOTES #1 & 2 TO RIGHT OF SCHEDULE

ALL FINISHES TO BE AS AT EXISTING

NOTES:

1. ALL ROOMS, EXCEPTING TOILET ROOMS AND JANITOR CLOSET, TO BE PLASTERED WITH INTERNAL COLORED SAND FINISH PLASTER. TOILET ROOMS AND JANITOR CLOSETS TO RECEIVE SMOOTH TROWELED HARDWALL PUTTY COAT.
2. TOILET ROOMS AND JANITOR CLOSETS TO RECEIVE 3 COAT) VERI-GLASS STIPPLE FINISH ENAMEL.

REMARKS

HEIGHT TO BE VERIFIED FIELD WITH EXISTING BUILDING

FOR ARCHITECTURAL TILE ON BACK SAW (B) - PAINT TILE ONLY WIDTH WALL

ARCHITECTURAL TILE ON WALLS - SAME TILE BELOW CEILING ONLY

FOR COUNTER, SEE DETAIL (8)

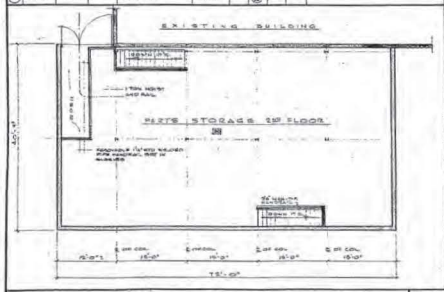
PAINT ONLY EXPOSED PORTION OF "I" STEEL

PAINT ONLY EXPOSED PORTION OF "I" STEEL

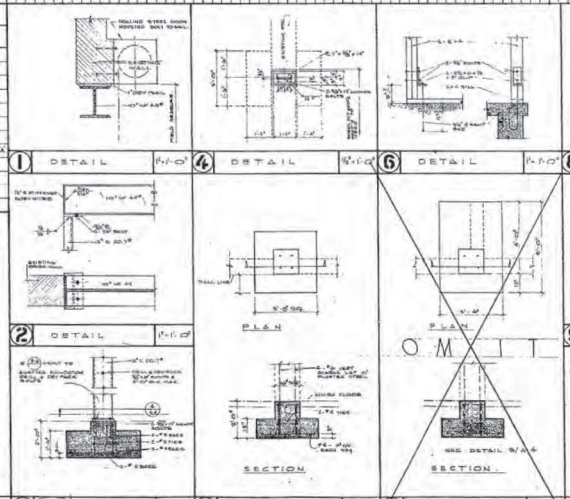
SEE SECTION (5) FOR EXTENT OF CERAMIC TILE

DOOR SCHEDULE

	WIDTH	HEIGHT	THICKNESS	TYPE	MATERIAL	GLASS	DETAILS HEAD	DETAILS JAMB	DETAILS SILL	REMARKS
(C)	PR. 3'-0	7'-0"		DOUBLE-ACTING	ALUM.	1/4"				TEMPERED
(D)	PR. 4'-0"	7'-0"		DOUBLE-ACTING	ALUM.	1/4"				
(E)	3'-0"	7'-0"		SINGLE ACTING	ALUM.	1/4"				
(F)	3'-0"	7'-0"		DOUBLE-ACTING	ALUM.	1/4"				
(G)	3'-0"	7'-0"	1 3/4" OR 1 5/8"	FLUSH PANEL	HOW AS SHOWN ON SHEET NO. 2	NO				3/4"-0" UNIVERSAL ADJUSTABLE RIGHT HAND
(H)	3'-0"	7'-0"	1 3/8"	20 MIN. LABEL, WELDED FLUSH PANEL	PAINT GR.	-				
(J)	2'-6"	7'-0"	1 3/8"	FLUSH PANEL		-				3/4"-0" HOUR, ALL DOORS
(K)	7'-0"	2'-0"		ROLL-UP	STEEL	-				SEE LABEL DOOR & ASSEMBLY SHEET A FOR DETAIL
(L)	3'-0" (6'-0")	(6'-8")		METAL GRILL		-				(6) OPENABLE DOOR IN GRILL WITHOUT STEEL MOMENTUM OR SET
(M)										
(N)	3'-0"	7'-0"	1 3/8"	SWING TYPE WITH SHELF	WOOD	1				(6)
(P)	25'-0"	10'-0"		ROLL-UP	STEEL	-				



FLOOR PLAN 2ND FLOOR 1/8"=1'-0"



MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
LOS ANGELES, CALIFORNIA

LAST ISSUE DATE 8-10-58

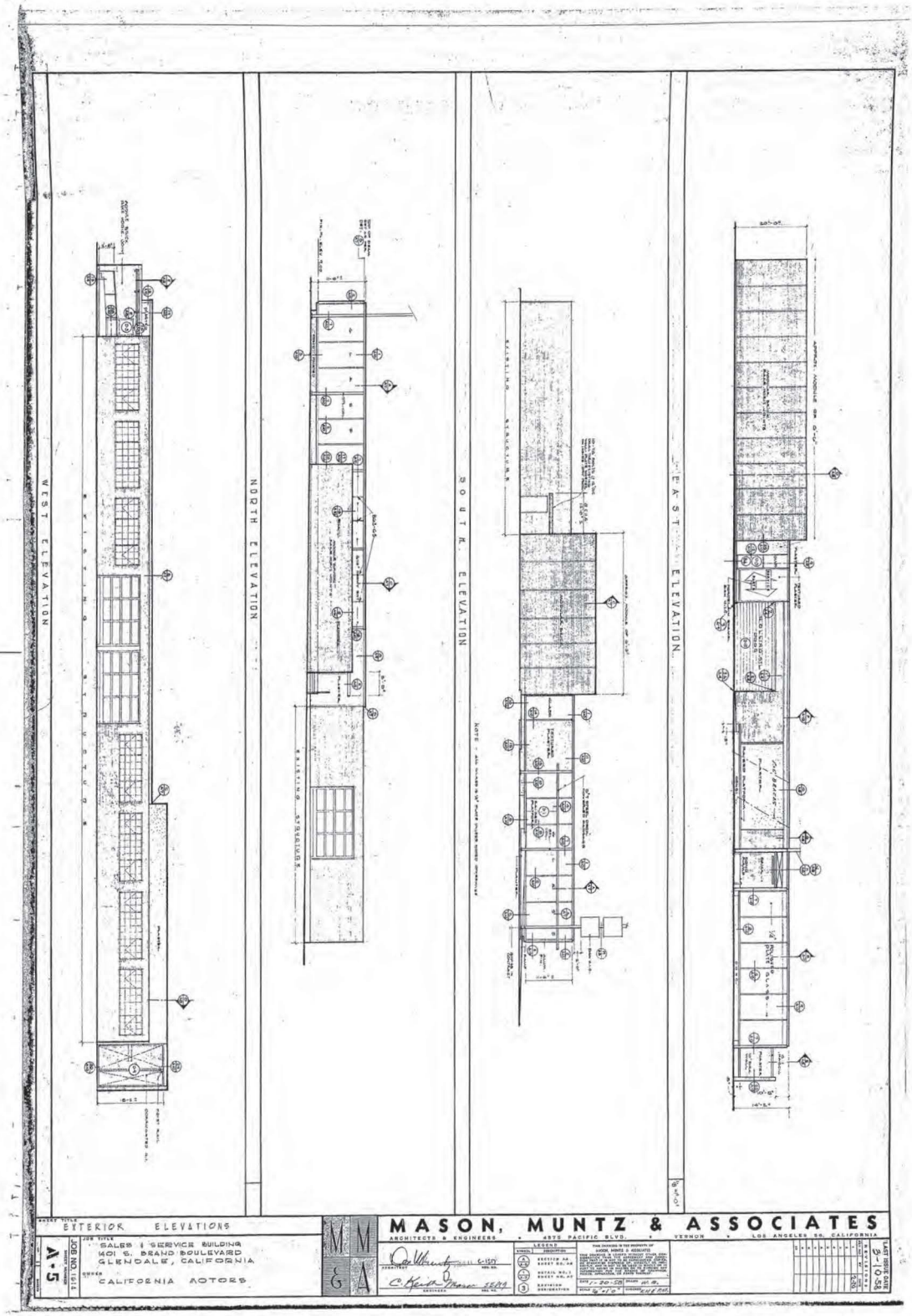
NO.	REVISIONS	BY	DATE
1			8-10

ROOM FINISH SCHEDULE & DETAILS

FOR SALES & SERVICE BUILDING
1401 S. BRAND BOULEVARD
GLENDALE, CALIFORNIA
FOR CALIFORNIA MOTORS

JOB NO. 1614

SHEET NUMBER A-4



SHEET TITLE EXTERIOR ELEVATIONS

JOB TITLE SALES & SERVICE BUILDING
1401 S. BRAND BOULEVARD
GLENDALE, CALIFORNIA

OWNER CALIFORNIA MOTORS

JOB NO. 8316

A-5

MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS • 4870 PACIFIC BLVD • VERNON • LOS ANGELES 58, CALIFORNIA

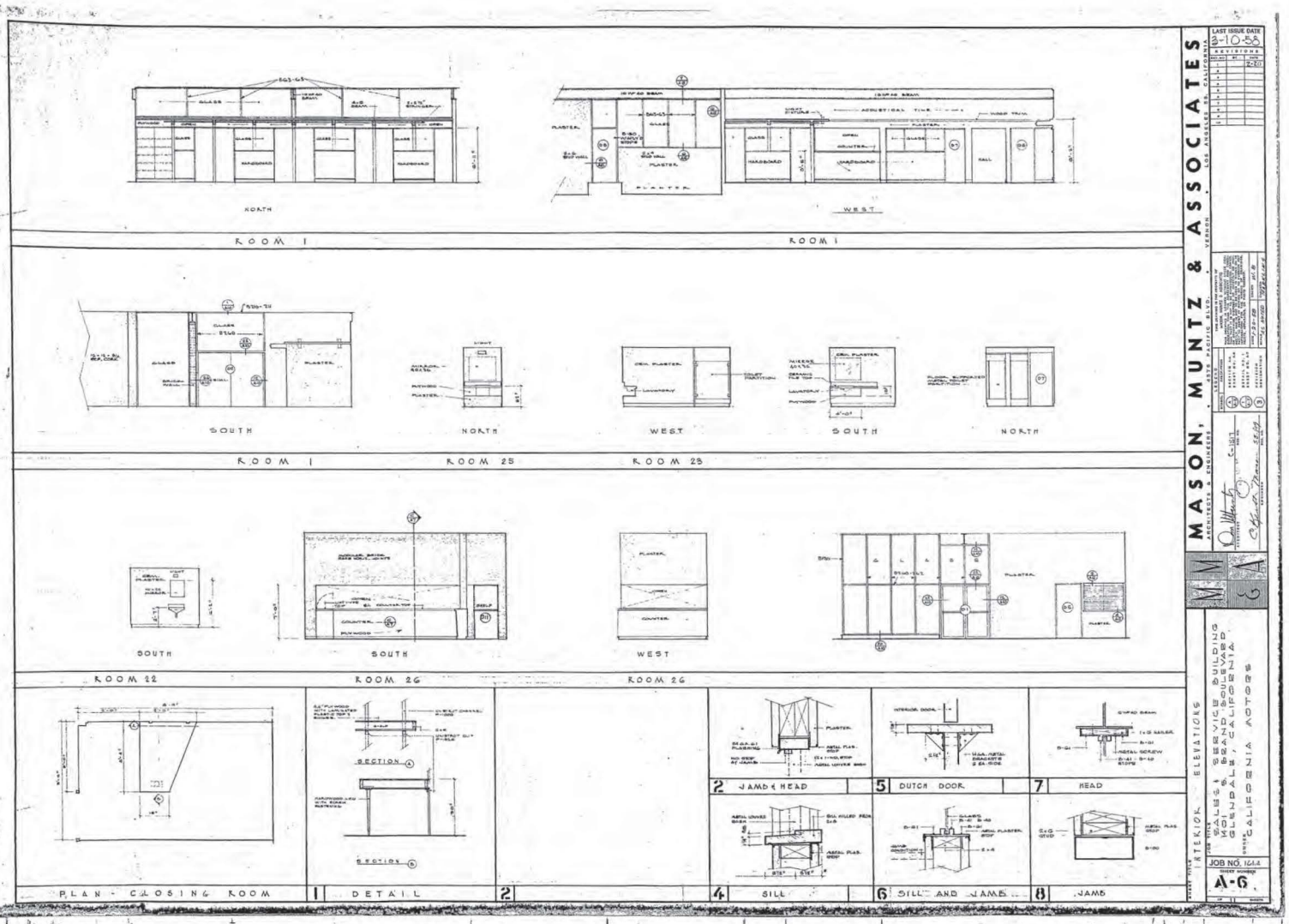
LEGEND

SYMBOL	DESCRIPTION
1	ELEVATION NO. SHEET NO.
2	DETAIL NO.'S SHEET NO.'S
3	REVISION DESIGNATION

DATE 1-20-58 SCALE 1/8"=1'-0"

REVISIONS	DATE
	2-28

LAST WORK DATE 3-10-58



MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
4355 PACIFIC BLVD., VERNON, LOS ANGELES 58, CALIFORNIA

LAST ISSUE DATE 3-10-58

REVISIONS

NO.	BY	DATE
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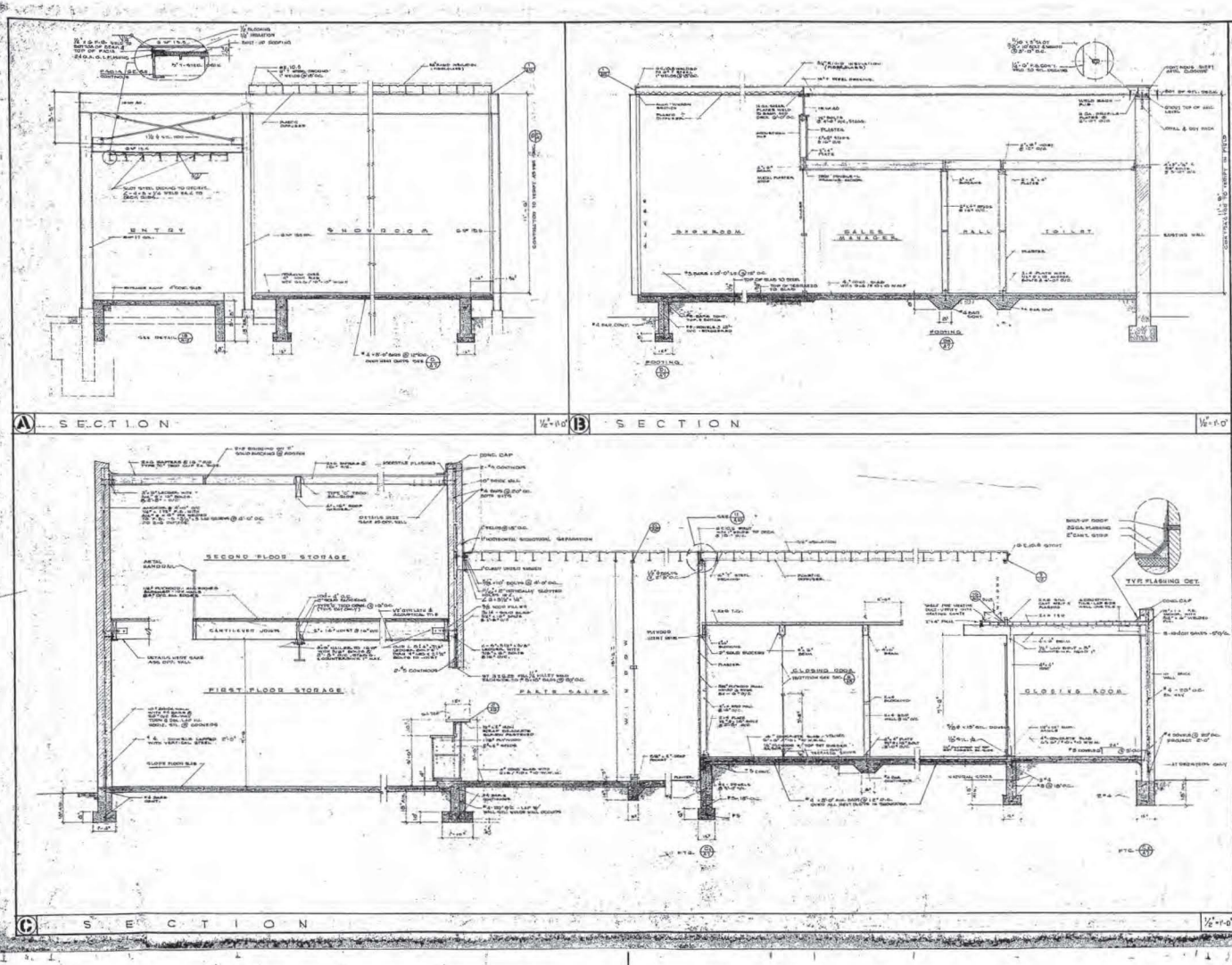
C-1863

Edward D. Stone, Jr. & Associates

JOB TITLE: INTERIOR ELEVATIONS
SERVICE BUILDING
WALES & BEAN
GLENDALE BOULEVARD
GLENDALE, CALIFORNIA
OWNER: CALIFORNIA MOTORS

JOB NO. 1044

SHEET NUMBER A-6



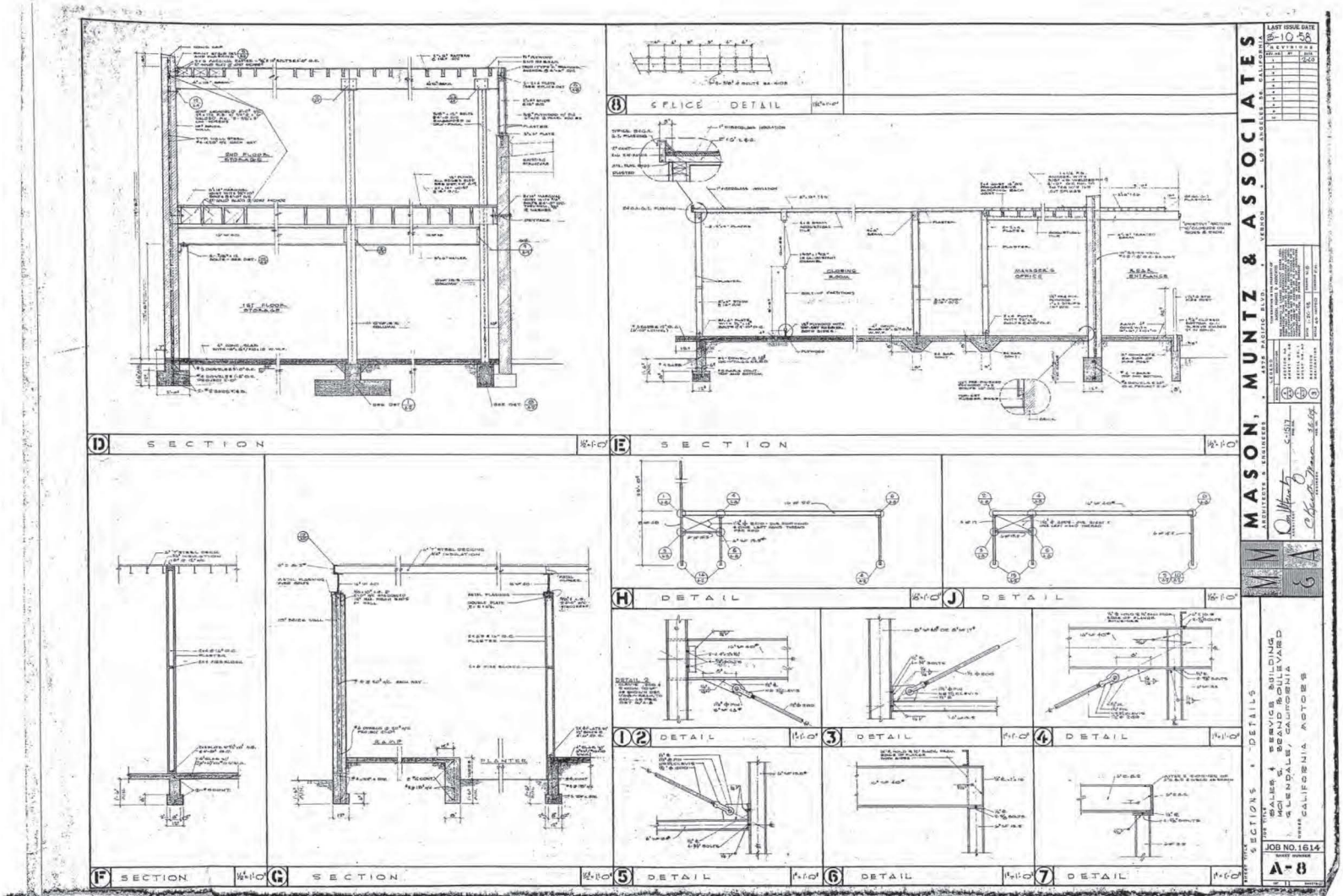
MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
6222 PACIFIC BLVD. LOS ANGELES 58, CALIFORNIA
VERNON

LAST ISSUE DATE
8-10-58
REVISIONS

JOB TITLE: SALES & SERVICE BUILDING FOR CHEVROLET GLENDALE, CALIFORNIA
OWNER: CALIFORNIA MOTORS

SECTIONS

JOB NO. 1612
SHEET NUMBER A-7



MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
4929 PACIFIC BLVD. VERNON LOS ANGELES 58 CALIFORNIA

LAST ISSUE DATE 5-10-58

REVISIONS

NO.	BY	DATE

LICENSES

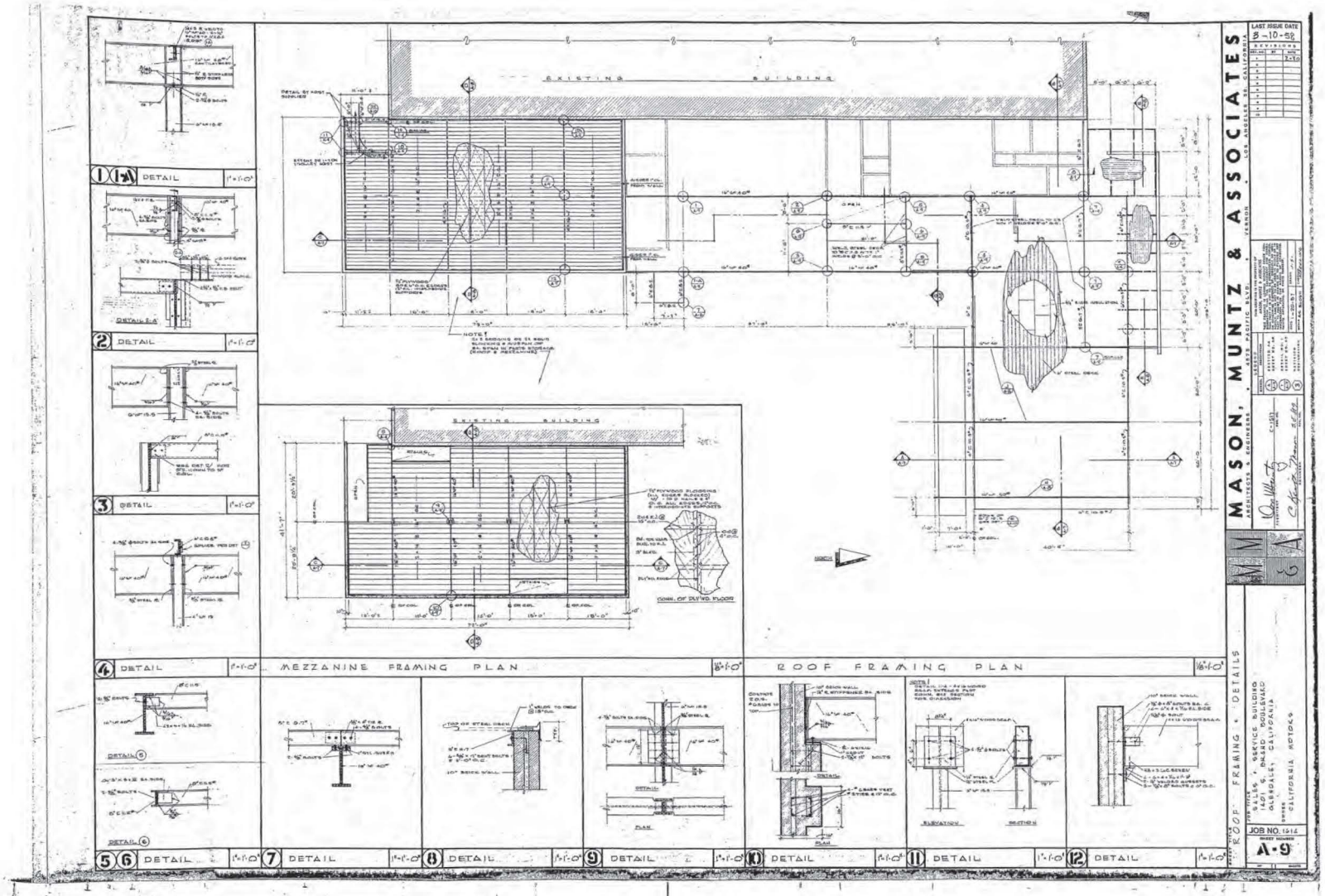
SHEET TITLE: SECTIONS & DETAILS

JOB TITLE: SALES & SERVICE BUILDING 5610 SAN FERNANDO BOULEVARD GLENDALE, CALIFORNIA

OWNER: CALIFORNIA MOTORS

JOB NO. 1614

SHEET NUMBER A-8



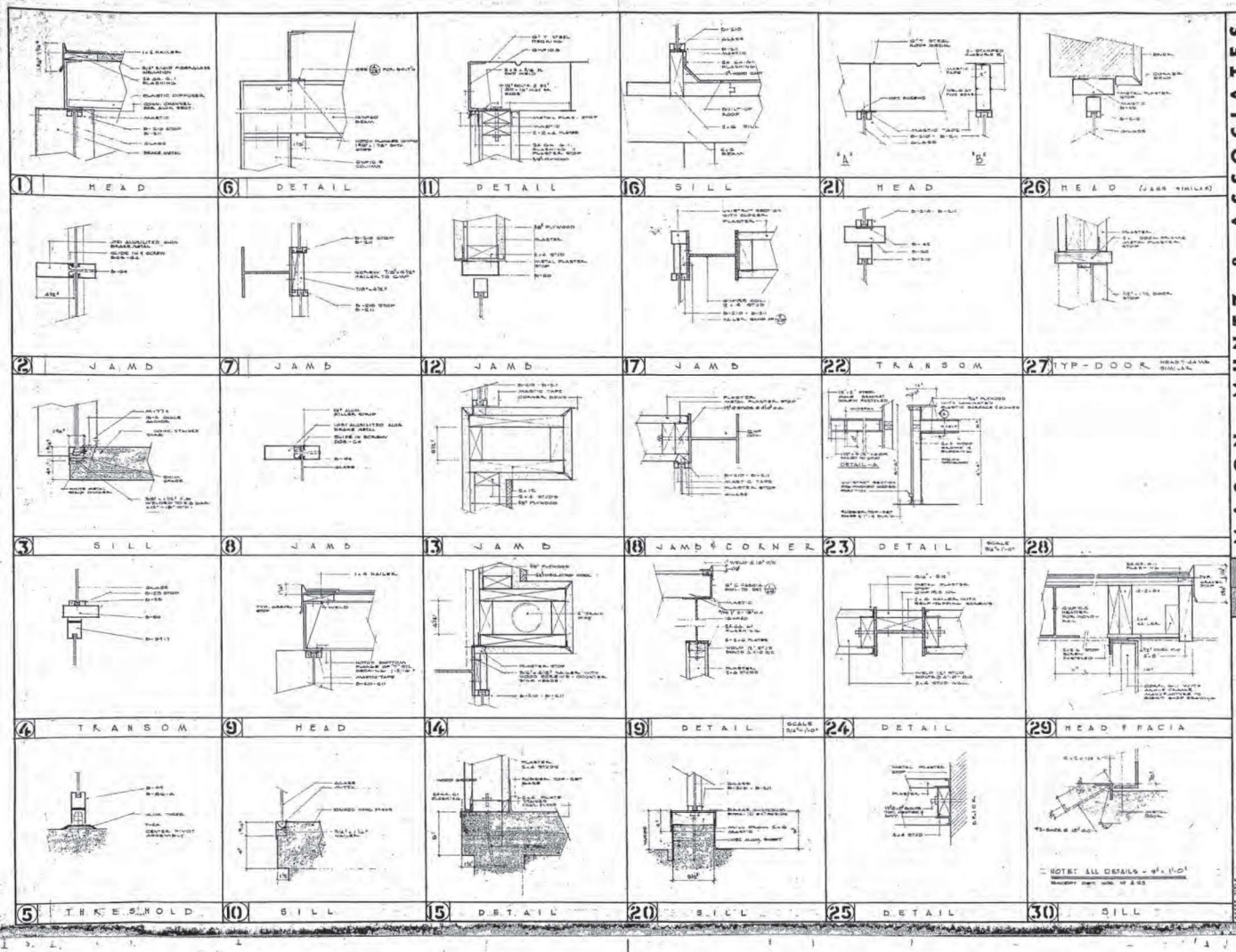
MASON, MUNTZ & ASSOCIATES
ARCHITECTS + ENGINEERS
4929 PACIFIC BLVD. LOS ANGELES 58, CALIFORNIA VERNON

LAST ISSUE DATE
8-10-62

ROOF FRAMING + DETAILS

JOB NO. 1214

SHEET NUMBER
A-9



MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
LOS ANGELES 64, CALIFORNIA
4595 PACIFIC BLVD.
VERNON

LAST ISSUE DATE
8-10-56

REVISIONS

NO.	BY	DATE

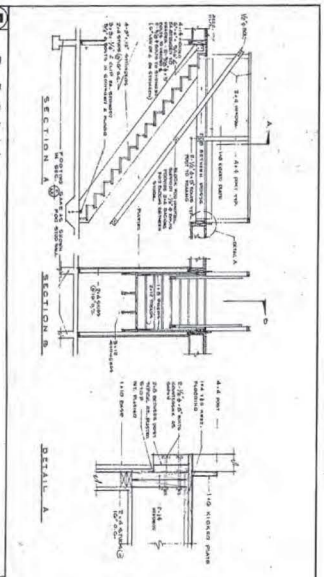
DESIGNED
DRAWN
CHECKED
DATE

SHEET TITLE
DETAILS

JOB TITLE
SALES & SERVICE BUILDING
1401 S. BRAND BOULEVARD
GLENDALE, CALIFORNIA
OWNER
CALIFORNIA MOTORS

JOB NO. 1614
SHEET NUMBER
A-10

5 DETAIL



SHEET TITLE: STAIR DETAILS

JOB NO. 1614

A-11

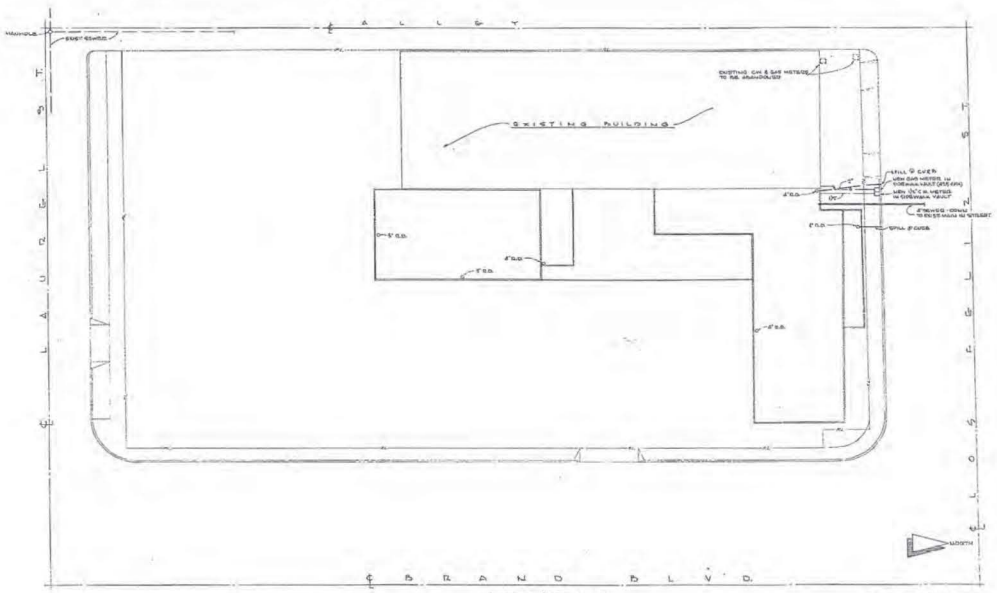
FOR TITLE: BLISS + SERVICE BUILDING
1101 S. BRAND BOULEVARD
GLENDALE, CALIFORNIA

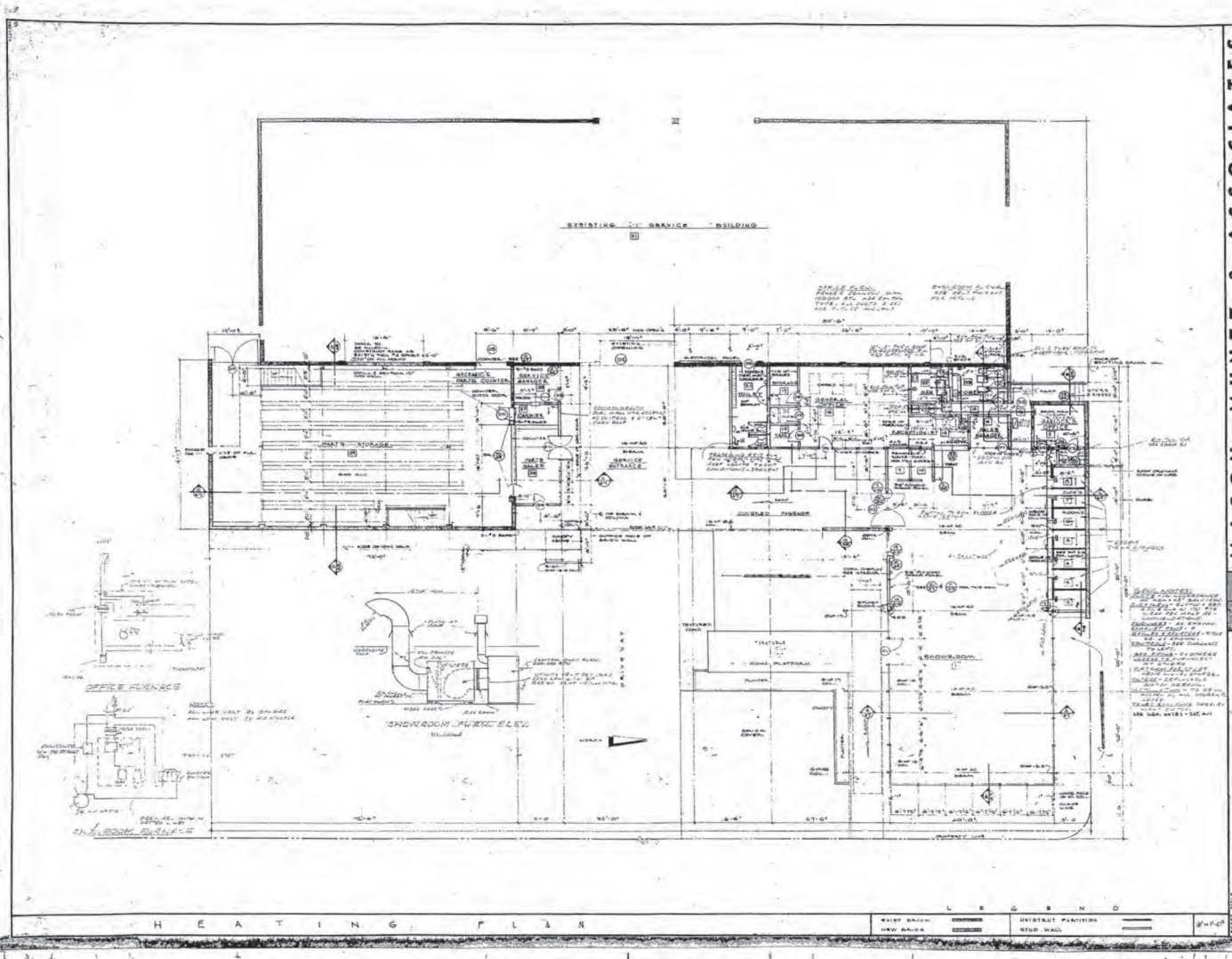
OWNER: CALIFORNIA MOTORS

MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS • 4575 PACIFIC BLVD. • VERNON • LOS ANGELES 58, CALIFORNIA

LEGEND

LAST ISSUE DATE 3-10-58


ALLEY
EXIST. SEWER
EXISTING BUILDING
EXISTING GAS & GAS METERS TO BE REMOVED
INSTALL 9 GUARD
NEW GAS METERS IN CORRUGATED METAL ENCLOSURE
NEW 125 C.F. METERS IN CORRUGATED METAL VAULT
4" SEWER - CONN. TO EXIST. MAIN W/ CLEANOUT
INSTALL P TRAPS
EXIST. P TRAPS
EXIST. P TRAPS
EXIST.



H E A T I N G P L A N

MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS
LOS ANGELES 28, CALIFORNIA

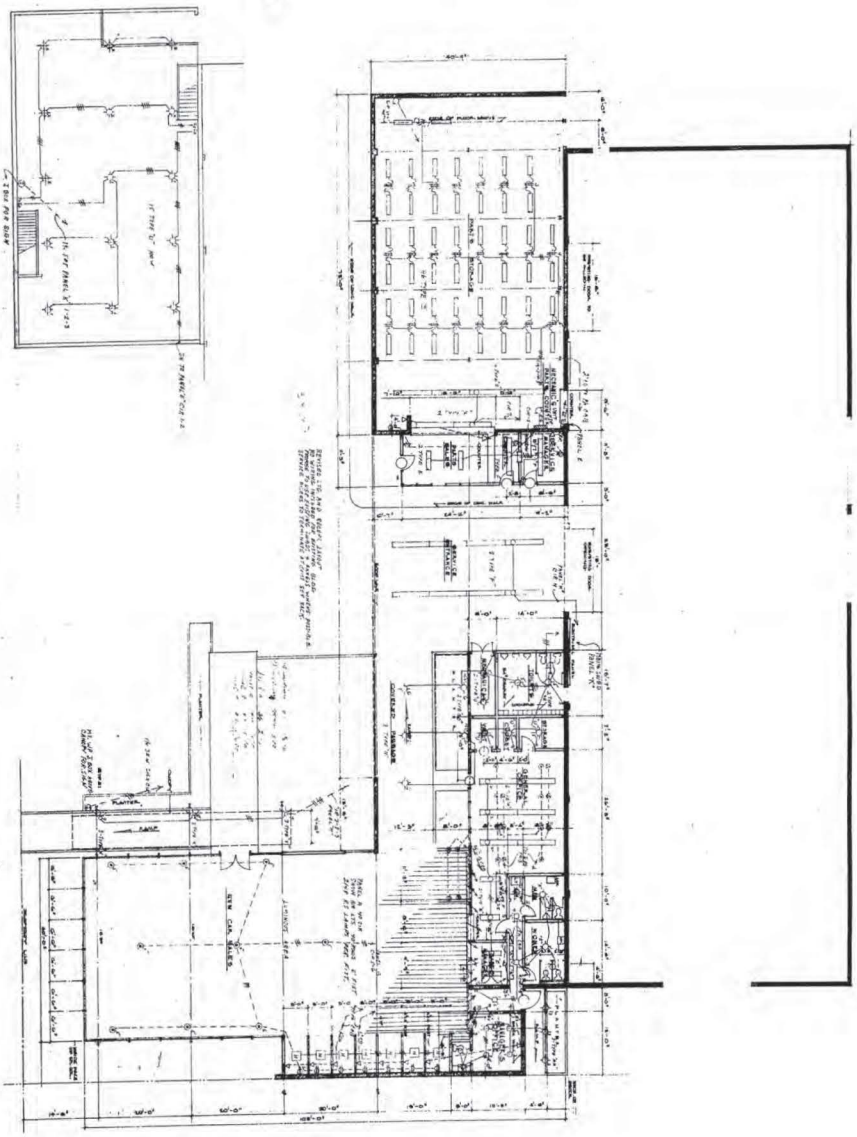
LAST ISSUE DATE
8-10-56

REVISIONS

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JOB NO. 1614

SHEET NUMBER
M-2



SHEET TITLE: ELECTRICAL PLAN

JOB TITLE: SALES & SERVICE BUILDING
1401 S. BRAND BOULEVARD
GLENDALE, CALIF.

OWNER: CALIFORNIA MOTORS

JOB NO. 1614

MASON, MUNTZ & ASSOCIATES
ARCHITECTS & ENGINEERS • 4875 PACIFIC BLVD. • VERNON • LOS ANGELES 58, CALIFORNIA

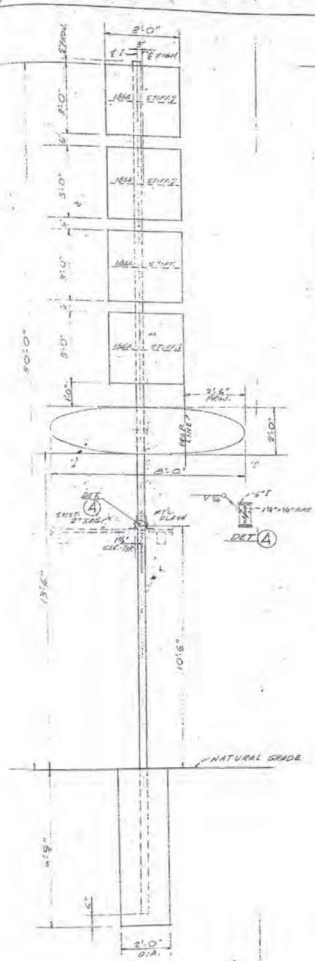
LEGEND

SYMBOL	DESCRIPTION
1	SECTION NO. SHEET NO. #4
2	DETAIL NO. 1 SHEET NO. #2
3	REVISION DESCRIPTION

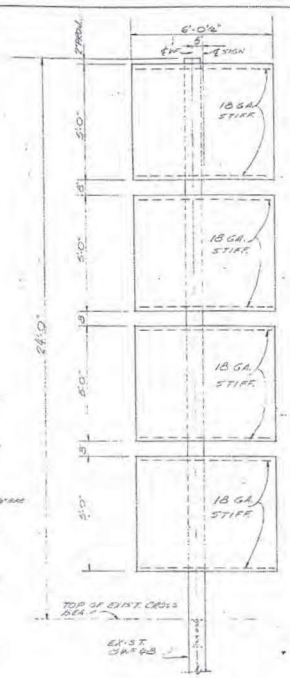
DATE 1-30-58

SCALE: 1/8"

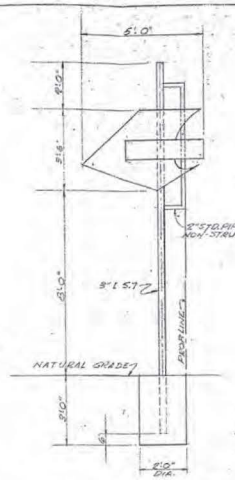
SHEET NO. E-1



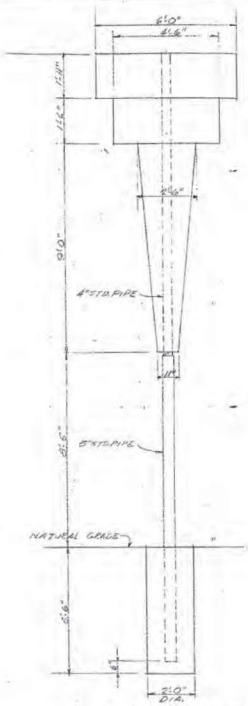
SIGN "B" ELEVATION
SCALE 1/2"=1'-0"



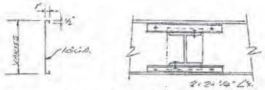
SIGN "C" ELEVATION
SCALE 1/2"=1'-0"



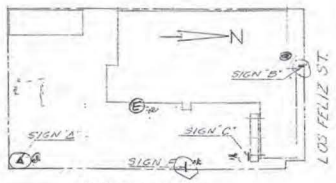
SIGN "F" ELEVATION
SCALE 1/2"=1'-0"



SIGN "A" ELEVATION
SCALE 1/2"=1'-0"



STIFFENER DETAIL



BRAND BLVD

PLOT PLAN

Calculations

Sign "B" – 6"I 12.5#

3'-5" @ 12.5# × 4 = 560# × 39.25 = 12.5 M
15'-0" × 15 = 180# × 14.50 = 3.6 M
16.1 M

$f_b = \frac{16,116}{78.25} = 1,843\#/in^2$ < 0.6F.

Footing – P = 720# h = 21' b = 2'-0"
g = 6.3 #

$L_2 = \frac{6 \times 720(\frac{6}{2} + \frac{2}{3} \times 6.3)}{2 \times 6.3} = 2310\#/ft$

$f_{soil/sq.in.} = 0.30 \times 6.75 \times 3\frac{1}{3} = 2700\#/ft$

$f_1 = \frac{2.5 \times 720}{2 \times 6} + \frac{2310}{6} = 698\#/ft$

$f_{1.33 soil} = 0.33 \times 2700 = 900\#/ft$

Sign "C" –

$3 \times 6.32 \times 15 \times 3 + 1000\# \times 13 = 2374\#$

$2374 \times \frac{144}{2000} = 171.1 M$ < 8WF 67 ok

Sign "F" –

$\frac{12' \times 12}{12} = 12 M$

$S_x = \frac{12 \times 12}{1.333} = 108\frac{1}{2}$ use 3"I S.7

Footing – use 2'-0" D. x 3'-0" sq.

Sign "A" –

6 × ½ = 12.0	15⅝ = 190#	20' =	3,560
6.5 × 1.5 = 9.8	15 = 102#	10' =	1,020
16 × 1.5 = 24.0	15 = 262#	13.75 =	3,548
0.5 × 6.5 × ⅓ = 1.3	15 = 14#	6.5' =	210
			8,978

$S_x = \frac{8,978 \times 12}{18 \times 18} = 265\frac{1}{2}$ in. ∴ 8" STD – 35.6#

check 8" STD: 8.396"

12.0" × 4.5" =	54.0	
16.2 × 9.8 =	159.0	
24.0 × 3.4 =	82.0	
	295.0	

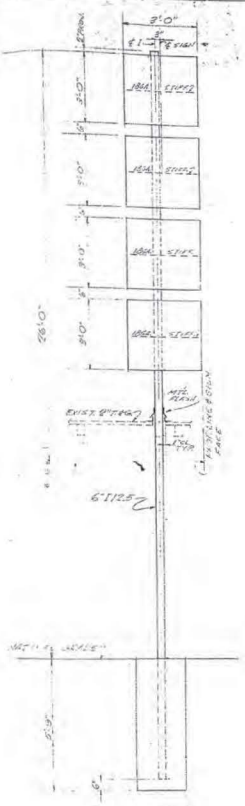
$S_x = \frac{295 \times 12}{18 \times 18} = 11.7 in^3$ ∴ 8" STD – 35.6#

Footing – use 2'-0" D. x 5'-6" sq.

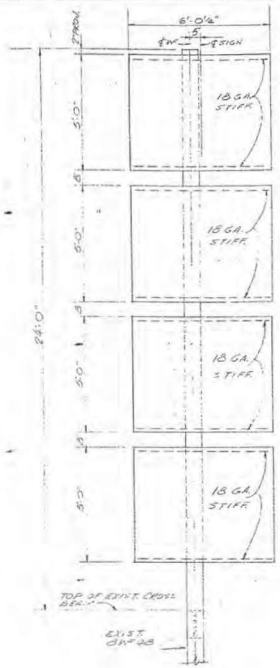
GENERAL NOTES

1. – SIGNS ARE OF INCOMBUSTIBLE MATERIALS
2. – SOIL IS COMPACT SAND, CLAYEY
3. – CONC. MIX SHALL BE 1:2:4 – MAX. OF 6 GALS OF WATER PER SACK OF CEMENT
4. – STEEL PIPE SHALL CONFORM TO ASTM A53 OR API 5L-B.
5. STRUC. STEEL SHALL CONFORM TO ASTM A-7
6. ALL CONNECTIONS ½" BOLTS, EXCEPT AS NOTED

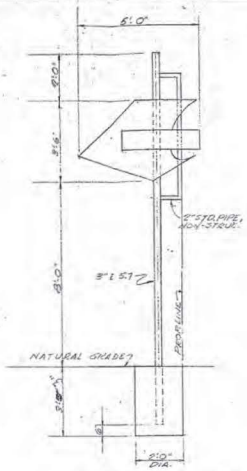
SIGNS FOR:
CALIFORNIA MOTORS
1401 SO. BRAND BLVD, GLENDALE
CONTRACTOR: HEATH & CO.
812 N. BROADWAY, L.A. 12
ENGINEER: DONALD L. MAY
DATE: 2-26-58
Signs 10-62



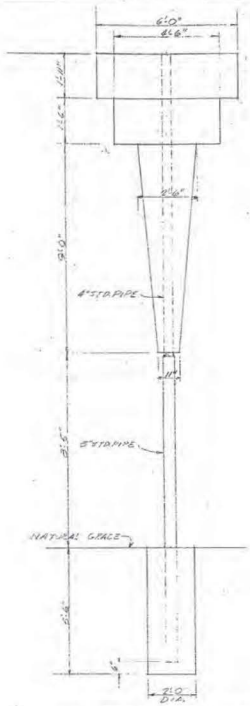
SIGN 'B' ELEVATION
SCALE ½" = 1'-0"



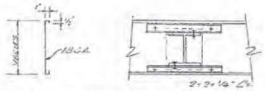
SIGN 'C' ELEVATION
SCALE ½" = 1'-0"



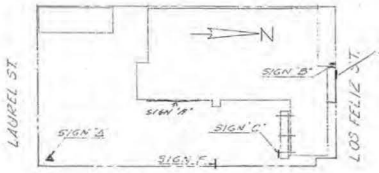
SIGN 'F' ELEVATION
SCALE ½" = 1'-0"



SIGN 'A' ELEVATION
SCALE ½" = 1'-0"



STIFFENER DETAIL



BRAND BLVD

PLOT PLAN

Calculations

Sign 'B' -

$3'x2' \times 15\frac{5}{16}" \times 4 = 540^{\#} \times 20' = 10.8^{K'}$

$SR = \frac{10.8 \times 12}{20 \times \frac{1}{2}} = 12.42^{in^3}$ use 6" I 12.5#

Footing - $P = 560^{\#}$ $M = 51.6^{'\#}$ $h = 20'$ $b = 2'-0"$

$f_2 = \frac{6 \times 560\,(240 + 225)}{2 \times 5.75^2} = 2240\,\#/ft^2$

$f_{allow} = 0.30 \times 5.75 \times 4/3 = 2300\,\#/ft^2$

$f_1 = \frac{2.5 \times 560}{2 \times 5.75} + \frac{2240}{4} = 664\,\#/ft^2$

$f_{allow} = 10.33 \times 2300 = 760\,\#/ft^2$

Sign 'C'

$3'-7\frac{1}{2}" \times 32 \times 15 \times 4 = 1102^{\#} \times 15' = 23.4^{K'}$

$SR = \frac{23.4 \times 12}{20 \times \frac{1}{2}} = 28.1^{in^3}$ ∴ use 8" I 35 S.K.

Sign 'F'

$12'0" \times 15 \times 12 = 18^{K'}$

$S_R = \frac{18 \times 12}{20 \times \frac{1}{2}} = 21.6^{in^3}$ use 8" I 35.7#

Footing - use 2'-0" D.a. x 5'-0" long

Sign 'A'

$6' \times 2' = 12.0^{\#} \times 15' =$	$180^{\#} \times 21' =$	3780
$4.33 \times 5 = 22' \times 12' =$	$102^{\#} \times 33' =$	3370
$16' \times 12' =$	$203^{\#} \times 13.7' =$	2780
$0.5 \times 0.5 \times 4.3 \times 1.5 =$	$65^{\#} \times 4.4' =$	290
	$\overline{570^{\#}}$	$10220^{'\#}$

$S_R = \frac{10.22 \times 12}{20 \times \frac{1}{2}} = 12.26^{in^3}$ ∴ use 6" I 12.5#

CHECK 6" STD. ON 28'-0"

$180^{\#} \times 14' =$	2520
$102 \times 7.0' =$	1060
$240 \times 2'-0" =$	480
	4060

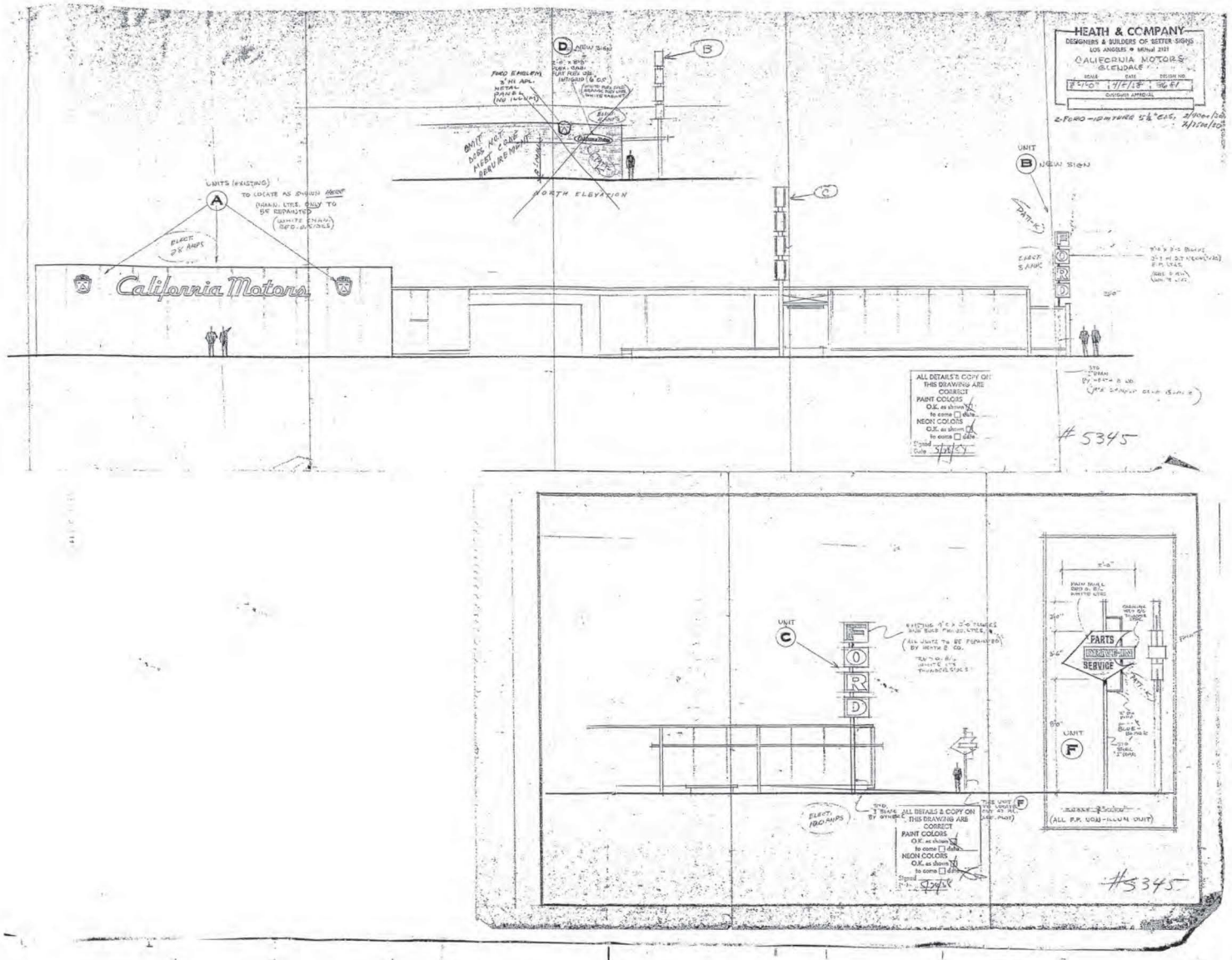
$S_R = \frac{4.06 \times 12}{20 \times \frac{1}{2}} = 2.71^{in^3}$ ∴ 6" STD. O.K.

Footing - use 2'-0" D.a. x 6'-6" long

GENERAL NOTES

1. SIGNS ARE OF INCOMBUSTIBLE MATERIALS
2. SOIL IS COMPACT SAND, CLAYEX
3. CONCRETE SHALL BE 1:2:3 & MAX. OF 6 GALS OF WATER PER SACK OF CEMENT
4. STEEL PIPE SHALL CONFORM TO ASTM A53 OR API 5L-B.
5. STRUCTURAL STEEL SHALL CONFORM TO ASTM A-7
6. ALL CONNECTIONS ⅞" BOLTS, EXCEPT AS NOTED.

SIGNS FOR:
CALIFORNIA MOTORS
1801 S. BRAND BLVD, GLENDALE
CONTRACTOR: HEATH & CO.
812 N. BROADWAY, L.A. 12
ENGINEER: DONALD J. MURRAY
DATE: 6-17-53


HEATH & COMPANY
DESIGNERS & BUILDERS OF BETTER SIGNS
LOS ANGELES 39 MIchigan 2121
CALIFORNIA MOTORS
GLENDALE
ISSUE DATE DESIGN NO.
3/4"=1'0" 1/7/58 5645
ORIGINAL APPROVAL
2-FORD-10 MOTORS 5½" CAPS, 2/1900/120 2/1250/120
UNIT B NEW SIGN
NORTH ELEVATION
UNITS (EXISTING) A
TO LOCATE AS SHOWN HEREON
PANEL LITES ONLY TO BE REPAINTED (WHITE ENAM) SEE-DRAWING
ELECT. 2K AMPS
California Motors
D NEW SIGN
FORD EMBLEM 3/4" HI APL. METAL PANEL (NO LIGHT)
OMIT NOT USED ALERT CARE BEFORE MOVEMENT
ELECT. 5 AMPS
ALL DETAILS COPY ON THIS DRAWING ARE CORRECT
PAINT COLORS O.K. as shown to come date
NEON COLORS O.K. as shown to come date
Signed
Date 5/26/58
#5345
UNIT C
EXISTING 9'6" x 3'0" TUNNEL SIGN BOX W/NO LITES
(ALL UNITS TO BE REFINANCED BY WHITE & CO.
FORD
ELECT. 180 AMPS
ALL DETAILS & COPY ON THIS DRAWING ARE CORRECT
PAINT COLORS O.K. as shown to come date
NEON COLORS O.K. as shown to come date
Signed
Date 5/26/58
#5345
UNIT F
PARTS
SERVICE
(ALL P.P. NON-ILLUM UNIT)

Appendix 2C.
1967 Drawings: Auto Body Shop Building

Plot Plan
Construction Details
Floor Plan
Roof Framing Plan
Elevations
Foundation Plan
Sections
Electrical Plan
Specifications

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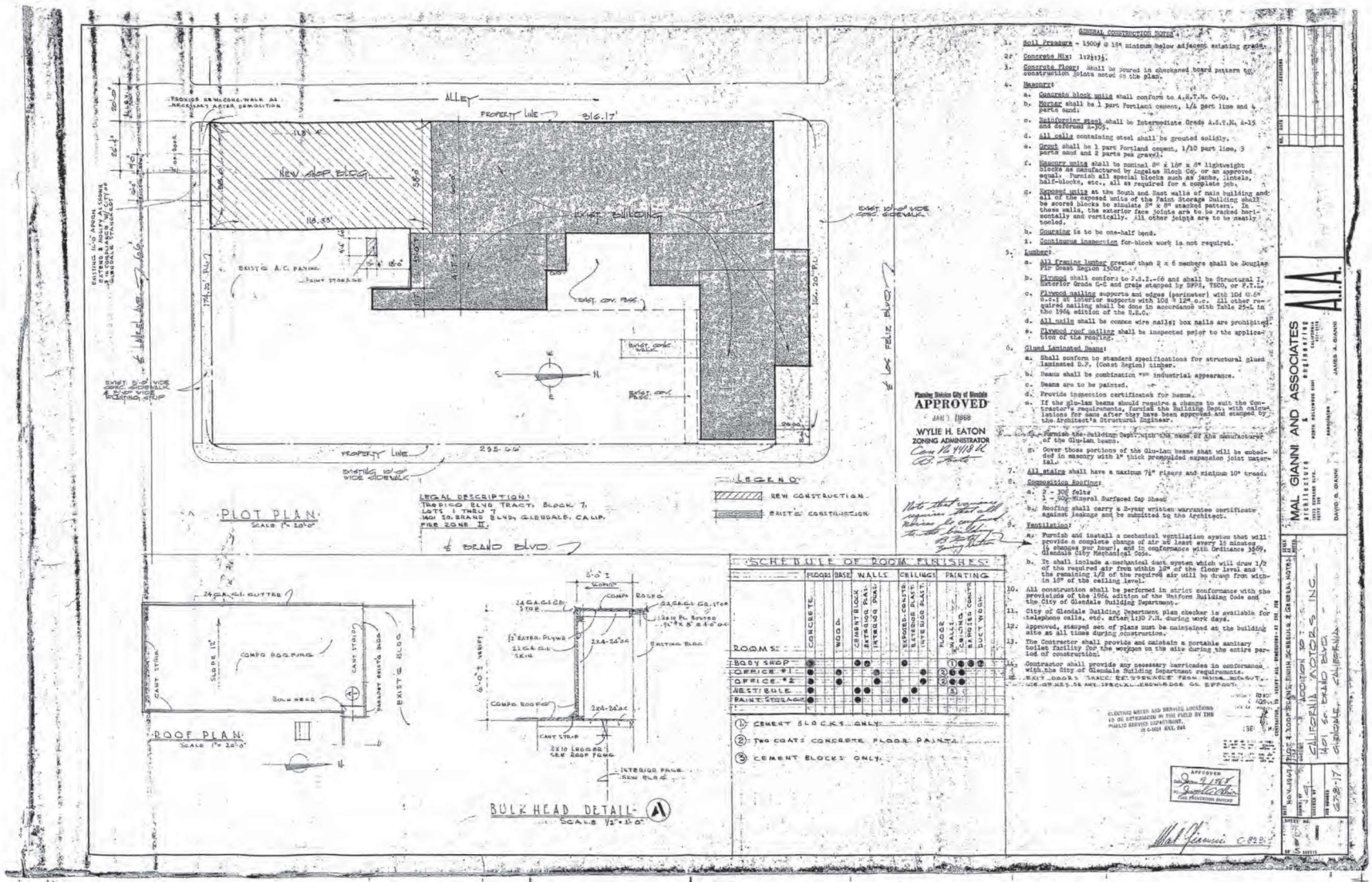
CONTINENTAL GRAPHICS
Micrographics

CITY OF GLENDALE
Building & Safety

Street Address 1401 S. BRAND BL

Permit Number 67817

Date 1968-06-09



Planning Division City of Glendale
APPROVED
JAN 1 1968
WYLIE H. EATON
ZONING ADMINISTRATOR

Note that we require that all work be performed in accordance with the Uniform Building Code.

GENERAL CONSTRUCTION NOTES:

1. Soil Pressure - 1500# @ 18" minimum below adjacent existing grade.
2. Concrete Mix: 1:2½:3½.
3. Concrete Floor: Shall be poured in checkered board pattern for construction joints noted on the plan.
4. Masonry:
   a. Concrete block units shall conform to A.S.T.M. C-90.
   b. Mortar shall be 1 part Portland cement, 1/4 part lime and 4 parts sand.
   c. Reinforcing steel shall be Intermediate Grade A.S.T.M. A-15 and deformed B.S.S.
   d. All cells containing steel shall be grouted solidly.
   e. Grout shall be 1 part Portland cement, 1/10 part lime, 3 parts sand and 2 parts pea gravel.
   f. Masonry units shall be nominal 8" x 16" x 8" lightweight blocks as manufactured by Angeles Block Co. or an approved equal. Furnish all special blocks such as jambs, lintels, half-blocks, etc., all as required for a complete job.
   g. Exposed units at the South and East walls of main building and all of the exposed units of the Paint Storage Building shall be scored blocks to simulate 8" x 8" stacked pattern. In these walls, the exterior face joints are to be racked horizontally and vertically. All other joints are to be nearly tooled.
   h. Coursing is to be one-half bond.
   i. Continuous inspection for block work is not required.
5. Lumber:
   a. All framing lumber greater than 2 x 6 members shall be Douglas Fir Coast Region 1500f.
   b. Plywood shall confor to P.S.I.-66 and shall be Structural I, Exterior Grade C-C and grade stamped by DFPA, TECO, or P.T.L.
   c. Plywood nailing supports and edges (perimeter) with 10d @ 6" o.c. & at interior supports with 10d @ 12" o.c. All other required nailing shall be done in accordance with Table 25-L in the 1964 edition of the U.B.C.
   d. All nails shall be common wire nails; box nails are prohibited.
   e. Plywood roof nailing shall be inspected prior to the application of the roofing.
6. Glued Laminated Beams:
   a. Shall conform to standard specifications for structural glued laminated D.F. (Coast Region) timber.
   b. Beams shall be combination ~~for~~ industrial appearance.
   c. Beams are to be painted.
   d. Provide inspection certificates for beams.
   e. If the glu-lam beams should require a change to suit the Contractor's requirements, furnish the Building Dept. with calculations for same after they have been approved and stamped by the Architect's Structural Engineer.
   f. Furnish the Building Dept. with the name of the manufacturer of the Glu-Lam beams.
   g. Cover those portions of the Glu-Lam beams that will be embodied in masonry with 1" thick premolded expansion joint material.
7. All stairs shall have a maximum 7¼" risers and minimum 10" treads.
8. Composition Roofing:
   a. 2 - 30# felts
   1 - 90# Mineral Surfaced Cap Sheet
   b. Roofing shall carry a 2-year written warrantee certificate against leakage and be submitted to the Architect.
9. Ventilation:
   a. Furnish and install a mechanical ventilation system that will provide a complete change of air not least every 15 minutes (4 changes per hour), and in conformance with Ordinance 3509, Glendale City Mechanical Code.
   b. It shall include a mechanical duct system which will draw 1/2 of the required air from within 12" of the floor level and the remaining 1/2 of the required air will be drawn from within 12" of the ceiling level.
10. All construction shall be performed in strict conformance with the provisions of the 1964 edition of the Uniform Building Code and the City of Glendale Building Department.
11. City of Glendale Building Department plan checker is available for telephone calls, etc. after 1:30 P.M. during work days.
12. Approved, stamped set of plans must be maintained at the building site at all times during construction.
13. The Contractor shall provide and maintain a portable sanitary toilet facility for the workmen on the site during the entire period of construction.
14. Contractor shall provide any necessary barricades in conformance with the City of Glendale Building Department requirements.
15. ~~MAY LOAD A~~ TRUCK ~~ET~~ UNNECESSARY FROM MAIN AUTO-U-T. ~~WORK~~ AS ANY SPECIAL KNOWLEDGE OR EFFORT.

SCHEDULE OF ROOM FINISHES:

ROOMS:	FLOORS: CONCRETE	FLOORS: WOOD	BASE	WALLS: CEMENT PLAST. EXTERIOR FINISH	WALLS: CEMENT PLAST. INTERIOR FINISH	WALLS: EXPOSED CONCRETE	WALLS: EXPOSED CONCRETE EXTERIOR PLAST.	WALLS: EXPOSED CONCRETE INTERIOR PLAST.	CEILINGS: PAINTING: FLOOR	WALLS	CEILING	EXPOSED CONCRETE	DUCT WORK
BODY SHOP	●			●	●		●			①	●	●	●
OFFICE #1	●		●					●		②	●		
OFFICE #2	●		●			●		●		②	●		
VESTIBULE	●			●	●			●		②	●		
PAINT STORAGE	●			●			●			③	●		

① CEMENT BLOCKS ONLY.
② TWO COATS CONCRETE FLOOR PAINT.
③ CEMENT BLOCKS ONLY.

ELECTRIC METER AND SERVICE LOCATIONS TO BE DETERMINED IN THE FIELD BY THE PUBLIC SERVICE DEPARTMENT. CE 6-4401 EXT. 244

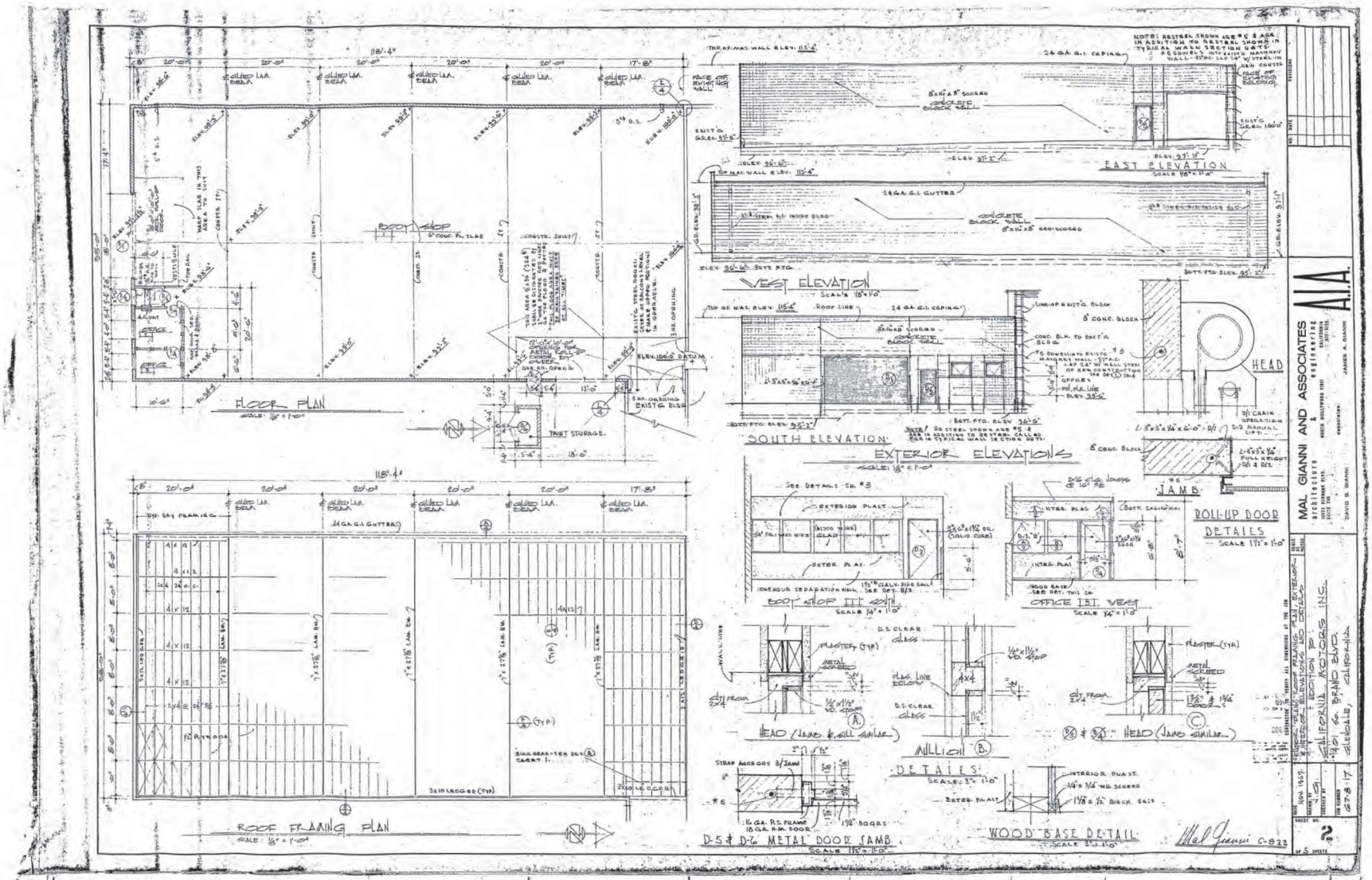
APPROVED
Date Jan 9 1968
By Ingalls Water
Fire Prevention Bureau

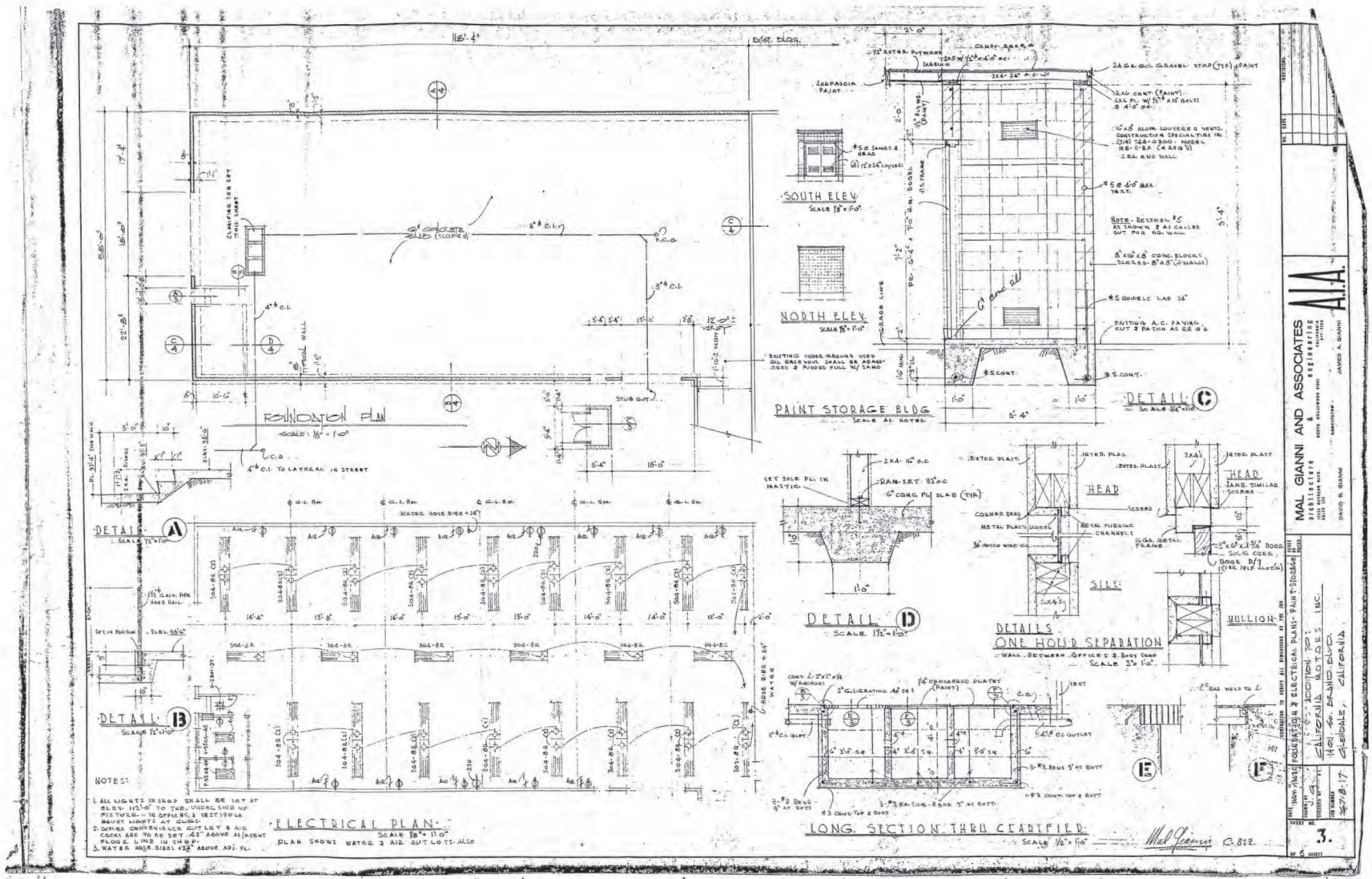
Mal Gianni C 8922

MAL GIANNI AND ASSOCIATES
ARCHITECTURE & ENGINEERING
1255 SOUTHERN AVE. GLENDALE, CALIFORNIA
JAMES A. GIANNI ASSOCIATE
DAVID G. GIANNI ASSOCIATE
A.I.A.

ADDITION TO
CALIFORNIA MOTORS, INC.
401 So. BRAND BLVD.
GLENDALE, CALIFORNIA

DATE 6-28-67
SHEET NO. 5 SHEETS


FLOOR PLAN
ROOF FRAMING PLAN
EAST ELEVATION
WEST ELEVATION
SOUTH ELEVATION
EXTERIOR ELEVATIONS
HEAD
JAMB
ROLL-UP DOOR DETAILS
OFFICE 1ST. WEST
HEAD (JAMB & SILL SIMILAR)
MULLION DETAILS
D-5 & D-6 METAL DOOR JAMB
WOOD BASE DETAIL
MAL GIANNI AND ASSOCIATES
ARCHITECTURE & ENGINEERING
A.I.A.
NOV. 1967
SHEET NO. 2
OF 5 SHEETS


FOUNDATION PLAN
SCALE: 1/8" = 1'-0"
SOUTH ELEV.
SCALE 1/8" = 1'-0"
NORTH ELEV.
SCALE 1/8" = 1'-0"
PAINT STORAGE BLDG
SCALE AS NOTED
DETAIL C
SCALE 3/4" = 1'-0"
DETAIL A
SCALE 1/2" = 1'-0"
DETAIL B
SCALE 1/2" = 1'-0"
DETAIL D
SCALE 1 1/2" = 1'-0"
HEAD
SILL
JAMB
MULLION
DETAILS
ONE HOUR SEPARATION
WALL BETWEEN OFFICES & BODY SHOP
SCALE 3" = 1'-0"
NOTES:
1. ALL LIGHTS IN SHOP SHALL BE SET AT ELEV. 112'-0" TO TOP. UNDERSIDE OF FIXTURE. — IN OFFICE & RESTROOM ARE NIGHT LIGHTS AT CEILING.
2. DUPLEX CONVENIENCE OUTLET & AIR COCKS ARE TO BE SET 42" ABOVE ADJACENT FLOOR. LINE IN SHOP.
3. WATER HOSE BIBB +28" ABOVE ADJ. FL.
ELECTRICAL PLAN
SCALE 1/8" = 1'-0"
PLAN SHOWS WATER & AIR OUTLETS ALSO
LONG. SECTION THRU CRABTREE
SCALE 1/2" = 1'-0"
Mal Gianni C-822
MAL GIANNI AND ASSOCIATES
ARCHITECTS
A.I.A.
ADDITION TO FOUNDATION & ELECTRICAL PLANS - PAINT STORAGE BLDG.
CALIFORNIA MOTORS INC.
1801 So. BRAND BLVD.
GLENDALE, CALIFORNIA
DATE 8-17
SHEET NO. 3.
OF 5 SHEETS

MAL GIANNI AND ASSOCIATES
ARCHITECTURE & PLANNING
10233 SUNLAND BLVD. NORTH HOLLYWOOD 91601 CALIFORNIA 213-875-1529

DAVID A. GIANNI
JAMES A. GIANNI

A.I.A.

TYPICAL CONSTRUCTION DETAILS
ADDITION TO
CALIFORNIA MOTORS INC.
1401 SO. BRAND BLVD.
GLENDALE CALIFORNIA

DATE Nov. 1967
SCALE AS NOTED
DRAWN BY M.G.
CHECKED BY 1
JOB NUMBER 67-8-17

SHEET 4 OF 5 SHEETS

CONTRACTOR TO VERIFY ALL DIMENSIONS AT THE JOB

NO. DATE REVISIONS

Mal Gianni C-823

TYPICAL CONSTRUCTION DETAILS.

SCALE: 3/4"=1'-0" OR AS NOTED.

SEE SHT. 2 FOR FLOOR PLAN, ROOF FRAMING PLAN, FOR ADDITIONAL ROOF FRAMING SYSTEM, ELEVATIONS, & SECTIONS. SEE STEEL & FOR FOOTING BOTTOMS.

DETAIL A

DETAIL B

DETAIL C

DETAIL D

DETAIL E

DETAIL F

DETAIL G

DETAIL H

DETAIL J

DETAIL K

DETAIL L

PARTIAL ELEVATION

PLAN VIEW

BEAM PIER DETAIL EAST & WEST WALLS AT GLU-LAM BEAMS

EAST WALL

WEST WALL

SOUTH & NORTH WALLS

FLOOR SLAB LEDGER

CONC. FLOOR SLAB

CONC. SLAB

DATUM - ELEV. 100.0"

LOW POINT 12.2"

HIGH POINT 12.2"

EXISTING ALLEY PAVING

WEST PROP. LINE ALLEY

LINE OF EXISTING ROOF

EXISTING BLOCK WALL

NEW CONC. BLK. WALL

NEW CONC. RET. WALL

EXISTING STORAGE WALL

NEW CONC. RET. WALL

NEW CONC. BLK. WALL

EXISTING BLOCK WALL

NEW CONC. BLK. WALL

EXISTING BLOCK WALL

NEW CONC. BLK. WALL

EXISTING BLOCK

SPECIFICATIONS

BIDDING

Contractor shall deliver sealed bids to the office of the Architect, 10523 Burbank Blvd., Suite 208, No. Hollywood, Calif., not later than 12-17-47 at 2:00 P.M. Pacific Standard Time. Any bid received after this time will not be opened and will be returned to the Contractor.

The bids will be opened and read aloud by the Architect for the Owner and witnessed by the contractors submitting the bids. The submitted bids will be taken under advisement and a determination to award a construction contract shall be made within a 14 day period from the time the bids are submitted.

Qualified bids will not be permitted.

All Clarifications of plans and specifications shall be taken up with the Architect during the bidding period.

SECTION 1 - GENERAL CONDITIONS

1. The Contractor shall be held responsible for having visited the site to familiarize himself with conditions as existing thereon.
2. He shall be held responsible for reporting to the Architect any unusual conditions that could be a deterrent to the building construction or any of its appurtenant work.
3. He shall be able to secure a bond for 100% performance and 100% materials. The Owner, if he so desires, may wish for the Contractor to secure the necessary bonds and will pay for the costs of the bonds.
4. The Contractor shall be held responsible to carry all of the necessary insurances including Workmen's Compensation, fire, theft, vandalism, etc. The Owner shall be held "HOT LIABLE" by the Contractor for accidents occurring on the site; adjacent to the site, or any accidents emanating directly or indirectly in the delivery of building materials, or from actual construction.
5. The Contractor shall stipulate in his bid submittal the length of time he will require to complete the construction and turn the building over to the Owner ready for occupancy.
6. The Contractor shall cooperate with the Building & Safety Dept. of the City of Glendale and any of its Division in conforming with their requirements.
7. The Contractor shall pay for all permits required for any of the phases of construction except for the prime Building Permit which will be secured by the Owner.
8. The word "Contractor" referred to in these General Conditions and the following specification is intended to be the General Contractor since he will be holding the prime contract and he will be held responsible for the work of all of the trades under his Contract.
9. After the fate of signing the General Construction Contract, the Contractor shall have 15 days in which to request any substitutions of materials as specified. Upon the expiration of this period, it will be deemed that the Contractor will use the materials as specified. Requests for substitutions will be made through the Architect.
10. Required shop drawings, materials submittals, equipment submittals, etc. shall be submitted to the Architect for checking and approval. Four sets are required for each.
11. Under no conditions will the Contractor make revisions to the plans and specifications without written notice from the Owner and the Architect.
12. Any discrepancies, errors or omissions emanating from the Drawings and/or Specifications shall be called to the attention of the Architect.
13. Any additional work beyond the work called for in these Drawings and Specifications and requested by the Owner will require a firm price for this work from the Contractor. No extra work will be acknowledged without a written approval of the Owner and Architect and at an agreed upon price.
14. The Contractor will be expected to perform all of the work in a neat and workmanlike manner in accordance with the best practices in the various trades, and in the best interest of the Owner.
15. The Contractor will be held responsible to protect the work of all of the trades. Any work of one trade that is marred by the work of another trade shall be replaced with new work.
16. The Contractor shall from time to time remove from the site all debris emanating from the work.
17. At the completion of construction, the Contractor shall have removed from the site all barricades, litter, debris and shall render the project broom clean.
18. Contractor shall repair all existing paving, curbs and gutters damaged during the construction.
19. The Contractor will provide all of the materials, labor, equipment and install all materials as shown on the Drawings and as herein called for in the Specifications.

SECTION 2 - DEMOLITION WORK AND GRADING

1. Contractor shall do all necessary demolition work in preparation of the site for the building construction. This work includes, but is not limited to the following:
   a. Existing Asphaltic Concrete paving in the building area. Patching shall be done by the Contractor after the building walls have been erected.
   b. Existing concrete retaining walls at the West and South property lines.
   c. Existing chain link fencing as required in the building area.
   d. Concrete curbs and other concrete paving as may be affected by the demolition work and new construction.
   e. Remove all other materials that may be in the path of construction.
2. Building area shall be graded to the proper subgrades for the building. Provide import earth if any is required.
3. All debris and excess earth resulting from the demolition work and grading shall be hauled away from the site.
4. Contractor shall not alter the existing grade elevations in the alley at the West property line and on the sidewalk at the South property line.
5. Contractor shall replace, repair and/or patch all A.C. paving and concrete paving as required for a complete job.

SECTION 3 - CONCRETE WORK

1. All work shall conform with Chapter 26 of the 1946 edition of the Uniform Building Code.
2. Concrete mix shall be 1:2½:3.
3. Water for concrete shall be free from strange acids, alkalis, oils or organic materials and shall be potable.
4. Reinforcing steel shall conform to A.S.T.M. A-15 intermediate grade and shall be free of rust, bends and kinks.
5. Concrete foundations shall be poured in neatly dug trenches to the dimensions in width and depth as shown on the drawings. No loose earth will be permitted in the trenches. Should the trenches be dug wider or deeper than dimensioned, the entire trench shall be filled with concrete. Fill will not be permitted in the trenches.
6. All concrete work shall be done in a very neat manner.
7. Concrete floor shall be "watered down" at least 3 times a day (morning, noon and night) for at least a week to prevent it from drying out too fast after pour. Refer to General Construction note #3.
8. Refer to Drawings for the extent of exterior concrete paving. Exterior concrete paving shall be "Broomed" in accordance with the City of Glendale standards for sidewalk concrete paving and driveway aprons.
9. Refer to the drawings for finished floor elevations of the concrete floor slab.

SECTION 4 - UNIT MASONRY WORK

1. Refer to Note #4 under General Construction Notes for work.
2. At the completion of the work, the masonry work shall be cleaned of all excess mortar and grout.

SECTION 5 - FRAMING & MILL WORK

1. Framing shall consist of the furnishing and installing of all framing lumber, anchor bolts, nails, glued laminated beams, plywood, posts, plaster grounds, angles, steel plates, connectors, hangers, wood door frames, wood doors, wood bases, etc., all as necessary for a complete job of framing and finish carpentry work.
2. Sole plates at office partitions shall be set on a bead of mastic and ram set to floor slab.
3. All framing lumber shall be Douglas Fir Coast region, Construction Grade 1500f. for members greater than 2 x 6.
4. Plywood shall be Structural I, Exterior Grade C-C, manufactured of Group 1 species in accordance with PS1-66 and grade marked EXT, USDO or PTL.
5. Glued laminated beams shall conform to standard specifications for structural glued laminated Douglas Fir (Coast Region) timber. Beams shall be combination 5 industrial appearance grade.
6. Glued laminated beams shall have cambers in accordance with the manufacturer's recommendations. Provide inspection certificates for glued laminated beams.
7. Wood doors shall be of the sizes noted on the Drawings. Interior doors shall be paint grade Birch, hollow core as manufactured by ESCO or an approved equal. Exterior door shall be solid core paint grade Birch as manufactured by Durand, Rodiscraft, or an approved equal.
8. Wood base shall be 5/8" x 2½" hardwood Birch as detailed on the drawings.

SECTION 6 - ROOFING

1. Furnish all material and install composition roofing as herein specified:
2. Roofing shall consist of 2 - 30# felts and one 90# mineral covered cap sheet.
3. Roofing plies shall be laid shingle fashion starting at the low part of the roof area.
4. All laps shall be 6" minimum.
5. The first ply shall be laid on the plywood sheathing "sprinkler copped" and nailed with roofing nails to the plywood.
6. The remaining layers shall be thoroughly hot mopped on with an approved asphalt having a melting point of not less than 180° F.
7. Provide and install cant strips.
8. Run all roofing up all interior faces of parapets to underside of metal flashings.
9. Contractor shall furnish the Architect with a written certification guaranteeing the roofing against any leaks for a period of two years after the acceptance of the building construction by the Owner and Architect.
10. Material shall be as manufactured by Pioneer-Flintkote, Armstrong, Johns-Manville or an approved equal.

SECTION 7 - SHEET METAL

1. Sheet metal work shall consist of furnishing and installing of all sheet metal work as shown on the Drawings such as parapet copings, gravel stops, gutters, downspouts and any other sheet metal work necessary for a complete job.
2. Work excluded from this section - all sheet metal work in connection with the Ventilating system which work is specified under another section of this Specification.
3. Unless otherwise specified, all other sheet metal work shall be of 24 gauge galvanized iron and shall be constructed and installed in the best practice known to the trade.
4. Furnish and install louvers as called for in the Drawings.

SECTION 8 - PLASTERING

1. All work in connection with lathing and plastering shall be performed in accordance with Chapter 47 of the 1946 edition of the U.B.C. and as herein specified for special conditions.
2. The interior of the office spaces, walls and ceilings, shall be a two coat plastering process over 3/8" gyp sheetboard.
3. The exterior surfaces of the offices, the vestibula interior, ceiling and exterior shall be a three coat Portland cement plaster process over galvanized metal lath.
4. The finish coat shall be stucco of a color to be selected later by the Architect and as manufactured by California Stucco, La Habra or equal.
   It shall have a float finish and be applied with a wood trowel. Exterior corners shall be provided with galvanized metal beads.
5. Hilcor plaster screeds shall be provided at termination of all plaster fields.

SECTION 9 - PAINTING

1. Contractor shall furnish and apply all materials to do a first class job of painting as herein specified.
2. Paint materials shall be as manufactured by Sinclair Paint Co. or an approved equal.
3. Exterior sheet metal shall receive three coats of exterior paint.
4. Interior plaster shall receive two coats of paint.
   a. First coat shall be a split coat; half undercoat and half sealer and shall be applied liberally over the plaster after it is thoroughly dry.
5. Interior face of cement block wall and existing brick shall be a two coat process:
   a. First Coat - Sinclair YX-21-11 vinyl block filler applied liberally in accordance with the manufacturer's recommendations.
   b. Second Coat - to a line approximately 5'-6" from high point of the floor slab (elevation 109'-4") shall be Sinmoll Antique White. From elevation 105'-6" to the finished floor masonry shall receive a waimscot enamel - Pinter Industrial finish, color to be selected later by the Architect.
6. The exposed construction including the glued-lam. beams and underside of the plywood shall be sprayed with Sinclair 575 X-ara lite spray paint.
7. Wood doors and all other exposed wood trim, etc. shall receive three coats of interior paint.
8. Hollow metal doors, windows, and pressed metal frames are to receive three coats of exterior paint as specified for exterior sheet metal work.
9. Duct work shall be painted same as specified for interior ceilings and walls of main shop areas.
10. All work shall be performed by experienced painters and shall be done in a neat workmanlike manner.
11. Protect all other work from paint smears, drippings, etc.

SECTION 10 - ROLLUP METAL DOORS AND FRAMES

1. Scope - Exterior door in East wall and pair of doors in South wall of Paint Storage Building.
2. Doors are to be constructed of two sheets of 18 ga. steel, with 2 bar or channel interior reinforcing spaced not more than 8" o.c. Provide rock batt insulation between channels to fill all voids (between the outer skins to prevent ringing.
   Doors shall be concealed reinforced to receive all hardware.
   Pair of doors to have an astragal or inactive leaf.
3. Frames to be constructed of 16 ga. steel as detailed.
4. Doors and frames are to be chemically treated with phosphate compound to ensure maximum paint adherence. Fill door edges with epoxy filler to conceal seams. Shop apply spray coat of rust inhibitive paint primer.
5. Doors and frames are to be as manufactured by Overly Manufacturing Co., 2943 Glendon Street, Los Angeles, Calif.; phone 663-8161.

SECTION 11 - METAL ROLL-UP DOORS

1. Metal Roll-up Doors are to be as manufactured by the Cookson Co., Burbank, California.
2. Doors shall be supplied complete with all necessary hardware and shall be equipped with two inside latches, one at each jamb.
3. The larger door shall be chain operated. The smaller door shall have a handle to manually lift into open position.
4. Curtain finish shall have a baked gray acrylic primer; all other exposed surfaces shall be given one coat of rust-inhibiting paint.
5. Erection shall be done in accordance with the manufacturer's standards under the supervision of the sales representative of the manufacturer.
6. Provide shop drawings to the Architect before fabrication.

SECTION 12 - FINISH HARDWARE

1. Contractor shall include in the bid a lump sum of $400.00 for the finish hardware as selected at a later date by the Architect.
2. The Contractor shall install the hardware. The lump sum allowance shall be for the hardware only and not the labor for installing.
3. If the total amount is not used, a credit change order shall be issued. If the total amount is not sufficient to cover the cost of the hardware, an "extra" change order shall be issued.
4. Contractor will provide a sales slip showing actual costs of the finish hardware.

SECTION 13 - WINDOWS

1. Metal windows are to be of the sizes noted on the Drawings and as manufactured by Detail Window Corp., 901 S. Isis Avenue, Inglewood, California (Chicago B-2201).
2. They are to be of the Arrowpoint 1500 Architectural Series Projected bottom hinged open in.

SECTION 14 - GLASS & GLAZING

1. Refer to Drawings for extent of work and details for installation.
2. All glass shall be Double Strength B grade, clear and installed with wood beads in partitions and doors and putty compound in the windows.
3. Glass shall be as manufactured by Pittsburgh Plate Glass Co., Libbey Owens Ford, Mississippi Glass Co., or an approved equal.

SECTION 15 - MISCELLANEOUS IRON:

1. The scope of this work covers, but is not limited to the following: Pipe railing, angles, bracing plates, anchor bolts and other miscellaneous ferrous metals as required to complete the work.
2. The Contractor will furnish and install all miscellaneous iron as detailed on the drawings and as required for a complete job.

SECTION 16 - PLUMBING

1. Contractor shall furnish and install all materials and labor for the installation of water lines and air lines as shown on the Drawings.
2. The existing compressor will be relocated by the Owner into an adjacent space and the Contractor will furnish and install air lines to each repair station as indicated from the compressor.
3. Air lines shall be installed exposed along the wall. Provide stops at each outlet.
4. Water lines shall be 3/4 galvanized pipe to each hose bibb and shall be run underground. Underground installation shall be properly wrapped.

SECTION 17 - MECHANICAL VENTILATION

1. Contractor shall furnish and install a Mechanical Ventilation System that will give a complete change of air at the rate of four times per hour in the Body Room.
2. See note #9 under "General Construction Notes".
3. Sheet metal duct work shall be made up of 24 gauge minimum galvanized iron and shall meet all of the requirements for this type of work.
4. The Contractor, before any of the work is manufactured, shall submit to the Architect a design criteria for this work only after it has been approved by the City of Glendale.

SECTION 18 - ELECTRICAL

1. Refer to the Drawings for the scope of work.
2. Contractor shall furnish all labor and materials for a complete installation of electrical requirements as necessary to complete the work.
3. Refer to paragraphs 1 and 2 in Section 1, General Conditions. The Contractor shall be held responsible to investigate the present existing electrical set up and the need for augmenting same to extend sufficient power for the requirements in the new addition.
4. Light fixtures noted on the plan are those of Sunset Lighting Co.
5. In the offices, the light fixtures will be ceiling mounted. In the Body Room, the light fixtures will be chain suspended. Bottom of all light fixtures in body shop shall be set at elevation 112'-0", which is 12'-0" from the datum elevation.
6. Contractor shall furnish and install all lamps required for the fixtures. They shall be rapid starting type.
7. All convenience outlets shall be duplex (double). Check plans for those requiring 220 services.
8. Furnish and install a four season heating and cooling unit in the wall of Office No. 2 as shown in the Drawings. Unit shall be General Electric Model 2SC-F 406-D, 9500 B.T.U. F.H. cooling and heating. The dimensions of unit are 26" wide, 18" high and 24" deep, and requires 230 volt single phase service. Bottom of the unit is to be installed 6'-10" from the finished floor line.
9. Furnish power to the mechanical ventilating system which will be roof mounted.
10. Wiring in the offices will be concealed in the walls. Wiring in the Body Shop will be in rigid conduit surface mounted.
11. Furnish and install telephone conduit for an outlet in Office #1, Office #2 and one in the Body shop to be located later by the Lessee or the Architect.
12. All work shall be done in accordance with the City of Glendale ordinances.

Mal Gianni C.S.I.

MAL GIANNI AND ASSOCIATES
ARCHITECTURE & ENGINEERING
10523 BURBANK BLVD. SUITE 208 N. HOLLYWOOD, CALIFORNIA
JAMES A. GIANNI
DAVID M. GIANNI

CONTRACTORS TO VERIFY ALL DIMENSIONS AT THE JOB

SPECIFICATIONS TO ADDITIONS TO CALIFORNIA MOTORS INC.
LOT 1 & 2 BLOCK 3 TRACT 1000 GLENDALE CALIFORNIA

DATE NOV 19 47
SCALE
DRAWN
CHECKED
JOB NO. 1423
REVISIONS

SHEET NO. 5 OF 5 SHEETS

APPENDIX 3
1960 Relocation of Office

Intentionally blank

BURROUGHS CORPORATION
TODD COMPANY DIV. - L
Hadley Form H557

LAUREL ST.

INSTALL HANDRAIL

EXISTING ROOF

OLD LOCATION

46' 6" LOTS

NEW RELOCATION OF OSCO CAR PORT

BRAND BLVD.

1401 BLVD

BOLT 6' O.C. / ½" X 10" BOLTS

RW. OR P.T. SILL

18"

8"

6"

12"

18" CLEAR UNDER GIRDERS.
OR PRESSURE TREAT GIRDERS.

B.P.# 897

Prepared By
Approved By
Initials
Date

1401 So. Brand

Caly Motors

APPROVED
DEPT. OF BUILDING
CITY OF GLENDALE

300.00 Cash Deposit

1960 JAN 25 PM 3 52

2-8-60 Red Tagged Water Cooler

3-4-60 Tagged Stairway no hand rails

Dave Tope 3-16-60 Will be 6 weeks

6-3-60 O'Connor set for 7 days

6-17-60 Final Fin

