April 23, 2025

Tatiana Torres
EPD Solutions, Inc.
3333 Michelson Drive, Suite 500
Irvine, California 92612

RE: Cultural Resources Records Search Results for the Westoria (Torrance Townhomes) Project, City ofTorrance, Los Angeles County, California (APNs 7355-032-010 to -012)

Dear Ms. Torres:

At your request, BFSA Environmental Services, a Perennial Company (BFSA), conducted a cultural resources records search for the approximately 7.8-acre Westoria (Torrance Townhomes) Project located southwest of the intersection of Torrance Boulevard and Western Avenue in the city of Torrence, Los Angeles County, California (Assessor's Parcel Numbers [APN] 7355-032-010 to -012). The proposed project includes the removal of the existing commercial buildings for the construction of a residential development. The project is situated within the unsectioned San Pedro land grant, Township 4 South, Range 14 West, on the United States Geological Survey *Torrance, California* (7.5-minute) topographic quadrangle map.

As part of the environmental review process, BFSA conducted the cultural resources records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. The records search encompassed the project and a one-mile radius surrounding the project.

The records search identified five resources recorded within a one-mile radius of the subject property (Table 1). Four of the resources are historic and one of the resources is an unknown archaeological site. All four historic resources are associated with the built environment. None of the recorded resources are located on the subject property; however, Site P-19-178539, a historic bridge, is recorded directly northwest of the property. The records search also identified 25 previous studies conducted within one mile of the project, one of which included the subject property (McKenna 2009). The McKenna (2009) study consisted of a large-scale overview reviewing all of the known cultural resources located within the city of Torrence and did not directly address the subject property. Further, McKenna (2009) did not identify any cultural resources within the project.

Table 1
Cultural Resources Located Within
One Mile of the Westoria (Torrance Townhomes) Project

Site(s)	Description
LAN-122	Uknown
P-19-178513	Historic Torrance High School
P-19-178514	Historic Torrance Health Center
P-19-178539	Historic Irving Gill-Torrance Boulevard bridge
P-19-192344	Historic Los Angeles Port Embarkation Station Hospital

In addition to the SCCIC search, historic aerial photographs (1928 to 2025) for the property were reviewed. Historic aerial photographs demonstrate that by 1928 the property was partially cleared and began to be utilized for commercial purposes. Between 1928 and 1952, several structures had been added to the subject property, the majority of which were removed and replaced with new buildings and structures by 1972. During this period, the property appeared to be used for commercial or industrial purposes. Between 1980 and 1985, all the former buildings and structures within the project were removed. By 1989, the three currently extant buildings and surrounding parking areas were constructed within the subject property. Subsequent aerial photographs demonstrate that little change occurred within the property in the following decades. At present, the entire property is developed with the three commercial buildings, landscaping, hardscape, and associated infrastructure.

Based upon the records search results, no recorded resources are documented within the project. Given the existing development within the property and the records search results, the potential for archaeological resources within the property is low. The full SCCIC records search are attached to this letter report (Attachments A). Please contact us if you have any questions or require additional study for this project.

Regards,

Tracy A. Stropes, M.A., RPA
Principal Investigator

Attachments: Attachments A

ATTACHMENT A

Archaeological Records Search Results

BFSA Environmental Services, a Perennial Company

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS

RECORDS SEARCH

Company:	BFSA Environmental Services, a Perennial Company
Processed By:	Emily T. Soong
Date Processed:	April 9, 2025
Project Identification:	Westoria (Torrance Townhomes)
Information Center:	South Central Coastal Information Center
Search Radius:	One Mile Buffer

Historical Resources:

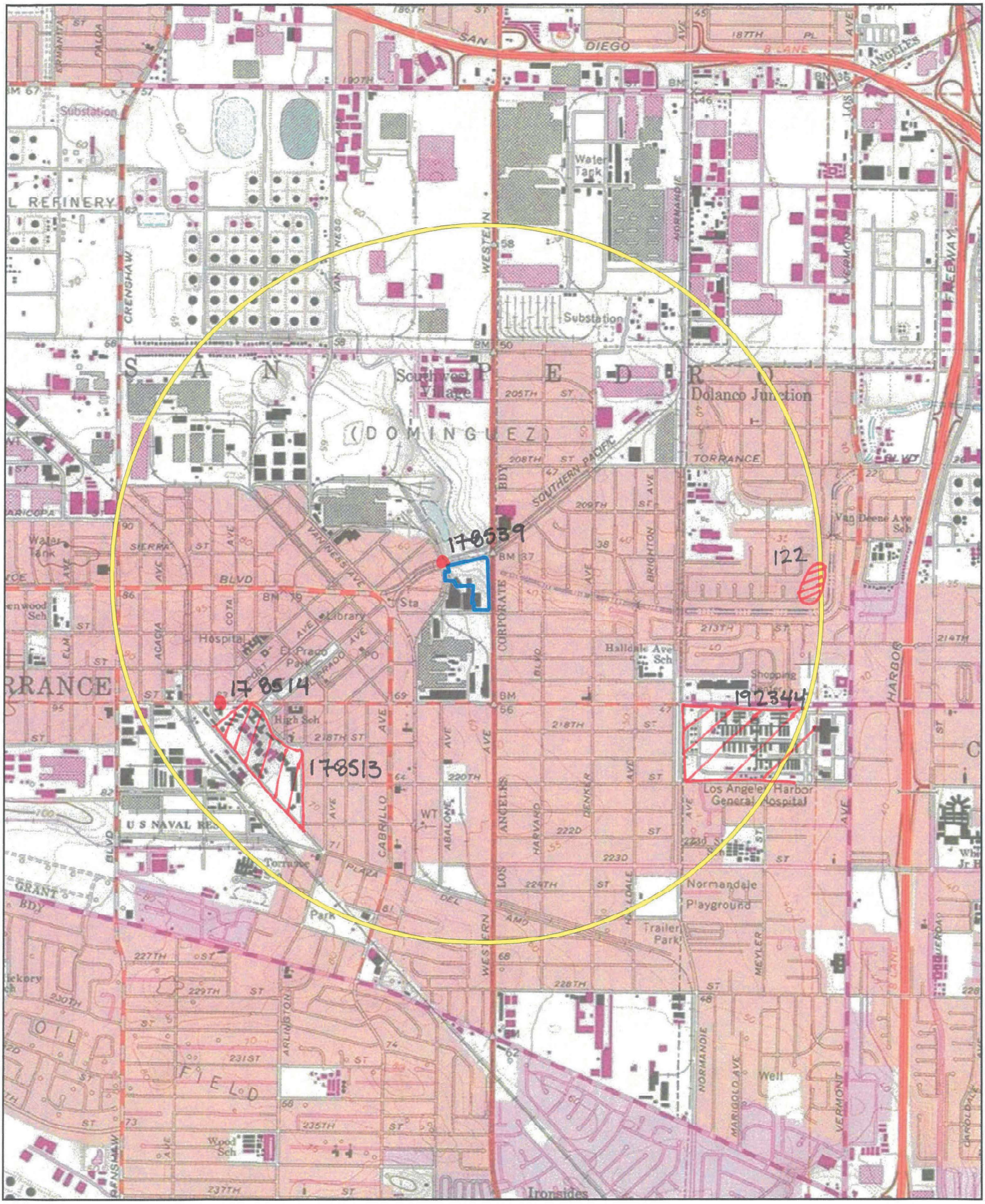
Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been reviewed for all recorded sites.

There are five resources located within a mile radius of the current project area, none of which are located within the subject property.

Previous Survey Report Boundaries:

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been reviewed.

There are 25 reports within a mile radius of the current project area, one of which overlaps the subject property (LA-10333).



Westoria (Torrance Townhomes) Project
USGS *Torrance* Quadrangle
(7.5-minute series)

Resources
1 of 1

N

1:24,000

ETS BFSA 3/27/2025

Resource List

Westoria

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-000122	CA-LAN-000122	Resource Name - Eberhart #1; Other - LA-122 (#1)	Site	Unknown	AH01; AP01		LA-03583, LA-09626
P-19-178513		OHP Property Number - 029192; Resource Name - Torrance High School; Other - Torrance School	District	Historic	HP15		
P-19-178514		OHP Property Number - 029193; Resource Name - Torrance Health Center		Historic			LA-10829
P-19-178539		OHP Property Number - 029218; Resource Name - Gill Bridge; Other - Torrance Bridge; Other - Dominguez Land compnay 's "El Prado" Bridge; Other - Irving Gill-Torrance Blvd Bridge; Other - Pacific Electric Railroad Bridge	Structure	Historic	HP19		
P-19-192344		Resource Name - Harbor-UCLA Medical Cener; OHP Property Number - 096132	District	Historic	HP14; HP34; HP41		LA-12870

ARCHEOLOGICAL SURVEY OF SOUTHERN CALIFORNIA

a LAn-122 #1

b SITE LA-122 LAT. _____ ALT. _____ Los Angeles County
LONG. _____ QUAD. COMPTON SECTION ___ T ___ R ___ B&M ___

c TYPE: artifact area[1] house[2] burial[3] cremation[4] shell midden[5] midden[6] workshop[7] fire[8] mourning cer.[9] effigy[10] trail.[11]
maze[12] bedrock mortars[13] do. metates[14] pictographs[15] petroglyphs[16] village site[17] quarry[18] other[19] _____

d Area of site: _____ Deep deposit[1] shallow[2] surf. only[3] overburden?[4] _____

e Water source: spring[1] stream[2] lake[3] tank[4] lagoon[5] _____ Location: N., E., & S OF SITE

f Location of site: beach[1] terrace[2] bluff[3] shore[4] mesa[5] cave[6] rock shelter[7] dune[8] alluv. fan[9] _____[10]

g Access to site: 1/4 MI. S. OF EAST RD. & LAWRENCE AVE. Dist. from road: 1/4 MI. EAST RD.

h Condition: wind eroded[1] water eroded[2] cultivated[3] overgrown[4] construction[5] pitted[6] _____

i Owner: gov't[1] private[2] _____ Permission[3] _____

j Artifacts: pottery[1] bone[2] shell[3] asphaltum[4] pigment[5] vegetal[6] European[7] food remains[8] other[9] _____

k Chipped Stone: points[1] knives[2] scrapers[3] drills[4] ornaments[5] other[6] _____

l Pecked: metates[1] manos[2] mortars[3] pestles[4] bowls[5] other[6] _____ ground?[7] polished?[8]

m Loc. of coll: LA[1] SB[2] SD[3] SW[4] KH[5] AV[6] SH[7] PS[8] other[9] _____ Photos.[10] ___ Report.[11] ___

n Date: 2/13/52 Recorded by: HAL EBERHART ON INFORMATION FROM D.L. TRUE, PALA, CALIF. Excavation? ___

a LOCATION OF COLLECTION
b REPT. PHOTO
c WATER
d GEOLOGIC LOCATION
e CONDITION
f OWNER
g MATERIALS USED BY INHABITANTS
h CHIPPED STONE WORK
i OTHER STONE WORK

Cannot locate

University of California

ARCHAEOLOGICAL SITE SURVEY RECORD MAPPED 11,380510 E. 3744620 N.

1. Site LAn 122 2. Map ~~Compton~~ Torrance 7.5' 3. County L.A.

4. Twp. 4S Range 14W ; ____ 1/4 of ____ 1/4 of Sec. ____

5. Location 1/4th mi. S. of East Rd. and Lawrence Ave. (Site location on map approx.)

6. On contour elevation 25' grn

7. Previous designations for site LA-122 (#1)

8. Owner ____ 9. Address ____

10. Previous owners, dates ____

11. Present tenant ____

12. Attitude toward excavation ____

13. Description of site ____

14. Area ____ 15. Depth ____ 16. Height ____

17. Vegetation ____ 18. Nearest water Lagoon; N., E., and S. of Site.

19. Soil of site ____ 20. Surrounding soil type ____

21. Previous excavation ____

22. Cultivation ____ 23. Erosion ____

24. Buildings, roads, etc. ____

25. Possibility of destruction ____

26. House pits ____

27. Other features ____

28. Burials ____

29. Artifacts ____

30. Remarks ____

31. Published references ____

32. Accession No. ____ 33. Sketch map ____

34. Date 2-13-52 35. Recorded by Hal Eberhart 36. Photos ____

on information from D.L. True, Pala, Calif.

FHR-8-300 (11-78)

United States Department of the Interior 19-178513
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

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received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

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FEB 16 1983

1. Name

historic Torrance School OHP

and/or common Historic Resources of the Torrance High School Campus (Thematic Nomination)

2. Location

street & number 2200 West Carson N/A not for publication

city, town Torrance N/A vicinity of congressional district 32nd

state CA code 06 county Los Angeles code 037

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	___ museum
X building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	x educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
X Thematic	___ being considered	X yes: unrestricted	___ industrial	___ transportation
	x N/A	___ no	___ military	___ other:

4. Owner of Property

name Torrance Unified School District

street & number 2335 Plaza Del Amo

city, town Torrance N/A vicinity of state CA 90501

5. Location of Legal Description

courthouse, registry of deeds, etc. Los Angeles County Archives, Hall of Records

street & number 222 North Hill Street, Room B-212

city, town Los Angeles state CA

6. Representation in Existing Surveys

title Torrance Historic Resources Inventory, partially funded by State Office of Historic Preservation | has this property been determined elegible? ___ yes X no

date March 1979 ___ federal X state ___ county X local

depository for survey records Torrance Historical Society Museum, 1345 Post Avenue

city, town Torrance state CA

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	X altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

TORRANCE HIGH SCHOOL

Summary

Torrance High School is located on a 9-acre, landscaped site at the end of El Prado Park near Downtown Torrance. The campus includes three well-preserved structures in Mediterranean styling built between 1917 and 1923, an auditorium in PWA Moderne that dates from 1938, and a variety of more recent structures built (or significantly remodeled) between 1952 and 1970. Because of the large number of newer buildings, the 4 significant structures are being nominated in a limited thematic format.

MAIN BUILDING (A)* UTM: 11/377820/3744000 Acreage: 0.5

The Main Building, built in 1917, was the first building on the high school campus. It is a two-story structure designed in the Mediterranean styling and influenced by both Classical and Spanish Colonial design elements. The form is rectangular with the central two-story mass flanked by one-story wings.

The main entrance is the dominant element of the building's facade. It consists of a set of layered elements; a large pediment with cornice, a cofferred arch, a flat window with pediment above, a large arched fanlight, and a flat door opening. The doorway is flanked by paired columns supporting a broken cornice at the first story level.

Alterations to the facade are minor. They consist primarily of modifications to window and door openings. The original design intent is still clearly evident. Two lamps of a more recent vintage flank the central doorway.

A detached building (the Home Economics Building) is located to the north and behind the original structure. This building is visually connected by means of a semi-circular colonnade, included in the nomination.

An addition also adjoins the original structure to the rear, forming a slightly offset "T" shaped configuration. The southern side of the area formed by the intersection of the two structures has been designed as a patio area with tile fountain, benches brick patio, and an arched portico with balcony above. This addition is also designed in a style compatible with and similar to the original.

HOME ECONOMICS BUILDING (B) UTM: 11/377760/3744030 Acreage: 0.3

The Home Economics Building at Torrance High School is in Mediterranean styling with classical detailing. This building dates from 1923.

The two-story cast-in-place concrete structure exhibits bold rectilinear massing which gives it a strong monumental quality. The exterior walls are painted white while the hip roof is steeply pitched and uses red

*Note: Building letter designations are keyed to locations on site plan.

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Spanish clay tiles. The building is internally organized with a straightforward double-loaded corridor on both floors.

Ornamentation of the facades is restrained. An entablature is suggested where the walls and roof meet by two moulding-like rain gutters. The main northeast facade is composed in the 2:1:2 proportion. A large three-inch deep rectangular recess on either side of the entry accentuates this proportional system while modulating the wall surface. In the center of the facade, a seven-step staircase leads to a shallow portico of the Tuscan order. This portico is three feet deep with one free-standing column on either side of the doorway supporting an entablature. Two pilasters are shadowed behind the columns on the wall. The entablature supports a finial, rather than a pediment, located directly above each column. Above the portico there is a vertical rectangular window trimmed with a shouldered architrave and a balcony railing.

There is no ornament on the other three facades except for the rain gutter entablature. Fenestration consists of large vertical rectangular windows on the northwest and southeast facades. The southwest facade is proportioned in the same manner as the main northeast facade, but is missing a portico and surface articulation.

Alterations include sun control louvers and solar glass double doors and windows on the southeast fenestration. A building exit and steel staircase from the second floor were added to the southwest facade to conform to Uniform Building Code's requirements. While these alterations adversely affect the original design of the building, they are reversible.

TORRANCE HIGH SCHOOL ANNEX (TORRANCE ELEMENTARY SCHOOL) (K) UTM: 11/378000/3743690 Acreage: 1 acre

The Torrance High School Annex is an L-shaped cast-in-place concrete structure. It is designed in an Italian Renaissance style and was completed incrementally between 1923 and 1925.

The two-story building has two virtually identical entrances located at the one-third points of its principal east facade. Each entrance is of a vertical proportion with a broad pilaster on either side of the doorway, supporting a simple entablature and pediment. Above each doorway is a vertical rectangular window without ornament. Fenestration is grouped into large horizontal rectangular segments separated by pilaster strips which run vertically the full height of the facade.

At the north end of the long, rectangular building, an auditorium extends to the west at 90 degrees to form the leg of the "L". This auditorium employs Palladian window motifs as opposed to rectilinear groupings, but is otherwise consistent with the rest of the building. It is, however, lower in height. The roof of both portions of the edifice

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use Spanish clay tile.

In the angle of the "L", there is a back door entrance which is indicated by a loggia. This loggia is built of simple wood post and beam construction.

The only apparent alteration to the building is the addition of horizontal galvanized metal louvers over all the windows on the east facade. This addition is virtually inconsistent with the rhythm and aesthetic principles of the entire building, but can be removed.

AUDITORIUM (ASSEMBLY HALL) (AUD) UTM: 11/377880/3743890 Acreage: 0.4

The Torrance High School Assembly Hall, completed in 1938, is an example of the PWA Moderne style, which was popular in the 1930's for public school buildings. The PWA Moderne style draws from the Zig Zag Moderne style of the 1920's, the Streamline Moderne of the early 1930's and the Neo-Classical style popular in the late 19th and early 20th centuries. The structure is cast-in-place concrete painted white.

The main entrance to the Hall has a lintel with a stylized relief inscription supported by two piers forming three deep-set bays on the facade. Within each bay is a set of double doors which open into the hall's foyer. Above each doorway is a bas-relief, depicting stylized pedagogic scenes which are illuminated at night by an incandescent fixture concealed by an ornamental acanthus leaf. A corrugated architrave follows the upper edge of the walls, punctuated by engaged piers or pilasters, which suggest trabiated construction. The southwest and northwest walls of the foyer are actually quarter-cylinders which connect the principle volume of the foyer to the auditorium.

Fenestration consists of large vertical slits which are repeated throughout the building. In the foyer these slits are found in the quarter-cylinder elements and are glazed with transparent lites. In the auditorium volume these slits occur two-to-a-bay and are glazed with glass block. The Assembly Hall appears to be in general good repair, with the exception of some cracked and poorly matched replacement glass blocks.

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Building	Label on Plot Plan	Date of Construction
*Main Building	(A)	1917
*Home Economics	(B)	1923
*Torrance High School Annex	(K)	1923
*Auditorium	(AUD)	1938
Classroom Bungalow	(C)	1952
Classroom Bungalow	(D)	1952
Classroom Bungalow	(E)	1952
Cafeteria	(CAFE)	1954
Administration Building	(G)	1963
Boys' Gymnasium	(I)	1936 (altered)
Girls' Gymnasium	(L)	1965
Science Building	(M)	1965
Industrial Arts Building	(N)	1965
Music Building	(J)	1966
Library	(X)	1970
Classroom Building	(Y)	1970

*Nominated buildings

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	X community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X architecture	X education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music		
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater	
X 1900–	___ communications	___ industry	___ politics/government	___ transportation	
		___ invention		___ other (specify)	

Specific dates 1917-1938 **~~Builder~~ Architect** Robert A. Farrell, Farrell & Miller, E. H. Cline, Wesley Eager

Statement of Significance (in one paragraph)

TORRANCE HIGH SCHOOL

Summary

Torrance High School is significant as the oldest, and until 1955 the only, high school in Torrance. Since its opening in 1917, it has been in continuous use as an educational facility and has played a vital role in the City's development. The present high school campus was constructed over a 50-year period and today includes 16 buildings, 12 of which were built (or significantly and irreversibly altered) since 1950. Although the whole campus is discussed in this statement, only four buildings are singled out for nomination to the National Register: the Main Building (1917), the Home Economics Building (1923), the Torrance High School Annex (1923), and the Auditorium (1938).

Torrance High School is an impressive local landmark, occupying the most visible site in the expertly planned and landscaped downtown core area. Designed by the Olmsted Brothers of Boston, Massachusetts, the City of Torrance was conceived as a "modern garden-industrial city" by its developers. The Olmsteds' city plan, in conjunction with buildings designed by Irving J. Gill, the city's original architect, now classifies Torrance as one of a small handful of cities with auspicious origins in early "City" Beautiful" planning.

Torrance High School, the oldest high school in the city, has played a vital role in Torrance's development since its opening in 1917. Not only was it the first high school in Torrance, but it was the only one until 1955. It has been in continuous use through the years. Torrance Unified School District officials plan for the school to have a long and progressive future as part of Torrance's secondary educational system.

In the spring of 1916, the Torrance community made plans to develop a new school system to replace its several "one-room schoolhouse" facilities. As an inducement, they offered the Los Angeles City School Board a choice nine-acre site, at the end of El Prado, originally intended for a civic center. Because the property was reasonably priced, adjacent to a beautifully landscaped park, and because the community anticipated a student population of over 2,000 within a few years, the Los Angeles City School District purchased the land and, in 1917, constructed a new school building.

The Main Building (A) was opened to students as Torrance School in 1917. In 1921, a rear addition was constructed. In 1923, two new buildings were completed. One was an auditorium and the other a structure now known as the Home Economics Building (B).

19-178513

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When completed, the school complex included thirty classrooms, an auditorium, "assessory compartments", laboratories for the physical and natural sciences, shops, and home economics facilities. In 1923, after Torrance Elementary School was built, on the property, the original Torrance School was converted into a high school. A three-fold instructional program offered regular academic and commercial courses together with shop, mechanical drawing, sewing, and agriculture.

The first auditorium was destroyed by an earthquake in 1933. It was replaced in 1938 with a WPA Moderne structure (AUD) designed by Wesley Eager. The Boys' Gymnasium (I), designed by the same architect, was built in 1936. (It was significantly and irreversibly altered in 1965 and again, after a fire, in 1970.) Three classroom bungalows (C, D, and E) were added in 1952. A cafeteria (CAFE) was built in 1954.

From 1950 to 1970, the population of Torrance grew from 22,241 to 134,584. During this period, the school age population multiplied eightfold, from 4,515 to 36,504. By the early 1960's, three more high schools had been built in Torrance. Still more space was needed. An expansion program was begun. From 1963 to 1970, Torrance High School facilities were expanded to nearly two and a half times their previous size, from approximately 110,000 square feet to about 260,000 square feet of floor space.

The Administration Building (G) was built in 1963. The same year the Torrance Elementary School building (K), built in 1923, was annexed to the high school after 40 years' continuous use as an elementary school.

The Girls' Gymnasium (L), the Science Building (M), and a new Industrial Arts Building (N) were built in 1965. At the same time additions were made to the Boys' Gymnasium.

In 1966, the Music Building (J) was built. In 1970, a Library (X) and a classroom building with an adjoining wing (Y) were built. To make room for these two new buildings, an old Gymnasium, built in 1926, and an old Industrial Arts building, constructed in 1929, were demolished. (The location of these two former buildings, designed by A.S. Nibecker, is marked with a broken blue line on the plot plan.)

Although the Torrance High School campus has undergone considerable changes since its inception in 1917, it remains an important place in the city. The historic significance of the campus is expressed in the remaining original structures, especially in the Main Building and attached Home Economics Building.

The location of Torrance High School, in relation to the older downtown Torrance community, is of particular importance. The City of Torrance is

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one of a handful of planned communities in the United States and was first envisioned as a model garden-industrial city by its founders. The original city plans were designed by the Olmsted Brothers of Boston, Massachusetts, sons of the celebrated landscape architect Frederic Law Olmsted.

The Olmsteds' plan called for the separation of residential, industrial, and commercial sectors. A long boulevard, the El Prado, divided the downtown business district extending through the residential area as a common. It was aligned to frame Mt. San Antonio and the San Gabriel Mountains fifty miles to the northeast. Two buildings were planned to face each other across this impressive stretch of parkway: the railroad depot and the city hall. The city hall was never built on this site; instead, Torrance School was situated on the most scenic parcel in the downtown area.

Because of the new construction described above, the few remaining early structures are dispersed throughout the campus and are being nominated individually in a limited thematic format.

MAIN BUILDING (A) Architect: ROBERT ALLEN FARRELL

The Main Building was the first, and originally the only, building of Torrance High School. Named Torrance School and accommodating students from kindergarten through the twelfth grade, it opened on September 11, 1917, and was completed December 23, 1917. Constructed at a cost of $34,230, it was designed to readily incorporate future additions. It provided seven classrooms, a principal's office, and a makeshift auditorium which could be improvised by sliding partitions between the kindergarten and primary rooms.

In 1921, a rear addition designed by E.H. Cline was built at a cost of $38,849. Later referred to as the "Senior Patio," the addition included a brick patio with a tile fountain and benches. A long-standing tradition dictates that only Seniors (12th grade students) are permitted to congregate or cross the site. Two one-story wings were also added to the building.

Beginning in 1974, major rehabilitation and restoration work totalling over two million dollars was focused on the Main Building, preserving and enhancing the building's unique architecture.

HOME ECONOMICS BUILDING (B) Architects: Farrell and Miller

The Home Economics Building was added to the school as part of a $200,000 construction program begun in 1922. At that time, the school population was only 537 students - an increase of 114 in one year - but a campaign to build 3,000 new homes to house Torrance factory workers promised a much larger influx of students in the near future. The Los Angeles City School District purchased 17 adjoining acres of land and contracted with Farrell and Miller to design two additional buildings for the school.

The whole project included two separate structures, one to the east of the Main Building and one to the west, each connected to the Main Building with a

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colonnade. The east building was an auditorium. The one on the west was the present Home Economics Building.

In 1933, an earthquake so damaged the Auditorium and the eastern colonnade that they had to be demolished. The Home Economics Building and the colonnade connecting it to the Main Building were unaffected and remain intact and well-preserved today.

TORRANCE HIGH SCHOOL ANNEX (Torrance Elementary School)(K) Architect: E.H. Cline

The Torrance High School Annex, some 800 feet south of the Main Building, was built in 1923 as the Torrance Elementary School. The architect was E.H. Cline, who also designed the rear addition to the Main Building. Before it opened, Torrance School (the present Torrance High School) accommodated both elementary and high school students. In 1923, with the opening of the new elementary school for kindergarten through sixth grade students, Torrance School was renamed Torrance High School.

In 1963, the Torrance Elementary School building became part of the high school [illegible]. Its two-story design was now considered inappropriate for elementary school use, and the high school needed additional classroom space. The Board of Education built a new elementary school facility nearby, and the old 1923 building was annexed to the high school. It was renamed Torrance High School Annex and became an integral part of the high school campus.

For 40 years this building was in continuous use as an elementary school. Up until the 1950's, it was one of only four elementary schools in the city. Two of the other three were subsequently demolished. The third, similar in style to the Torrance Elementary School, was completed in 1932. Thus, although the Torrance High School Annex is not used as an elementary school at present, it is the oldest remaining elementary school building in the city.

AUDITORIUM (Assembly Hall) (AUD) Architect: Wesley Eager

The old auditorium at Torrance High School was irreparably damaged by an earthquake in 1933. It was demolished, along with the colonnade connecting it to the Main Building.

In the fall of 1938, a new auditorium, designed by Wesley Eager, opened on the campus. The Torrance Herald's special edition, "Torrance on the Air," published September 15, 1938, praised the new building:

> "The outstanding addition to school properties this year will be the new $100,700 high school assembly hall which will seat some 700. This building, now in the final stages of construc-

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UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

tion, will probably be ready for use late in October. It will be equipped with the latest apparatus for stage productions and decorated in the modern manner. A sunken garden will connect the assembly hall with the present high school campus."

The newspaper predicted that the new auditorium, described as functional and beautiful, would become "one of the show places of the city."

Until the 1950's, the high school auditorium was the only hall in Torrance with a large enough space and properly equipped to hold concerts and theatrical productions. It had state-of-the-art lighting, sound, and stage equipment. Thus, it was used not only by the high school, but regularly for productions sponsored by community groups in Torrance.

In 1974, when the Main Building was being rehabilitated and restored, a WPA mural painted in the library was in danger of being destroyed. People responsible for maintaining the building noted that it was being damaged by the work in progress. With some difficulty, they mounted the mural on plywood and moved it to the auditorium. An art teacher at the school restored the damaged sections of the mural. It hangs in the auditorium today, bearing the inscription: "A. Katharine Skeele, WPA Federal Art Project #36."

Although less than 50 years of age, the auditorium is an integral part of the Torrance School complex. It is one of only two examples of its type and period in the community. Both the auditorium and the Torrance Post Office (1936) are excellent examples of the PWA Moderne and would appear to be exceptional when viewed in the local architectural context.

19-178513

9. Major Bibliographical References

See Attachment A

10. Geographical Data

Acreage of nominated property 2.2

Quadrangle name Torrance, CA

Quadrangle scale 1:24000

UMT References

	Zone	Easting	Northing
A	11	377820	3744000
K	11	380000	3743690
E			
G			
B	11	377760	3744030
AUD	11	377880	3743890
F			
H			

Verbal boundary description and justification The boundary of Torrance High School campus is shown as the red line on Attachment B. The boundaries of the nominated buildings within the campus complex are marked with a red line on Attachment D.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
state		code	county		code

11. Form Prepared By

name/title See Attachment C

organization — date

street & number — telephone

city or town — state

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature K McAllen

title State Historic Preservation Officer date 6/29/83

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET ITEM NUMBER 9 PAGE 1

MAJOR BIBLIOGRAPHICAL REFERENCES 10

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December 23, 1917, P.I, p.9
October 22, 1922, P.V, p.13
November 19, 1922, P.IV, p.6
June 28, 1928, P.II, p.21
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FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET ITEM NUMBER 10 PAGE 1

VERBAL BOUNDARY DESCRIPTIONS

Boundaries are lines of convenience which encompass the historic resources and significant associated features.

Main Building (A)

Beginning at the east corner of the Main Building and proceeding northwest 275 feet to the north corner of the Main Building, then turning left and proceeding 25 feet southwest to the colonnade connecting the Main Building to the Home Economics Building, then proceeding 85 feet in a westward curve around the outside of the colonnade to the Home Economics Building, then turning left and proceeding 2 feet to the corner of the Home Economics Building, then turning right and proceeding southwest 100 feet along the side of the Home Economics Building to a point directly opposite the rear end of the Main Building, then turning left and proceeding 325 feet southeast across the landscaped area between the Home Economics Building and the Main Building, across the rear end of the Main Building and the landscaped area directly to the south of it, to a point directly opposite the southeast side of the Main Building, then turning left and proceeding 175 feet northeast across the landscaped area and the southeast side of the building, back to the starting point.

Home Economics Building (B)

Beginning at the east corner of the Home Economics Building and proceeding northwest 62 feet then turning left and proceeding 115 feet southwest along the side of the building, then turning left and proceeding southeast 62 feet across the rear of the building, then turning left and proceeding northeast 115 feet along the side of the building to the starting point.

Auditorium/Assembly Hall (AUD)

Starting at the east corner of the building and proceeding northwest 175 feet to the north corner of the building, turning left and proceeding southwest 90 feet across the front of the building, to the west corner of the building, turning left and proceeding 165 feet southeast to the south corner, then turning left and proceeding northeast 90 feet across the back of the building, thus returning to the starting point.

Torrance High School Annex (K)

Beginning at the southwest corner of the building and proceeding 90 feet east, then turning left and proceeding north 365 feet across the front of the building, then turning left and proceeding 175 feet west, then turning left again and proceeding 50 feet south across the end of this wing of the building, then turning left and proceeding 75 feet east, then turning right and proceeding 315 feet across the rear of the building back to the starting point.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET ITEM NUMBER 11 PAGE 1

FORM PREPARED BY:

February 12, 1983

Don Fulton
Torrance High School Alumni Association
P. O. Box 527
Torrance, California 90508

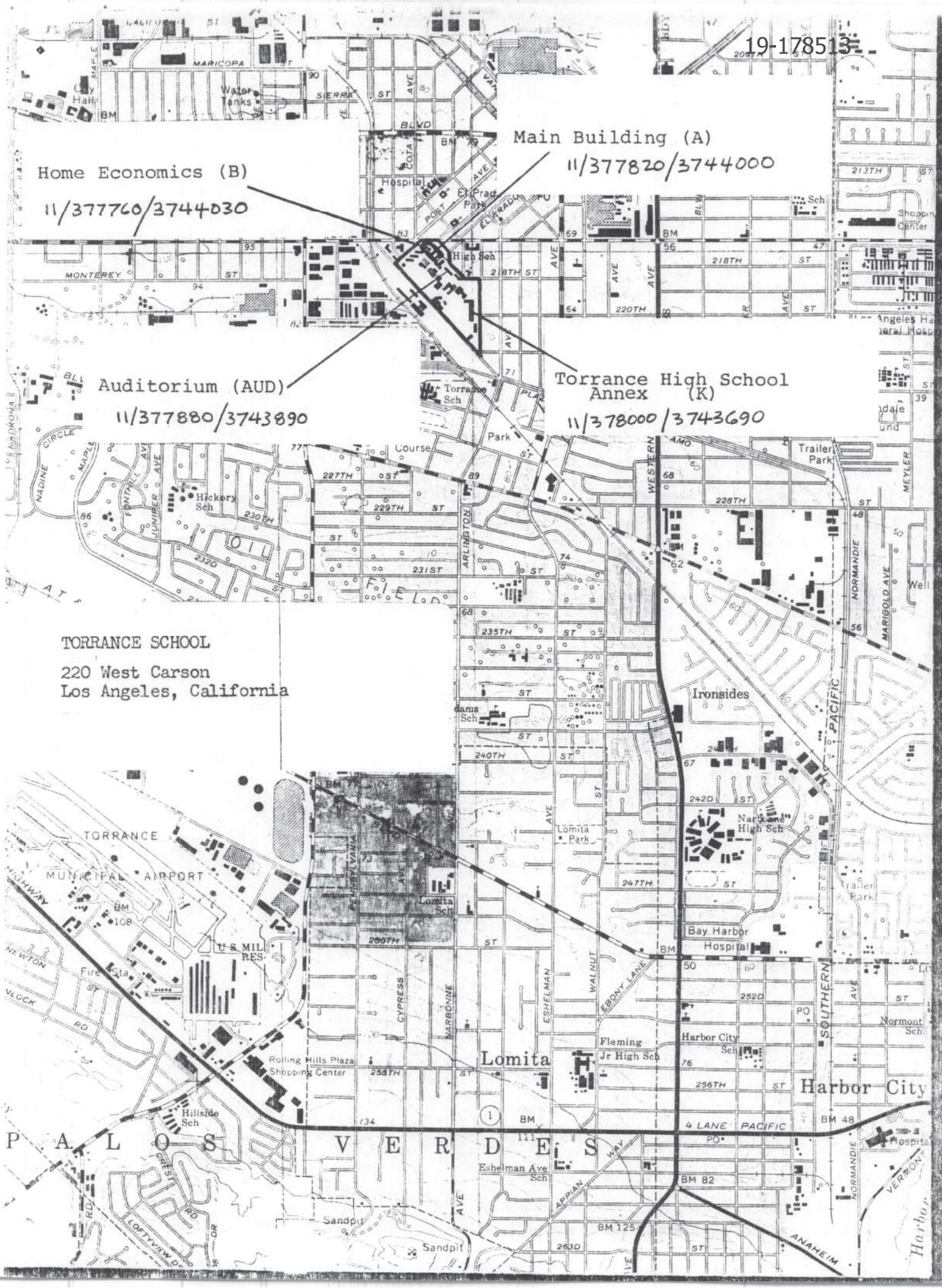
Carolyne Campbell and Holly Hamlin
Historic Resources Survey Coordinators
City of Torrance Planning Department
3031 Torrance Boulevard
Torrance, California 90503
(213) 618-5990

Roger Hatheway
Architectural Consultant
Historic Resources Survey
(213) 479-1250

Elinor Aurthur
City of Torrance Planning Department
3031 Torrance Boulevard
Torrance, CA 90503
(213) 618-5990

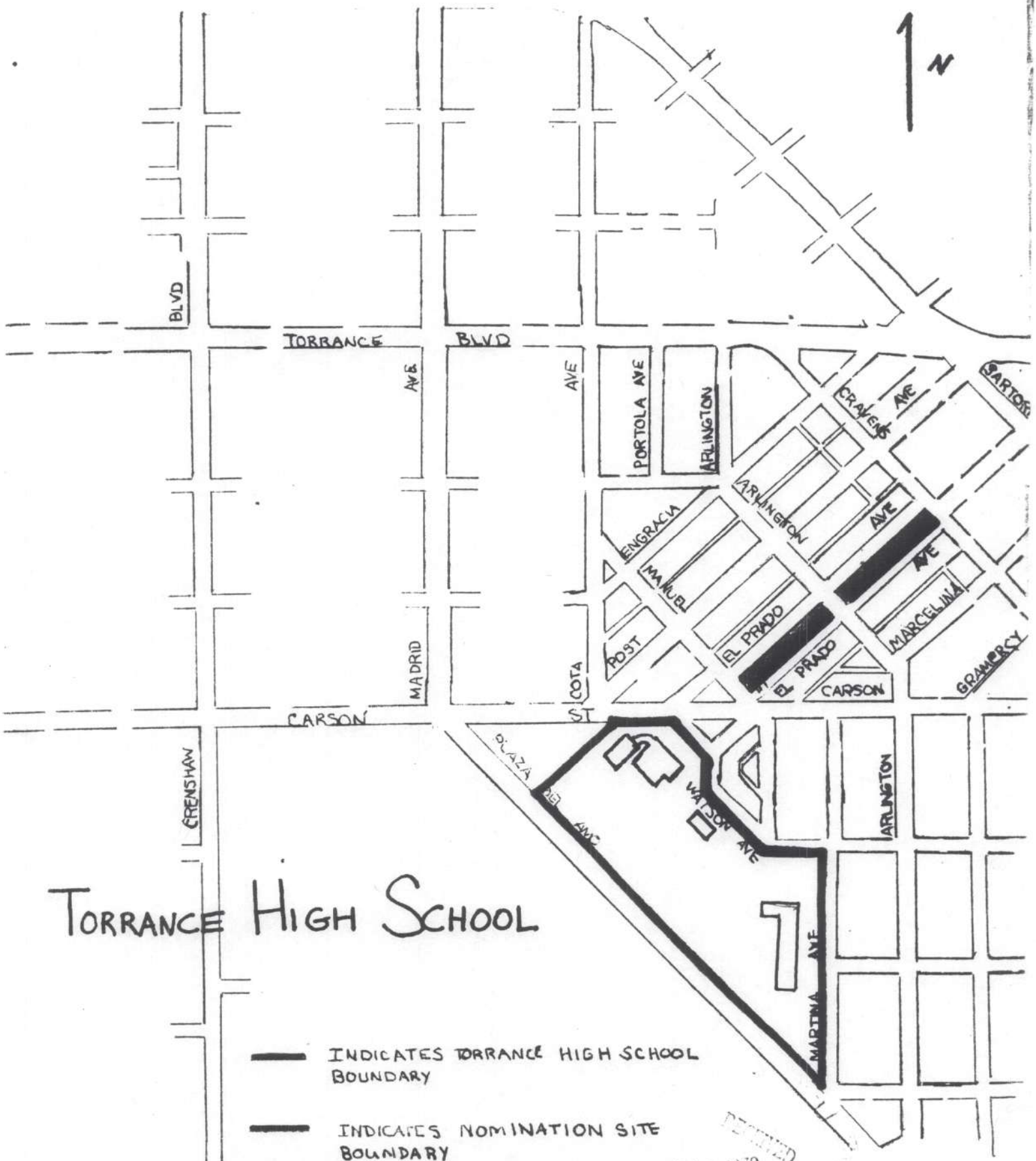
Neil Stanton Palmer
Architect
672 Silver Spur Road
Palos Verdes Peninsula, CA 90274
(213) 377-6976

19-178513


Main Building (A)
11/377820/3744000
Home Economics (B)
11/377760/3744030
Auditorium (AUD)
11/377880/3743890
Torrance High School Annex (K)
11/378000/3743690
TORRANCE SCHOOL
220 West Carson
Los Angeles, California
MARICOPA ST
SIERRA BLVD
MONTEREY ST
218TH ST
220TH ST
227TH ST
229TH ST
230TH ST
231ST ST
235TH ST
240TH ST
242D ST
247TH ST
250TH ST
252D ST
256TH ST
Torrance Sch
Hickory Sch
Lomita Park
Lomita Sch
Narbonne High Sch
Bay Harbor Hospital
Fleming Jr High Sch
Harbor City Sch
Normont Sch
Eshelman Ave Sch
Hillside Sch
Rolling Hills Plaza Shopping Center
TORRANCE MUNICIPAL AIRPORT
U.S. MIL. RES.
Ironsides
Trailer Park
Lomita
Harbor City
PALOS VERDES
4 LANE PACIFIC
PACIFIC
WESTERN
ARLINGTON
NORMANDIE
MARIGOLD AVE
MEYLER
CYPRESS
NARBONNE
ESHELMAN
WALNUT
EBONY LANE
SOUTHERN
PENNSYLVANIA
NEWTON
BLOCK RD
CREST RD
LOFTVIEW DR
APPIAN WAY
ANAHEIM
VERMONT
BM 108
BM 82
BM 125
BM 48

19-178513

ATTACHMENT B



RECEIVED
MAY 30 1979

19-178513

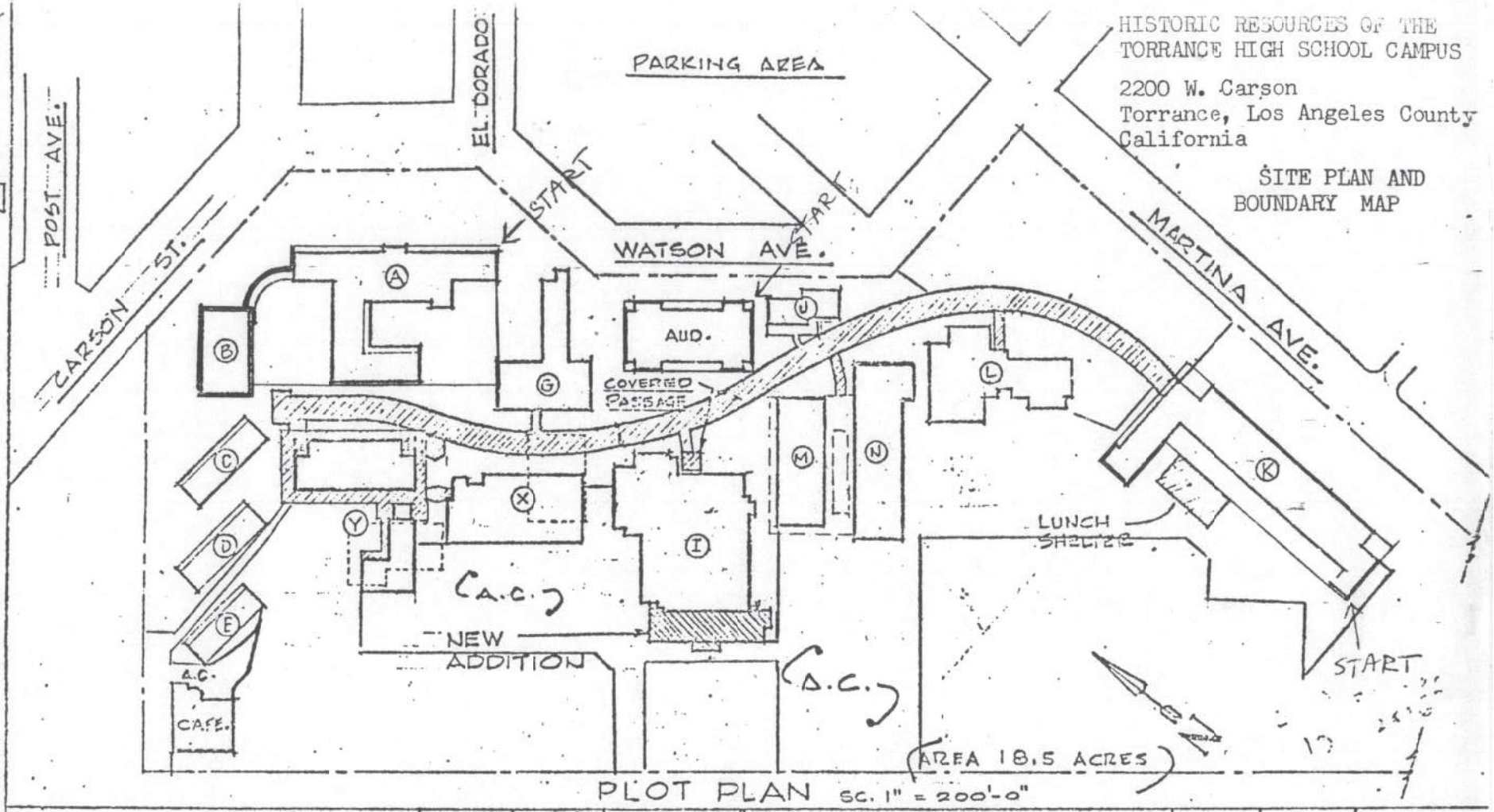
☐ BASIC PLANS (2) ☐ FINAL PLANS (3)

TORRANCE HIGH SCHOOL — TORRANCE UNIFIED SCHOOL DISTRICT.
ADDRESS: TORRANCE, CALIF.

HISTORIC RESOURCES OF THE TORRANCE HIGH SCHOOL CAMPUS

2200 W. Carson
Torrance, Los Angeles County
California

SITE PLAN AND BOUNDARY MAP



PLOT PLAN Sc. 1" = 200'-0"

	UNIT	CL. RM.	LAB.	AREA
①	UNIT "A" - 1ST FLOOR	9		18,519 ft.
②	" " 2ND "	11		16,174 "
③	" "B" 1ST & 2ND FLOOR	1	6	13230 "
④	" "C"	4		3,628 "
⑤	" "D"	3		3,628 "
⑥	" "E"	3		3,343 "
⑦	" "F" DEMOLISHED			
⑧	" "G" 1ST & 2ND FLOOR			11,271
⑨	" "H" DEMOLISHED			
⑩	" "M" & "N" 1ST. FLOOR			23,708
⑪	" " 2ND " & ROOF			23,406

	UNITS	CL. RM.	LAB	AREA
⑫	UNIT "J"	2		39,076
⑬	" "U"	2		4,562
⑭	" "K" 1ST & 2ND FLOOR	24	1	39,654
⑮	" L			16,220
⑯	AUDITORIUM			15,093
⑰	CAFETERIA			6,687
⑱	TOILET BLDGS A & B & TICKET BOOTH			2,476
⑲	LIBRARY BLDG. 'X'			32,326
⑳	CLASSROOM BLDG 'Y'			21,145
㉑	COVERED PASSAGE @ '12.			51,024

ABOVE IS MEASURED IN ACCORDANCE WITH ART. 2020 SUBCHAPTER 6, TITLE 5, CALIF. ADMINISTRATIVE CODE.

TOTAL SQ. FOOT AREA = 354,172

ROY DONLEY & ASSOCIATES A.I.A.

DATE: 8-12-68 SHEET 1 OF 22 SHEETS
REVISED DATE 3-18-69 ; 6/1/71 PEGE
OFFICE OF SCHOOL PLANNING
CALIFORNIA DEPARTMENT OF EDUCATION

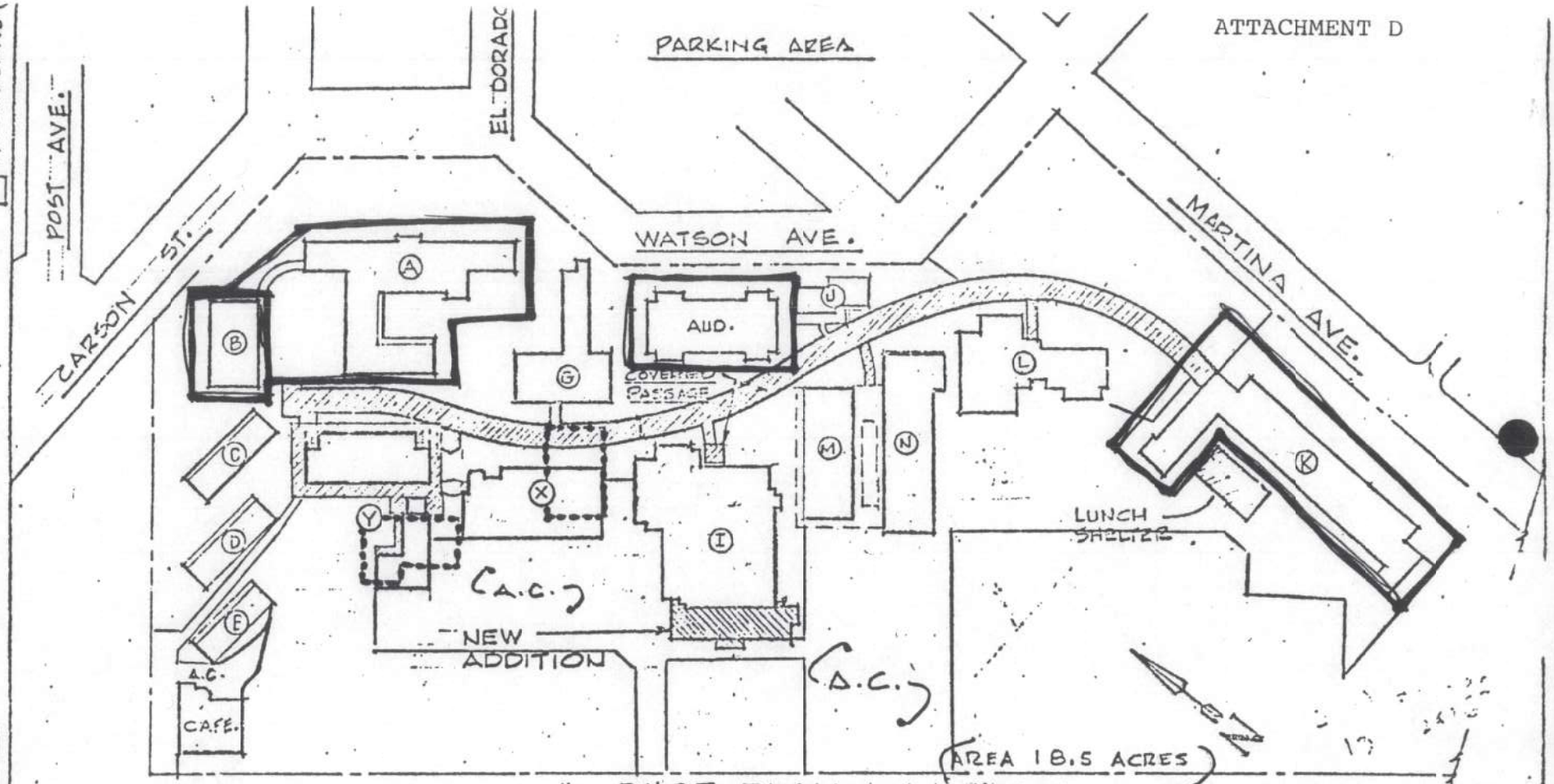
ATTACHMENT D

19-178513

☐ BASIC PLANS ☐ FINAL PLANS

TORRANCE HIGH SCHOOL — TORRANCE UNIFIED SCHOOL DISTRICT.

ADDRESS: TORRANCE, CALIF.



PLOT PLAN Sc. 1" = 200'-0"

	UNIT	CL. RM.	LAB.	AREA
①	UNIT "A" - 1ST FLOOR	9		18,519 ft²
②	" " 2ND "	11		16,174 "
③	" "B" 1ST & 2ND FLOOR	1	6	13230 "
④	" "C"	4		3,628 "
⑤	" "D"	3		3,628 "
⑥	" "E"	3		3343 "
⑦	" "F" DEMOLISHED			
⑧	" "G" 1ST & 2ND FLOOR			11,271
⑨	" "H" DEMOLISHED			
⑩	" "M" & "N" 1ST. FLOOR			23,708
⑪	" " 2ND " & ROOF			23,408

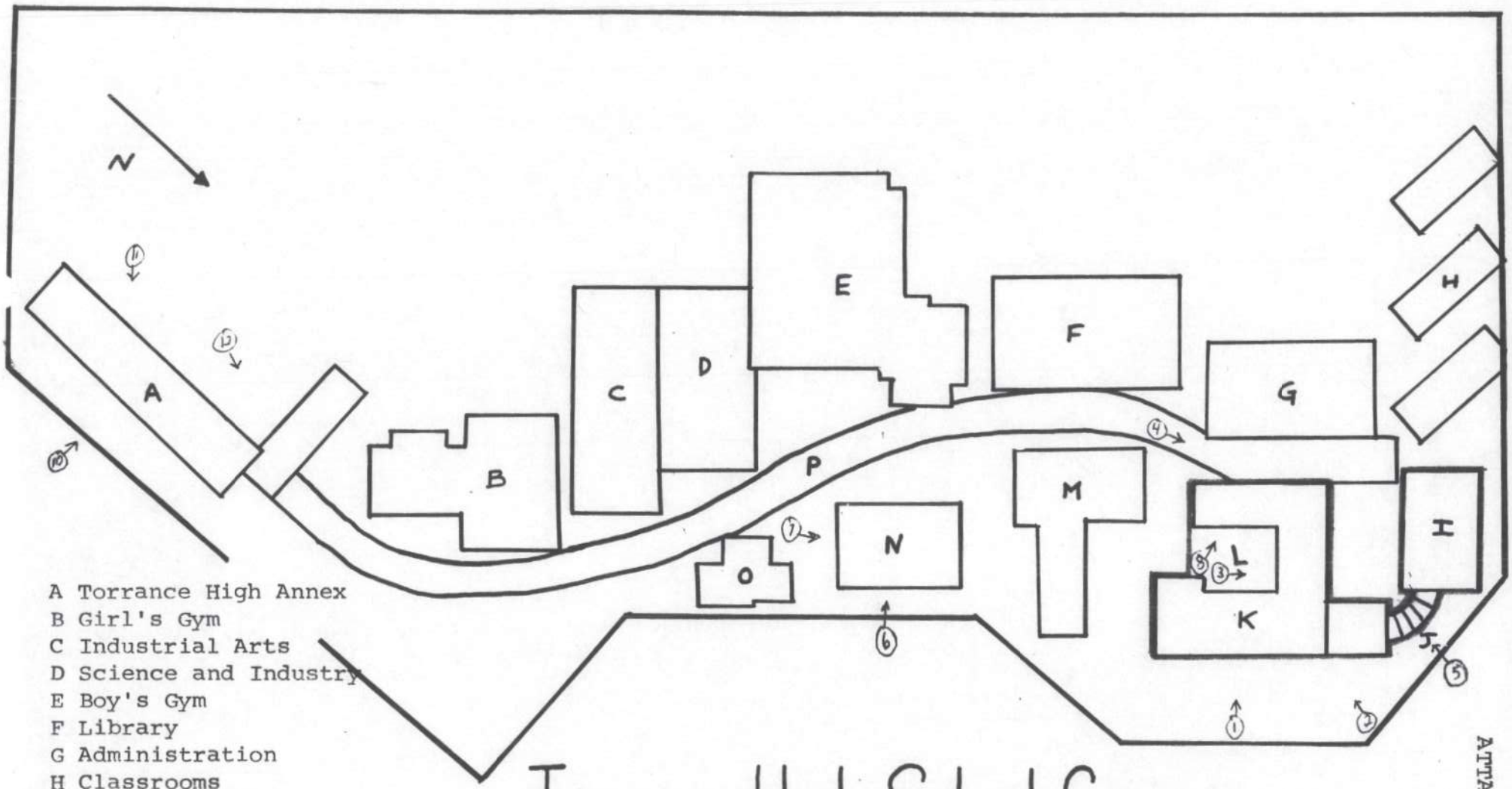
	UNITS	CL. RM.	LAB	AREA
⑫	UNIT "J"	2		39,076
⑬	" "J"	2		4,[illegible]
⑭	" "K" 1ST & 2ND FLOOR	24	1	39,654
⑮	" L			6,220
⑯	AUDITORIUM			15,093
⑰	CAFETERIA			6,687
⑱	TOILET BLDGS A & B & TICKET BOOTH			2,476
⑲	LIBRARY BLDG. 'X'			32,326
⑳	CLASSROOM BLDG 'Y'			24,145
㉑	COVERED PASSAGE @ 12.			51,024

ABOVE IS MEASURED IN ACCORDANCE WITH ART. 2020 SUBCHAPTER 5, TITLE 5, CALIF. ADMINISTRATIVE CODE.

TOTAL SQ. FOOT AREA = 354,172

ROY DONLEY & ASSOCIATES A.I.A. Roy Donley

DATE: 8-12-63 SHEET 1 OF 22 SHEETS
REVISED DATE 3-18-68 : 6/1/71 RSH
OFFICE OF SCHOOL PLANNING
CALIFORNIA DEPARTMENT OF EDUCATION



A Torrance High Annex
B Girl's Gym
C Industrial Arts
D Science and Industry
E Boy's Gym
F Library
G Administration
H Classrooms
• I Home Economics
• J Collonade
• K Main Building
• L Senior Patio
M Administration
N Auditorium
O Music Building
P Corridor

Torrance High School Campus

NOMINATION SITE

ATTACHMENT 1
78513

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

(Photographer not known)

Torrance Historical
Society Museum
1345 Post; Torrance

19-178513

Main Building
Date: 1920's

H-1 of 2

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

(Photographer not known)

Torrance Historical
Society Museum
1345 Post; Torrance

Torrance High School Annex
(originally Torrance Ele-
mentary School)
Date: 1920's

H-2 of 2

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

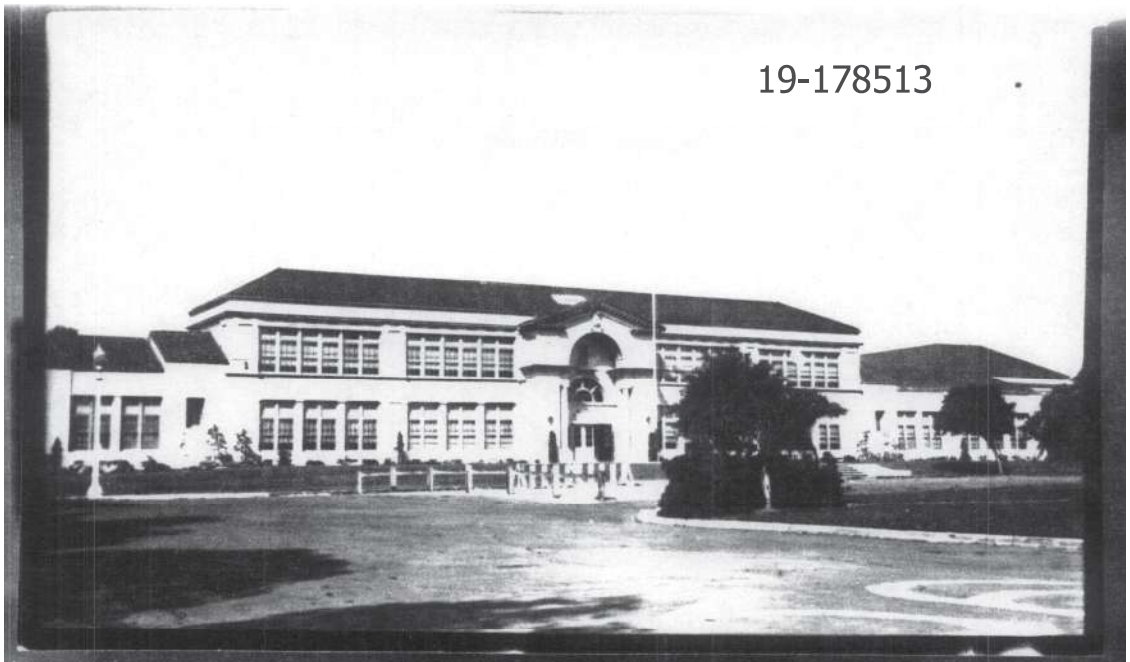
Torrance Historical
Society Museum
1345 Post; Torrance

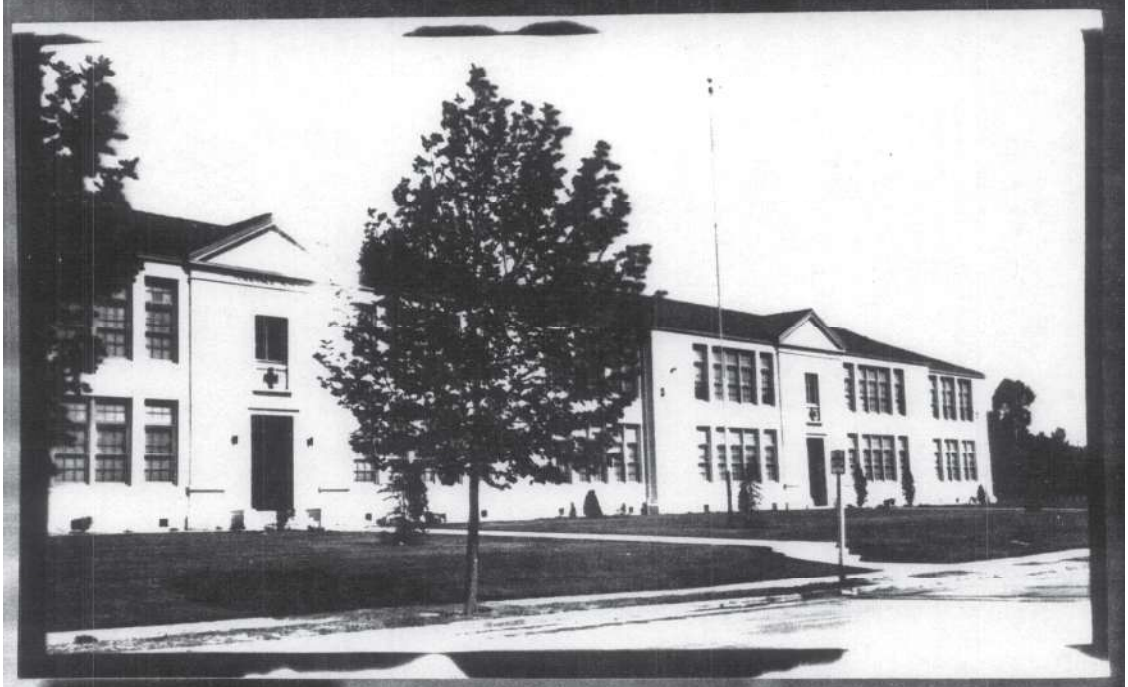
Main Building (A)
Front View

#1 of 15

OCT 20 1978

19-178513







19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Main Building
Side Front View

#2 of 15

OCT 20 1978

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Senior Patio
Rear addition to main
building (A) Rear view

OCT 20 1978 #3 of 15

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

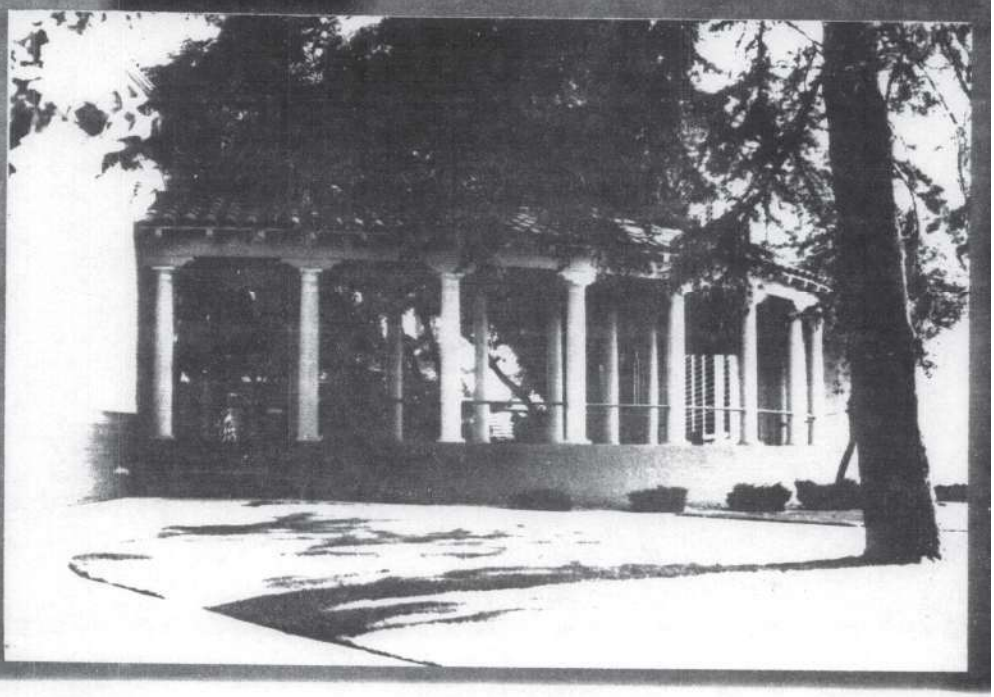
View of Corridor
Rear addition to Main
Building (A)

#4 of 15

OCT 20 1978







19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

West Wing
Colonnade addition
View from front
#5 of 15

OCT 20 1978

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Assembly Hall
(Auditorium)
View from front
#6 of 15

OCT 20 1978

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

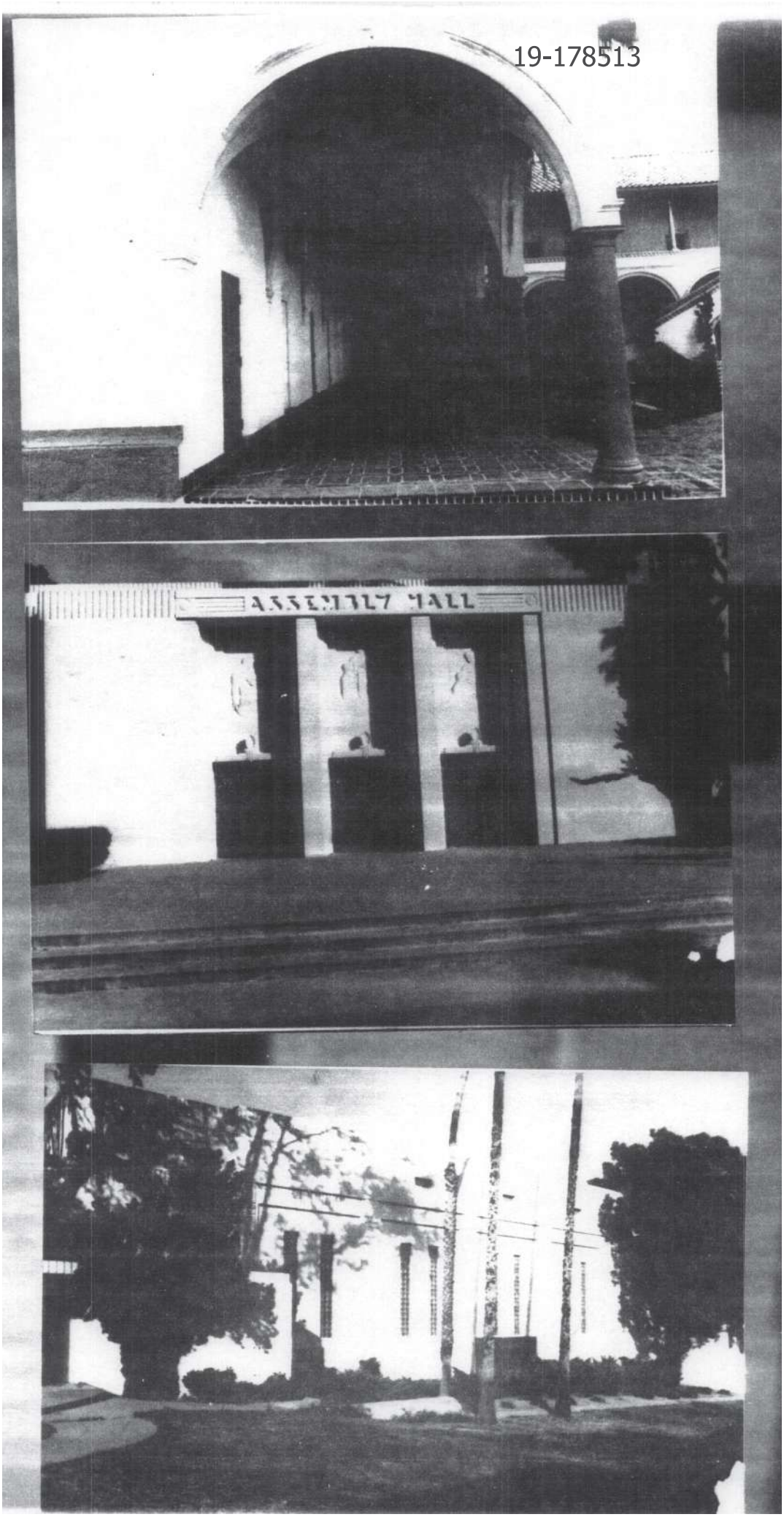
Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Assembly Hall
(Auditorium)
View from south side
#7 of 15

OCT 20 1978

19-178513



TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

19-178513

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

West Wing
Main Building (A)
View of rear

#8 of 15

OCT 20 1978

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Annex Building (K)
(Originally Torrance
Elementary School)
View from front

OCT 20 1978

#9 of 15

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

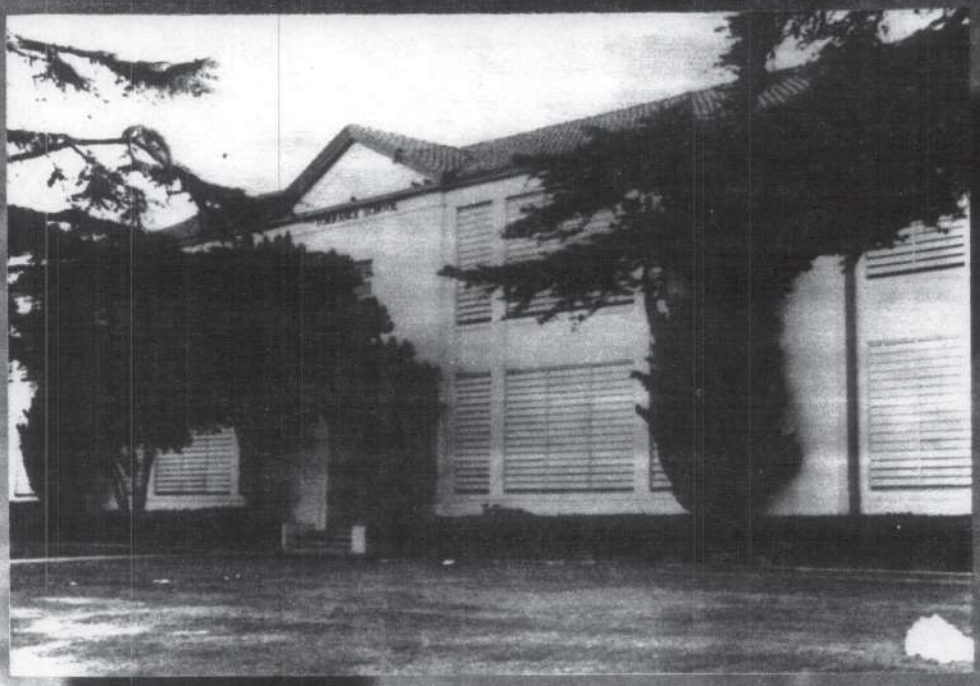
Torrance Historical
Society Museum
1345 Post; Torrance

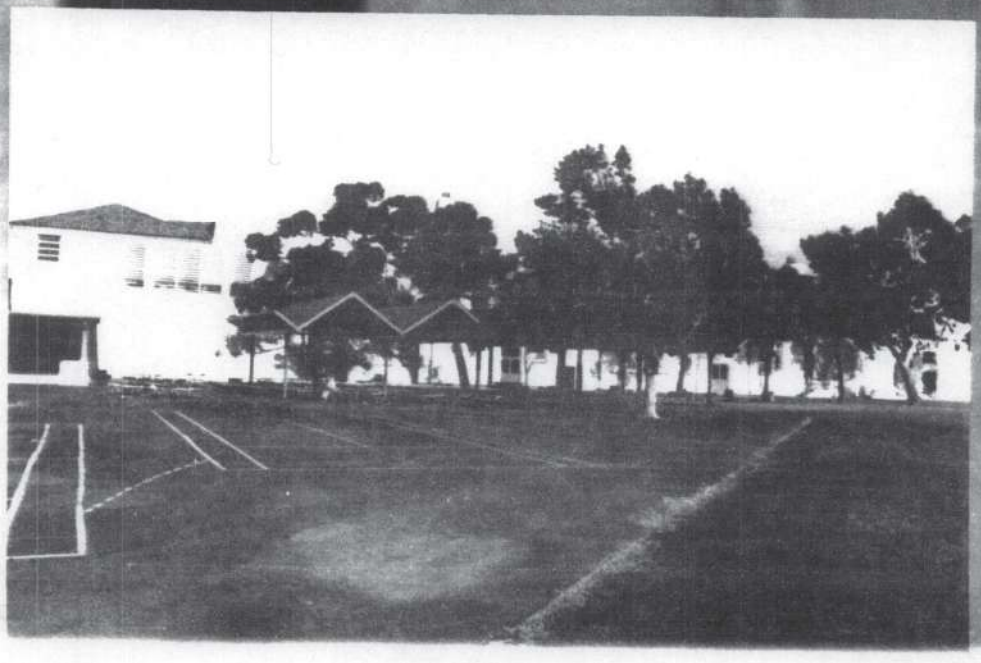
Annex Building (K)
(Originally Torrance
Elementary School)
View from rear (south)

OCT 20 1978

#10 of 15







19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Ernest & Gloria Jacobs

Torrance Historical
Society Museum
1345 Post; Torrance

Annex Building (K)
(Originally Torrance
Elementary School)
View of north wing
OCT 20 1978 #11 of 15

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

3

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

HOME ECONOMICS BUILDING(B)
Photographer facing
southwest
#12 of 15
JAN 28 1983

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

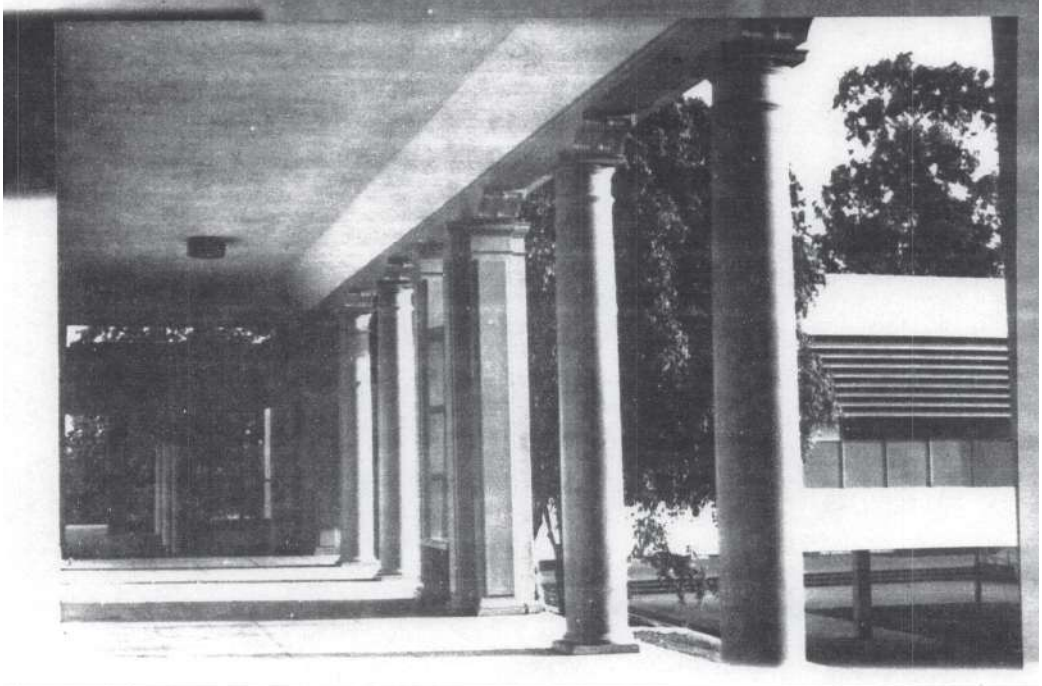
Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

MAIN BUILDING (A)
Rear of building
Photographer facing
southeast
JAN 28 1983 #13 of 15







TORRANCE HIGH SCHOOL 19-178513
2200 Carson Blvd., Torrance
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

VIEW FROM STEPS OF MAIN BUILDING. Photographer facing northeast

JAN 2 8 1983 #14 of 15

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

MAIN BUILDING
through palm grove
Photographer facing west

JAN 2 8 1983 #15 of 15

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

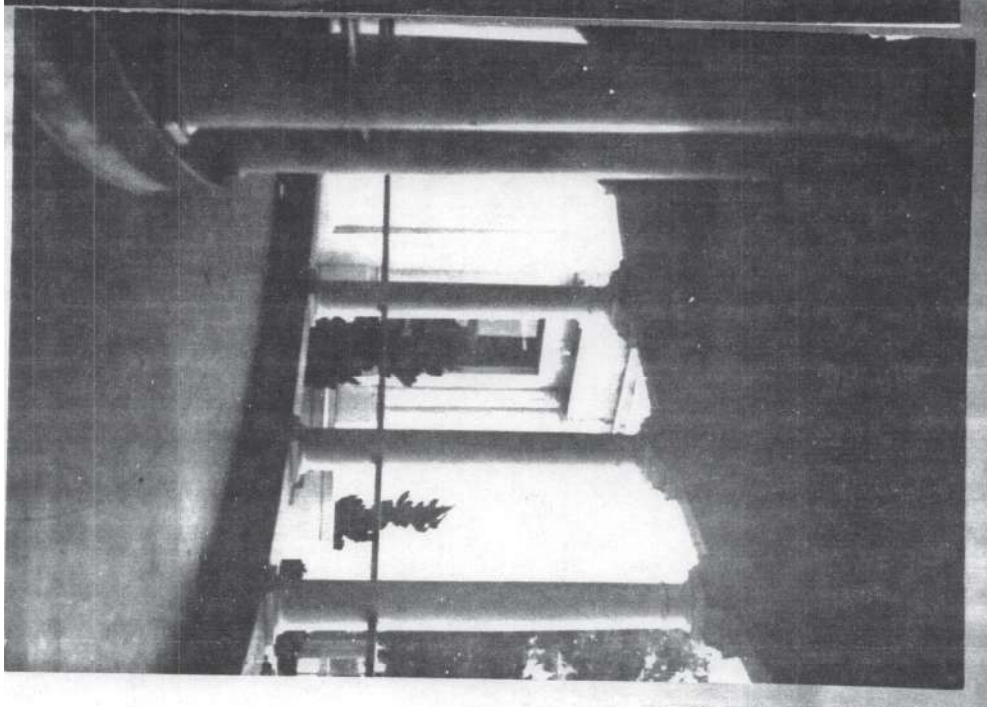
March 11, 1983

City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

Home Economics Building
Front View, seen through colonnade
Photographer facing West
#16 of 28







19-178513

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

Home Economics Building
Front
Photographer facing South
#17 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

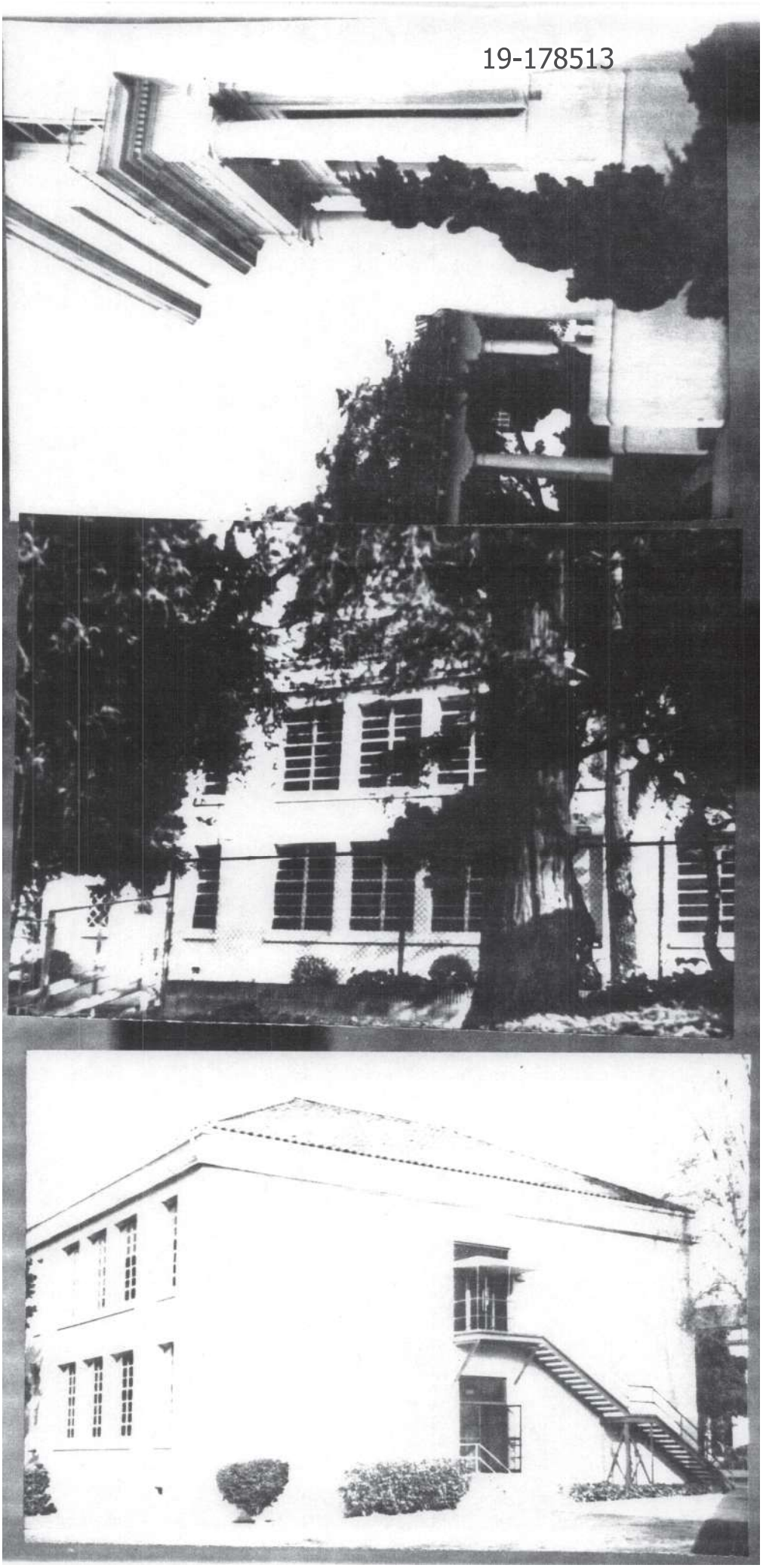
Home Economics Building
Northwest side
Photographer facing South-east
#18 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

Home Economics Building
Rear
Photographer facing East
#19 of 28



19-178513

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

Home Economics Building
Southeast side (toward rear)

Photographer facing North-west
#20 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

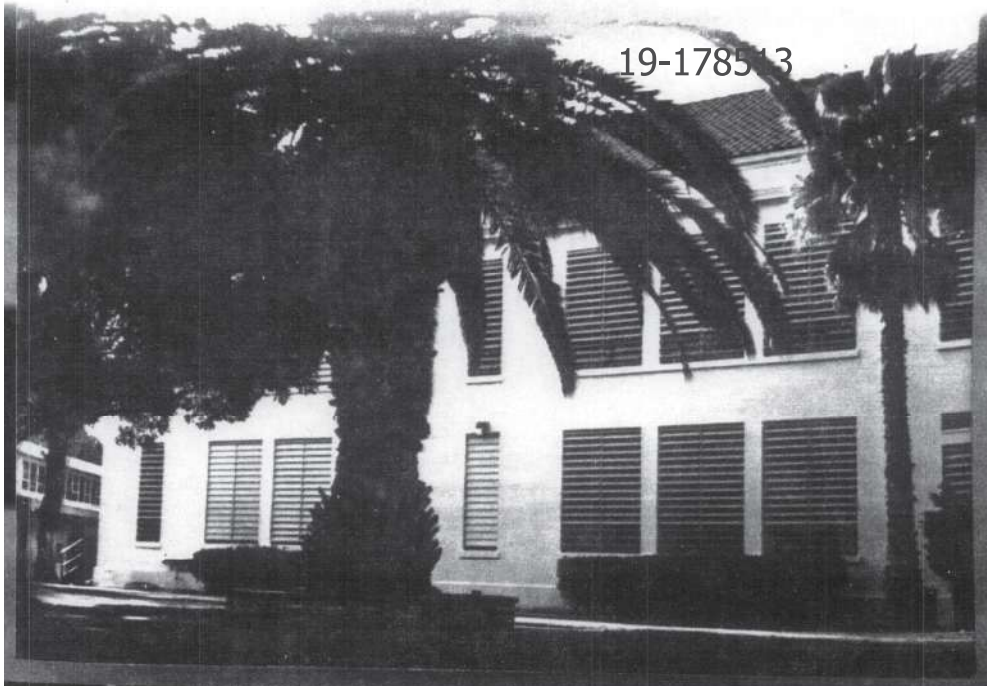
Home Economics Building
Southeast side (toward front)
Photographer facing North-west
#21 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

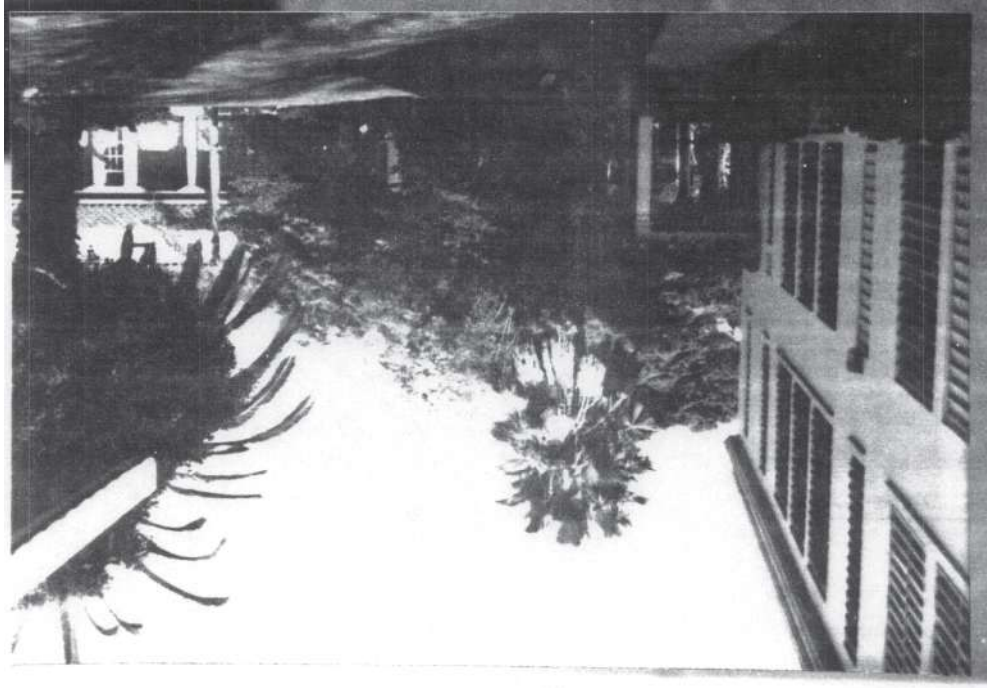
Elinor Aurthur

March 11, 1983
City of Torrance Planning Dept.
3031 Torrance Blvd.
Torrance, CA

Home Economics Bldg. & Main Bldg.
Photographer facing North-east
#22 of 28







TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

19-178513

Elinor Aurthur

March 11, 1983
City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Auditorium
Front
Photographer facing South-
east
#23 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983
City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Auditorium
Front
Photographer facing South-
east
#24 of 28

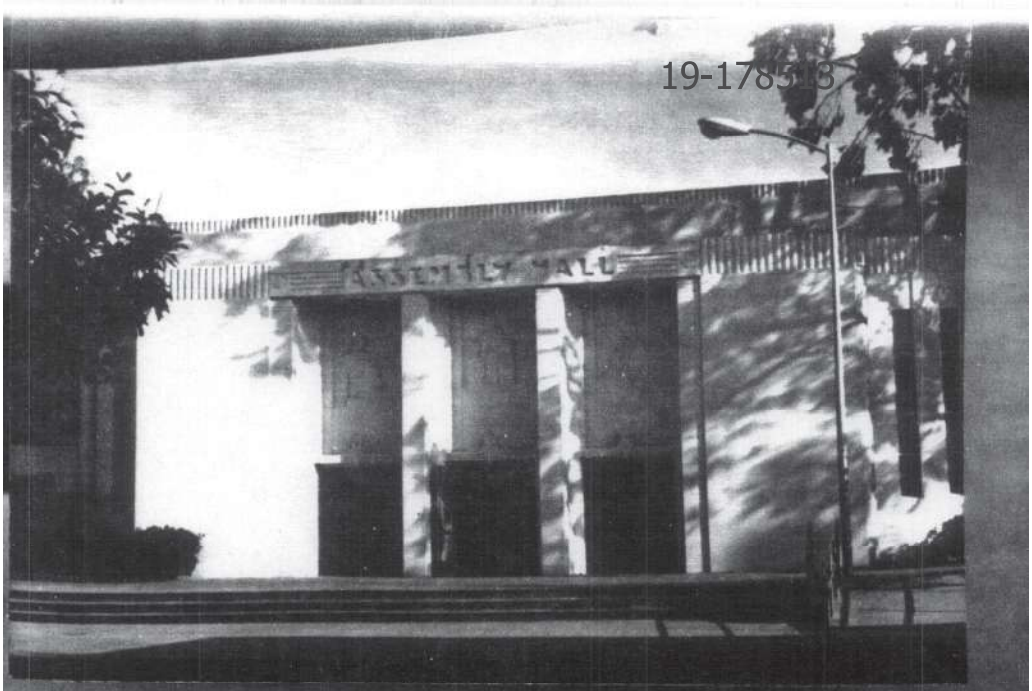
TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

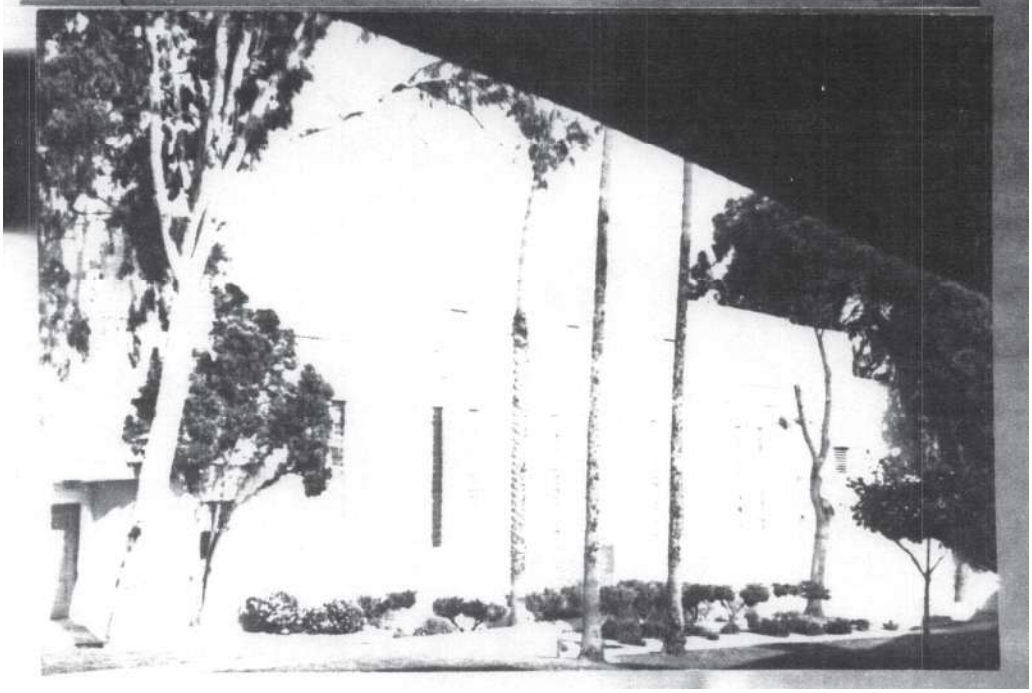
March 11, 1983
City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Auditorium
Southwest side
Photographer facing North-
east
#25 of 28

19-178518







TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983

City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Auditorium
Northeast side
Photographer facing South-
west
#26 of 28

19-178513

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

Elinor Aurthur

March 11, 1983

City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Annex
Front (South end)
Photographer facing West
#27 of 28

TORRANCE HIGH SCHOOL
2200 West Carson, Torrance
Los Angeles County, CA

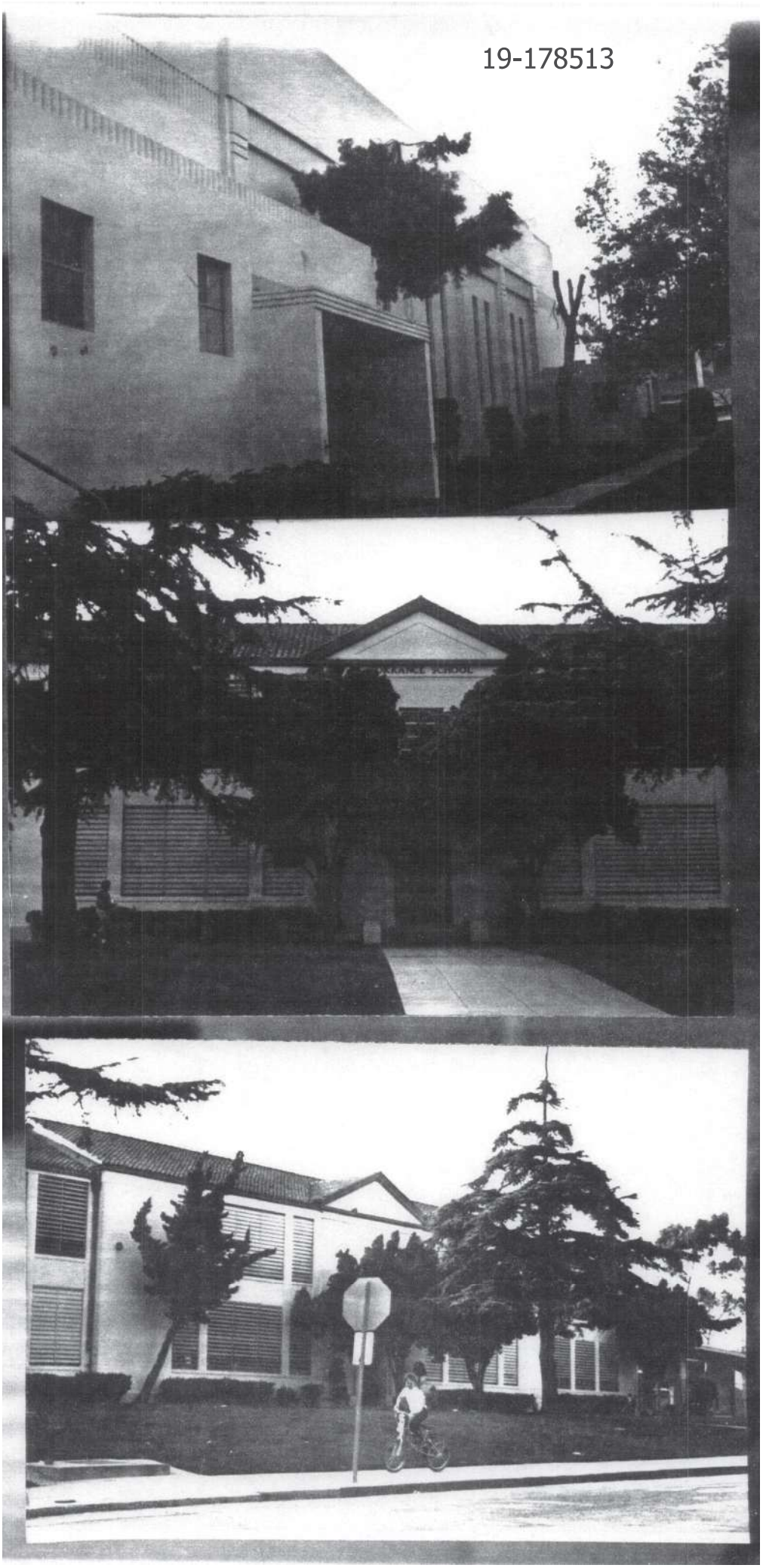
Elinor Aurthur

March 11, 1983

City of Torrance Planning
Dept.
3031 Torrance Blvd.
Torrance, CA

Annex
Front (North end)
Photographer facing West
#28 of 28

19-178513



TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

CLASSROOM BUNGALOW (D)
Photographer facing north

#2 of 12

JAN 2 8 1983

19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

CAFETERIA (CAFE)
Photographer facing west

JAN 2 8 1983 #4 of 12

19178513





TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

LIBRARY (X)
Photographer facing west

JAN 28 1983 #11 of 12

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torranc
Los Angeles County, CA

19-17851-3

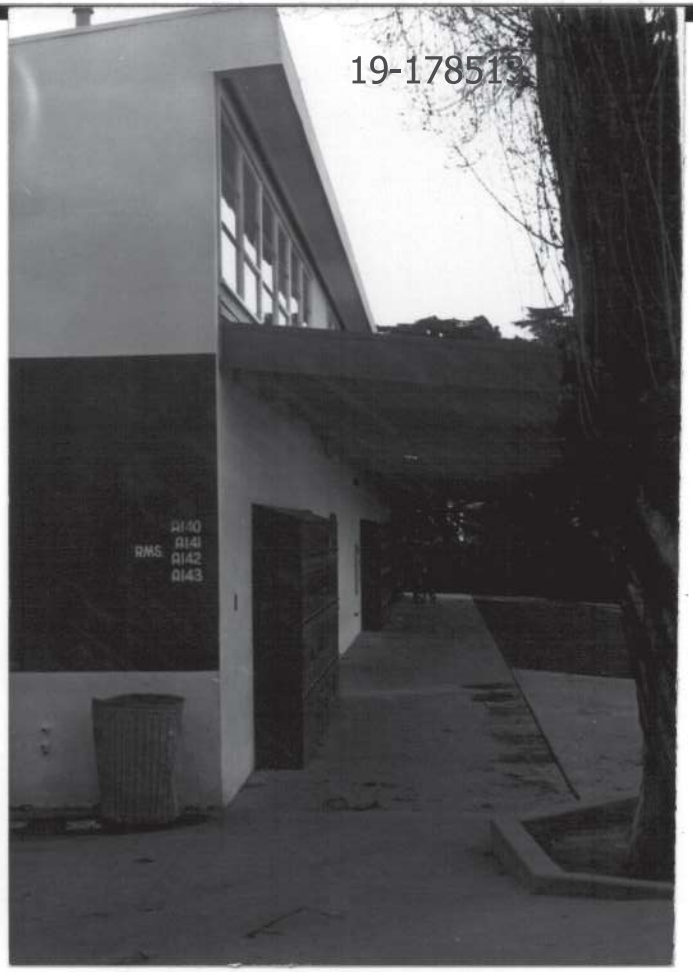
Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

CLASSROOM BUNGALOW (C)
Photographer facing west

JAN 28 1983 #1 of 12





19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torranc
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

ADMINISTRATION BLDG (G)
Photographer facing south

#5 of 12

JAN 28 1983

19-178513

3

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles, County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

MUSIC BUILDING (J)
Photographer facing east

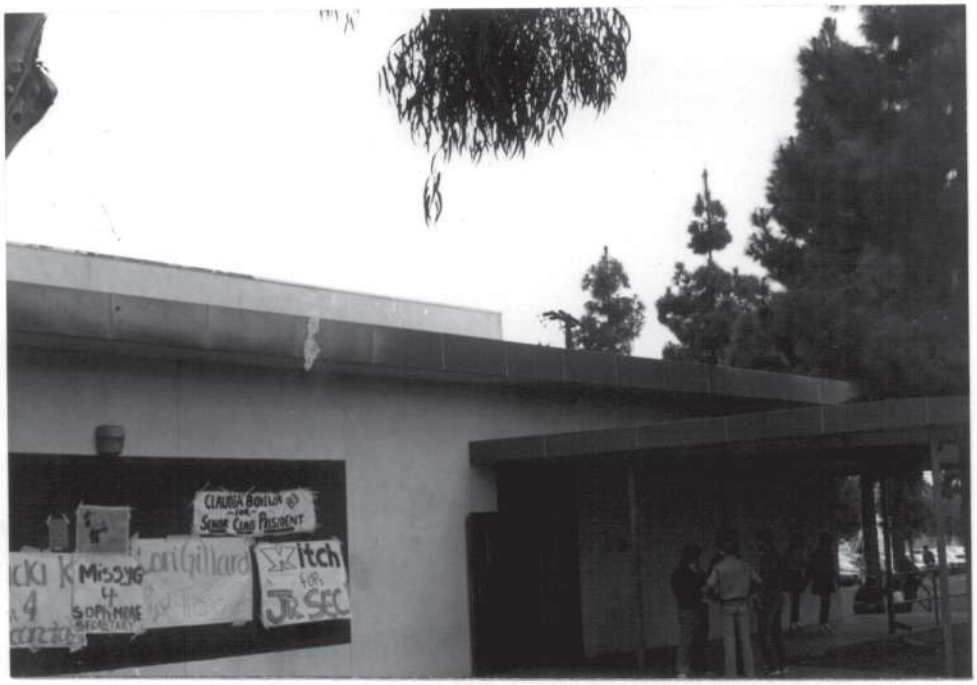
#7 of 12

JAN 28 1983

3

19-178513




CLAUDIA BONILLA
SENIOR CLASS PRESIDENT
Missing
SOPHOMORE
Itch
JR. SEC

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torranc
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

BOYS GYMNASIUM (I)
Photographer facing west

#6 of 12

19-178513

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

GIRLS' GYMNASIUM (L)
Photographer facing south

JAN 28 1983 #8 of 12

19-178513





TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

SCIENCE BUILDING (M)
Photographer facing north

JAN 2 8 1983

#9 of 12

19-178513

2

TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles County, CA

Wendy Rice

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

CLASSROOM BUNGALOW (E)
Photographer facing west

JAN 2 8 1983

#3 of 12

2

19-178513





TORRANCE HIGH SCHOOL
2200 Carson Blvd, Torrance
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd
Torrance, CA 90503

INDUSTRIAL ARTS BUILDING(N)
Photographer facing north

JAN 28 1983 #10 of 12

19-178513

3

TORRANCE HIGH SCHOOL
2200 Carson Blvd., Torrance
Los Angeles County, CA

Elinor Aurthur

CITY OF TORRANCE
Planning Department
3031 Torrance Blvd.
Torrance, CA 90503

CLASSROOM BUILDING (Y)
Photographer facing east

#12 of 12

JAN 28 1983

3


19-178513



TORRANCE HIGH SCHOOL (THEMATIC RESOURCE)

Property has been viewed on-site by staff. This property was approved for nomination by the Commission in 1979, but was returned by the National Register for more information. Specifically at issue was the scope of the nomination; the entire campus was largely of new construction, yet 4 significant buildings remained, separated by newer intrusions. Subsequent consultation with the Register staff resulted in the decision to resubmit as a "limited thematic" resource, where the four buildings are considered as individual properties within a larger context. Integrity of the Main Building and Collonade appears high; the Home Economics Building has some alterations which are easily reversible; the Annex has been more substantially compromised, but again the alterations appear reversible. The 1938 Auditorium appears to have relatively high integrity, and although less than 50 years of age, it remains an important part of the high school complex, and has exceptional architectural merit when viewed in the local context. The 4 buildings appear significant under criterion C (architecture) and Criterion A (events) relating to the role of Torrance High School as the city's only secondary school from 1917 until the mid 1950's. The property is recommended for approval and resubmittal to the National Register at the local level of significance.

BOUNDARIES OF TORRANCE HIGH SCHOOL BUILDINGS NOMINATED TO THE NATIONAL REGISTER OF HISTORIC PLACES

The description of the boundary of the Main Building (Building A) and the Home Economics Building (Building B) and the adjoining grounds is as follows:

Beginning at the east corner of the Main Building and proceeding northwest 275 feet to the north corner of the Main Building, then turning left and proceeding 25 feet southwest to the colonnade connecting the Main Building to the Home Economics Building, then proceeding 85 feet in a westward curve around the outside of the colonnade to the Home Economics Building, then turning left and proceeding 60 feet across the front of the Home Economics Building, then turning left and proceeding southwest 115 feet along the side of the Home Economics Building, then turning left and proceeding 62 feet southeast across the back of the building, then turning left and proceeding 15 feet northeast to a point directly opposite the rear end of the Main Building, then turning right and proceeding 325 feet southeast across the landscaped area between the Home Economics Building and the Main Building, across the rear end of the Main Building and the landscaped area directly to the south of it, to a point directly opposite the southeast side of the Main Building, then turning left and proceeding 175 feet northeast across the landscaped area and the southeast side of the building, back to the starting point.

The description of the boundary of the Auditorium (Assembly Hall) is as follows:

Starting at the east corner of the building and proceeding northwest 175 feet to the north corner of the building, turning left and proceeding southwest 90 feet across the front of the building, to the west corner of the building, turning left and proceeding 165 feet southeast to the south corner, then turning left and proceeding northeast 90 feet across the back of the building, thus returning to the starting point.

The description of the boundary of the Torrance High School Annex (Building K) is as follows:

Beginning at the southwest corner of the building and proceeding 90 feet east, then turning left and proceeding north 365 feet across the front of the building, then turning left and proceeding 175 feet west, then turning left again and proceeding 50 feet south across the end of this wing of the building, then turning left and proceeding 75 feet east, then turning right and proceeding 315 feet across the rear of the building back to the starting point.

March 19, 1979

TO: SUPERINTENDENT

FROM: ASSISTANT SUPERINTENDENT, SPECIAL SERVICES AND RESEARCH

SUBJECT: TORRANCE HIGH SCHOOL - NOMINATION TO THE NATIONAL REGISTER OF HISTORIC PLACES (Consideration)

In January 1978, the City of Torrance received a $5,000 matching grant from the State Office of Historic Preservation to conduct an inventory of local historical resources. The purpose of the survey was to identify and nominate local sites of historical significance for inclusion in the National Register of Historical Places. The National Register of Historic Places is the official list of the nation's cultural resources worthy of preservation. Inclusion of a site on the National Register does not preempt local prerogatives as to the disposition of the site.

The survey team from the City of Torrance has selected Torrance High School as a possible site for nomination to the National Register of Historic Places, and would like approval from the Board of Education to include Torrance High as one of the nominees from this community.

Inclusion of Torrance High in the National Register would not interfere in any way with the day-to-day operation of the school and would confirm the historic significance of the site. The possibility would exist in the future for some grant monies for preservation of the site.

- -

Superintendent's comment: Transmitted to the Governing Board recommending that the nomination of Torrance High School to the National Register of Historic Places be approved.

3/19/79 Governing Board approved, 4-0, the nomination of Torrance High School to the National Register of Historic Places.

Excerpt from Torrance City Council Meeting
Minutes of March 27, 1979

12c. NOMINATION OF TORRANCE HIGH SCHOOL TO THE NATIONAL REGISTER OF HISTORIC PLACES.

RECOMMENDATION OF STAFF:
Concurrence with the nomination of Torrance High School to the National Register of Historic Places.

MOTION: Councilman Brown moved to concur with the above stated recommendation of Staff. His motion, seconded by Councilman Applegate, was unanimously approved by roll call vote.

City Council
March 27, 1979

19-178513

COUNTY OF LOS ANGELES
HISTORICAL LANDMARKS COMMITTEE

320 W. TEMPLE STREET
POST OFFICE BOX 111
LOS ANGELES, CALIFORNIA 90053
974-6577

OFFICERS
MRS. BARBARA HENDERSON
CHAIRMAN

MEMBERS
MICHAEL BORAN
MRS. BARBARA HENDERSON
MRS. EFFIE JOHNSON ROOD
MAYER ROYAL
MRS. LINDA TURNER
EX-OFFICIO MEMBERS
GILES W. MEAD
DIRECTOR OF MUSEUM OF NATURAL HISTORY
MRS. CAROL MOSS
COUNTY LIBRARIAN

April 24, 1979

Dr. Knox Mellon
State Historic Preservation Officer
Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Dr. Mellon:

The Los Angeles County Historical Landmarks Committee has no comments regarding the submission of Torrance High School for the National Register of Historical Places. The members feel that they do not know enough about the structure.

Sincerely yours,

Barbara L. Wight

Barbara L. Wight
Los Angeles County Historical
Landmarks Committee

BLW:jm

19-178513

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

RECEIVED
OCT 3 1 1983
OHP

OCT 1 8 1983

IN REPLY REFER TO:

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places beginning October 9, 1983 and ending October 15, 1983. For further information call (202) 343-9552.

STATE, County, Vicinity, Property, Address, (Date Listed)

CALIFORNIA, Los Angeles County, Torrance, Auditorium (Torrance High School Campus TR), 2200 W. Carson (10/13/83)
CALIFORNIA, Los Angeles County, Torrance, Home Economics Building (Torrance High School Campus TR), 2200 W. Carson (10/13/83)
CALIFORNIA, Los Angeles County, Torrance, Main Building (Torrance High School Campus TR), 2200 W. Carson (10/13/83)
CALIFORNIA, Los Angeles County, Torrance, Torrance School (Torrance High School Campus TR), 2200 W. Carson (10/13/83)
CALIFORNIA, Orange County, Fullerton, Fullerton Union Pacific Depot, 100 E. Santa Fe Ave. (10/12/83)

FLORIDA, Dade County, Miami, U.S. Post Office and Courthouse, 300 NE 1st Ave. (10/14/83)

HAWAII, Honolulu County, Honolulu, Sinclair, Dr. Archibald Neil, House, 2726 Hillside Ave. (10/13/83)

IDAHO, Jerome County, Jerome vicinity, Canyonside School (Lava Rock Structures in South Central Idaho TR), S of Jerome (10/14/83)

IOWA, Polk County, Des Moines, Mahnke House, 2707 High St. (10/13/83)

KANSAS, Reno County, Hutchinson, Terminal Station, 111 2nd Ave., East (10/13/83)

KENTUCKY, Madison County, Richmond, Arlington (Richmond MRA), Lexington Rd. (10/13/83)
KENTUCKY, Madison County, Richmond, Blair Park (Richmond MRA), 108 Rosedale St. (10/13/83)
KENTUCKY, Madison County, Richmond, Bronston Place (Richmond MRA), Woodland Ave. (10/13/83)
KENTUCKY, Madison County, Richmond, Clay, Pattie Field, House (Richmond MRA), W. Main St. (10/13/83)
KENTUCKY, Madison County, Richmond, Elmwood (Richmond MRA), Lancaster Ave. (10/13/83)
KENTUCKY, Madison County, Richmond, Holloway, William, House (Rosehill) (Richmond MRA), Hillsdale St. (10/13/83)
KENTUCKY, Madison County, Richmond, Mt. Pleasant (Richmond MRA), 2nd and Water Sts. (10/13/83)
KENTUCKY, Madison County, Richmond, Richmond Cemetery (Richmond MRA), E. Main St. (10/13/83)
KENTUCKY, Madison County, Richmond, Squire Turner House (Richmond MRA), 302 N. 2nd St. (10/13/83)
KENTUCKY, Madison County, Richmond, Taylor House (Richmond MRA), 216 Water St. (10/13/83)
KENTUCKY, Madison County, Richmond, Walker House (Richmond MRA), 315 Lancaster Ave. (10/13/83)
KENTUCKY, Madison County, Richmond, Woodlawn (Richmond MRA), Big Hill Pike (10/13/83)
KENTUCKY, Scott County, Georgetown vicinity, Johnson, James, Quarters (Early Stone Buildings of Central Kentucky TR), Off KY 227 (10/11/83)

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

HISTORIC RESOURCES INVENTORY

(State use only)
Ser _____ Site _____ Mo. ____ Yr. ____
UTM See Sketch Map Q _____ 19-178513 NR 3 SHL ____
Lat _____ Lon _____ Era ____ Sig ____
Adm ____ T2 ____ T3 ____ Cat ____ HABS ____ HAER ____ Fed ____

IDENTIFICATION

1. Common name: Torrance High School 19-0501-96-9999
2. Historic name, if known: Torrance School 501-96-(1-16)
3. Street or rural address 2200 W. Carson St.
   City: Torrance ZIP: 90501 County: Los Angeles
4. Present owner, if known: Torrance Unified School District Address: 2335 Plaza Del Amo
   City: Torrance ZIP: 90501 Ownership is: Public [X] Private [ ]
5. Present Use: School Original Use: Same
   Other past uses: None

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

SEE ATTACHMENT

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

NORTH

see attachment

8. Approximate property size:
   Lot size (in feet) Frontage _____'
   Depth _____';
   or approx. acreage 25.94

9. Condition: (check one)
   a. Excellent [X] b. Good [ ] c. Fair [ ]
   d. Deteriorated [ ] e. No longer in existence [ ]

10. Is the feature a. Altered? [X] b. Unaltered? [ ]

11. Surroundings: (Check more than one if necessary)
   a. Open land [ ] b. Scattered buildings [X]
   c. Densely built-up [ ] d. Residential [X]
   e. Commercial [ ] f. Industrial [ ]
   g. Other [ ] _____

12. Threats to site:
   a. None known [X] b. Private development [ ]
   c. Zoning [ ] d. Public Works project [ ]
   e. Vandalism [ ] f. Other [ ] _____

13. Date(s) of enclosed photograph(s): 3-79

19-178513

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone ☐ b. Brick ☐ c. Stucco ☐ d. Adobe ☐ e. Wood ☐
f. Other ☒ Plaster

15. Is the structure: a. On its original site? ☒ b. Moved? ☐ c. Unknown? ☐

16. Year of initial construction 1917 This date is: a. Factual ☒ b. Estimated ☐

17. Architect (if known): Robert Allen Farrell

18. Builder (if known): Los Angeles City School District

19. Related features: a. Barn ☐ b. Carriage house ☐ c. Outhouse ☐ d. Shed(s) ☐ e. Formal garden(s) ☐
f. Windmill ☐ g. Watertower/tankhouse ☐ h. Other ☒ Several Additions i. None ☐

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

SEE ATTACHMENT

21. Main theme of the historic resource: (Check only one): a. Architecture ☐ b. Arts & Leisure ☐
c. Economic/Industrial ☐ d. Exploration/Settlement ☐ e. Government ☐ f. Military ☐
g. Religion ☐ h. Social/Education ☒

22. Sources: List books, documents, surveys, personal interviews, and their dates:

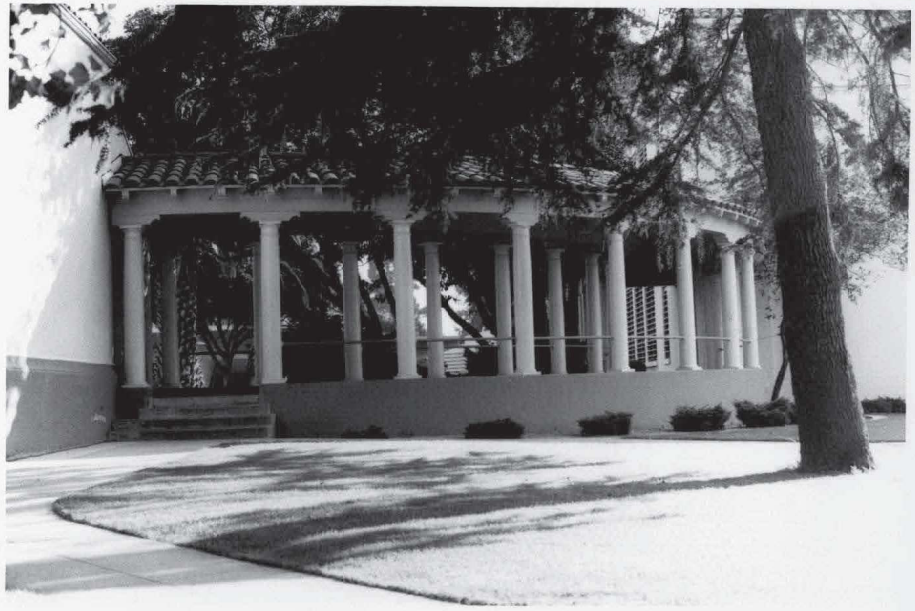
History of Torrance, Torrance Unified School District, Sept. 1964
(see attachment)

23. Date form prepared: 3-79 By (name): Roger Hatheway
Address: 3031 Torrance Blvd. City Torrance ZIP: 90503
Phone: (213) 328-5310, X295 Organization: City of Torrance

(State Use Only)

~~ID-178513~~ 96-9999
Torrance
High School









ATTACHMENT

Torrance High School

DESCRIPTION

Torrance High School is located at the western end of El Prado park, facing the old Pacific Electric station at the far eastern end of the avenue. El Prado is lined with mature palm trees. The High School opens into and is a distinct visual element of this scenic vista. The High School grounds are landscaped in a variety of flowering shrubs, conifers, and palms adding to the park-like atmosphere of the El Prado area. The buildings and grounds of the school are extremely well maintained.

The school consists of a complex of buildings and structures ranging in age from 1917 to the 1960's. The original building consists of a two-story structure designed in the Mediterranean style and influenced by both Classical and Spanish Colonial design elements. The form is rectangular with the central two-story mass flanked by one-story wings.

The main entrance is the dominant element of the building's facade. It consists of a set of layered elements; a large pediment with cornice, a coffered arch, a flat window with pediment above, a large arched fanlight, and a flat door opening. The doorway is flanked by paired columns supporting a broken cornice at the first story level.

Alterations to the facade are minor. They consist primarily of modifications to window and door openings. The original design intent is still clearly evident. Two lamps of a more recent vintage flank the central doorway.

A detached building is located to the north and behind the original structure. This building is designed in a similar style to the original and is visually connected by means of a semi-circular colonnade.

An addition also adjoins the original structure to the rear, forming a slightly offset "T" shaped configuration. The southern side of the area formed by the intersection of the two structures has been designed as a patio area with tile fountain, benches, brick patio, and an arched portico with balcony above. This addition is also designed in a style compatible with and similar to the original. Although the main building was constructed in 1917, the attached additions were not completed until the mid-1920's.

An interesting architectural contrast to the Mediterranean buildings is the school's Assembly Hall or Auditorium designed in the WPA Moderne Style. It was built approximately in 1935 to replace the original auditorium which was destroyed by the 1933 earthquake.

DESCRIPTION (continued)

The "Annex" building was originally Torrance Elementary School, built in 1923. The structure became part of the Torrance High School campus in 1962 and was remodeled considerably.

A great deal of expansion took place during the 1950's and 1960's. The later additions were more utilitarian, reflecting the Corporate International Style.

The entire complex is linked visually and functionally by landscaping, and by pathways and porticos. The whole forms an interesting and unique visual arrangement which is ultimately one of the most prominant in Torrance.

ATTACHMENT

Torrance High School

SIGNIFICANCE

Torrance High School, the oldest high school in the city, has played a vital role in Torrance's development since its opening in 1917. Not only was it the first high school in Torrance, but it was the only one until 1955. It has been in continuous use through the years. With its recent refurbishing, Torrance Unified School District officials plan for the school to have a long and progressive future as part of Torrance's secondary educational system.

In the spring of 1916, the Torrance community made plans to develop a new school system to replace its several "one-room schoolhouse" facilities. As an inducement, they offered the Los Angeles City School Board a choice nine-acre site, at the end of El Prado, originally intended for a civic center. Because the property was reasonably priced, adjacent to a beautifully landscaped park, and because the community anticipated a student population of over 2000 within a few years, the Los Angeles City School District purchased the land and, in 1917, constructed a new school building.

Long range plans called for a total expenditure of $250,000. The first unit, opened to students on September 11, 1917, and completed December 23, 1917, was named Torrance School and included all grades from kindergarten through high school. Constructed at a cost of $34,230 it was designed to readily incorporate future additions. It provided seven classrooms, a principal's office and a makeshift auditorium which could be improvised by sliding partitions between the kindergarten and primary rooms. The school's first principal was Thomas H. Elson, and the first commencement was held on June 18, 1918, with two graduates, Elizabeth Byrnes and Marguerite Paour.

In 1921, a rear addition designed by E. H. Cline was built at a cost of $38,849. Later referred to as the "Senior Patio", the addition included a brick patio with a tile fountain and benches. A long standing tradition dictates that only Seniors (12th grade students) are permitted to congregate or cross the site.

The completion of the Torrance School complex began in the fall of 1922 when a second tract of 17 acres was purchased by the Los Angeles City School District. Contracting with the architects Farrell and Miller (Farrell had designed the main building), $200,000 was allocated by the District to add two wings to the main building. The school population in 1922 was only 537 students -- an increase of 114 in one year -- but a campaign to build 3000 new homes to house Torrance factory workers promised a much larger influx of students in the near future.

SIGNIFICANCE (continued)

When completed, the school complex included thirty classrooms, an auditorium, "accessory compartments", laboratories for the physical and natural sciences, shops, and home economics facilities. In 1923, after Torrance Elementary School was built, Torrance School was converted into a high school. A three-fold instructional program offered regular academic and commercial courses together with shop, mechanical drawing, serving, and agriculture.

In 1933, an earthquake destroyed the east wing, and the auditorium and collonade had to be demolished. The west wing and collonade were unaffected, and remain intact and well-preserved today. Other buildings have been added to the Torrance High School Campus, including a number of support structures designed in a variety of architectural styles.

Beginning in 1974, major rehabilitation and restoration work totalling over two million dollars was focused on the main building, preserving and enhancing the building's unique architecture.

The location of Torrance High School in relation to the older downtown Torrance community is of particular importance. The City of Torrance is one of a handful of planned communities in the United States and was first envisioned as a model garden-industrial city by its founders. The original city plans were designed by the Olmsted Brothers of Boston, Massachusetts, sons of the celebrated landscape architect Frederic Law Olmsted.

The Olmsteds' plan called for the separation of residential, industrial, and commercial sectors. A long boulevard, the El Prado, divided the downtown business district extending through the residential area as a common. It was aligned to frame Mt. San Antonio and the San Gabriel Mountains fifty miles to the northeast. Two buildings were planned to face each other across this impressive stretch of parkway: the railroad depot and the city hall. The city hall was never built on this site; instead, Torrance School was situated on the most scenic parcel in the downtown area.

Torrance High School became part of the Torrance Unified School District when voters elected to become a unified school district on January 23, 1948.

Torrance High School District

501-96-9999 (1-16)

501-96-1 Torrance High School Annex
501-96-2 Girls' Gym
501-96-3 Industrial Arts
-4 Science & Industry
-5 Boys' Gym
-6 Library
-7 Administration

-8 Classrooms
-9 Home Economics
-10 Collonade
-11 Main Bldg.
-12 Senior Patio
-13 Administration
-14 Auditorium
-15 Music Bldg.
-16 Corridor

ATTACHMENT

Torrance High School

BIBLIOGRAPHY

Chase, John, and Roger Hatheway. The Torrance Historic Resources Survey: Research Guide and Field Manual. City of Torrance, 1978.

Coil, Vernon, City Clerk. History of Torrance, Part I. City of Torrance.

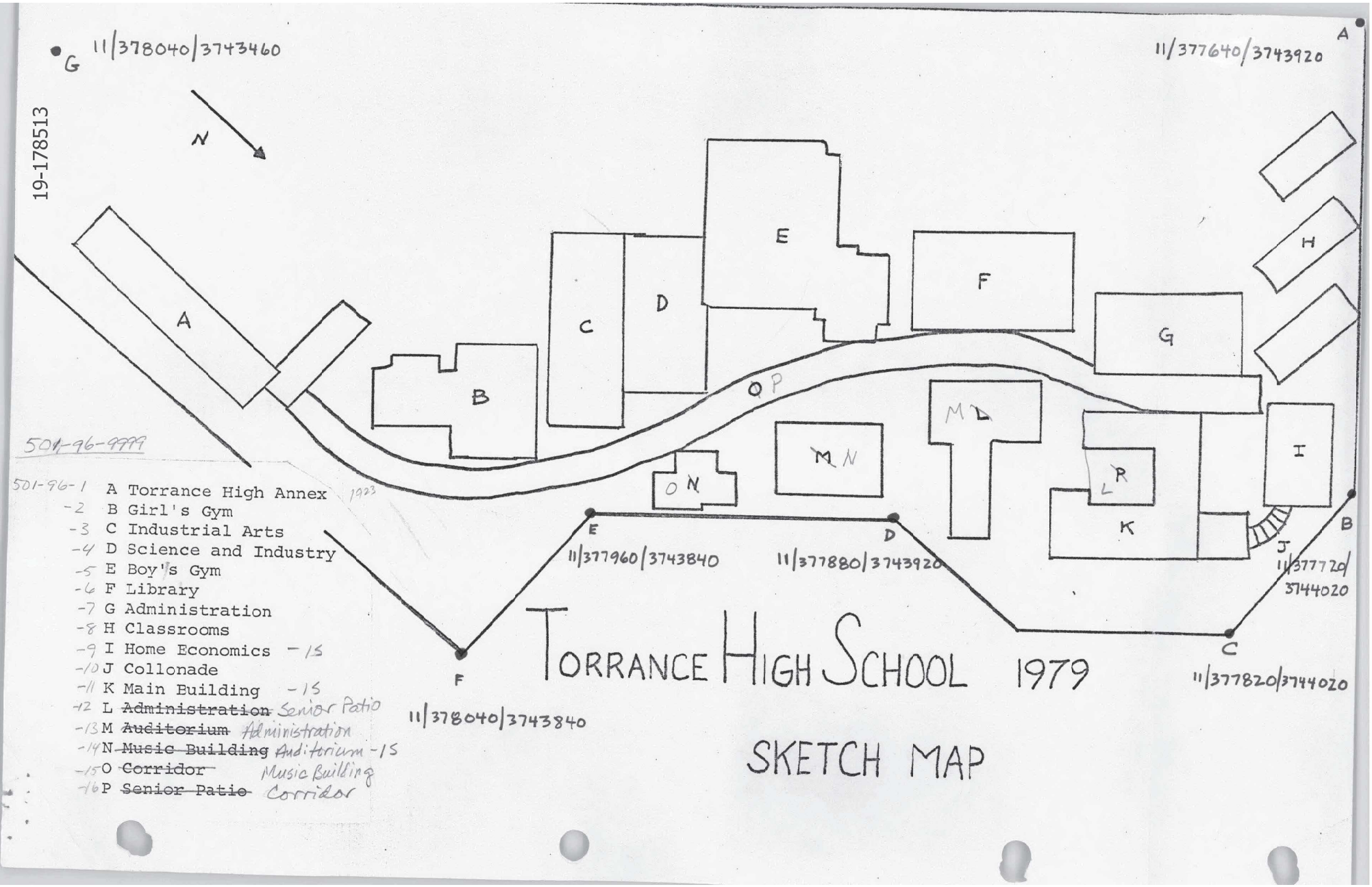
Halls, Bob, Los Angeles City School District, Interview, February 1979.

Justice, Mike, "Structural Changes of Torrance High Over the Years", Torrance Historical Society Museum.

Los Angeles Times Articles
March 21, 1916, P.2, P.7.
December 23, 1917, P.I, p.9
October 22, 1922, P.V, p.13
November 19, 1922, P.IV, p.6
June 28, 1928, P.II, p.21
March 4, 1930, P.II, p.5

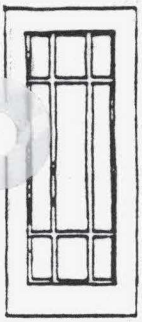
Los Angeles County Tax-Assessor's Rolls and Maps.

Torrance Herald. Torrance on Review, Silver Anniversary Edition. Torrance Herald, 1936.



501-96-9999

501-96-1 A Torrance High Annex 1923
-2 B Girl's Gym
-3 C Industrial Arts
-4 D Science and Industry
-5 E Boy's Gym
-6 F Library
-7 G Administration
-8 H Classrooms
-9 I Home Economics -15
-10 J Collonade
-11 K Main Building -15
-12 L ~~Administration~~ Senior Patio
-13 M ~~Auditorium~~ Administration
-14 N ~~Music Building~~ Auditorium -15
-15 O ~~Corridor~~ Music Building
-16 P ~~Senior Patio~~ Corridor



HISTORIC RESOURCES GROUP

HIST. RES. DOE - 19-94-0367-0000
PROP 101680 NR: 7K

August 8, 1994

Sandro Amaglio
Regional Environmental Officer
Federal Emergency Management Agency
Disaster Field Office
150 East Colorado Boulevard, Suite 303
Pasadena, California 91105-1937

Re: City of Los Angeles-Demolition List Dated 8/2/94
FEMA 1008-DR-CA, P.A. 037-91080
FEMA Memorandum Dated August 3, 1994

Dear Mr. Amaglio:

We have reviewed the above-referenced memorandum and performed preliminary field surveys. The results of our findings are summarized in the attached three lists as follows:

1. List of 15 buildings surveyed with determinations of eligibility for listing or listing in the National Register of Historic Places noted. Buildings are determined eligible for listing in the National Register pursuant to 36 CFR Section 60.4. Demolition of the buildings noted as eligible for or listed in the National Register is an adverse effect pursuant to 36 CFR Section 800.9.

2. Summary list of buildings eligible for or listed in the National Register complied from the 8/2/94 demolition list.

3. Summary list of buildings eligible for or listed in the National Register complied from all City of Los Angeles demolition lists received to date.

Should you have any questions, please contact me.

Sincerely,

Cherilyn Widell, SHPO

Christy Johnson McAvoy

By: Christy Johnson McAvoy, Principal
Historic Resources Group as SHPO Representative
Under the Northridge Earthquake Programmatic Agreement

cc: Thomas Ottoman

1728 N. Whitley Ave., Hollywood, California 90028 (213) 469-2349

HRG NF EQ PROJECT STATUS/

19-178513

Request/Pending *Due Date*		Name	*Prev. Ev.* HRG Eval./Effect		Notes
ID	ID	**Sylmar Recreation Center-Susan B. Anthony Building**			REC AND PARKS. Needs street address. Two older buildings on site, larger is Anthony Building (1929).
?		Los Angeles	ENR-District		
ID	NONE	**The Center/Museum**			
?		1443 N MARTEL AV Los Angeles	NE	N/A	
BOTH	NONE	**Torrance Health Center**	*NE*		Approved DSR for structural evaluation (A&E) only. Follow up with FEMA on proposed A&E work, review and comment. Applicant had contacted HRG directly re removal and replacement of stair.
?		2300 CARSON ST Torrance	ENR-Separate	NAE	
ID	NONE	**Torrance High School-Main Building**	*NR*		
?		2200 CARSON ST Torrance			
BOTH	BOTH	**Train Station**			AKA Tropico Station, Southern Pacific Railroad Depot. Constructed in 1923, design by Kenneth MacDonald and Maurice Cochot.
08/19/94		400 W CERRITOS Glendale	ENR-Separate		
	NONE	**Transfiguration Elementary School**			
?		4020 ROXTON AV Los Angeles			
BOTH	NONE	**Tunnel 25**			Approved DSR for structural evaluation (A&E) only. Follow up with FEMA on proposed A&E work, review and comment. Field survey and photography necessary
?		Palmdale Vicinity	ENR-Separate	NAE	
BOTH	COE	**UCLA-Dance Building**	*ENR*		
07/11/94		405 HILGARD AV Los Angeles	ENR-District		
	NONE	**UCLA-Dickson Court Bridge**			This bridge consists of the roadway generally located between Murphy Hall/Dodd Ha (on the east) and Kinsey Hall/Haines Hall (on the west). The north and south landscaped areas of Dickson Plaza are landfill.
?		405 HILGARD AV Los Angeles	ENR-District		
	NONE	**UCLA-Haines Hall**	*ENR*		
?		405 HILGARD AV Los Angeles	ENR-District		
	NONE	**UCLA-Janss Steps**	*ENR*		
?		405 HILGARD AV Los Angeles	ENR-District		
ID	NONE	**UCLA-Kerkhoff Hall**	*ENR*		SHPO received request on 6/17/94.
?		405 HILGARD AV Los Angeles	ENR-Both		
	NONE	**UCLA-Kinsey Hall**	*ENR*		
?		405 HILGARD AV Los Angeles	ENR-District		
ID	NONE	**UCLA-Men's Gymnasium**	*ENR*		
?		405 HILGARD AV Los Angeles	ENR-District		
	NONE	**UCLA-Moore Hall**	*ENR*		
?		405 HILGARD AV Los Angeles	ENR-District		

Evaluation -- ENR=Eligible for NR NE=Not eligible NR=Listed on NR NHL=National Historic Landmark NX=Not extant
Effect -- NE=No effect NAE=No adverse effect AE=Adverse effect

19-178514

DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____ #029193
NRHP Status Code 2S2

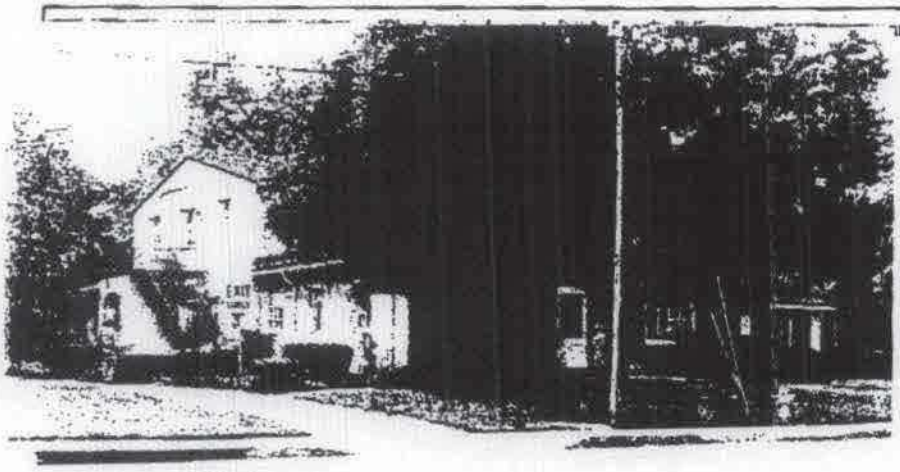
Page 1 of 3 Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Resource Identifier: Torrance Health Center

P2. Location: a. County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required.)
b. Address 2300 Carson Street
City Torrance Zip _____
c. UTM: USGS Quad _____ (7.5'/15') Date _____: Zone ___, _____ mE/ _____ mN
d. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate):

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): Designed in the Spanish Colonial Revival style, this one and two-story health center has a distinctly residential appearance. The whitewashed, masonry structure is covered by gabled roofs of red tile. Exposed rafters are curved and notched. In plan, the building forms a T-shape with a one-story wing set perpendicular to Carson Street bisected slightly off-center by a two-story wing. The main lobby of the building is located in the corner of the T and is sheltered by a loggia along the front of the two-story wing. Stout, square piers support the tiled roof of the loggia. The facade of the one-story wing facing Carson Street features a secondary entrance flanked by windows. Two round-headed arches which spring from raised brick impost moldings, frame the entrance and window to the west. Another smaller round-headed arched opening to the east contains a window. Casement windows are used throughout the building which appears to be intact and in good condition.

P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District



P6. Date Constructed/Age:
☐ Prehistoric ☐ Historic ☐ Both
1933 F

P7. Owner and Address:
County of Los Angeles

P8. Recorded by (Name, affiliation, and address): Christy Johnson McAvoy, Historic Resources Group, 1728 N. Whitley Avenue, Hollywood, CA 90028

P9. Date Recorded: 9/30/94

P10. Type of Survey: ☐ Intensive
☐ Reconnaissance ☐ Other
Describe: Survey of earthquake damaged property for purposes of Sec. 106 Review

P11. Report Citation (Provide full citation or enter "none."): 1994 Northridge Earthquake Project Review

Attachments: ☐NONE ☐Map Sheet ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List): _____

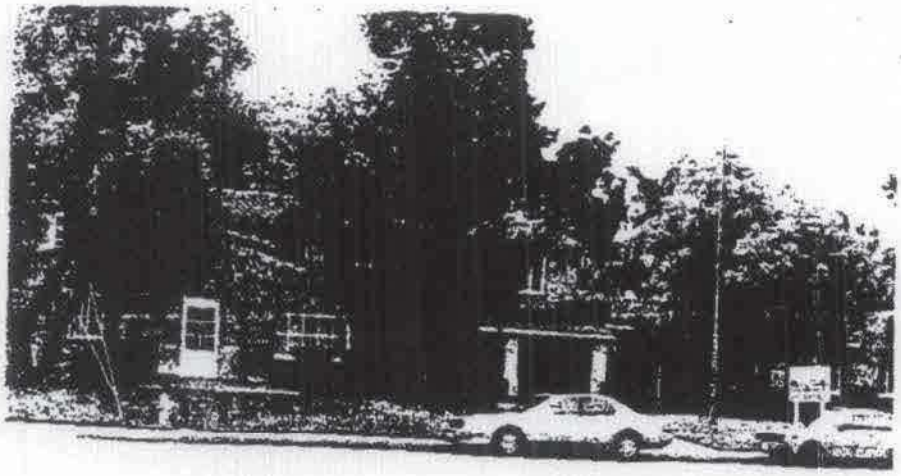
DPR 523A-Test (12/93)

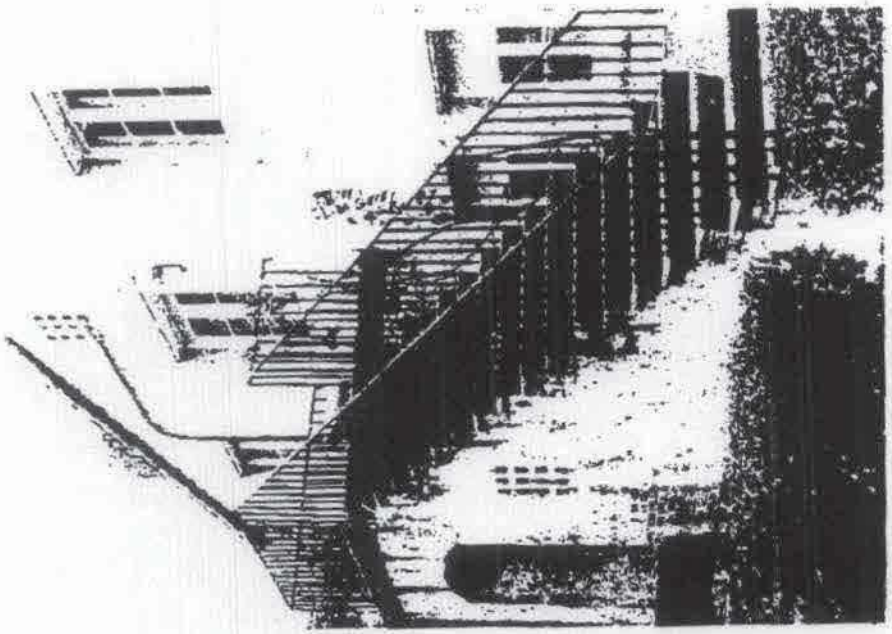
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI #/Trinomial _____

Resource Identifier: Torrance Health Center

☒ Continuation ☐ Update





...ifornia — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # _____
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Resource Identifier: Torrance Health Center
B2. Historic Name: Torrance Health Center
B3. Common Name: Torrance Health Center
B4. Address: 2300 Carson Street
City: Torrance County: Los Angeles Zip: _____
B5. Zoning: _____ B6. Threats: Earthquake Damage
B7. Architectural Style: Spanish Colonial Revival
B8. Alterations and Date(s):

B9. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
B10. Related Features:

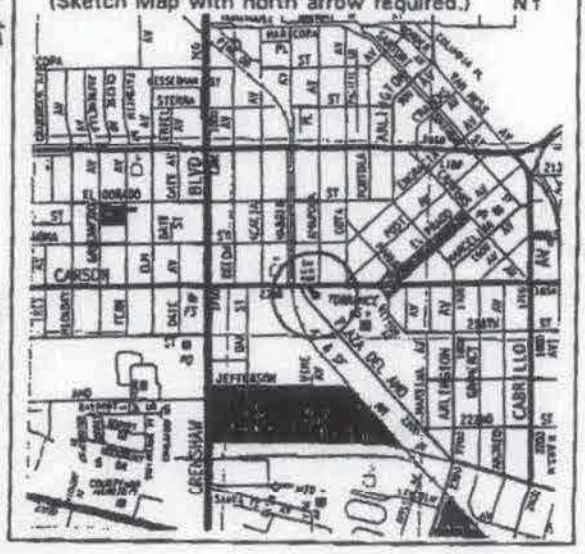
B11. Architect: Unknown Builder: Unknown
B12. Historic Attributes (List attributes and codes): HP41--Community Health Center

B13. Significance: Theme Public Health Area Los Angeles County
Period of Significance _____ Property Type Health Center Applicable Criteria A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The Torrance Health Center is significant under National Register Criterion A as one of a group of nine health centers erected in the County of Los Angeles during the late 1920s and early 1930s. The centers represented an organizational structure developed by then Los Angeles County Health Officer, J.L. Pomeroy M.D., which emphasized decentralization and coordination with cities and school districts. The county was divided into service districts with health centers providing for the activities of the health and welfare departments as well as clinics for medical care of the indigent and prevention of communicable diseases. The Torrance Health Center was the last to be constructed by the County in 1933 at a cost of $38,100. The centers were all designed in the Spanish Colonial Revival style and blended seamlessly into the surrounding residential neighborhoods. Although the name of the architect is unknown, it was most probably designed by a Los Angeles County in-house architect. The structure may have been designed by J.W. Smart and Karl Much, the architects of record for similar health centers in Santa Monica and Alhambra. The structure appears to be substantially intact and retains its architectural integrity.

B14. References: "Unified Health and Welfare Centers of Los Angeles County, California" Architectural Record, June 1935, p. 445-449; DPR 523, prepared by Roger Hathaway & John Chase, 1979.

(Sketch Map with north arrow required.) N↑



B15. Evaluator: Christy Johnson McAvoy
Date of Evaluation: 9/30/94

(This space reserved for official comments.)

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

HISTORIC RESOURCES INVENTORY

(State use only) Ser _____ Site _____ Mo. ____ Yr. ____
UTM 11/3744720/378700 Q _____ NR 3 SHL ____
Lat _____ Lo. _____ Ers ____ Sig ____
Adm ____ T2 ____ T3 ____ Cat ____ HABS ____ HAER ____ Fed ____

IDENTIFICATION

19-050/-122

1. Common name: Gill Bridge
2. Historic name, if known: Torrance Bridge
3. Street or rural address Located near corner of Torrance Blvd. & Western Ave.
   City: Torrance ZIP: 90501 County: Los Angeles
4. Present owner, if known: City of Torrance Address: 3031 Torrance Blvd.
   City: Torrance ZIP: 90503 Ownership is: Public [X] Private [ ]
5. Present Use: Bridge Original Use: Same
   Other past uses: None

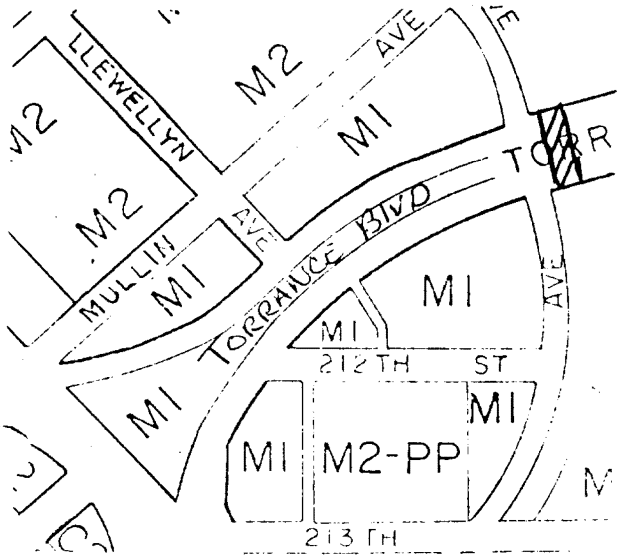
DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

This structure consists of a concrete railroad bridge. The design is striking through the architect's use of interrelated and balanced arches. The bridge was designed to accommodate three separate transportation functions: pedestrian, railway, and auto. These functions were realized in a two level design framework. The structure continues to perform these functions in an unaltered condition.

The bridge is in a highly visible location on Torrance Boulevard. The surrounding landscape and greenery adds greatly to the visual impact of this structure.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:
   Lot size (in feet) Frontage 50 ';
   Depth 150 ';
   or approx. acreage _____.

9. Condition: (check one)
   a. Excellent [ ] b. Good [ ] c. Fair [X]
   d. Deteriorated [ ] e. No longer in existence [ ]

10. Is the feature a. Altered? [ ] b. Unaltered? [X]

11. Surroundings: (Check more than one if necessary)
   a. Open land [ ] b. Scattered buildings [ ]
   c. Densely built-up [ ] d. Residential [X]
   e. Commercial [X] f. Industrial [X]
   g. Other [ ] _____

12. Threats to site:
   a. None known [X] b. Private development [ ]
   c. Zoning [ ] d. Public Works project [ ]
   e. Vandalism [ ] f. Other [ ] _____

13. Date(s) of enclosed photograph(s): 12-78

NOTE: The following (Items 14-19) are for str ures only.

14. Primary exterior building material: a. Stone ☐ b. Brick ☐ c. Stucco ☐ d. Adobe ☐ e. Wood ☐
f. Other [x] Concrete

15. Is the structure: a. On its original site? [X] b. Moved? ☐ c. Unknown? ☐

16. Year of initial construction 1912 This date is: a. Factual ☐ b. Estimated ☐

17. Architect (if known): Irving Gill

18. Builder (if known): Unknown

19. Related features: a. Barn ☐ b. Carriage house ☐ c. Outhouse ☐ d. Shed(s) ☐ e. Formal garden(s) ☐
f. Windmill ☐ g. Watertower/tankhouse ☐ h. Other ☐ _____ i. None [X]

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

One of the City's earliest structures was this bridge designed by Irving Gill. Its location at Torrance's eastern border made it the symbolic and literal gateway to the City.

The relation of this structure to the Olmsted Plan, the fact that it was designed by Gill, and its long and continued use in its original capacity, are the three most important aspects of this structure. It is a landmark in the community.

21. Main theme of the historic resource: (Check only one): a. Architecture [X] b. Arts & Leisure ☐
c. Economic/Industrial ☐ d. Exploration/Settlement ☐ e. Government ☐ f. Military ☐
g. Religion ☐ h. Social/Education ☐

22. Sources: List books, documents, surveys, personal interviews, and their dates:

Tax Assessor's Rolls;
History of Torrance, Torrance Unified School District.

23. Date form prepared: Jan. 1979 By (name): Roger Hatheway and John Chase
Address: 3031 Torrance Blvd. City Torrance ZIP: 90503
Phone: (213) 328-5310, X295 Organization: City of Torrance

(State Use Only)

State of California – The Resour Agency
DEPARTMENT OF PARKS AND R_ _REATION

HISTORIC RESOURCES INVENTORY

Ser. No. 0501 _ 122 _ 0
HABS___ HAER___ Loc___ SHL No.___ NR Status 3
UTM: A 11/3744/20/378700 C___
B___ D___

(222)

IDENTIFICATION

1. Common name: Irving Gill - Torrance Boulevard Bridge (88-19-[illegible])
2. Historic name: Dominguez Land Company's "El Prado Bridge"
3. Street or rural address: 1800 block of Torrance Boulevard (NE of Torrance/Cabrillo
   City Torrance Zip 90503 County Los Angeles
4. Parcel number: 117
5. Present Owner: City of Torrance Address: 3031 Torrance Boulevar
   City Torrance, CA Zip 90503 Ownership is: Public x Private ___
6. Present Use: none Original use: Bridge

DESCRIPTION

7a. Architectural style:

7b. Briefly describe the present *physical appearance* of the site or structure and describe any major alterations from its original condition:

see attachement

Attach Photo Envelope Here

8. Construction date:
   Estimated 1912 Factual ___
9. Architect Irving Gill
10. Builder Unknown
11. Approx. property size (in feet)
    Frontage 50 Depth 150
    or approx. acreage ___
12. Date(s) of enclosed photograph(s)
    1921, 1988

13. Condition: Excellent ___ Good ___ Fair ___ Deteriorated ___ No longe existence ___

14. Alterations: Removal of telephone poles; addition of railing and height signs

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up X
Residential X Industrial X Commercial X Other: Redevelopment area of combined use

16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism X
Public Works project ___ Other: ___

17. Is the structure: On its original site? X Moved? ___ Unknown? ___

18. Related features: ___

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

see attachemnt

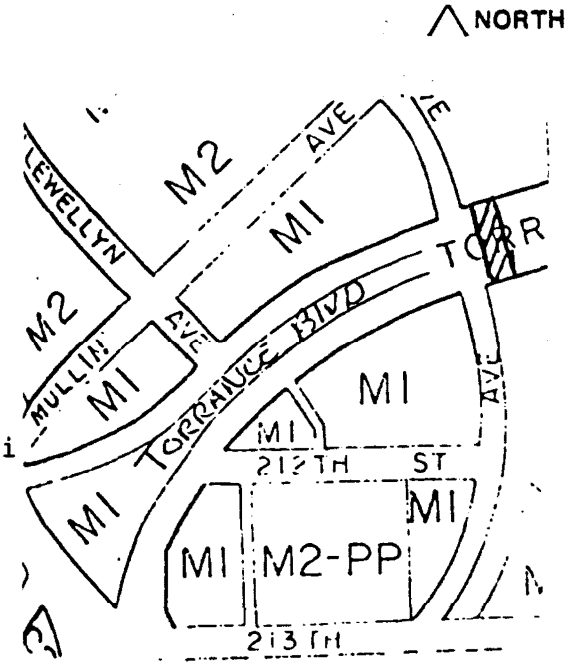
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture 1 Arts & Leisure ___
Economic/Industrial ___ Exploration/Settlement 2
Government ___ Military ___
Religion ___ Social/Education 3

21. Sources (List books, documents, surveys, personal interviews and their dates).

The Torrance Historic Resources Survey: Research Guide & Field Manual;
Chase, John & Roger Hatheway
Historic Torrance: a pictoral history of Torrance, California; Shanahan, Denni

22. Date form prepared ~~12/01/88~~
By (name) Toni Alario
Organization City of Torrance
Address: 3031 Torrance Boulevard
City Torrance, CA Zip 90503
Phone: (213) 618-2941

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



7B. BRIEF DESCRIPTION OF PHYSICAL APPEARANCE AND ALTERATIONS

- spans 152 feet across Torrance Boulevard, just northeast of the Torrance/Cabrillo Avenue intersection

- A deck-arch railroad bridge, with six arches facing the Boulevard; a pair of tall, half-circle arches in the center, on each side of these are big segmental arches,and then, at each end, is another arch, like the middle ones but lower.In addition to the six arches spanning Torrance Boulevard, there are five perpendicular arches underneath the bridge.

- Architecturally representative of Modern Movement and made of poured-concrete construction from local materials

- Several cracks resulting from age and weather span the bridge but are camouflaged by vines

- Alterations are minor; they consist of the removal of one telephone pole attached to each side of the parapet, the addition of a wooden guard rail on each side of the deck, and a small height sign posted on each side of the bridge facing the vehicular traffic

19.

Summary

The Irving Gill Bridge is historically significant under criteria '3': it embodies the distinctive characteristics of a type, period, and method of construction. Moreover, the bridge represents the work of a master. The bridge is significant in three areas: community planning, architecture, and engineering.

First, the bridge played a prominent role in community planning and is the only remaining unaltered structure representing the original Torrance General Plan. Secondly, the architecture is important since the structure was designed by the master Irving Gill and reflected his direction towards greater simplicity which significantly contributed to the modern movement of Architecture. Third, engineering is significant due to use of innovative construction materials. Finally, the bridge has recently been selected as logo for the city's 75th Anniversary therefore gaining further symbolic value as the gateway to Torrance.

Community Planning and Development

In January of 1912, Dominguez Land Company, headed by Jared Sidney Torrance, hired John C. and Frederick Law Olmsted. These well respected landscape architects were commissioned to prepare the first general plan for a model industrial townsite which later became the City of Torrance.

Irving Gill was appointed Chief Architect of Torrance in June of 1912. Throughout the following year, Gill implemented the Olmsted Brothers' plan and designed several buildings; most of which were built, including the railroad bridge.

Torrance was designed as a balanced city by combining industry, commercial and residential land use. Location of the bridge is directly linked to the original general plan which was based upon the shape of a 'Y' figure. Industry was located on the outside of the area bounded by the figure, while commercial and residential structures were located within the open area formed by the 'Y' (Roger Hatheway, 1979). The bridge was carefully placed near the base of the 'Y', serving as the original gateway to the city.

Narrative from Historic Torrance: A Pictorial History of Torrance, California describes the intent and purpose of the bridge:

> "The layout of the town, with its view of Mount Baldy and factories to the east of houses and stores, so prevailing winds would carry factory smoke away from them, also called for a graceful

> concrete bridge over Torrance Boulevard, a bridge designed by Gill. The bridge kept trains from blocking major streets as they travelled to and from the depot and kept their noise and vibrations away from the new residential areas."

In summary, the bridge symbolizes the Olmsted-Gill original intent to thoughtfully plan a progressive industrial city for the early twentieth century.

Architecture

During this era, imitation of historical decoration was the predominant architectural approach. In contrast, Gill pioneered the modern movement by daring to simplify design and demonstrate heightened sensitivity of form. In his own words, "any deviation from simplicity results in a loss of dignity. Ornaments tend to cheapen rather than enrich."

The bridge was Gill's first design built in Torrance and well represents his passion for simple form (the straight line, arch and circle). Furthermore, the bridge has even aged in the Gill tradition by vines graciously breaking the severity of the architectural lines.

> "We should build our house simple, plain and substantial as a boulder, then leave the ornamentation of it to Nature, who will tone it with lichens, chisel it with storms, make it gracious and friendly with vines and flower shadows as she does the stone in the meadow." (Gill, 1916)

Upon conferring with Steve Mikesell, Architectural Historian for CalTrans, we have found that only a handful of bridges in the State of California have been designed by Architects. Mikesell has participated in the recent Federal Highway Survey of every vehicular bridge in the state (2,000 observations).

Based on this research and his personal observation of non-vehicular bridges, Mikesell has made additional comments. First, there have been no other bridges designed by Gill in the Los Angeles area. Moreover, the Green and Green bridge in Pasadena is the only other bridge designed by an Architect in the entire Los Angeles region.

Engineering

This bridge is also distinctive because reinforced concrete was used. This innovative type of construction was attractive to local authorities in the early 20th century since locally produced materials could be used in construction which would lower maintenance costs. Use of these materials reflect the physical and philosophical

elements of Irving Gill's ideals.

> "Concrete was a material to which Gill was especially sympathetic; its plasticity appealed to him, as well as its durability...Reinforced concrete had been employed in scattered buildings in the U.S. since 1877...but Gill was one of the first to bring architectural convictions to the system and to develop a body of detailing which would make it accessible for general use. He was an inventor out of necessity." (McCoy, 1959)

Period of Significance

The period of significance (1912-1914) are those years in which Pacific Electric Railroad constructed the single-track lines to Torrance Townsite. During this period, the Torrance lines were placed in operation.

The tracks crossing over the Irving Gill Bridge led to the U.S. Steel Company. The set of tracks passing underneath, provided passenger service to Torrance at the nearby Pacific Electric Depot. Pacific Electric continued to own and operate these lines until November 13, 1965 when they merged with Southern Pacific Transportation Company.

Since then, the U.S. Steel factory has been demolished, and the tracks across the Bridge have been abandoned. The trackage on each side of the bridge has been removed for new development, but the tracks on the bridge remain.

Community Committment

The city council has passed a resolution expressing the city's committment to the preservation of the historically and architecturally significant bridge (Attachment #1,.

On November 16, 1986, following four years of pursuit, the City of Torrance successfully obtained ownership of the bridge by indenture with Southern Pacific for the specific purpose of preserving the bridge. Southern Pacific has reserved the right to maintain and operate the track structure. A copy of the indenture agreement is attached to this registration form (Attachment #3).

The Torrance Historical Society consistently displays the bridge on brochure covers. This organization has expressed concern over the future of the bridge through written endorsement (Attachment #2).

FINAL

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Pacific Electric Railroad Bridge
other names/site number: Gill, Irving Bridge

2. Location

street & number: Torrance Boulevard and Bow Street — N/A not for publication
city, town: Torrance — N/A vicinity
state: California code: CA county: Los Angeles code: 037 zip code: 90503

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)	0	0 buildings
☒ public-local	☐ district	0	0 sites
☐ public-State	☐ site	1	0 structures
☐ public-Federal	☒ structure	0	0 objects
	☐ object	1	0 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register: 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Kathryn Gualtieri — 6/7/89

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/rail-related
road-related
pedestrian-related

Current Functions (enter categories from instructions)

TRANSPORTATION/rail-related
road-related
pedestrian-related

7. Description

Architectural Classification
(enter categories from instructions)

Modern Movement
Other: Deck-arch bridge

Materials (enter categories from instructions)

foundation Concrete
walls Concrete
roof Concrete
other

Describe present and historic physical appearance.

The Irving Gill Bridge still serves as both the literal and symbolic gateway to the City of Torrance, as it was originally intended when designed and built as one of the first structures in 1913 during the founding of the City of Torrance. This deck-arch reinforced concrete railroad bridge spanning Torrance Boulevard was built to allow three modes of transportation to operate simultaneously. The striking structure represents the original urban design for the City of Torrance and was designed by Architect Irving Gill who has since gained broad recognition for pioneering California's early modern movement in architectural styles (Handbook for Local Communities, COHP). The Irving Gill Bridge has retained historical integrity by sustaining only minor alterations unlike other Irving Gill structures in Torrance.

The bridge was designed 76 years ago to allow transportation of materials and goods to and from factories without blocking traffic. The structure is aptly described in The City Observed Los Angeles:

> "The best introduction to Gill's original part of Torrance is through one of the six arches in his railroad bridge...This delicately proportioned, poured-concrete structure serves as a kind of latter-day city gate, accommodating every means of transportation into town as well as the Southern Pacific Railroad tracks across the top. A pair of tall, half-circle arches in the center served Pacific Electric streetcars; on each side of them is a big segmental arch, wide enough for two lanes of automobiles; and then, at each end, is another arch, like the middle ones but lower, for pedestrians. This bridge is typical of Gill's best work, straightforward and bold, with flat surfaces ornamented only by form marks; but with its little arches and big, it seems at once grand and almost fragile. There is, too, a sort of off-center energy in the rhythm of the openings, set against the varying levels of the several roadways, the vines that crawl all around and the groves of eucalyptus at each end. You wouldn't guess, at first glance, that the whole wall is unerringly symmetrical."

In addition to the six arches spanning Torrance Boulevard, there are five perpendicular arches underneath the bridge. The specific dimensions of the

[X] See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Engineering
Architecture
Community Planning and Development

Period of Significance: 1912

Significant Dates: 1912

Cultural Affiliation: N/A

Significant Person: N/A

Architect/Builder: Gill, Irving/Pacific Electric Ry.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Irving Gill Bridge is historically significant under criterion C. It embodies the distinctive characteristics of a type, period, method of construction, and represents the work of a master. The bridge is significant in three areas: community planning, architecture, and engineering. First, it played a prominent role in community planning and is the only remaining unaltered structure representing the original Torrance General Plan. Secondly, the architecture is important because the structure was designed by the master Irving Gill and reflects his direction toward greater simplicity which significantly contributed to the modern movement in architecture. Thirdly, the bridge is significant from an engineering standpoint for its highly unusual use of non-load-bearing walls to create the apearance of an arched bridge. Finally, the bridge has recently been selected as logo for the City's 75th Anniversary, therefore gaining further symbolic value as the gateway to Torrance.

Community Planning and Development

In January of 1912, Dominguez Land Company, headed by Jared Sidney Torrance, hired John C. and Frederick Law Olmsted. These well-respected landscape architects were commissioned to prepare the first general plan for a model industrial townsite which later became the City of Torrance.

Irving Gill was appointed Chief Architect of Torrance in June of 1912. Throughout the following year, Gill implemented the Olmsted Brothers' plan and designed several buildings; most of which were built, including the railroad bridge.

Torrance was designed as a balanced City by combining industry, commercial, and residential land use. Location of the bridge is directly linked to the original general plan which was based upon the shape of a 'Y' figure. Industry was located on the outside of the area bounded by the figure, while commercial and residential structures were located within the open area formed by the 'Y' (Roger Hatheway, 1979). The bridge was carefully placed near the base of the 'Y', serving as the original gateway to the City.

☒ See continuation sheet

9. Major Bibliographical References

Gill, Irving. "Home of the Future." The Craftsman. May 1916.

Hatheway, Roger. "Irving Gill, Torrance and the Industrial Dream." L.A. Architect, July 1979.

Hatheway, Roger, and Chase, John. "Torrance Historical Resources Survey." May 1979.

McCoy, Ester. Five California Masterbuilders. Reinhold 1959.

Moore, Charles, Becker, Peter, and Campbell, Regula. The City Observed: Los Angeles. Vintage Books 1984.

(Continued)

☒ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Specify repository: Southern Pacific Transportation Company

10. Geographical Data

Acreage of property .11

UTM References

	Zone	Easting	Northing
A	11	378700	3744720
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

The boundary of the Irving Gill Bridge is shown on the accompanying tract map entitled "Southern Pacific Transportation Company (Torrance Properties)". The scale of the map is 1" = 100' (Attachment #4).

☐ See continuation sheet

Boundary Justification

The boundary chosen is the boundary of the property donated to the City of Torrance, by indenture agreement, from Southern Pacific Transportation Company (Attachment #4).

☐ See continuation sheet

11. Form Prepared By

Michael G. Bihn/Principal Planner
name/title Kim Payne/Planning Assistant
organization City of Torrance Planning Dept./Redevlop. date 4/19/89
street & number 3031 Torrance Boulevard telephone (213) 618-5990
city or town Torrance state CA zip code 90503

bridge are shown on enclosed copies of the original plans, titled "El Prado Bridge" (Attachment #2).

Alterations and Deterioration

Alterations to the bridge are minor and are estimated to be made in the early 1950s. They consist of the removal of one telephone pole attached to each side of the parapet, (photograph #1) and the addition of a wooden guardrail on each side of the deck.

There is a small height sign posted on each side of the bridge facing the vehicular traffic (photograph #3).

The Irving Gill Bridge is gradually suffering from deterioration. Several cracks span the bridge as a result of age and weather. However, most signs of deterioration are camouflaged by vines (photographs #9 and #10).

(See bridge photographs #1-10.)

Narrative from Historic Torrance: A Pictorial History of Torrance, California describes the intent and purpose of the bridge:

> "The layout of the town, with its view of Mount Baldy and factories to the east of houses and stores, so prevailing winds would carry factory smoke away from them, also called for a graceful concrete bridge over Torrance Boulevard, a bridge designed by Gill. The bridge kept trains from blocking major streets as they travelled to and from the depot and kept their noise and vibrations away from the new residential areas."

In summary, the bridge symbolizes the Olmsted-Gill original intent to thoughtfully plan a progressive industrial city for the early 20th century. Other structures representing the original Torrance General Plan have been destroyed or altered significantly. Existing Gill structures include the Pacific Electric Depot, the El Roi Tan Hotel, several manufacturing buildings, and a few homes. All of these buildings have been structurally altered as described in the 1979 Torrance Historic Resources Survey.

Architecture

Irving Gill pioneered the modern architecture movement by daring to simplify design and demonstrate heightened sensitivity of form, despite the predominance of imitation of historical decoration during this era. Gill is best known for his work in San Diego where he gained recognition for developing "one of the few wholly original styles of architecture in the United States." (McCoy) Gill's role in Torrance (1912-1913) was during a critical development point for his career as demonstrated in his use of a range of construction techniques on his buildings (wood, brick, slab, concrete and cement). During his stay in Torrance, Gill was developing a cohesive design philosophy and experimenting with technological innovation.

Gill has been recognized as a master due to his passion for simple form (the straight line, arch, and circle). He has stated "any deviation from simplicity results in a loss of dignity. Ornaments tend to cheapen rather than enrich." This philosophy is well represented in his first design built in Torrance, the monolithic concrete bridge with the graceful arches. Furthermore, the bridge has even aged in the Gill tradition by vines graciously breaking the severity of the architectural lines.

> "We should build our house simple, plain, and substantial as a boulder, then leave the ornamentation of it to Nature, who will tone it with lichens, chisel it with storms, make it gracious and friendly with vines and flower shadows as she does the stone in the meadow." (Gill, 1916)

Upon conferring wih Steve Mikesell, Architectural Historian for Caltrans, we have found that only a handful of bridges in the State of California have been designed by architects. Mikesell has participated in the recent Federal Highway Survey of every vehicular bridge in the State (2,000 observations).

Based on this research and his personal observation of non-vehicular bridges, Mikesell has made additional comments. First, there have been no other bridges designed by Gill in the Los Angeles area. Moreover, the Green and Green bridge in Pasadena is the only other bridge designed by an architect in the entire Los Angeles region.

Engineering

This bridge is significant from an engineering standpoint for its highly unusual use of non-load-bearing walls to create the appearance of an arched bridge. Structurally, the bridge is built around four concrete girders, which are carried on two-column bents and run the length of the bridge, and a concrete slab which comprises the deck. Stripped to its load-bearing elements, the structure would appear as a rather plain concrete girder and slab bridge on concrete columns. Similar to dozens of other bridges built in California in the period, 1900-1917, and not unlike the typical two-column concrete freeway overcrossing built in California in the 1960s and 1970s. The significance of the brige from an engineering standpoint lies in the highly unusual use of decorative elements to disguise the structural system and to create a more pleasing aesthetic appearance.

As shown on the attached exhibits, the principal members in the bridge substructure are the heavily reinforced concrete columns (labeled 1 on Attachment A). These carry four concrete girders (2, Attachment A) and the concrete slab deck, which extend the length of the bridge. There are five sets of these paired columns, which serve as bents for the six spans.

The columns and girders are hidden behind three elements, which appear to be entirely decorative and not load-bearing. The first (4, Attachment A) is a wide wall, probably hollow, which brings the exterior walls to the vertical plane of the deck, creating a flush surface on the outside of the bridge. The second (3, Attachment A) is an arched form poured between the columns. This element is repeated in each bent, creating an arcade that runs the length of the bridge. The third element (5, Attachment A) is an arched form poured between the bents. This creates an arcade that runs the length of the bridge. Although the geometry of the arches differs with the different lengths of the spans, the pedestrian spans, at 15' each, and the railroad spans, at 18' each, feature round-headed arches, while the wider highway spans (29'4") feature elliptical arches.

The three decorative elements transform what would have been a very plain concrete bridge into a very elegant and interesting structure. It is a very

complex composition because of the different shapes of arches and the double arcade, but also very simple and elegant because of the unbroken vertical plane and the absence of applied decorative features.

This design is highly unusual. The California Historic Bridge Inventory, which investigated more than 100 historic concrete girder bridges in California, revealed no other example of this particular technology. It is likely that the design is unique to this structure, developed for the purpose of improving the appearance of the prominently-sited structure.

Pacific Electric Railroad

The Pacific Electric Railroad constructed the single-track lines to Torrance Townsite from 1912-1914. During this period, the Torrance lines were placed in operation.

The tracks crossing over the Irving Gill Bridge led to the U.S. Steel Company. The set of tracks passing underneath, provided passenger service to Torrance at the nearby Pacific Electric Depot. Pacific Electric continued to own and operate these lines until November 13, 1965 when they merged with Southern Pacific Transportation Company.

Since then, the U.S. Steel factory has been demolished, and the tracks across the bridge have been abandoned. The trackage on each side of the bridge has been removed for new development but the tracks on the bridge remain.

Community Commitment

The City Council has passed a resolution expressing the City's commitment to the preservation of the historically and architecturally significant bridge (Attachment #5).

On November 16, 1986, following four years of pursuit, the City of Torrance successfully obtained ownership of the bridge by indenture with Southern Pacific for the specific purpose of preserving the bridge. Southern Pacific has reserved the right to maintain and operate the track structure. A copy of the indenture agreement is attached to this registration form (Attachment #4).

The Torrance Historical Society consistently displays the bridge on brochure covers. This organization has expressed concern over the future of the bridge through written endorsement (Attachment #6).

9. MAJOR BIBLIOGRAPHICAL REFERENCES (Continued)

Shanahan, D. F. and Elliott Jr., Charles. Historic Torrance: A Pictorial History of Torrance, California, Legend Press 1984.

Torrance City Clerk, History of Torrance. 1988.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

PHOTOGRAPHS
Section number _____ Page 1

There are ten photographs submitted with this registration form. All are of the Irving Gill Bridge in Torrance, California.

With the exception of photograph #1, all photos were taken by Julie Dombrowski on July 15, 1988.

PHOTOGRAPH: #1

1. Irving Gill Bridge
2. Torrance, California
3. Photographer Unknown
4. 1921
5. Torrance Historical Society
6. View from Torrance Boulevard-West side of bridge

PHOTOGRAPH: #2

1-2. Same as above.
3. Julie Dombrowski
4. July 15, 1988
5. City of Torrance Planning Department
6. View from South Wall of bridge

PHOTOGRAPH: #3

1-5. Same as above
6. View from Torrance Boulevard-West side of bridge

PHOTOGRAPH: #4

1-5. Same as above
6. Pedestrian arch-from East

PHOTOGRAPH: #5

1-5. Same as above
6. Center arches-from East

PHOTOGRAPH: #6

1-5. Same as above
6. Street arch with landscaping-from East

PHOTOGRAPH: #7

1-5. Same as above
6. Deck of bridge-from South

PHOTOGRAPH: #8

1-5. Same as above
6. Parapet-Northeast corner of bridge

PHOTOGRAPH: #9

1-5. Same as above
6. Base of pier-Southeasterly

PHOTOGRAPH: #10

1-5. Same as above
6. Top of pier-close-up

Irving Gill Bridge
Torrance, CA

Staff Evaluation

The Irving Gill Railroad Bridge was designed in 1913 by Irving Gill as one of the first structures in the planned community of Torrance. The reinforced concrete structure consists of six arches spanning Torrance Blvd. A pair of tall half-circle arches in the center served Pacific Electric streetcars; on each side of them is a large segmental arch for automobile traffic; on each end is a smaller arch for pedestrians. Across the top were Southern Pacific Railroad tracks. In addition to the six arches spanning the boulevard, there are five perpendicular arches underneath the bridge.

Structurally, the bridge is built around four concrete girders, which are carried on two-column bents and run the length of the bridge, and a concrete slab which comprises the deck. The application of the different shapes of arches and the double arcade give great visual interest to an otherwise plain concrete girder and slab bridge on concrete columns, similar to dozens of other bridges built in California in the period 1900-1917.

Alterations to the bridge have been minimal. It therefore retains a high level of integrity.

The Irving Gill Bridge is significant in the architectural, engineering, and community planning and development history of Torrance under Criterion C. The architecture is important because the bridge was designed by Irving Gill and is highly reflective of his direction toward greater simplicity which significantly contributed to the modern movement in architecture. The bridge is significant from an engineering standpoint for its highly unusual use of non-load-bearing walls to create the appearance of an arched bridge. It played a prominent and symbolic role in the planned community and is the only remaining unaltered structure from the original Torrance General Plan as conceived by Frederick Law, Jr. and John C. Olmsted. Staff recommends listing at the local level of significance.

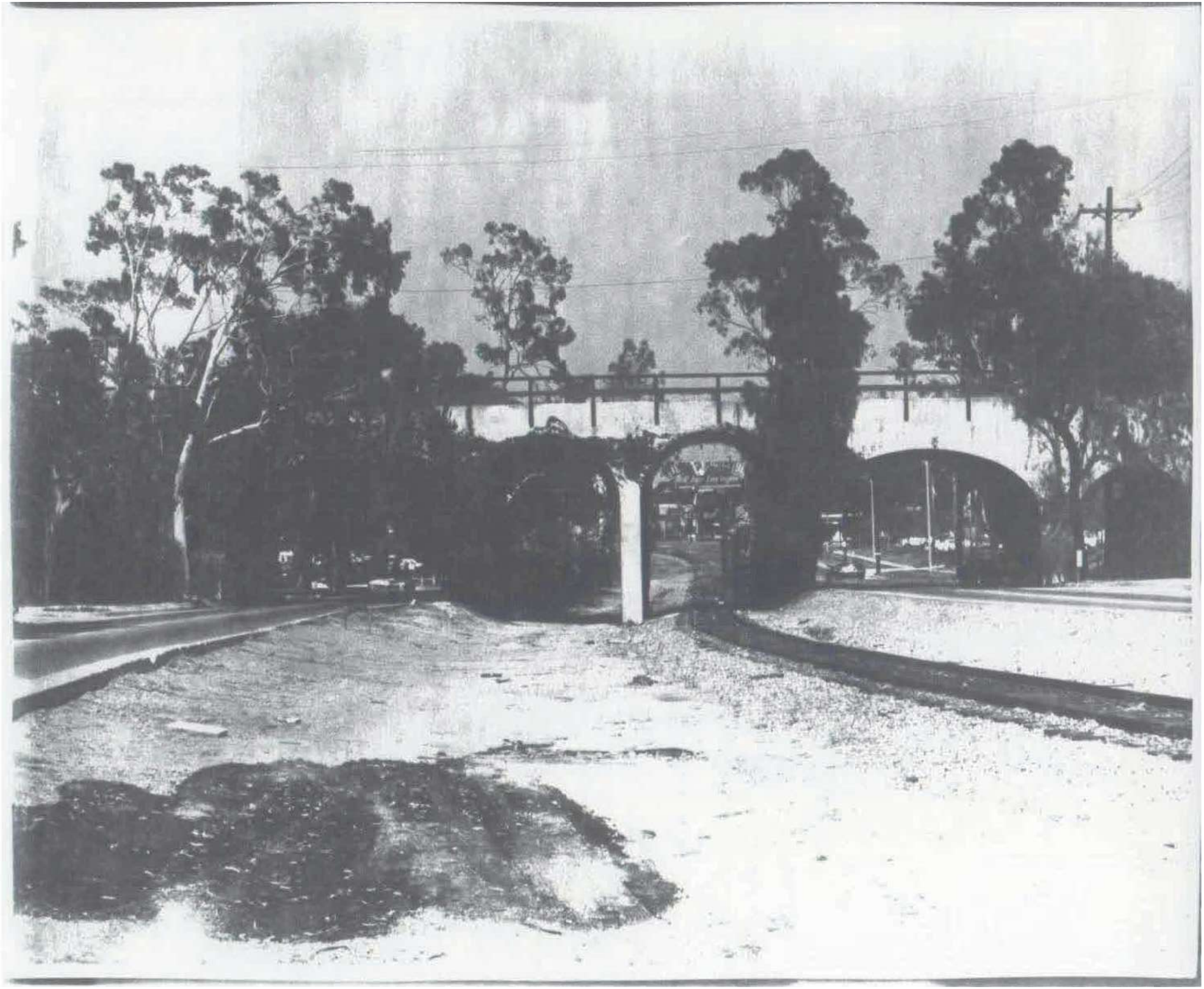
Cynthia Howse
May 3, 1989

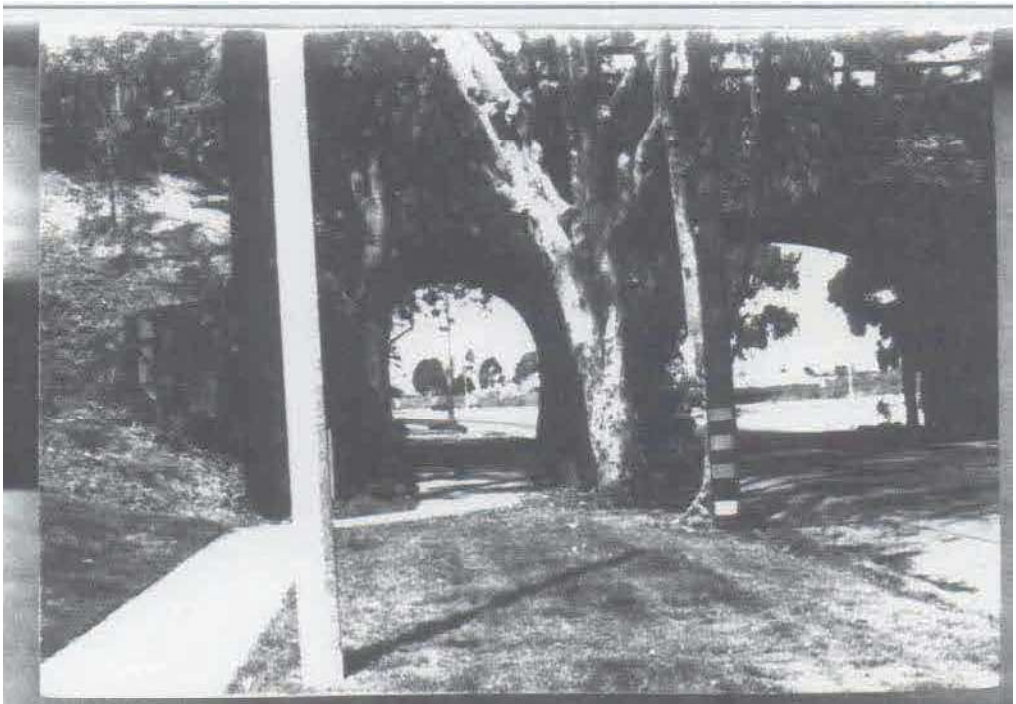
ATTACHMENTS

1.	PHOTOGRAPHS	Two sets of 10 photographs, numbered 1-10. They include: One 8x10 reproduction of a 1921 photograph of the bridge. Two 8x10 photographs of the bridge, dated July 1988. And seven 3x5 close-up photographs showing the detail and damage to the bridge.
2.	BRIDGE PLANS	Two sets of reduced copies of the original bridge plans titled "El Prado Bridge" dated June, 1913.
3.	TOPO MAP	U.S. Geological Survey Topographical Map, 7.5 minute series, at a scale of 1:24,000.
4.	INDENTURE AGREEMENT	Two copies of the Indenture Agreement between Southern Pacific Transportation Company and the City of Torrance granting the City ownership of the bridge and a plat map depicting the boundary of the property nominated.
5.	CITY COUNCIL RESOLUTION	Two copies of resolution 85-78 which expresses the City's commitment to the preservation of the Bridge.
6.	ENDORSEMENT	Letter from Torrance Historical Society
7.	LOGO SAMPLES	







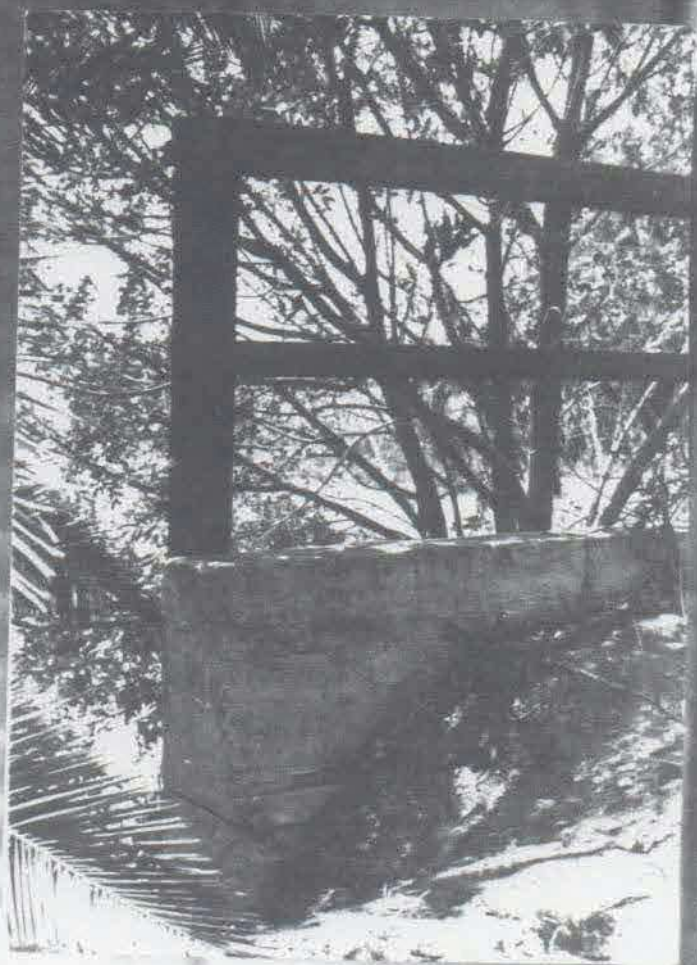












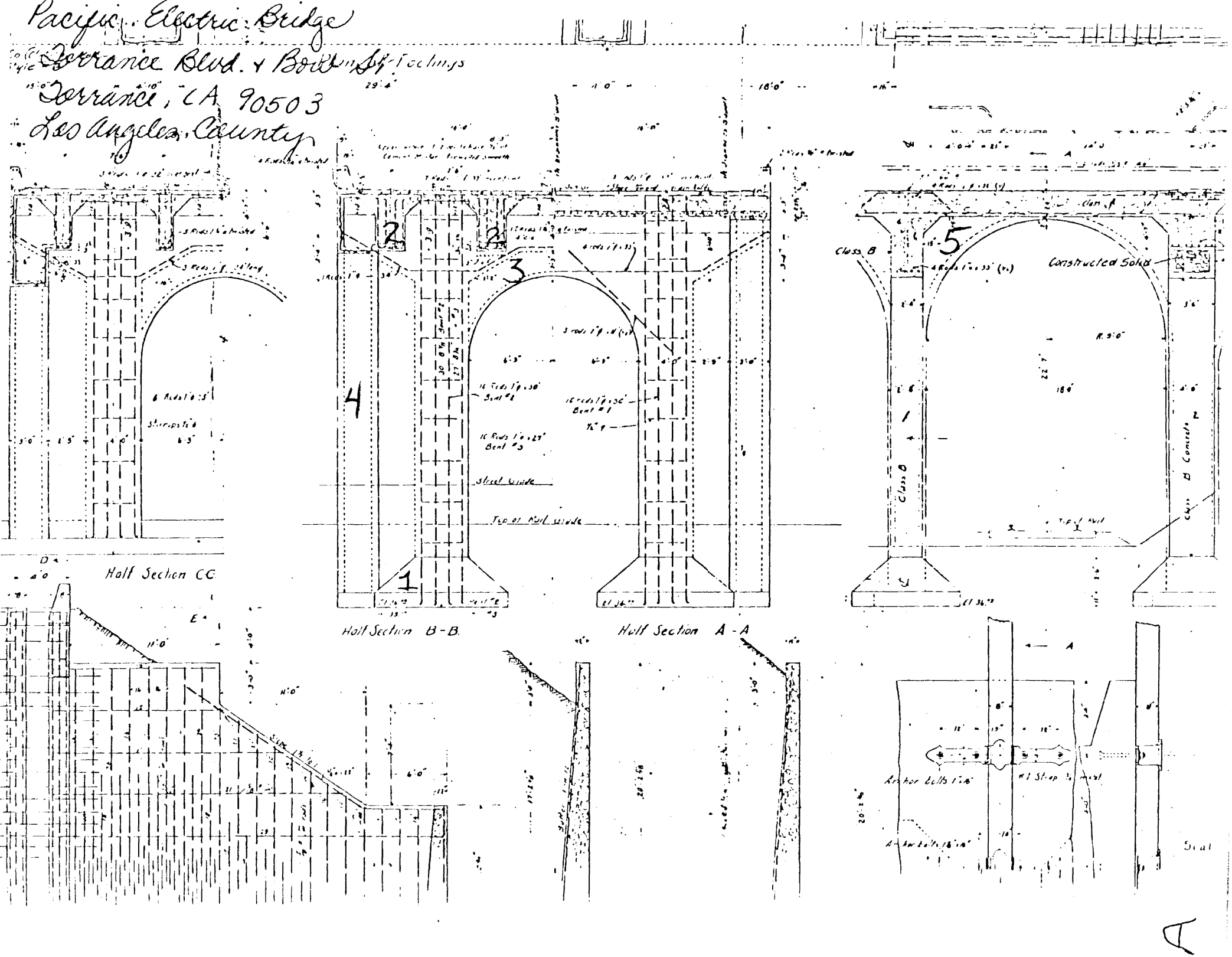


Pacific Electric Bridge

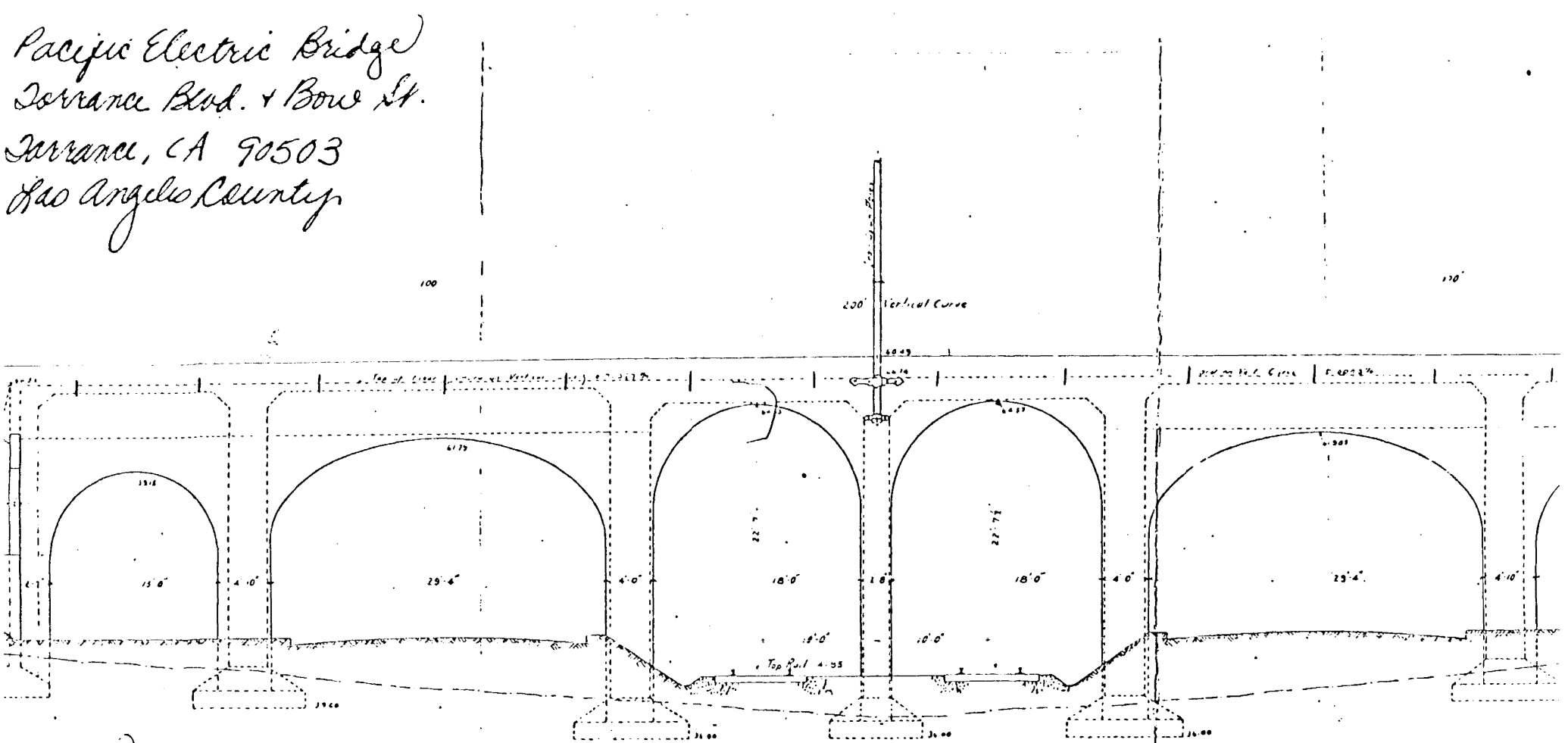
Torrance Blvd. & Border Ave. Facing S

Torrance, CA 90503

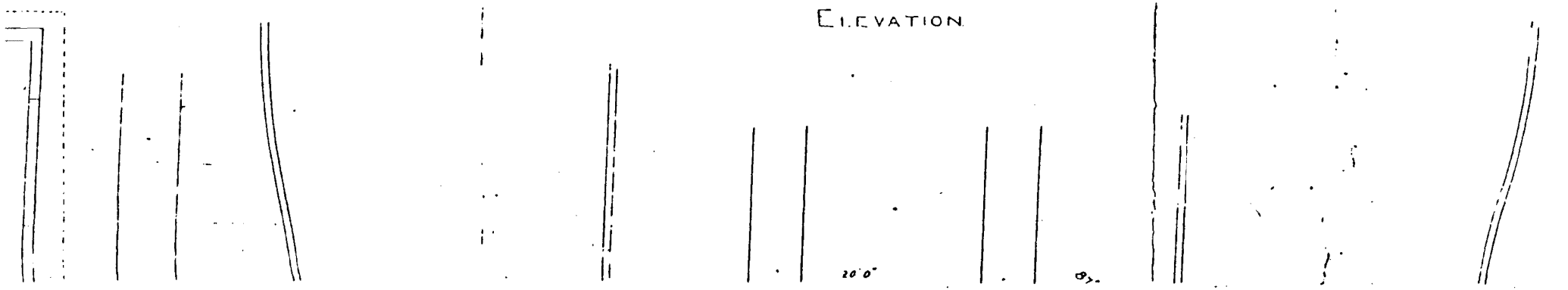
Los Angeles County



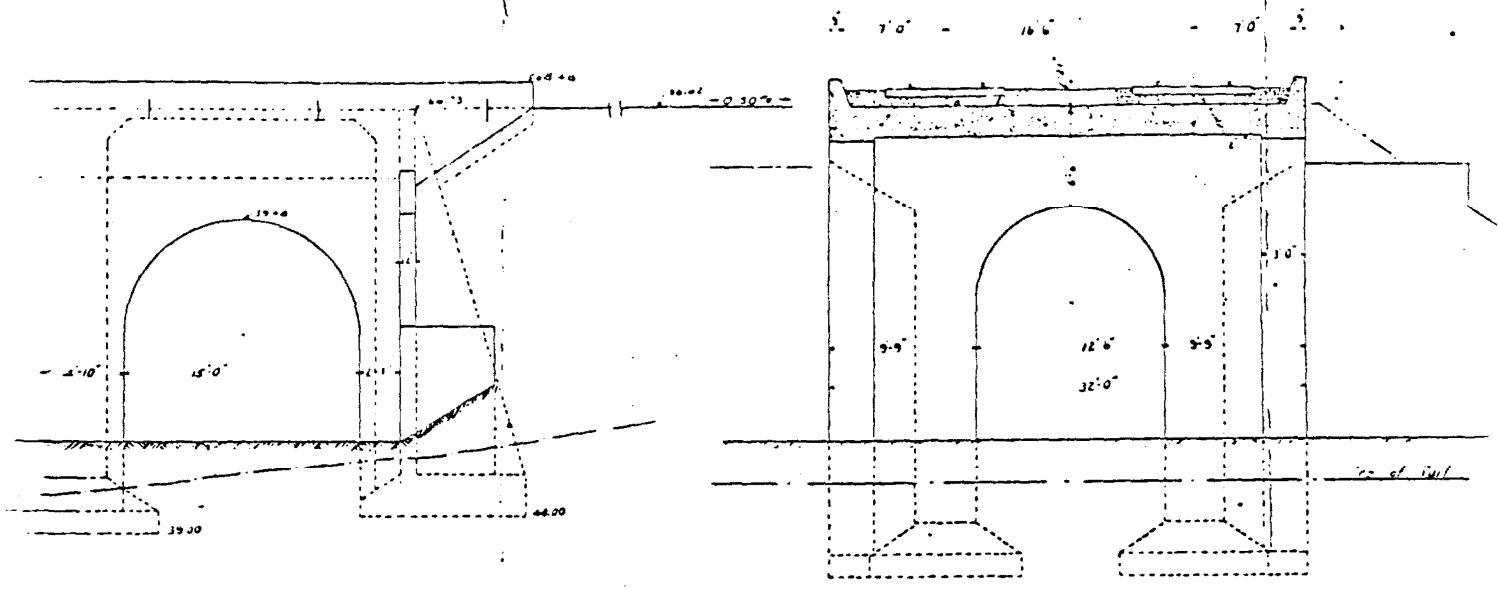
Pacific Electric Bridge
Torrance Blvd. & Bow St.
Torrance, CA 90503
Los Angeles County



ELEVATION



B



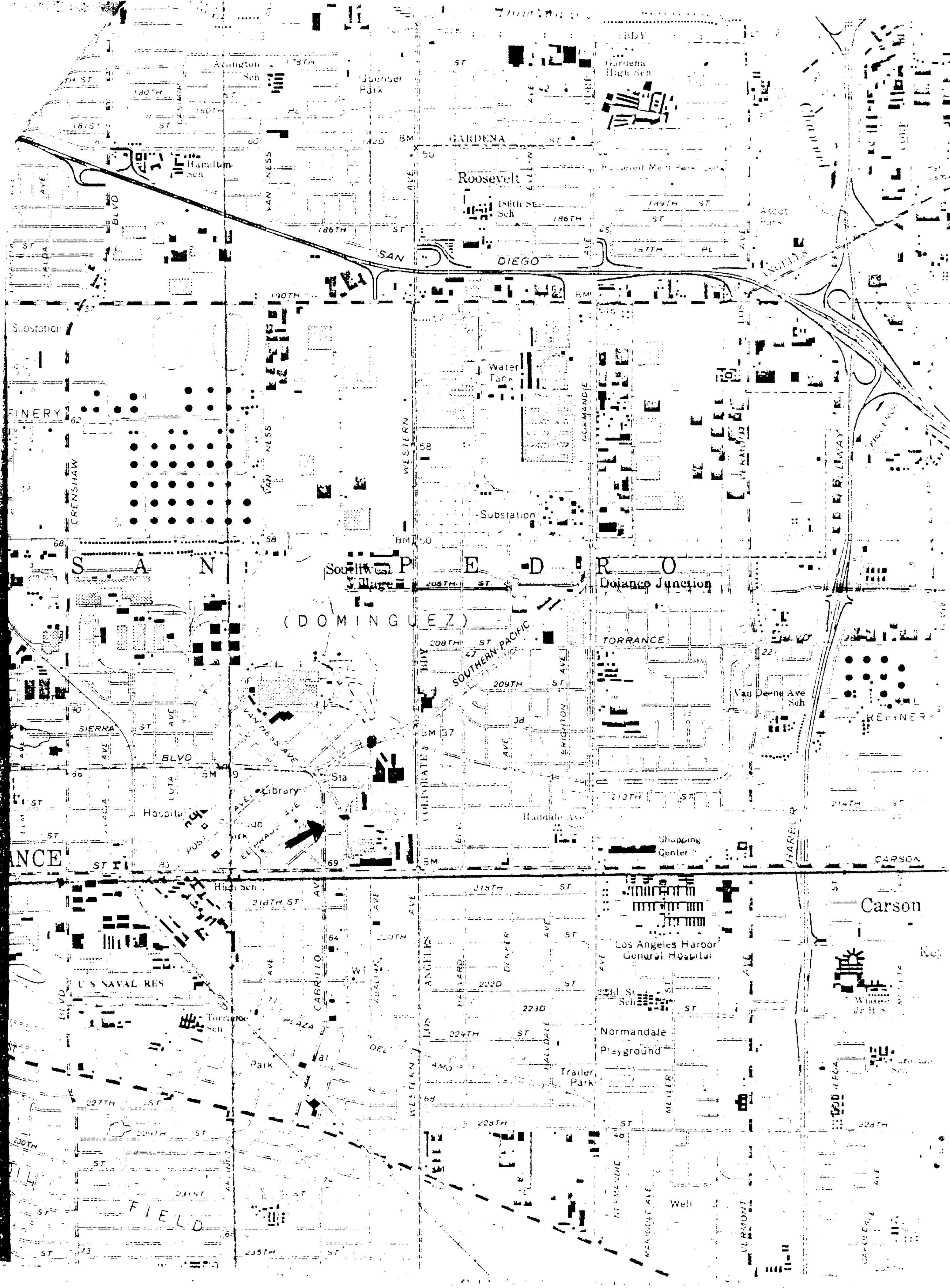
SECTION

Pacific Electric Bridge
Torrance Blvd. & Bow St.
Torrance, CA 90503
Los Angeles County

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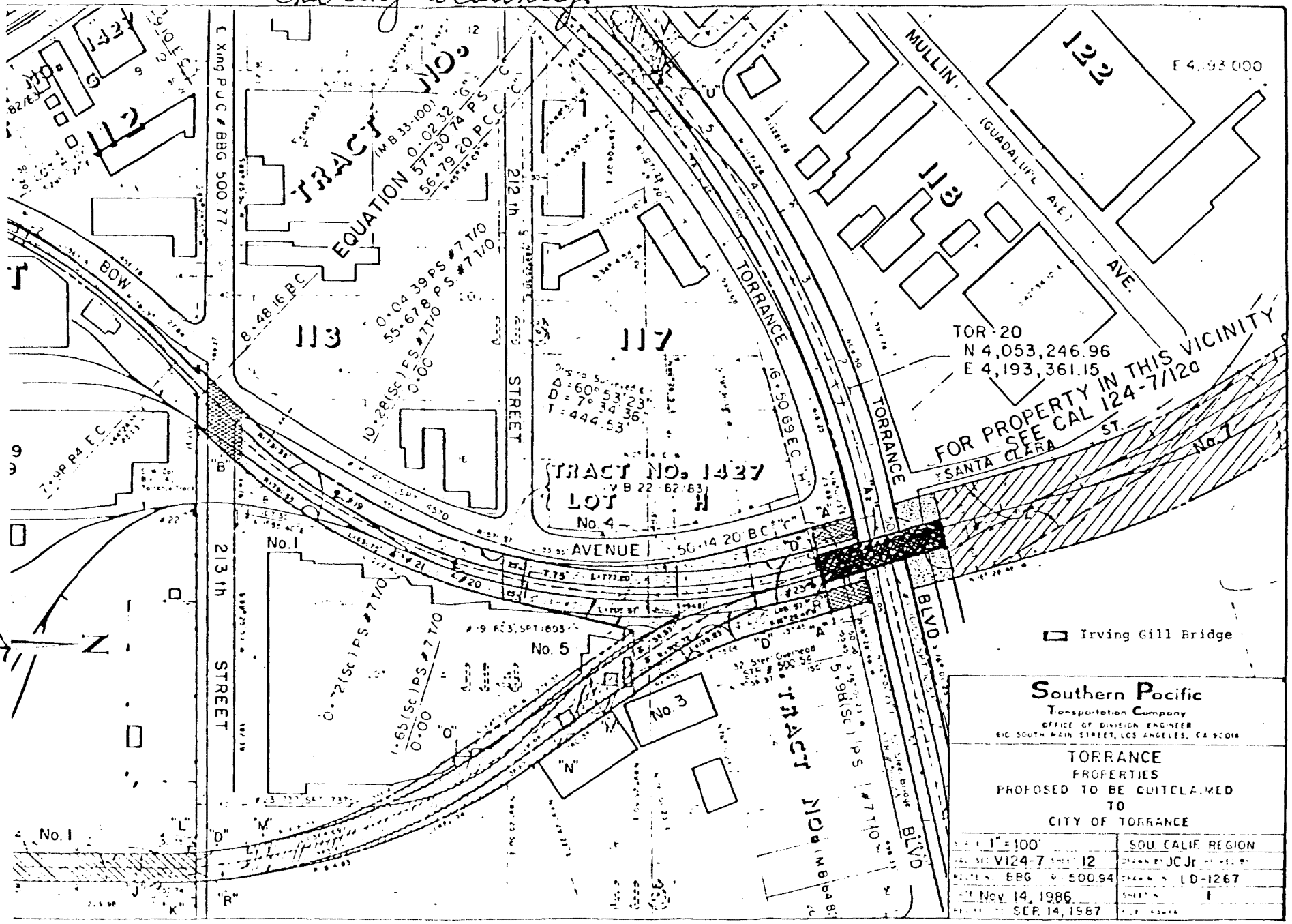
C

TORRANCE LINES
EL PRADO BRIDGE - GENERAL


Gardena High Sch
GARDENA
Roosevelt
186th St Sch
Hamilton Sch
Ascot Park
SAN DIEGO
190TH
186TH ST
187TH PL
Substation
Water Tank
CRENSHAW
VAN NESS
WESTERN
NORMANDIE
VERMONT
HARBOR
S A N P E D R O
(DOMINGUEZ)
Southwest Village
Dolanco Junction
205TH ST
208TH ST
209TH ST
TORRANCE
SOUTHERN PACIFIC
SIERRA
BLVD
Van Deene Ave Sch
REFINERY
Library
Hospital
Sta
213TH
Shopping Center
CARSON
Carson
218TH ST
Los Angeles Harbor General Hospital
U S NAVAL RES
CABRILLO
Torrance Sch
Normandale Playground
Trailer Park
Park
Well
227TH
228TH
231ST
235TH
FIELD

Pacific Electric Bridge
Torrance Blvd. & Bow Street
Torrance, CA 90503

Los Angeles County



Attachment #4

3/27/85 pe

RESOLUTION NO. 85-78

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE, CALIFORNIA, EXPRESSING THE CITY'S COMMITMENT TO THE PRESERVATION OF THE HISTORICALLY AND ARCHITECTURALLY SIGNIFICANT SOUTHERN PACIFIC DEPOT AND SOUTHERN PACIFIC RAILROAD BRIDGE

WHEREAS, the Southern Pacific Depot and the Southern Pacific Railroad Bridge have been identified as structures of historical and architectural significance; and

WHEREAS, both the depot and the bridge are prominent and notable landmarks of Torrance's history; and

WHEREAS, the Southern Pacific Depot, historically known as the Pacific Electric Depot, is one of the first buildings constructed in Torrance; and

WHEREAS, the Pacific Electric Depot was the focal point of the transportation system that was the foundation of Torrance's physical and economic growth; and

WHEREAS, the Southern Pacific Railroad Bridge is the landmark and gateway to all who enter the City from the east; and

WHEREAS, the Southern Pacific Depot and Railroad Bridge are representative of the best of California architecture and has played an integral role in the City's transportation system.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Torrance expresses its commitment to the preservation of the Southern Pacific Depot and Railroad Bridge as structures of historical and architectural significance.

Introduced, approved and adopted this 2nd day of April, 1985.

/s/ James R. Armstrong
Mayor of the City of Torrance

ATTEST:

/s/ Donna M. Babb
City Clerk of the City of Torrance

APPROVED AS TO FORM:

STANLEY E. REMELMEYER, City Attorney

By_____

Attachment #5
Irving Gill Bridge
City Council Resolotion

2

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by the deed or grant dated November 16, 1986 from Southern Pacific Transportation Company

to the CITY OF TORRANCE, a municipal corporation, is hereby accepted by order of Resolution No. 3417 adopted by the City Council of the City of Torrance on February 18, 1958, and duly recorded on the 26th day of February, 1958, in Book 56502, Page 139, Official Records, in the office of the County Recorder of Los Angeles County, and that the Grantee consents to the recordation thereof by its duly authorized officer.

CITY OF TORRANCE

By _____
Donald E. Wilson
City Clerk

DATED: November 25, 1986

(Section 27281 of Government Code; as amended)

PURPOSE: Transfer rights, title, interest in Railroad Bridge over Torrance Blvd.

86-1685917

D-5136

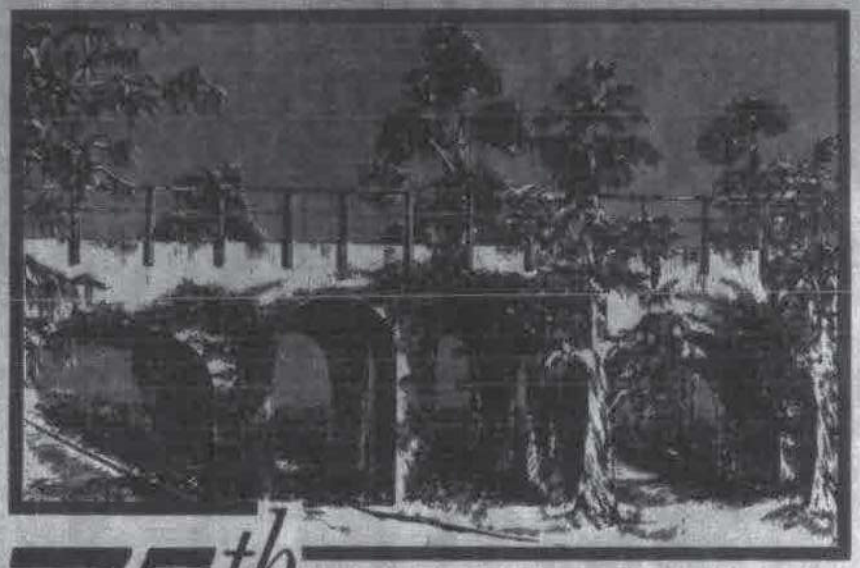
CC-26 3/86

Attachment #4 (2 of 3)
Irving Gill Bridge
Certificate of Acceptance
(regarding Indenture Agreement)

Attachment #7 (1 of 4)
Irving Gill Bridge - City Logo
Commemorative postcard
Limited edition

A Plan for Program Management and Allocation of Resources

1987-89 BUDGET



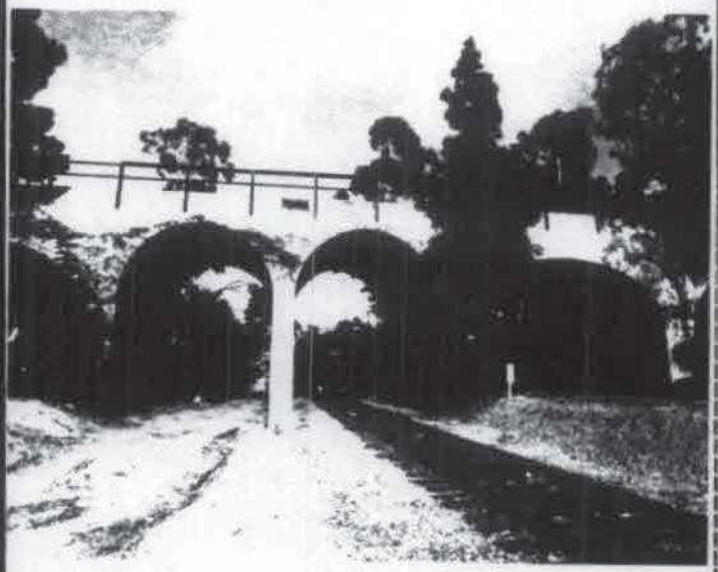
75th Anniversary
1912-1987

CITY OF TORRANCE · CALIFORNIA

Attachment #7 (2 of 4)
Irving Gill Bridge
City Logo
Annual Budget Cover

TORRANCE
HISTORICAL SOCIETY

A true adventure in local history.



MUSEUM HOURS
1:00 p.m. - 4:00 p.m. Daily
except Saturdays

1345 POST AVENUE
TORRANCE, CA 90501
(213) 328-5392

Attachment #7 (4 of 4)
Irving Gill Bridge
City Logo
Historical Tour Brochure

REDEVELOPMENT
AGENCY of the
CITY OF TORRANCE

KATY GEISSERT, CHAIRWOMAN

MEMBERS
BILL APPLEGATE GEORGE NAKANO
DEE HARDISON DAN WALKER
TIM MOCK MARK WIRTH

LEROY J. JACKSON
EXECUTIVE DIRECTOR

DAVID S. FERREN
DEPUTY EXECUTIVE DIRECTOR

RECEIVED
APR 12 1989
OHP

April 10, 1989

Cynthia Howse
State Historian
Office of Historic Preservation
California Department of Parks & Recreation
P.O. Box 2390
Sacramento, CA 95811

Dear Ms. Howse:

At your request we have enclosed a copy of the L.A. Architect article regarding Irving Gill.

Sincerely,

David S. Ferren
Deputy Executive Director

by _____
Michael G. Bihn
Principal Planner

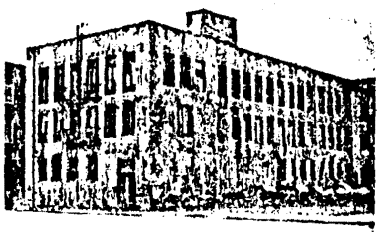
Attachment

MB:KP

3031 Torrance Boulevard Torrance, California 90503 (213) 618-5990

IRVING GILL, TORRANCE, AND THE INDUSTRIAL DREAM

Irving Gill is one of Southern California's most interesting, yet enigmatic, architects. Recent discoveries of previously unidentified Gill buildings in the city of Torrance provide information pertaining to several significant aspects of his career. The relationship of Gill's design philosophy to early 20th-century industrial city planning is clearly stated



El Roi Tan Hotel, 1912 (photos, Roger Hatheway).

in his Torrance work, and the structural features of several "new" Gill buildings add another dimension to his already well-known architectural technology.

Background

In 1911, real estate promoter Jared Sydney Torrance purchased a large tract of land from the pioneer Domi[illegible]ez family. Torrance then joined into [illegible]nership with several other Los Angeles businessmen, forming the Dominguez Land Company. In order to better promote their real estate venture, the investors decided to establish a progressive industrial city. They named the new city Torrance.

Initially, the investors engaged the services of John C. and Frederick Law Olmsted, landscape architects from Brookline, Massachusetts. The formal contract between the Olmsted Brothers and the Dominguez Land Company was signed on January 5, 1912. Later in the same month, five Southern California architects, R.D. Farquhar, Elmer Grey, S[illegible]. Hunt and Parker Wright, all of Los [illegible]ngeles, and Irving Gill of San Diego, were invited to submit designs for several types of buildings for the new city.

Gill was officially appointed chief architect of Torrance in June of 1912. He assumed responsibility for the design of each building erected by the Dominguez Land Company, and for the implementation of the Olmsted Plan.

The Torrance plan itself was based upon the shape of a "Y". Industry was located on the outside of the area bounded by the figure, while commercial and residential structures were located within the open area formed at the top of the "Y". The plan was oriented so that prevailing westerly winds blew industrial smoke away from the commercial and residential areas. Trees were planted to shield the factories from view. And a transportation network was incorporated as part of the overall plan. "Real city planning,"

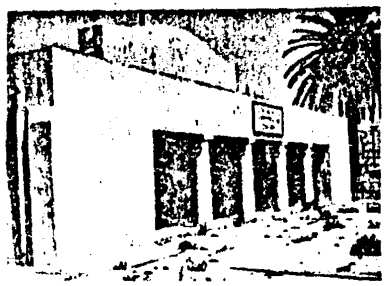


Workers' cottages, showing zero-lot line placement, 1913.

declared Frederick Law Olmsted," is concerned with every line of development which affects the physical conditions under which the people of today and the people of years to come must live and work."

Gill enthusiastically adopted the physical and philosophical elements of the Olmsted Plan, for the ideals were remarkably similar to his own. Since 1908, Gill had increasingly devoted himself to a utilitarian, low-cost and socially conscious form of architecture, exemplified by his 1910 Lewis Courts in Sierra Madre.

As a result of the combined Olmsted-Gill effort, Torrance was at its inception one of the more thoughtfully planned industrial cities in the country. Despite the fact that the city's growth would



Pacific Electric Depot, 1912.

soon exceed the limitations of the plan, Torrance is a tribute to the progressive, industrial idea of the early 20th century.

Gill's Torrance Work

The range of Gill's Torrance work is impressive. Commercial, public, residential and industrial structures were designed as part of the investment and planning scheme. Today they provide a detailed record of a brief but highly productive period of Gill's career. Although Gill only served as chief architect in Torrance for approximately one year, 1912-1913, nearly every structure that he designed during this period was built. In recent years several of his buildings have been demolished, but at least 18 remain.

Although each structure employs cement or concrete, the materials with which Gill is most closely identified, the majority of the Torrance buildings do not use them as primary construction materials. The Pacific Electric station is built of hollow tile with a cement-plastered exterior. Gill's worker cottages are wood-frame structures with a cement-plastered exterior layed-up over lath and wire mesh. The Brighton and Colonial Hotels are composed of concrete, brick and steel. Constructed of brick with slab floors, the El Roi Tan and Murray Hotels have only a cement-plastered exterior. With the exception of the Southern Pacific Bridge, the main building of the Hendrie Rubber Company is the only known Gill building in Torrance having monolithic concrete construction.

The variety of construction techniques suggests that Gill was still formulating a consistent technical methodology. As well as furnishing easily manipulated, relatively inexpensive durable and waterproof surfaces, concrete and cement provided Gill with a plastic design material. By smoothing over serrated lines of brick work, hollow tile, and irregular wood-frame joinery, Gill achieved a simple yet powerful form. Gill's use of concrete and cement constituted both the ideal working solution to technical problems, and a means by which to best approximate his own aesthetic goals.

The design of individual structures reflects the underlying theme of the Olmsted Plan — responsive to the needs of people in their living and working environments. Gill's residential cottages are, for example, built to the extreme side of each piece of property. The advantages offered by zero-lot line placement are obvious, since more continuous yard space is created for gardens or recreational activity. Gill's industrial and commercial buildings are carefully designed so as to allow for a maximum of interior lighting and ventilation. Remarkably, the Hendrie Rubber



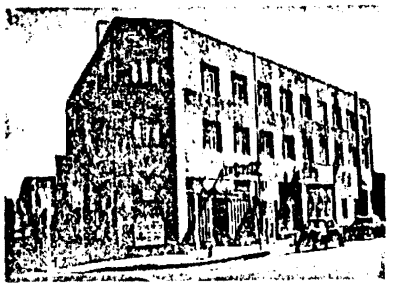
Rubbercraft (Hendrie Rubber Co.), 1913.

Company (now called Rubbercraft) is still a fully operational industrial facility, 65 years after its construction.

A Formative Period

Torrance was undoubtedly an important and formative period for Gill. His work there provides a unique opportunity to assess his architecture because it occurs at a critical developmental point in his career, prior to the mature style that would later characterize the Banning and Dodge Houses of Los Angeles.

Through an examination of his Torrance buildings, one can observe Gill as he formulates a cohesive design



Colonial Hotel, 1912.

philosophy and experiments with technological innovation. It is a comprehensive statement, and an example of Gill's creative versatility.

Roger Hatheway

Architectural historian Roger Hatheway recently completed work on an architectural survey for the City of Torrance.

GILL'S TORRANCE BUILDINGS

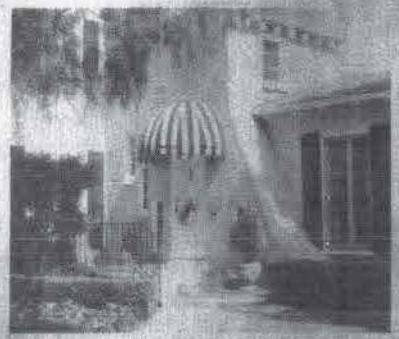
1. Bridge, near corner of Torrance Blvd. and Western Ave.
2. Pacific Electric Depot, 1200 Cabrillo.
3. El Roi Tan Hotel, 1211 El Prado.
4. Murray Hotel, 1210 El Prado.
5. Colonial Hotel, 1601-1605 Cabrillo.
6. Brighton Hotel, 1639 Cabrillo.
7. Salm Manufacturing, 1805 Abalone.
8. Rubbercraft, 1800 W. 220th St.
9. Bungalow, 1815 Gramercy.
10. Bungalow, 1819 Gramercy.
11. Bungalow, 1903 Gramercy.
12. Bungalow, 1904 Gramercy.
13. Bungalow, 1907 Gramercy.
14. Bungalow, 1916 Gramercy.
15. Bungalow, 1919 Gramercy.
16. Bungalow, 1920 Gramercy.
17. Casa Del Amo Apartments, 1860 Torrance Blvd.
18. Shop/Apartments, 1610-1612 Cabrillo.

INTERIOR TOUR HOMES



1329 Engracia Avenue 1
Bungalow Style, 1922
Original Owner: Ludlow

This two-story gable-roofed, clapboarded home was, in 1922, one of the "typical 2-bedroom, one story bungalows" being built in the newly incorporated City of Torrance. A few years later, however, a Mr. Monte Darling (prominent builder during the 1920's construction boom in Torrance), added a second story to this home, and also enclosed an exterior gable-roofed porch; today used as a sun room. A unique feature of this particular home, is the outdoor patio off the master bedroom, which was a part of the second story addition.



1329 Arlington Avenue 2
Spanish Style, 1940
Original Owner/Builder: Frank & Mable Steinhilber

This house, constructed near the end of the great depression, is a two-story Spanish Colonial Revival style home. Modified in 1974, it still maintains its original spacious layout including the one-story front wing. French style doors and windows are a feature of the living and dining rooms. There have been three owners of this house. The widow of the original owner is still a Torrance residence.



1313 Cota Avenue 3
Bungalow Style, 1914

This is a story-and-a-half wood clapboarded bungalow with the slope of the pitched roof placed at right angles to the street. The roof plane dominates the design, sheltering the porch under its eaves and interrupted only by a pair of dormers in the second story. This is a good example of early Torrance housing built for middle to upper income families employed by industrial manufacturing companies.



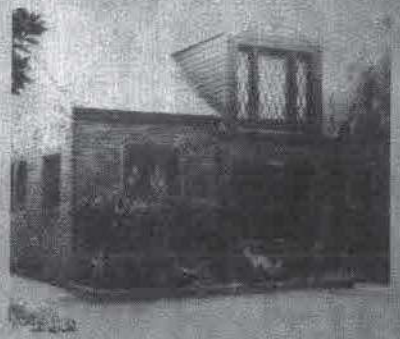
1551 Post Avenue 4
Bungalow Style, 1919
Original Owner: Judge George Post

This is a one-story rectangular plan bungalow with steep gable and narrow shed dormer in front. The house is clapboarded. Judge Post, for whom the street was named, was a renowned banker in the East and his valuable experience helped to strengthen young Torrance's economy. The house was an early substantial residence in the city and derives its importance primarily through its association with Judge Post.



1518 Post Avenue 5
Spanish Colonial Revival, 1924
Original Owner: George Peckham

This one story stucco bungalow was designed by Rex Weston and built by Monty Darling in 1924. French doors and an elliptical ceiling in the formal dining room combine with a coved ceiling and semi-circular window in the adjacent living room. The living room also features batch elder ceramic tile on the fireplace and hearth. White oak hardwood floors and hammered silver door knobs are two of the unique features of this home. Gabled and flat roofs and a courtyard in the front entrance were included in the price of $6,000 by George Peckham, the original owner, and proprietor of the first Ford dealership in Torrance.



1620 Post Avenue 6
Tudor Revival Cottage, 1925
Original Owner: Grover C. and Pluma Whyte

This clinker-brick Tudor Revival Cottage has a foreshortened U-shaped plan creating a small entrance courtyard. The windows are small-paned, some of them diamond patterned. This house gives the feeling of a rustic cottage and is architecturally unique in Torrance. Mr. Whyte played an important part in Torrance's early development due to his career as editor and publisher of The **Torrance Herald**, Torrance's largest early newspaper.



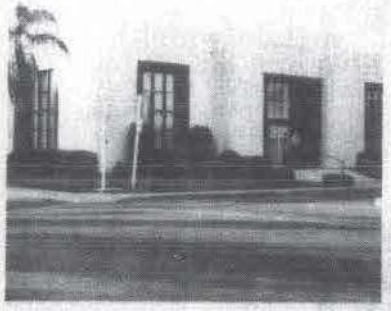
1507 El Prado 7
Spanish Colonial Revival Cottage, 1928
Original Owner: Felix and Amanda Winkler

This house has an L-shape plan with a front patio and an entrance tower which is placed at the intersection of the wings. Its castle-like facade, blends well with the tree-lined El Prado Park situated down the center of the street.

Thanks to the gracious people who are allowing us to view the interiors of their property.

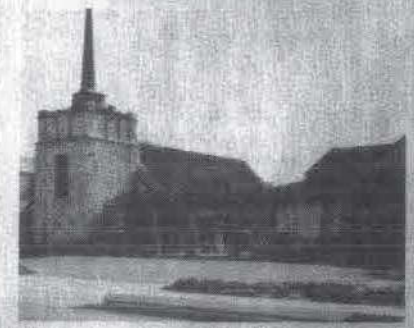
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INTERIOR TOUR BUILDINGS



Post Library, 1936 **A**
1345 Post Avenue

The Post Library was built as part of the WPA Program and is a good example of "WPA Moderne" style of architecture. The Post Library was originally known as the Torrance City Library. It is currently the Torrance Historical Society.
T.H.S. plaque



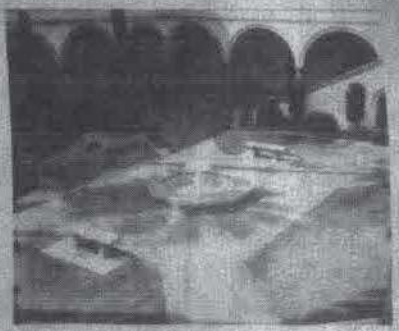
Halverson, Stone and Myer **B**
Mortuary Chapel, 1955
1223 Cravens Avenue

There are few buildings like this anywhere in Southern California. Architect, Carlton M. Winslow, used some highly stylized and simplified English Gothic forms, suggesting the ranch house mode. The copper spire, placed directly on the stubby tower, is a Winslow trademark. The flagstone-based chapel forms a courtyard, with a rustic waterfall and the entrance portico gable end being half-timbered. The chapel windows are narrow slits like stained glass windows.

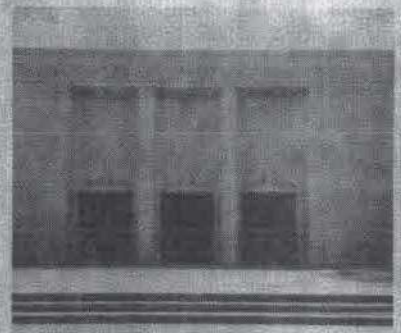


Torrance High School Campus, 1917 **C**
2000 Carson Street

The school consists of a complex of buildings and structures spanning the years 1917 through the 1960's. The main building, designed by architect Robert Allen Farrell, is Mediterranean in style influenced by Classical and Spanish Colonial design elements. In 1921 came the addition of a brick patio with tile fountain later referred to as the "Senior Patio." The Assembly Hall, designed in the WPA Moderne Style, was built in 1935 to replace the original auditorium destroyed by the 1933 earthquake. Torrance High School is the first property in Torrance to be placed on the National Register of Historic Places - U.S. Dept. of the Interior.
T.H.S. plaque



D



CHURCHES 1 - 4 P.M. ONLY



St. Andrew's Episcopal Church, 1927 **E**
1432 Engracia Avenue

St. Andrews is the oldest church building in continual use in Torrance. It is a simple structure with four stripped pilaster-like ribs bordering the symmetrical center section, with elongated arch windows. A two-tiered mission bell tower rises on the north, topped by a bulbous dome. Of great interest are the memorial windows for some of the city's original leading families, including the Torrance's, Post's, Shidler's and the Henderson's.



Nativity Catholic Church, 1939 **F**
1447 Engracia Avenue

A simple Latin-cross plan Spanish Colonial Revival in style suggests economy with most ornamentation around the front door. The most important interior feature is the simple wooden trusses which traverse the ceiling and are supported on pilasters. The base of the church is a ribbed Deco molding. The stained glass windows bear many important family names.



First Baptist Church, 1948 **G**
2118 Carson Street
Architect: JNO. Fleming

This Spanish Colonial Revival building has several eclectic references to other types of architecture. The bell tower, topped by a pyramidally roofed cupola, has different types of windows, including Mission Carmel star windows. Unusual decorations in the eves, lancet-like windows and round window over the entrance, give this main section a slightly medieval tone. Beautiful stained glass windows are on all sides. A new 39-rank pipe organ is now in use, and has been since 1982.

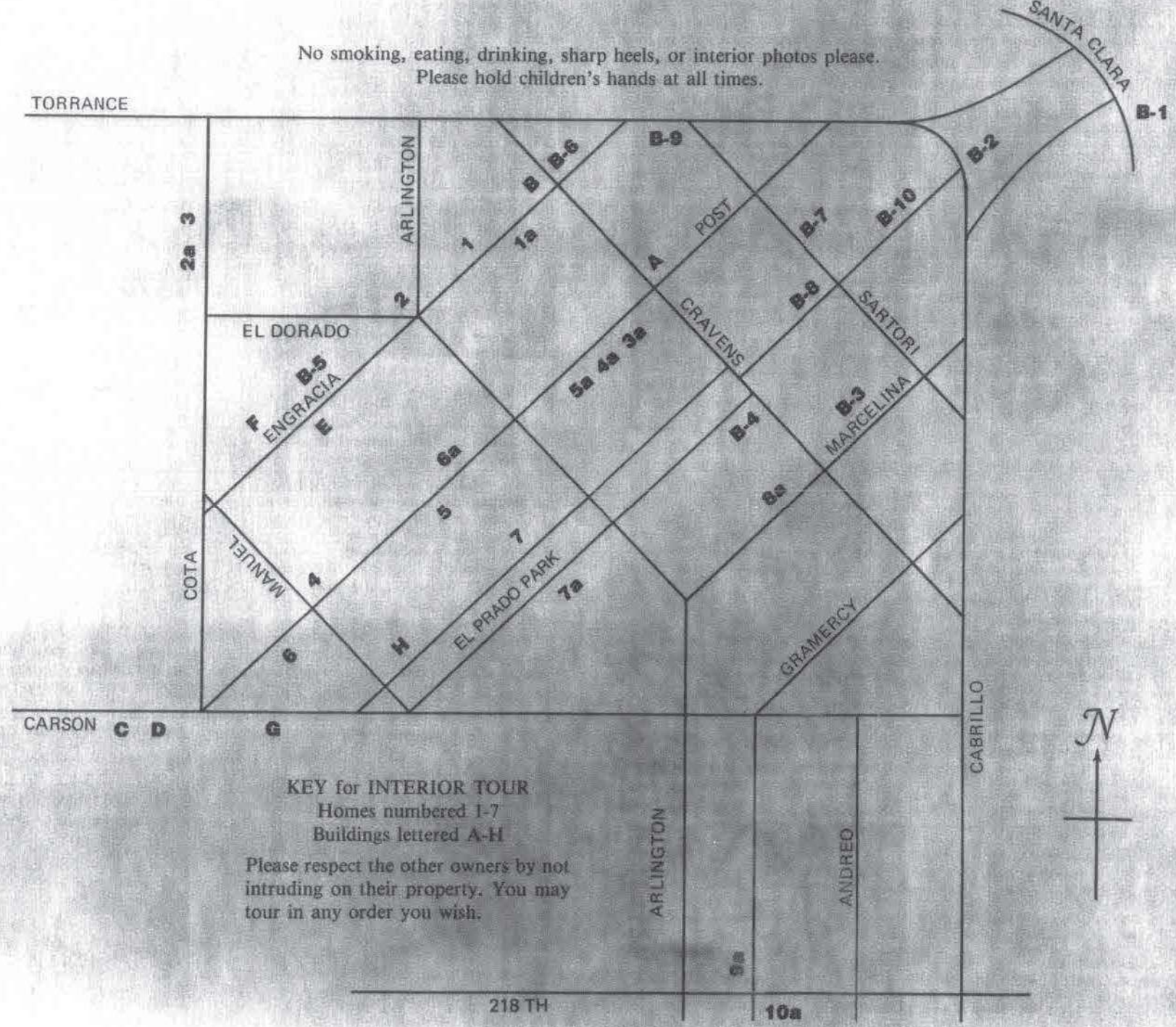


First United Methodist Church, 1923 **H**
1551 El Prado

The first church was dedicated in 1923 and, with additions and remodels, it is now the recreation hall. The new santuary was completed in 1961 and is very contemporary in style. Over the main entrance is a beautiful grillwork window depicting Christ in a gesture of invitation, "Come unto me..." Just below are four cast plaques representing the Evangelists, Matthew, Mark, Luke and John. Inside the memorial windows are colored faceted glass placed in an unusual mosaic style setting, each telling a p[illegible]r story. This church boasts a bell t[illegible]d a 12-rank Moller pipe organ.

GUIDE MAP

No smoking, eating, drinking, sharp heels, or interior photos please.
Please hold children's hands at all times.

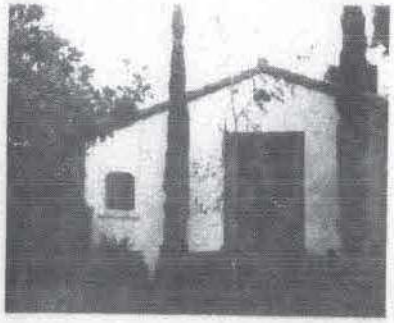


KEY for INTERIOR TOUR
Homes numbered 1-7
Buildings lettered A-H

Please respect the other owners by not intruding on their property. You may tour in any order you wish.

EXTERIOR TOUR HOMES

These homes have been included in past tours. Please do NOT intrude on their property.



1318 Engracia Avenue **1a**
Spanish Colonial Revival, 1936
Original Owners: Harry & Margaret Massie

Moving past a leaded and stained glass front window, through a plant shaded front courtyard gains entry into this red tiled, stucco finished home exhibiting many craftsmanship details. Built by Harry Massie in 1936, it was purchased from his son, Harold in 1978 by its present owners. Mahogany woodwork, lath and plaster walls with curved ceiling junctures and art deco hardware are among noteworthy features. All the latest '36 innovations - attic antenna with wall plugs for the "wireless," built-in ironing board, clothes rack and shoeshine kit, and lavish tile in the kitchen and bathrooms are all in original condition.



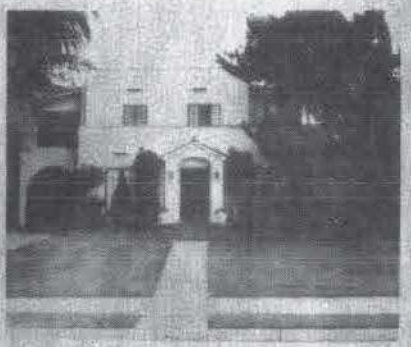
1325 Cota Avenue **2a**
Bungalow Style, 1916
Original Owner: Arthur & Annie Mullin

This two-story clapboard, on 1½ lots, has gabled dormers and an L-shaped veranda overlooking extensive gardens and a handsome gazebo. Fine cabinetry distinguishes the interior-coffered dining room ceiling, built-in buffet and secretary, wainscotting and paneling. All stained glass is the work of the present owner. Jared S. Torrance built this home for visiting Columbia Steel officials. The house was sold in 1918 to local Oldsmobile dealer A. Mullin and remained the family home for over 50 years.



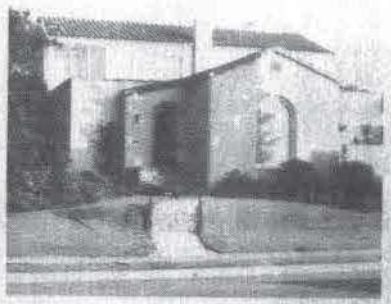
1434 Post Avenue **3a**
French Neoclassic/Mission Revival, 1920
Original Owner: Frank Sammons

The regimentation and regularity of the facade, and the large casement windows which almost appear as French windows, are the French elements. The window hoods, with their exposed rafters, and the tiled parapet wall are the Hispanic elements. The house contains many original features including the built-in hutch, natural draft flue over the stove, built-in ironing board, basement and walls of all brick construction (under the plaster). The rear was originally a Model T garage and is now a residence. This house was constructed at the beginning of an architectural trend to capture the romance of Europe in California architecture.



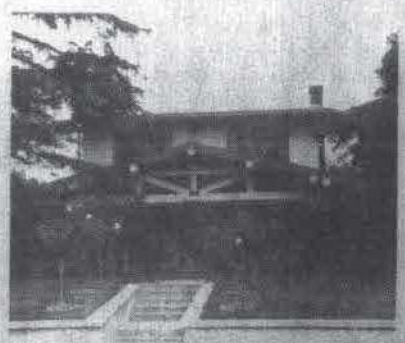
1444 Post Avenue **4a**
Mission Revival Style, 1922
Original Owner: Rudolph A. Huber

This house sits on two lots. It is a two-story flat roof plastered house with the second story smaller than the first, making the first story roof appear like a balcony. There are French doors, double casement windows and a carved wooden front door. Mr. Huber, the first owner of this elegant house, was first a banker in Torrance and later a mortgage loan broker.



1448 Post Avenue **5a**
Spanish Colonial Revival, 1927
Original Owner: Charles Chapman & M. Shidler

A two-story gable-roofed, plastered house of irregular plan with a side courtyard and sunroom off the side. There is a semi-circular topped wooden door, tiled gabled roofs and an arched picture window. Dr. Shidler, a family doctor, lived here during the early days of Torrance. In the 1940's, Rosemary DeCamp lived here with her husband Judge John Shidler.



1511 Post Avenue **6a**
Bungalow Style, 1918
Original Owners: George W. & Jane R. Neill

This large two-story home of elegance is rectilinear with clapboarded first story and shingled second story. There are broad overhanging eaves and exposed rafters. The veranda porch is covered by gabled roof. It is one of the two oldest houses on Post Avenue. George Neill was involved in Torrance's early government and was President of the Torrance Development Company.



1512 El Prado **7a**
Cape Cod Style, 1948
Original Owners: Mr. & Mrs. John B. Melville

This two-story frame residence has a pitched roof, a large exterior chimney, round bay windows, shingle wood siding, shutters and a decorative swan's neck doorway flanked by carriage lamps. The living room and dining room have parquet floors and the den is paneled in mahogany. This house was designed by George Morlan of Redondo Beach. Mr. and Mrs. Melville were the owners of the



1525 Marcelina Avenue **8a**
Bungalow Style, 1915
Original Owner: Dr. Norman Leake

This large two-story house is made mainly of redwood. There are two large gables in the back and one in the front. The house is heated by a large fireplace and a solar system. Dr. Leake had his office and treatment rooms on the east side of the house and the family rooms on the west side and upstairs.

EXTERIOR TOUR BUILDINGS



1753 Gramercy Avenue **9a**
Early Ranch Style Adobe, 1946-1948
Original Owners: George C. & Eunice F. Crabtree

This is an "L" shaped building with three gables and a roof of cement tile. The house has walls 18" thick with the usual advantages of adobe--adding to summer coolness and less heat loss in winter. The heating is unique in that it circulates hot air between a slab and a wood floor. Mr. Crabtree built the house himself--including mixing all the adobe.



1804 Gramercy Avenue **10a**
Bungalow Style, 1912
Original Owner: Isabel Henderson

This is a simple one-story bungalow with gable-end to the street. The building is clapboarded and the porch is supported by wood posts on piers. Mrs. Henderson was a cousin of the city's founder, Jared Sidney Torrance, and was greatly interested in the development of Torrance. She opened the city's first library in her home in November 1912. Originally 300 books were donated by Mr. Torrance and his friends.



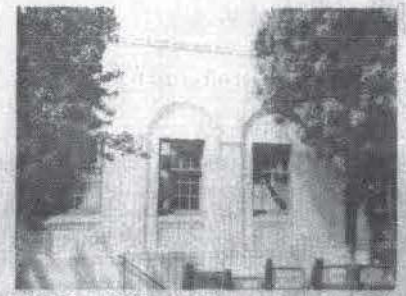
The Bridge, 1912 **B-1**
Torrance Boulevard & Santa Clara Street

This graceful bridge was the original gateway to the City. This was designed by Irving Gill, and was built for and operated by the Pacific Electric Railway.



The Pacific Electric Depot, 1912 **B-2**
1300 Cabrillo Avenue

The Pacific Electric Depot was the major focal point of Downtown Torrance. It was designed by Irving Gill. This building is the Mission Style of architecture. Originally the building had a large bronze dome and a red tile roof which have been removed.



U.S. Post Office, 1935 **B-3**
1433 Marcelina Avenue

Built with Federal W.P.A. and P.W.A. funds, this building is a stripped Hispanic building of Spanish Colonial Revival style. Its roof is hidden by a parapet wall. The south corner suggests a pavilion with raised roof line and pyramidal roof. Flat windows are contained within bas relief arches. Minor decorative details have been removed.
T.H.S. plaque



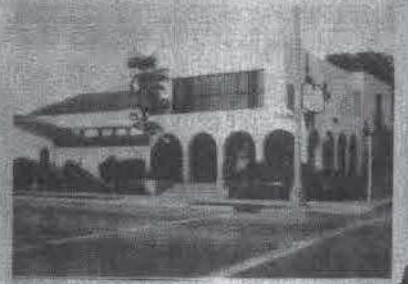
City Hall, 1936 **B-4**
1511 Cravens Avenue

Designed by Walker and Eisen, this building was built with W.P.A. funds, providing spacious headquarters for city services. Built structurally from steel produced at the Columbia Torrance Mill and finished in concrete, the design is austere. The facade is divided into three large flat bay openings with decorative sidelights set into the windows. Extensively remodeled in 1959 for use by Home Savings, it is now occupied by Group W Cable.
T.H.S. plaque



Jared Sidney Torrance **B-5**
Memorial Hospital, 1924
1425 Engracia Avenue
Architect: Merrill W. Baird

The original building consists of a central two-story block, with one-story wings influenced by Spanish Colonial elements. Opened in 1925, it was erected as a direct result of the provision of $100,000 for the building of a hospital in the will of Mr. Torrance. There is a major three-story addition adjoining the original structure. The hospital was used until 1971 and is now the American Prevention Institute--a health center for the aging.
T.H.S. plaque



Stone & Myers Mortuary, 1924 **B-6**
1221 Engracia Avenue

The building was built in 1924 by O. W. Stone and his daughter Bessie, in the old Spanish style with tile roof, etc. Upstairs was all one apartment; now it is a smaller apartment and offices.

In the mid 1950's new garages and a bachelor apartment was added in the back. That apartment is now used for a preparation room.

In 1963 a major remodeling project moved the front door from Engracia to Cravens Avenue, added the arched windows, bells in the arches in the wall, rock walled patio and chapel front.



Credit Bureau of Torrance, 1928 **B-7**
1266 Sartori Avenue

This is an example of Spanish Colonial Revival architecture blended with Mission Revival architecture. The Pacific Telephone and Telegraph Company originally owned and operated this building.



J. J. Newberry Company, 1930 **B-8**
1315 El Prado

J. J. Newberry's is notable for its Zig Zag Moderne style of architecture, which was very typical of the early 1930's.



Mayfair Apartments, 1927 **B-9**
2014 Torrance Boulevard

The Mayfair Apartments were built at the peak of the oil boom in Torrance. These apartments helped to satisfy the housing demands brought on by the City's fast growth.



El Roi Tan Hotel, 1912 **B-10**
1210 El Prado

The El Roi Tan is notable because it was designed by Irving J. Gill. Two other downtown hotels, the Colonial at 1607 Cabrillo, and the Brighton at 1639 Cabrillo were also designed by Gill.

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Fetzer Vineyards-John Harmon
Frederick's Realty
Katy & Bill Geissert
Marilyn Greer-Katherman
Pete Lacombe
Postal Instant Press-Jim Wood
Torrance Camera Shop
Jules and Cheryl Walder
Dan and Sandi Walker

HOME TOUR COMMITTEE
Torrance Historical Society
Chris Alter
Georgean Griswold
Rob Katherman

Olde Torrance Neighbors
Derl Fredericks
Janet Payne

Saturday & Sunday — October 13 & 14, 1984
10:00 a.m. — 4:00 p.m.

HISTORY OF TORRANCE

Labor troubles in Los Angeles in 1910, which led to the dynamiting of the Los Angeles Times building and the Llewellyn Iron Works plant there, planted the seed of the City of Torrance. Jared Sidney Torrance, a prominent millionaire- financier who lived in South Pasadena, decided to build a model industrial city halfway between Los Angeles and its harbor at San Pedro, which expected to boom when the Panama Canal opened in 1914. Torrance and his associates bought several thousand acres of the Rancho Dominguez from the Dominguez family. Then, with their extensive business contacts, they pursuaded the Union Tool Co., Llewellyn, the Pacific Electric Railway, and other manufacturing and related firms to establish facilities in the area now known as downtown Torrance.

Torrance's planned industrial community was laid out by the sons of famed landscape architect Frederick Law Olmsted of Boston, with shops and residences to the west and factories to the east so prevailing winds would blow the smoke away. Architect Irving Gill of San Diego was hired by the developer, the Dominguez Land Corp., to serve as architect for the project. Gill designed the Pacific Electric depot, the Torrance Boulevard railroad bridge, and many other structures in the new city. A 1913 recession and the onset of World War I in 1914 brought economic hard times to Torrance. After the war growth resumed, the city incorporated to avoid annexation by Los Angeles in 1921, and discovery of a large oil field brought prosperity through the 1920's. Torrance suffered with the nation through the hard times of the 1930's and the sacrifices of World War II. That war also brought new activity in the fledgling local aircraft industry and strained available housing as people moved in to work in that field.

By the early 1950's, the new housing tracts between the Hollywood Riviera and Walteria to the south and North Torrance shifted the population center of the city away from downtown, and the civic center moved west from downtown to its current location on Torrance Boulevard. Despite rapid growth, Torrance received an "All American City" award in 1956 for handling development "without strain." During the late 1950's, a new commercial center was established on Del Amo property along Hawthorne Boulevard, a center which has grown until today it is the largest enclosed shopping mall in the world.

Torrance remains a vital community, balancing industry, commerce, and residential needs to ensure a strong tax base and a quality environment in which to live, work, and shop.

THE TORRRANCE HISTORICAL SOCIETY

The Torrance Historical Society was created in 1973 to acquire, display, and encourage public interest in the preservation of items important to the understanding of the history of Torrance.

Dr. Albert Posner, of the Torrance Unified School District, was the first president of the Society. Attorney, John Alter, was his vice president. Claire and John Crain were two of the most active early members.

At that time, the Post Avenue Library at 1345 Post Avenue, formerly the main library, was still a functioning branch of the Torrance Public Library system. One of the Society's goals was to establish an historical room at that branch. The first such display was mounted in 1974, and the Society's newsletter, edited by City Librarian, Russell West, premiered in April, 1975.

Though the Post Avenue Branch Library later closed, the Historical Society continued its strong interest in establishing a permanent museum at the site. With the cooperation of city government, the museum was opened on March 15, 1979.

On May 21, 1981, the museum had a grand opening, officially "showing off" the extensive displays designed and built by Bob Wade, a Museum of Natural History retiree. Those displays form the core of the current museum and vividly depict the history of the city. Their unveiling coincided with the 60th Anniversary Celebration of the City of Torrance.

The Society actively seeks to gather photographs, documents, books, artifacts, and other materials relevant to the city's past. Volunteers conduct tape interviews with early pioneers for future references. Plans for a historical marker, memorializing the achievement of Mr. Torrance in creating the city, is underway, and a long-term program of placing bronze plaques on historic landmarks has been inaugurated.

Additional public awareness is made possible through cable television and a traveling slide show for those who may not be cognizant of the city's rich and interesting past.

Since its inception, the Society has had a variety of social activities and fundraisers to include its members and interested persons. These have included an annual dinner, lectures about the history of other community groups, ice cream socials, an Annual Christmas Tree Decorating Party, publication of a calendar featuring historic pictures, and a road rally keyed to historic sites. The most popular event has been the walking tour of historic downtown homes and buildings. Beginning in 1980, this fall tour has featured many significant structures associated with local history. Gracious neighbors have opened their homes for interior viewing, and many public and private buildings, including our chapels and churches, are following this same community involvement.

In an historic undertaking, the Society has cooperated with Legends Press in the writing and publishing of "Historic Torrance," a beautiful, limited edition pictorial history of Torrance. This hardbound collector book, written by Chuck Elliott and Dennis Shanahan, with graphic design by William Fridrich, is available for purchase at the museum.

The Torrance Historical Society Museum is open, free to the public, Sunday through Friday from 1-4 p.m. and by special arrangement for groups requiring a docent. Membership is open to all interested citizens.

19-178539

United States Department of the Interior

NATIONAL PARK SERVICE
P.O. BOX 37127
WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

JUL 21 1989

WEEKLY LIST OF LISTED PROPERTIES
7/10/89 THROUGH 7/14/89

KEY: Property Name, Multiple Name, Address/Boundary, City, Vicinity, Certification Date, Reference Number, NHL status

RECEIVED
AUG 3 1989
OHP

ARIZONA
Yavapai County
Mayer Apartments
Central Ave. SW of Ash St.
Mayer 7/13/89 89000860
Mayer Business Block
Oak St. and Central Ave.
Mayer 7/13/89 89000859

CALIFORNIA
Alameda County
Loring House
1730 Spruce St.
Berkeley 7/13/89 89000857

Los Angeles County
Pacific Electric Railroad Bridge
Torrance Blvd. and Bow St.
Torrance 7/13/89 89000854

Santa Cruz County
Bockius, Godfrey M., House
322 E. Beach St.
Watsonville 7/13/89 89000937

CONNECTICUT
Hartford County
Worthington Ridge Historic District
Roughly Worthington Ridge from Mill St. to Sunset Ln.
Berlin 7/13/89 89000925

[RAF - VL - 8/5/86]

DOCUMENTA TRANSFER TAX $ NO TAX DUE

Donald E. Wilson, City Clerk City of Torrance

WHEN RECORDED RETURN TO: 86 1685917

City Clerk
3001 Torrance Blvd.
Torrance, California 90503

THIS INDENTURE, made this 16th day of November, 1986, by and between SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, Grantor, and CITY OF TORRANCE, a municipal corporation of the State of California, Grantee;

FREE L

WITNESSETH:

1. That Grantor hereby quitclaims, assigns, transfers and sets over unto Grantee all of its right, title and interest in and to that certain bridge structure No. 501.23 located at Mile Post BBG-500.94, at or near Torrance, in the County of Los Angeles, State of California, in the location shown shaded on the print of Drawing C-1870, Sheet No. 1, dated January 13, 1986, attached and made a part hereof.

2. NO WARRANTY IS MADE BY GRANTOR, EITHER EXPRESS OR IMPLIED, AS TO THE CONDITION OF SAID BRIDGE STRUCTURE, OR ITS COMPONENT PARTS, OR THE FITNESS THEREOF FOR USE OR OTHERWISE. GRANTEE ACCEPTS THE SAME IN ITS PRESENT CONDITION WITH ALL FAULTS AND ASSUMES ALL RISKS INCIDENT THERETO.

3. Grantor reserves for itself, its successors and assigns, the right to maintain the track structure on said bridge and to operate thereover with existing and future transportation facilities and appurtenances.

4. The said bridge structure shall be owned and maintained by Grantee. The track structure shall be owned and maintained by Grantor.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate the day and year first herein written.

SOUTHERN PACIFIC TRANSPORTATION COMPANY,

By L. K. Peters
(Title) Manager - Miscellaneous Contracts

CITY OF TORRANCE,

By Katy Geissert
Mayor

By Donald E. Wilson
Clerk

APPROVED AS TO FORM
STANLEY E. REMELMEYER
CITY ATTORNEY

BY
ASSISTANT

RECORDED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
31 MIN. PAST 9 A.M. DEC 5 1986

Attachment #4 (1 of 3)
Irving Gill Bridge
Indenture Agreement

D-5136

RECEIVED
APR 27 1989
OHP

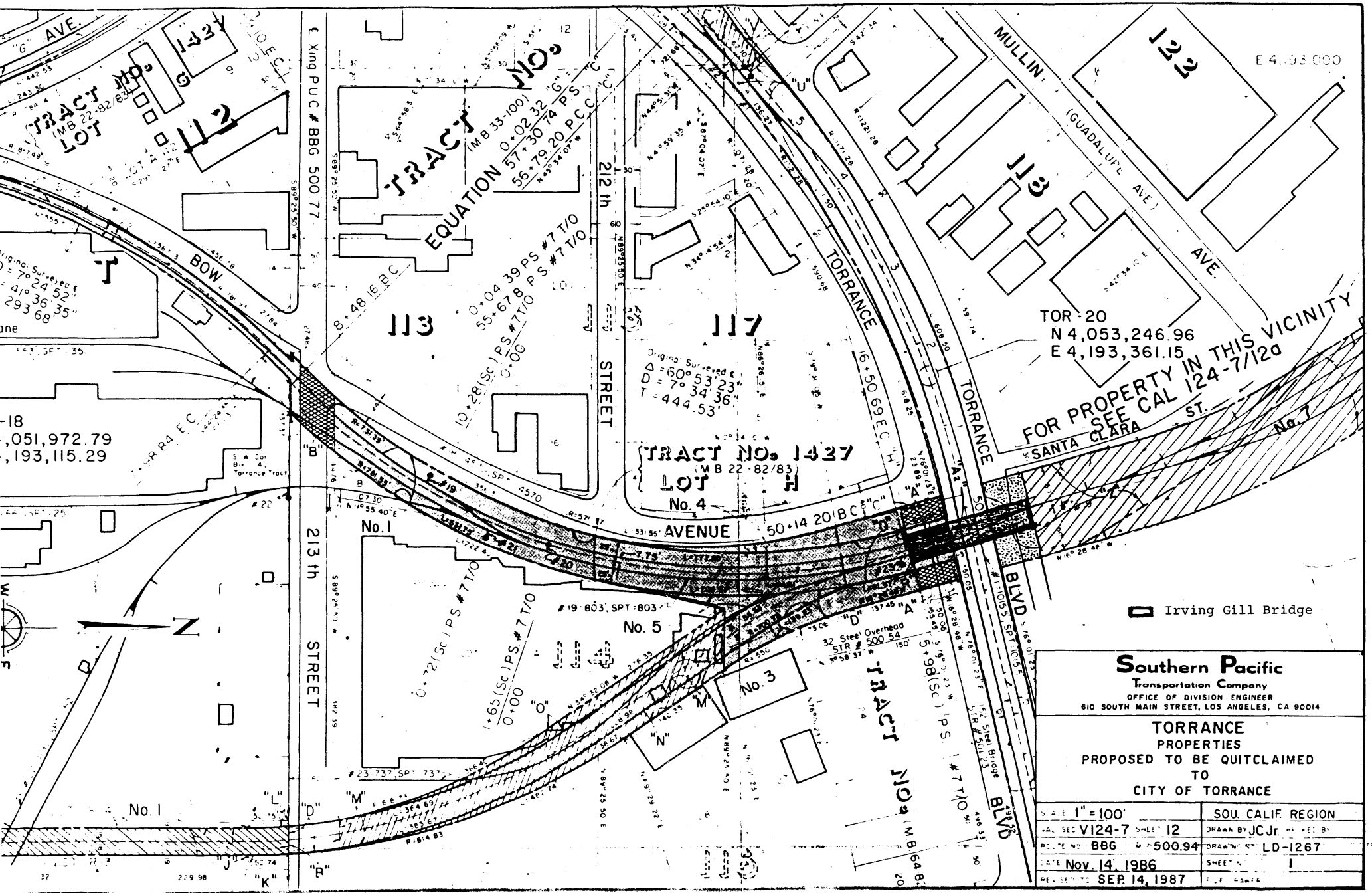
This bridge is significant from an engineering standpoint for its highly unusual use of non-load-bearing walls to create the appearance of an arched bridge. Structurally, the bridge is built around four concrete girders, which are carried on two-column bents and run the length of the bridge, and a concrete slab which comprises the deck. Stripped to its load-bearing elements, the structure would appear as a rather plain concrete girder and slab bridge on concrete columns, similar to dozens of other bridges built in California in the period, 1900-1917, and not unlike the typical two-column concrete freeway overcrossing built in California in the 1960s and 1970s. The significance of the bridge from an engineering standpoint lies in the highly unusual use of decorative elements to disguise the structural system and to create a more pleasing aesthetic appearance.

As shown on the attached exhibits, the principal members in the bridge substructure are the heavily reinforced concrete columns (labeled 1 on attachment A). These carry four concrete girders (2, Attachment A) and the concrete slab deck, which extend the length of the bridge. There are five sets of these paired columns, which serve as bents for the six spans.

The columns and girders are hidden behind three elements, which appear to be entirely decorative and not load-bearing. The first (4, Attachment A) is a wide wall, probably hollow, which brings the exterior walls to the vertical plane of the deck, creating a flush surface on the outside of the bridge. The second (3, Attachment A) is an arched form poured between the columns. This element is repeated in each bent, creating an arcade that runs the length of the bridge. The third element (5, Attachment A) is an arched form poured between the bents. This creates an arcade that runs the length of the bridge, although the geometry of the arches differs with the different lengths of the spans. The pedestrian spans, at 15' each, and the railroad spans, at 18' each, feature round-headed arches, while the wider highway spans (29'4") feature elliptical arches.

The three decorative elements transform what would have been a very plain concrete bridge into a very elegant and interesting structure. It is a very complex composition because of the different shapes of arches and the double arcade, but also very simple and elegant because of the unbroken vertical plane and the absence of applied decorative features.

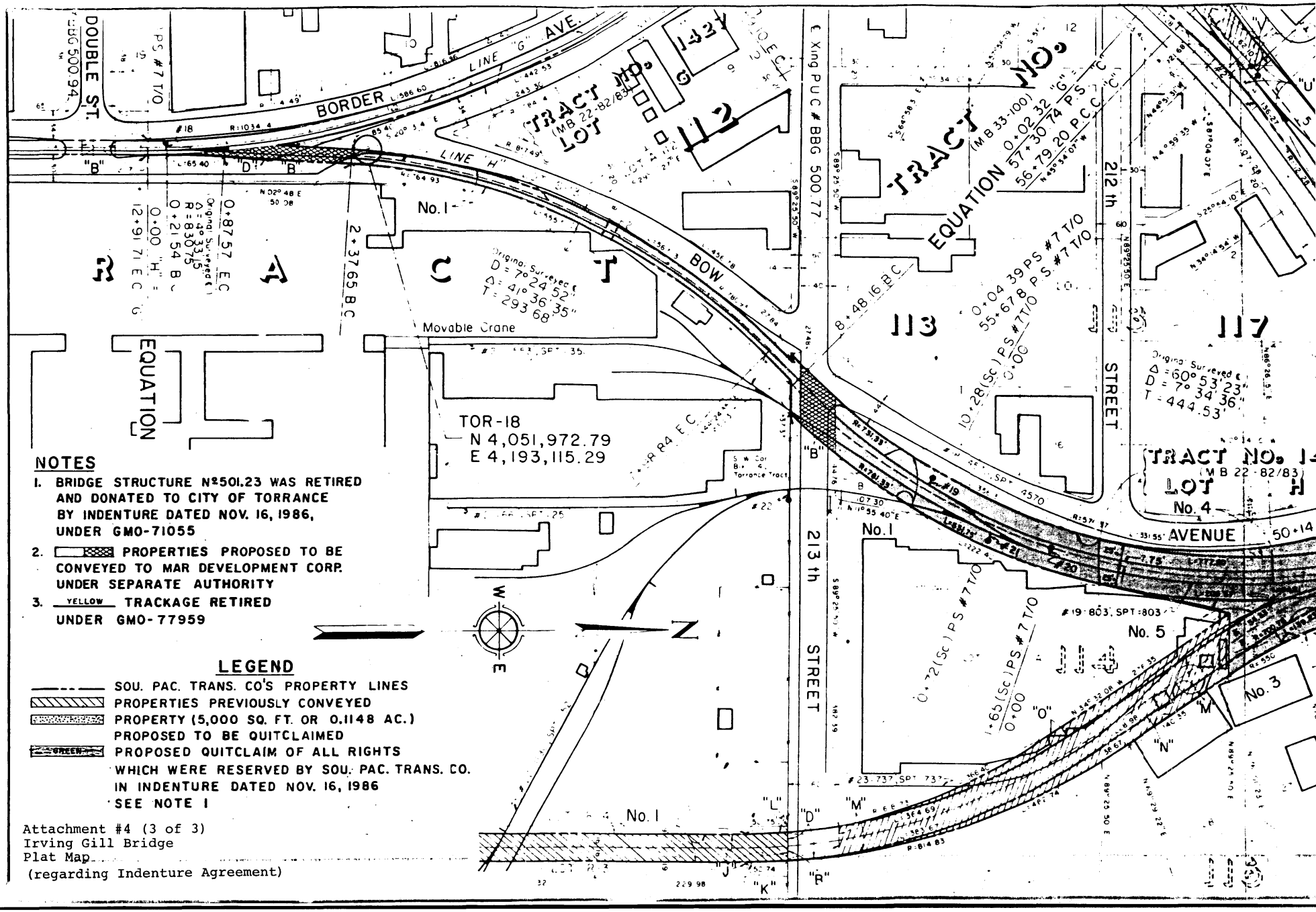
This design is highly unusual. The California Historic Bridge Inventory, which investigated more than 100 historic concrete girder bridges in California, revealed no other example of this particular technology. It is likely that the design is unique to this structure, developed for the purpose of improving the appearance of the prominently-sited structure.



Southern Pacific
Transportation Company
OFFICE OF DIVISION ENGINEER
610 SOUTH MAIN STREET, LOS ANGELES, CA 90014

TORRANCE
PROPERTIES
PROPOSED TO BE QUITCLAIMED
TO
CITY OF TORRANCE

SCALE 1" = 100'	SOU. CALIF. REGION
VAL. SEC V124-7 SHEET 12	DRAWN BY JC Jr. CHK. BY
ROUTE NO. 88G M.P. 500.94	DRAWING NO. LD-1267
DATE Nov. 14, 1986	SHEET NO. 1
REVISED SEP. 14, 1987	F.B. NO.



NOTES

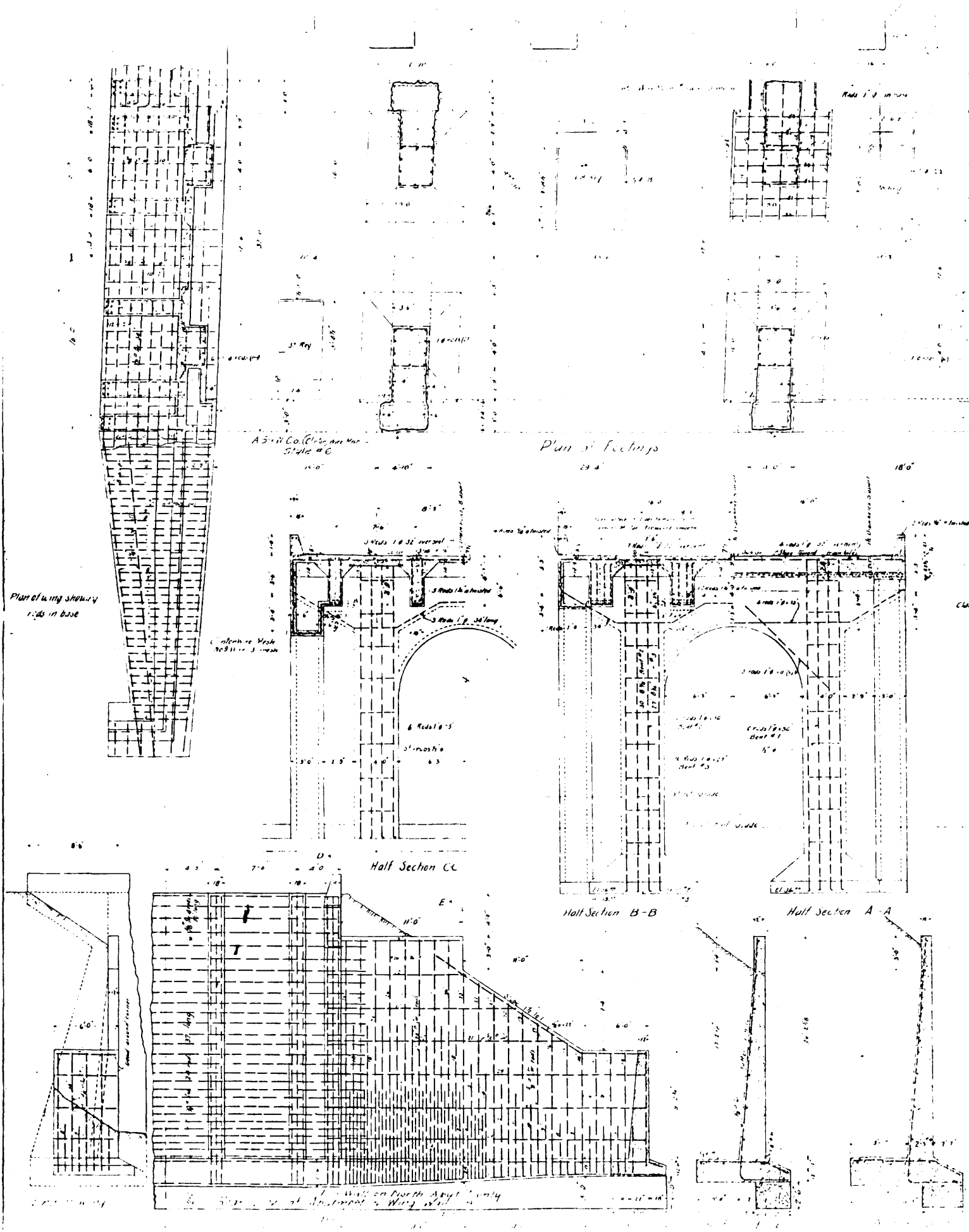
1. BRIDGE STRUCTURE Nº501.23 WAS RETIRED AND DONATED TO CITY OF TORRANCE BY INDENTURE DATED NOV. 16, 1986, UNDER GMO-71055
2. PROPERTIES PROPOSED TO BE CONVEYED TO MAR DEVELOPMENT CORP. UNDER SEPARATE AUTHORITY
3. YELLOW TRACKAGE RETIRED UNDER GMO-77959

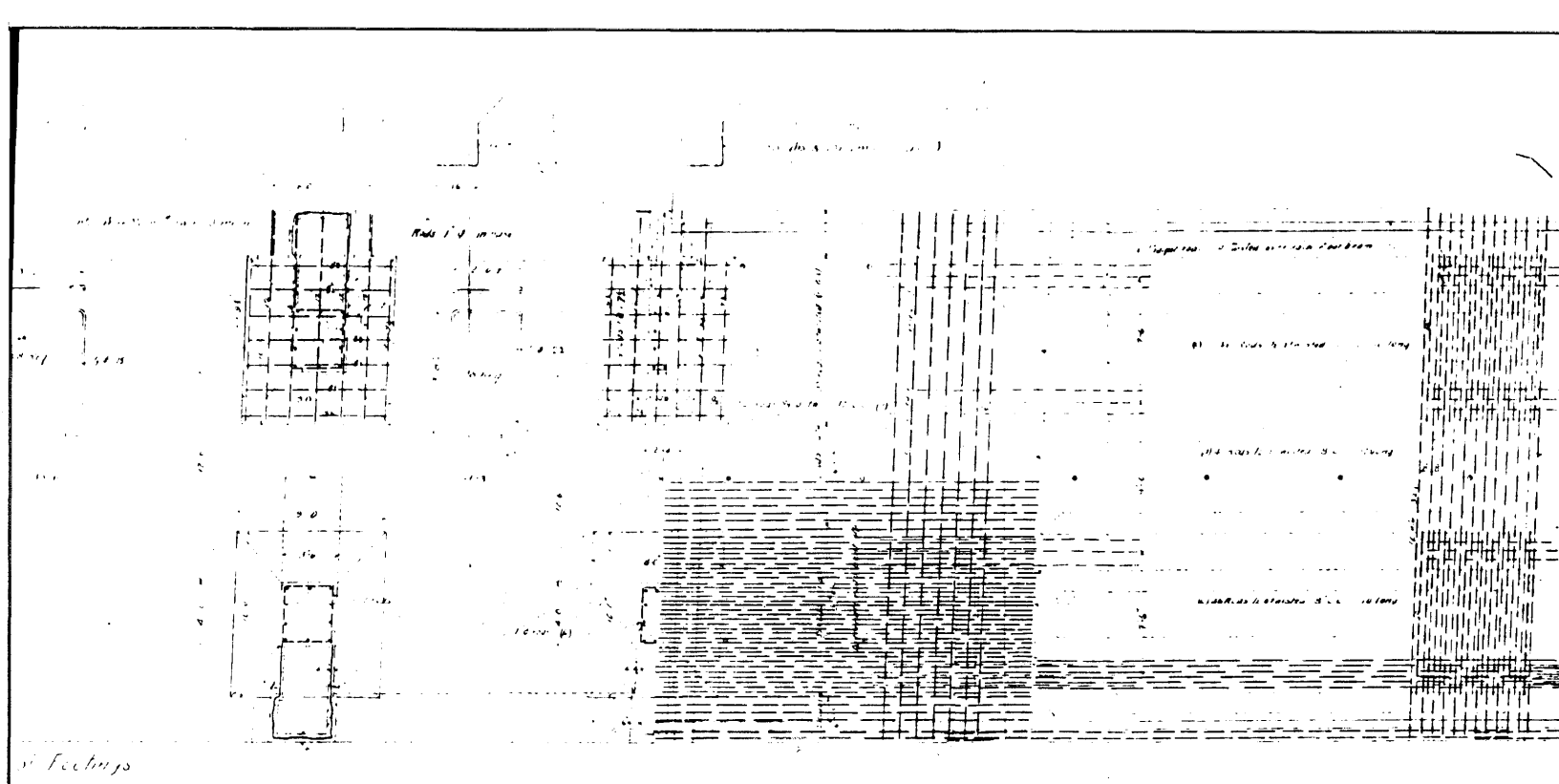
LEGEND

- SOU. PAC. TRANS. CO'S PROPERTY LINES
- PROPERTIES PREVIOUSLY CONVEYED
- PROPERTY (5,000 SQ. FT. OR 0.1148 AC.) PROPOSED TO BE QUITCLAIMED
- GREEN PROPOSED QUITCLAIM OF ALL RIGHTS WHICH WERE RESERVED BY SOU. PAC. TRANS. CO. IN INDENTURE DATED NOV. 16, 1986 SEE NOTE 1

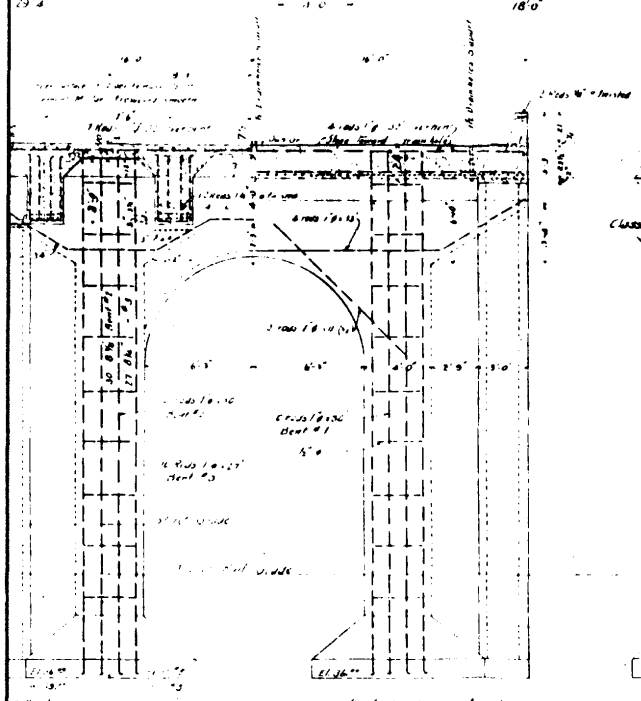
Attachment #4 (3 of 3)
Irving Gill Bridge
Plat Map
(regarding Indenture Agreement)

Attachment #2 (1 of 2)
Irving Gill Bridge
Original Plans
(reduced to 63%)

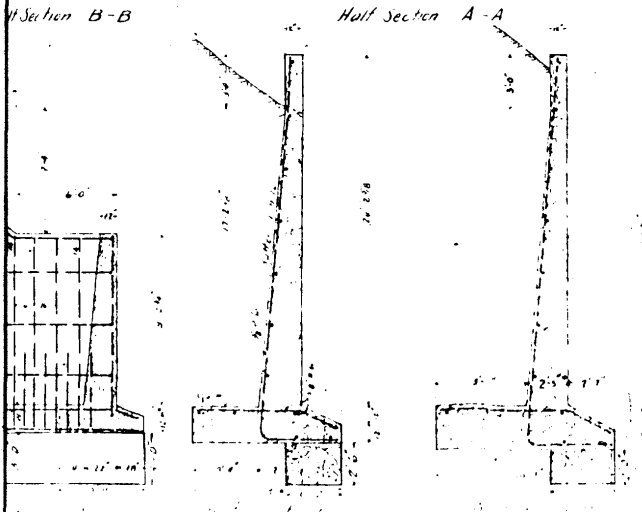

Plan of footings
Plan of wing showing rods in base
Half Section CC
Half Section B-B
Half Section A-A



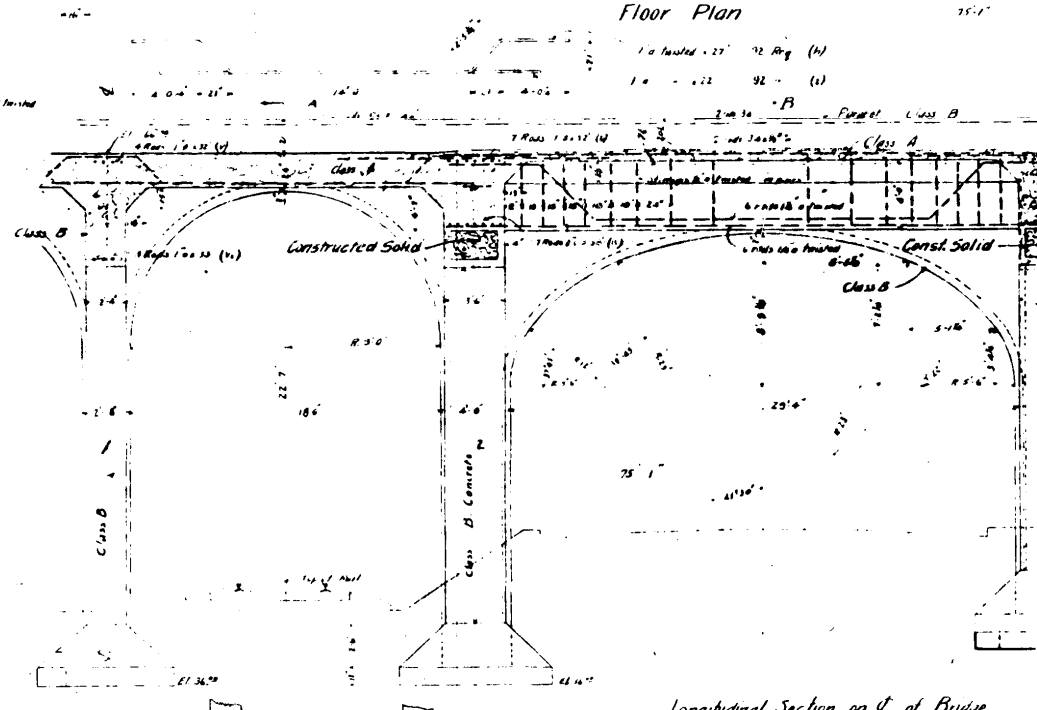
Floor Plan



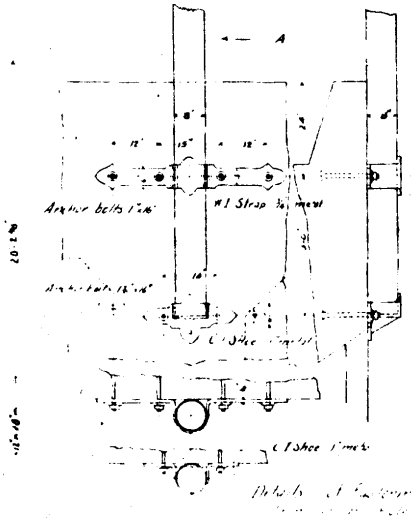
Half Section B-B



Half Section A-A



Longitudinal Section on ℄ of Bridge



TORRANCE LINES

EL PRADO BRIDGE - DETAILS

PACIFIC ELECTRIC RY.

Scale: 3/16" = 1 Foot

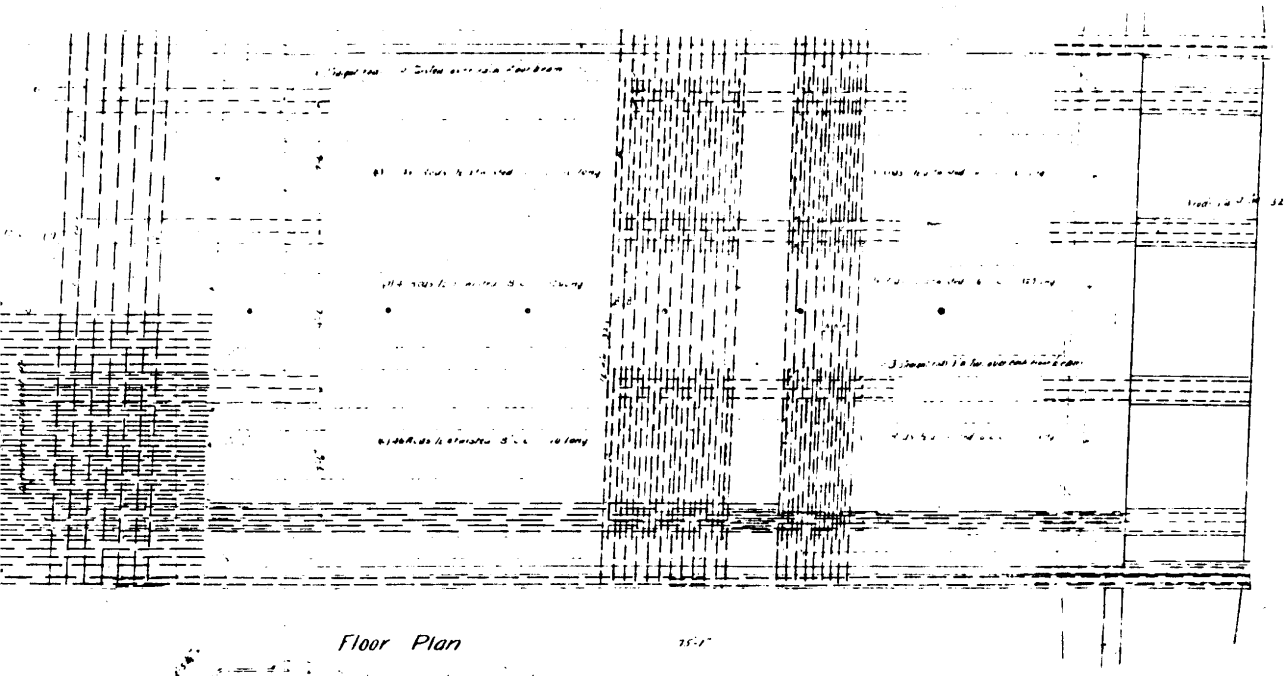
June 3, 1913

APPROVED

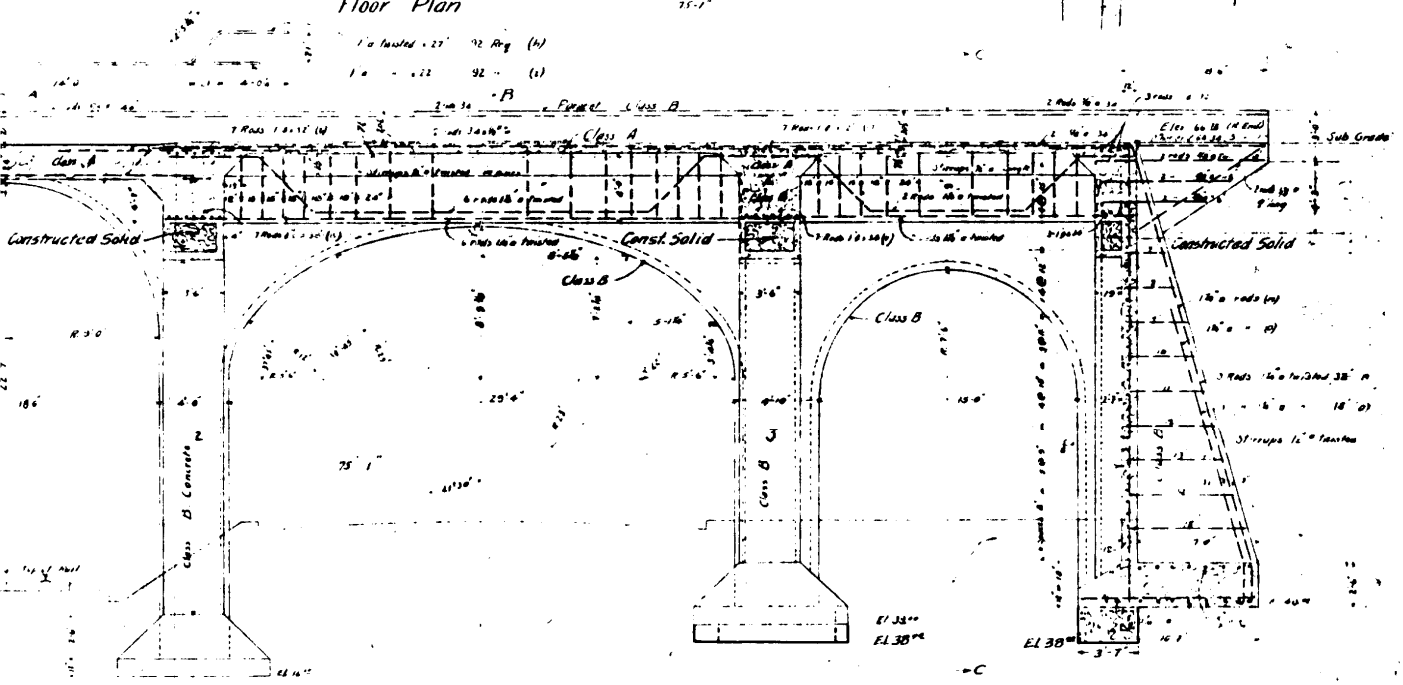
CHIEF ENGINEER P.E.R.Y.

APPROVED DOMINGUEZ LAND CORP.

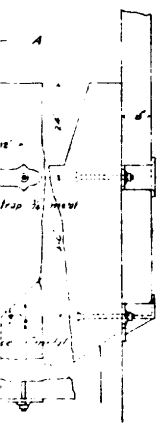
Ralph Bennett
CH. Eng.



Floor Plan



Longitudinal Section on ℄ of Bridge



TORRANCE LINES

EL PRADO BRIDGE - DETAILS

PACIFIC ELECTRIC RY

Scale: 3/16" = 1 Foot June 3, 1913

Class A Concrete 1:2:4

Class B " 1:3:5

Slabs & Beams to be Class A Concrete

Piers, Footings & Abutments to be Class B Concrete

Steel to conform to Standard Specifications for Concrete Reinforcement Bars as adopted by the Association of American Steel Manufacturers 1910, Revised 1912

Loading: LL = Coopers E 55, Impact = $\frac{LL}{L+300}$, D.L = 6000# lin ft track

Unit stress in Steel 15000# round bars; 22000 cold twisted bars.

Compression in Columns, including Impact 350# sq in

APPROVED [signature] 1913
CHIEF ENGINEER P.E.R.R.

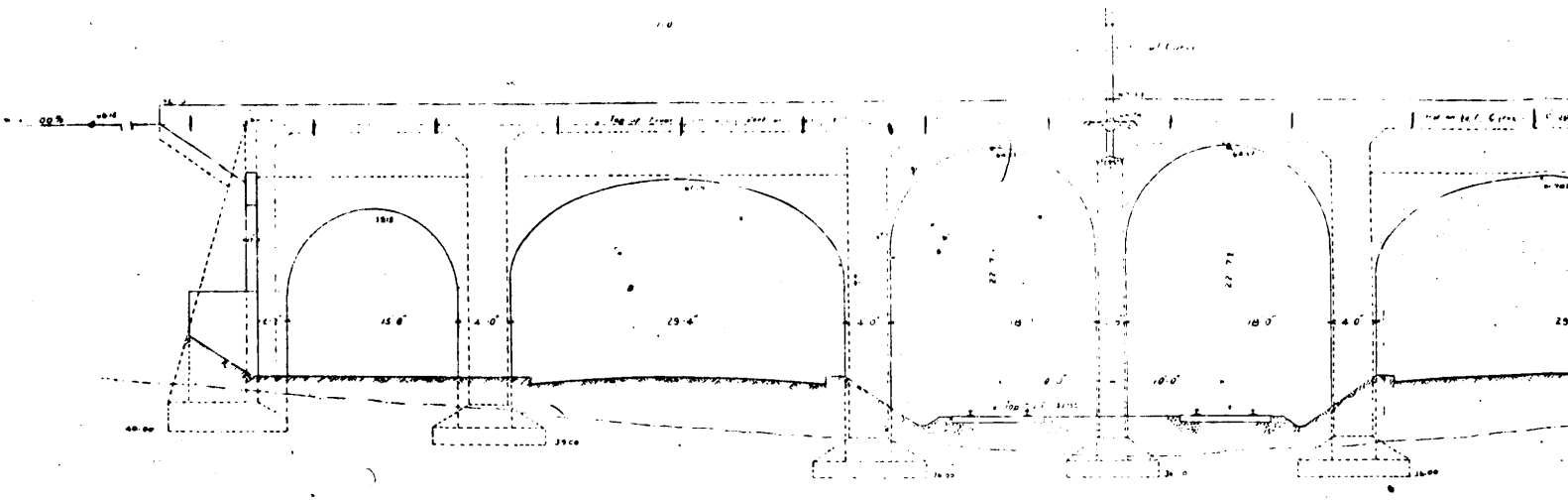
APPROVED DOMINGUEZ LAND CORP.
1913. Ralph Bennett
CH Eng.

RECEIVED
MAR 24 1952
OFFICE OF CITY ENGINEER

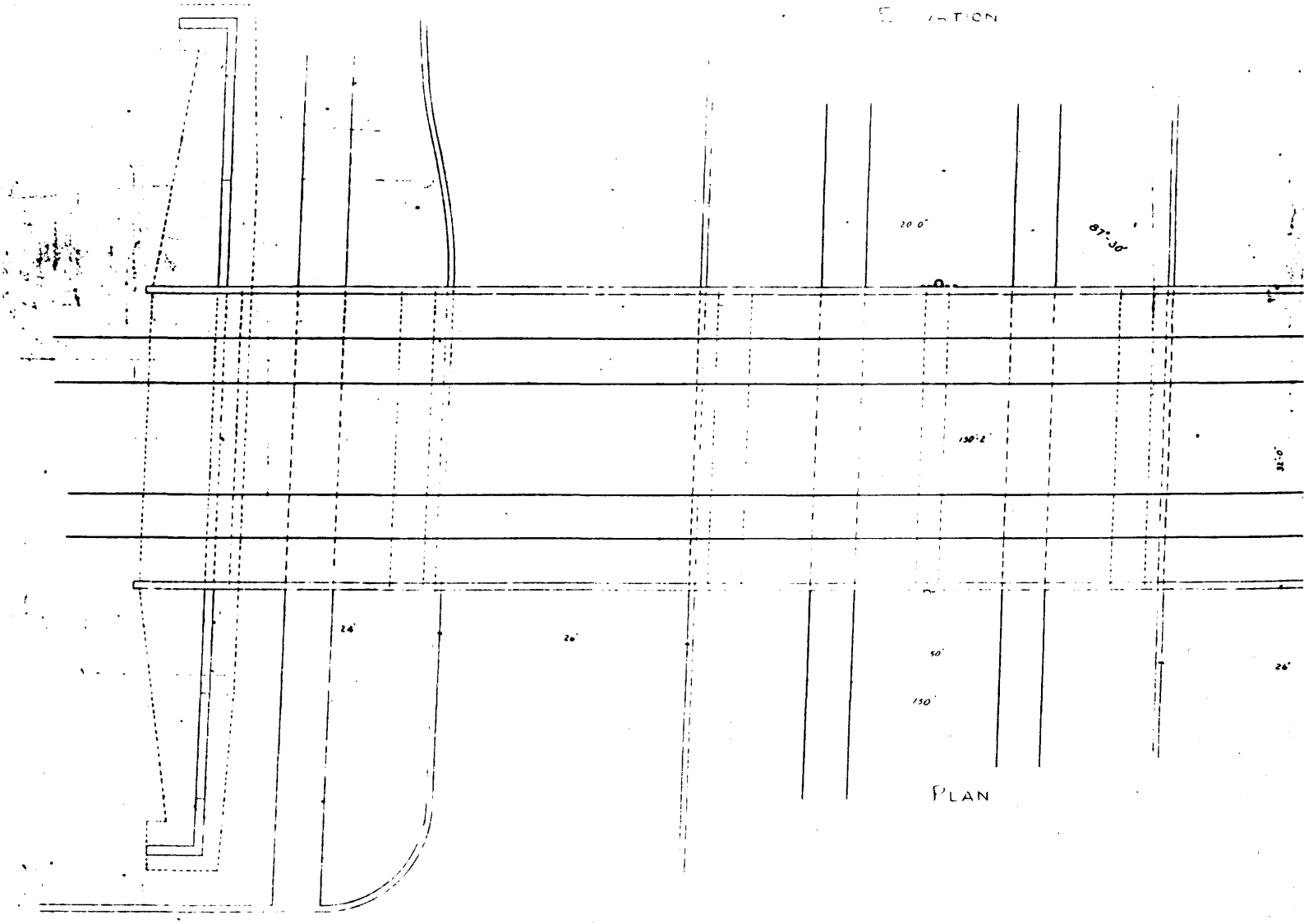
PACIFIC ELECTRIC RY
Office of Chief Engineer

C-270-C

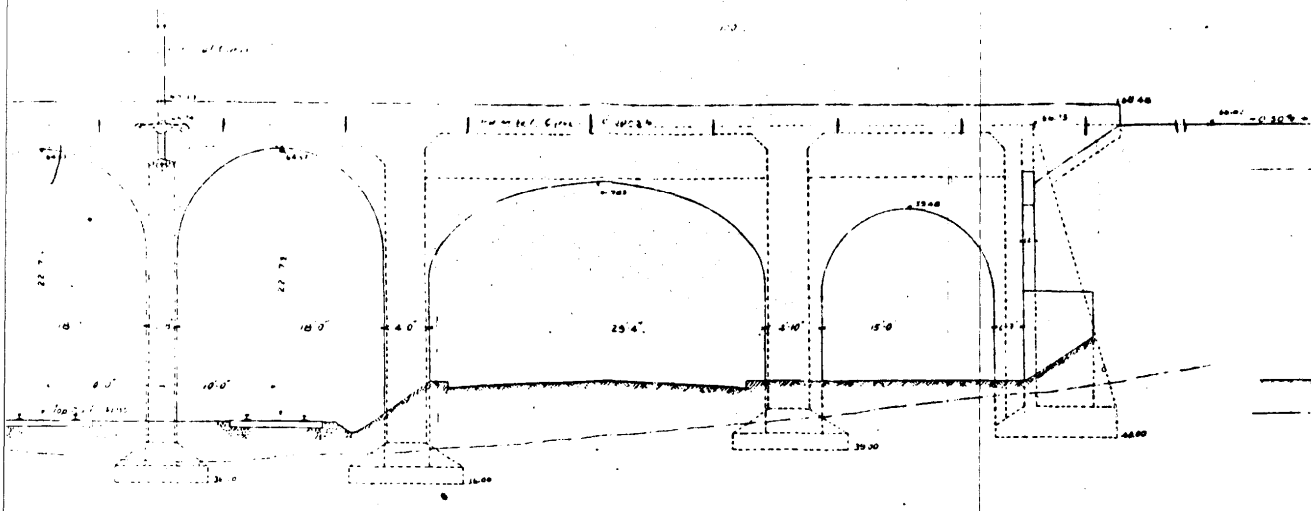
Attachment #2 (2 of 2)
Irving Gill Bridge
Original Plans
(reduced to 63%)



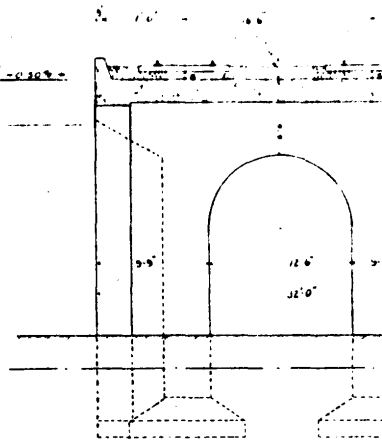
ELEVATION



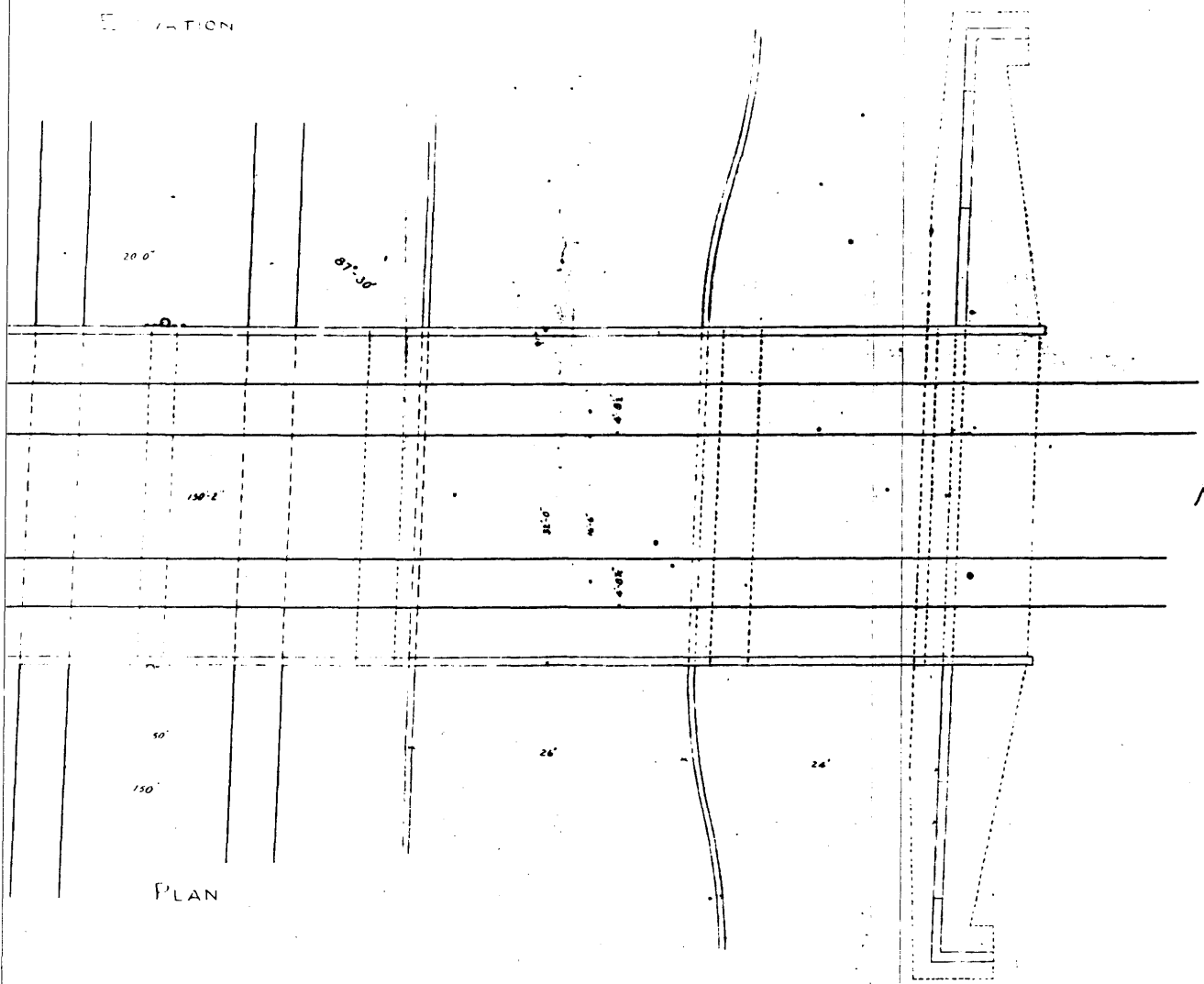
PLAN



ELEVATION

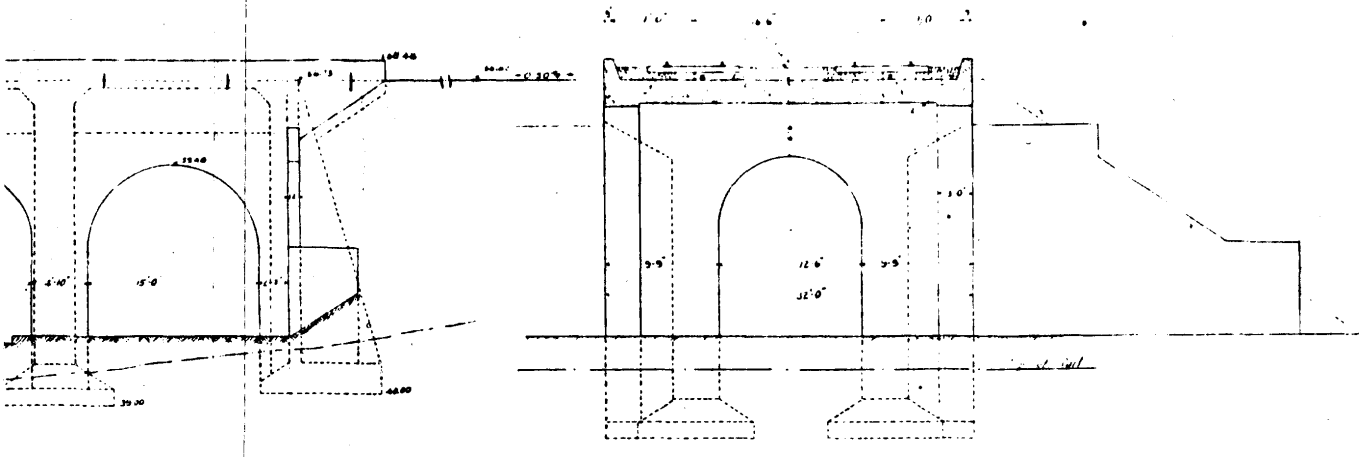


SECTION

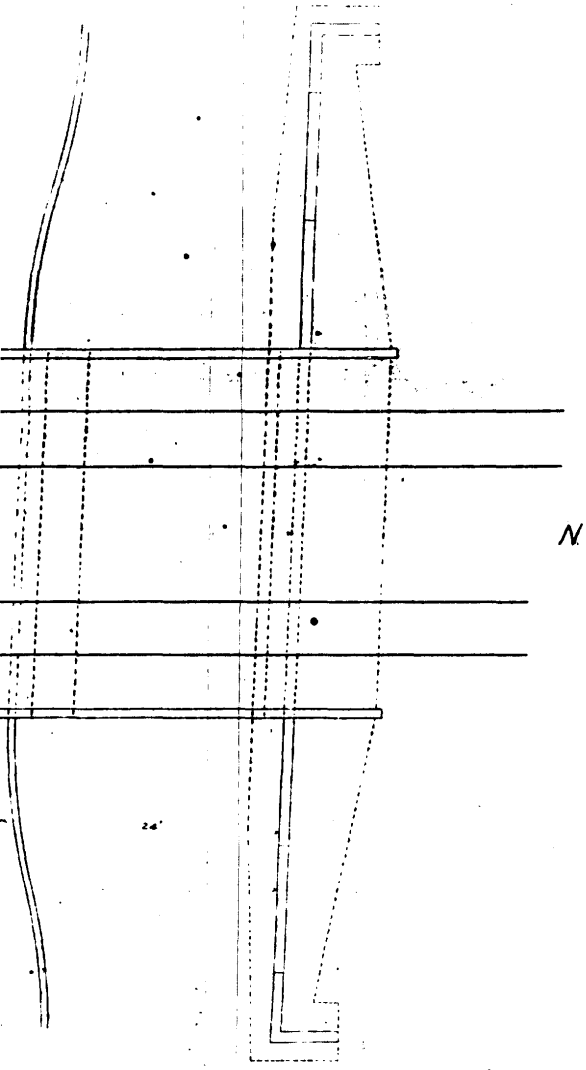


PLAN

TORRAN
EL PRADO BRIDGE
PACIFIC E
Scale 1/8" = 1 Ft



SECTION



N

TORRANCE LINES
EL PRADO BRIDGE - GENERAL PLAN
PACIFIC ELECTRIC R'Y CO.

Scale 1/8" - 1 Ft June 3, 1913.

APPROVED [signature]
CHIEF ENGINEER

APPROVED DOMINGUEZ LAND CO.
Ralph Bauer
6-17-13 Ch. Eng.

RECEIVED
MAR 24 1952
OFFICE OF CITY ENGINEER

PACIFIC ELECTRIC RY.
Office of Chief Engineer

C-270

State of California
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI # 096132
Trinomial

Other Listings:

Review Code: 3B Reviewer: Jeanette A. McKenna Date: 08/28/16

 *Resource Name or # (assigned by recorder) Los Angeles Port Embarkation Station Hospital

P1. Other Identifier: Harbor-UCLA Medical Center

*P2. Location Not for Publication X Unrestricted

*P2a. County: Los Angeles

P2b. USGS 7.5' Quad: Torrance Date: 1981 T4S; R14W; N ½ of NE ¼ of Sec. 13 ; S.B.B.M.

P2c. Address: 1000 w. Carson Street City: Torrance Zip: 90502

P2d. UTMs: See Below Zone: 11 mE mN

P2e. Other Locational Data: (e.g.: parcel #, directions to resource, elevation, etc., as appropriate)

UTMs (NAD 27	UTMs (NAD 83)
NW = 379855E/3744041N	NW = 379773E/3744237N
SW = 379859E/3743672N	SW = 379777E/3743888N
NE = 380671E/3744034N	NE = 380589E/3744230N
SE = 380669E/3743655N	SE = 380587E/3743851N

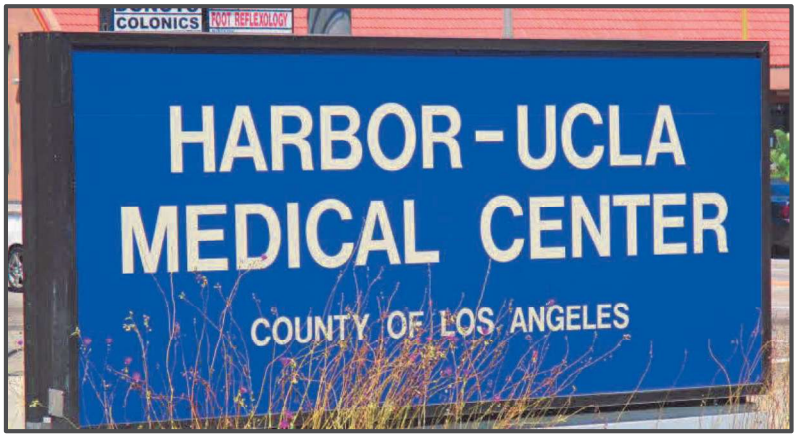
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.) See Continuation Sheets for Discussion

P3b. Resource Attributes: (List attributes and codes.) HP14 (Government); HP34 (Military;)HP41 (Hospital)

*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site

X District ☐ Element of District ☐ Others (Isolate, etc.)

P5a. Photo or Drawing (Photo Required for Buildings, Structures, and Objects.)



P5b: Description of Photo: Signage (2016; NW)

*P6. Date of Construction/Age

X Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
County of Los Angeles
1000 W. Carson Street
Torrance, CA 90502

*P8. Recorded by: McKenna et al.
Jeanette A. McKenna
6008 Friends Avenue
Whittier, California 90601

*P9. Date Recorded: 08/28/16

*P10. Survey Type: Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "None.") McKenna, Jeanette A. (2016) – Cultural Resources Overview and Assessment: The City of Los Angeles, West Carson Transit Oriented District (TOD) Specific Plan Project Area, Los Angeles County, California. On file, McKenna et al., Whittier, California.

Attachments ☐ NONE X Location Map X Sketch Map X Continuation Sheet ☐ BSO Record

☐ Archaeological Record X District Record ☐ Linear Feature Record ☐ Milling Station Record

☐ Rock Art Record ☐ Artifact Record ☐ Photographic Record X Other (List): Photos

* Required Information

State of California
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

*NRHP Status Code 3B

*Resource Name or # (assigned by recorder) Los Angeles Port Embarkation Station Hospital

D1. Historic Name: Los Angeles Port Embarkation Station Hospital
D2. Common Name: Harbor-UCLA Medical Center

D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.)

Large medical complex on approximately 77 acres of land between Vermont Avenue (east), Normandie Avenue (west), Carson Street (north), and 22th Street (south). Modern hospital buildings and remains of 1943-46 U.S. Army facility (barracks, offices, medical facilities, parking areas, landscaping, etc. (See Continuation Sheets)

D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.)

Los Angeles County, within area associated with Torrance, Carson, and unincorporated Los Angeles County. Vermont Avenue (east), Normandie Avenue (west), Carson Street (north), and 22th Street (south).

D5. Boundary Justification: Existing street alignments bounding property.

D6. Significance: **Theme: Military/Medical** **Area: Los Angeles County**
Period of Significance: 1943-1960s **Applicable Criteria: A and C**
(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

(See Continuation Sheet for additional details) This complex was developed in 1943 for use by the U.S. Army as both an embarkation station and hospital/medical complex for use during World War II. It was the first of its kind in Southern California and was constructed in a manner consistent with many military facilities. When constructed, the buildings were wood framed on raised foundations and exhibited hipped roof lines. The complex was ordered and symmetrical in it plan. Subsequent to World War II, the government sold the facility to Los Angeles County and it served as a community health complex through the 1950s and into the 1960s. Subsequently, the County demolished some of the buildings to accommodate the 1960s hospital complex and, in the late 1980s/early 1990s, the complex was enlarged again and modernized. Many of the original building remains, resulting in the identification of a district representing the WWII improvements – many of which remain in their original state of development.

D7. References (Give full citations including the names and addresses of any informants, where possible.)

McKenna, Jeanette A. (2016) – Cultural Resources Overview and Assessment: the City of Los Angeles, West Carson Transit Oriented District (TOD) Specific Plan Project Area, Los Angeles County, California. On file, McKenna et al., Whittier, CA

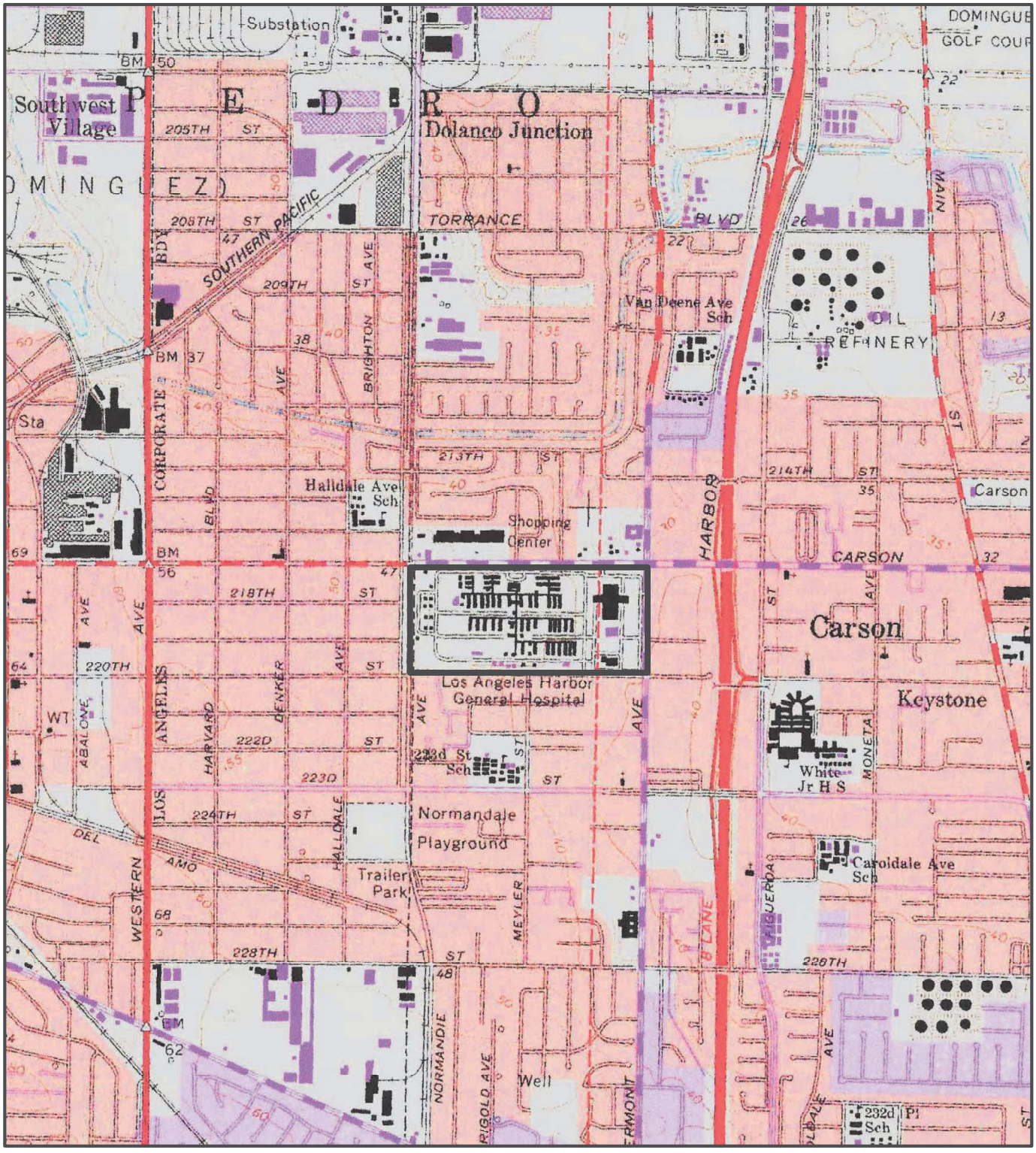
D8. Evaluator: Jeanette A. McKenna, M.A.
Affiliation and Address: McKenna et al., 6008 Friends Avenue, Whittier, CA **Date:** August 28, 2016

State of California
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 3 of 16 *Resource Name or # (assigned by recorder) Los Angeles Port of Embarkation Station Hospital
*Map Name: USGS Torrance Quadrangle *Scale 1:24,000 *Date of Map 1981



* Required Information

State of California
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SKETCH MAP

Primary #
HRI #
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Drawn by: Thomas Brothers Map *Date 2016



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The Los Angeles Port Embarkation Station Hospital is within the boundaries of land claimed by the historic Mission San Gabriel de Archangel. Following the Mission Period, lands originally controlled by the Catholic Church (in this case, the Mission San Gabriel de Arcangel) were re-issued as "ranchos" and granted to individuals recognized by the Spanish or Mexican governments. Here, the project area has been identified as being located within the boundaries of the Historic Rancho San Pedro (Dominguez).

The Rancho San Pedro was an early rancho granted in ca. 1822 by Governor Sola top Christobal Dominguez, nephew of Juan Jose Dominquez. Prior to this grant, the rancho was actually granted to Juan Jose Dominquez by Spanish Governor Fages during the Spanish Period. It was only the fourth rancho granted under Spanish rule. The U.S Government confirmed this rancho subsequent to the acquisition of California. Summarizing a brief history of the Rancho San Pedro (Dominguez), Gillingham (1961) reads:

> Juan Jose Dominguez (1736–1809), a Spanish soldier, arrived in San Diego, California, in 1769 with Fernando Rivera y Moncada and served with the Gaspar de Portola, along with Junipero Serra, and traveled to San Juan Capistrano, San Gabriel, and Monterey. In 1784, Dominguez was granted a concession of seventeen Spanish leagues, or 75,000 acres (300 km^2), from the Spanish Empire.
>
> Domínguez's original grazing permission stretched from present-day Compton to the Palos Verdes Peninsula but did not become a title to land until it was "re-granted" in 1822 in the Mexican era to Juan José's nephew and heir, Cristóbal Domínguez. Cristóbal died soon afterward, but his three sons settled on the ranch, building adobe homes. The following year Manuel Dominquez, eldest son of Cristóbal Domínguez, married María Engracia de Cota and commenced a successful career raising cattle and serving in a variety of elected and appointed offices in Los Angeles.
>
> For many years, a portion of the Rancho San Pedro land grant was contested between the Domínguez and Sepulveda families through various appeals to Spanish Governors and lawsuits from 1817–1883 and was eventually partitioned into seventeen parcels in 1882. The Sepúlveda family was awarded 31,629 acres (128 km^2) known as Rancho de los Palos Verdes that later became the cities of the Palos Verdes Peninsula, as well as portions of Torrance and San Pedro.

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> With the cession [succession] of California to the United States following the Mexican-American War, the 1848 Treaty of Guadalupe Hidalgo provided that the land grants would be honored. As required by the Land Act of 1851, a claim for Rancho San Pedro was filed with the Public Land Commission in 1852, and a patent for 43,119 acres (170 km^2) was granted to Manuel Domínguez and signed by President James Buchanan on December 18, 1858.
>
> In 1869, Union Army Major General William Starke Rosecrans bought 16,000 acres (65 km^2). The "Rosecrans Rancho" was bordered by what later was Florence Avenue on the north, Redondo Beach Boulevard on the south, Central Avenue on the east, and Arlington Avenue on the west.

Research of the Bureau of Land Management General Land Office Records confirmed the project area is within the Rancho San Perdo (Dominguez, recognized in 1858. This particular area of unincorporated Los Angeles County has been referred to as West Carson, but also associated with nearby Torrance and Dominquez Hills. The Hospital complex is now associated with the City of Torrance. Gillinghams's summary of Torrance (1961), in part, reads:

> **Torrance** is a city in the South Bay (southwestern) region of Los Angeles County … Since its incorporation in 1921, Torrance has grown rapidly ... Torrance was originally part of the Tongva Native American homeland for thousands of years. In 1784 the Spanish land grant for Rancho San Pedro … In the early 1900s, real estate developer Jared Sidney Torrance and other investors saw the value of creating a mixed industrial-residential community south of Los Angeles. They purchased part of an old Spanish land grant and hired landscape architect Frederick Law Olmsted, Jr. to design a new planned community. The resulting town was founded in October 1912 and named after Torrance. The city of Torrance was formally incorporated in May 1921, the townsite being bounded by Western Avenue on the east, Del Amo Boulevard on the north, Crenshaw Boulevard on the west, and on the south by Plaza Del Amo east of where it meets Carson Street, and by Carson Street west of where it meets Plaza Del Amo. The first residential avenue created in Torrance was Gramercy and the second avenue was Andreo. Many of the houses on these avenues turned 100 years of age in 2012. Both avenues are located in the area

> referred to as Old Town Torrance. This section of Torrance is under review to be classified as a historical district … Rapid new growth in Torrance began after World War II as wartime industries transformed into Post-war Aerospace manufacturers and related technology industries. Large housing developments were built in the 1950s and 1960s to accommodate the new population. Torrance moved on after the closure of some aerospace development and oil refinery plants in the 1990s statewide recession.

Historic Subdivisions

A review of County Assessor maps confirmed the project area was covered, in part, by Assessor Book No. 7344. Book 7344, pages 1 through 13, covered the areas north of 223rd Street, south of Carson Street, and between the 110 Freeway and Normandie Avenue. As such, this Book also addressed the large area associated with Harbor-UCLA Medical Center.

It is evident the Rancho San Pedro was still owned, in large part, by the Dominguez family in 1919, when a Superior Court Case (No. 3284) decreed the subdivision of the remaining acreage. In this particular area, the subdivided properties involved the 2463.79 acres of land allotted to Victoria Dominguez de Carson and the 511.65 acres allotted to Ana Josefa Dominguez de Guyer. These tracts were established in 1919 and held as units until after World War II. No subdivision maps were filed between 1923 and 1948, indicating few improvements during the years between World War I and World War II, with a few exceptions (see later discussion on the Harbor-UCLA Medical Center developments).

With respect to the Harbor-UCLA Medical Center, it was apparent the core area of the hospital was a post-1960s improvement cluster. However, in the areas to the west and south of the larger hospital complex, earlier buildings were noted and, in conducting research into the origin of these earlier structures, it was confirmed the area was originally developed as a World War II medical facility. As illustrated, the northern boundary is Carson Street, the west is Normandie Avenue, to the south is 222th Street, and to the east is Vermont Avenue.

The US Army Corps of Engineers, Los Angeles District (2016) described the facility as follows:

Between June 1943 and October 1944, the War Department acquired 32 parcels by fee totalling [sic] 77.81 acres. These parcels were either taken by direct purchase or condemnation from private owners. Three additional parcels, totaling [sic] .77 acres, were acquired by permit from the County of Los Angeles for the construction of culverts across what were then county roads. Thus, 78.58 acres was acquired by fee and permit for the Los Angeles Port of Embarkation Station Hospital. The site was also known as Torrance Station Hospital.

The site was an off-post hospital facility of the Los Angeles Port of Embarkation that was used to care for Army personnel and their dependents. Improvements constructed onsite included approximately 80 buildings, utilities, and several precast concrete and steel underground storage tanks.

The site was declared surplus on 31 March 1946, with custody assumed by the War Assets Administration on 30 September 1946.

Los Angeles County purchased the entire property for the sum of $48,271 on 23 June 1947 by Quitclaim Deed.

The medical buildings became Los Angeles County Harbor General Hospital, and in 1946 the hospital was dedicated to serve the indigent and the emergency medical care needs of the county's exploding postwar population. In 1951, an affiliation between Harbor General Hospital and the newly founded UCLA School of Medicine was realized, predating by several years the opening of the UCLA Medical Center on the Westwood campus. Financed by a $15.4 million bond measure over-whelmingly passed by Los Angeles County voters, construction of a new acute care facility was begun in 1960 and completed in 1963 as a 553-bed hospital that in 1978 was renamed Harbor-UCLA Medical Center. A major addition to the building was completed in 1994. Today, Harbor-UCLA Medical Center serves a catchment area of approximately 2 million citizens and offers a full spectrum of tertiary care in all medical and surgical specialties.

The modern medical complex dominates the eastern portion of the property – necessitating the removal of 1940s-era buildings. The western portion of the property still exhibits numerous structures associated with the 1943-1946 medical facilities, along with some more modern additions and some alterations.

The area still exhibits the general characteristics of the 1940s complex and is representative of a period significant to the War effort and the post-war development of this area of Los Angeles County. Ripton (1973) summarized the modern alterations to the complex:

> Harbor General Hospital's origins were anything but ayspicious. It started in 1943 as the Torrance Port of Embarkation Station Hospital in a cluster of 77 barracks built by the Army.
>
> Some of the barracks are still in use but ten years ago an $11.6 million, eight-story hospital building was erected and in the next decade will give the hospital some of the best medical facilities in the nation …
>
> After the end of World War II, the coounty acquired the 78 acre site of the former Army hospital, including the barracks and theiur equipment, and converted it into a public hospital.

Based on the research for the area of Assessor Book 7344 (limited to the project area), McKenna et al. concluded the Harbor-UCLA Medical Center exhibits elements of the 1940s military hospital and areas to the south and west of the hospital.


COLONICS
FOOT REFLEXOLOGY
HARBOR-UCLA
MEDICAL CENTER
COUNTY OF LOS ANGELES

19-192344

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Recorded by: Jeanette A. McKenna, McKenna et al., Whittier, CA *Date August 28, 2016 X Continuation Update



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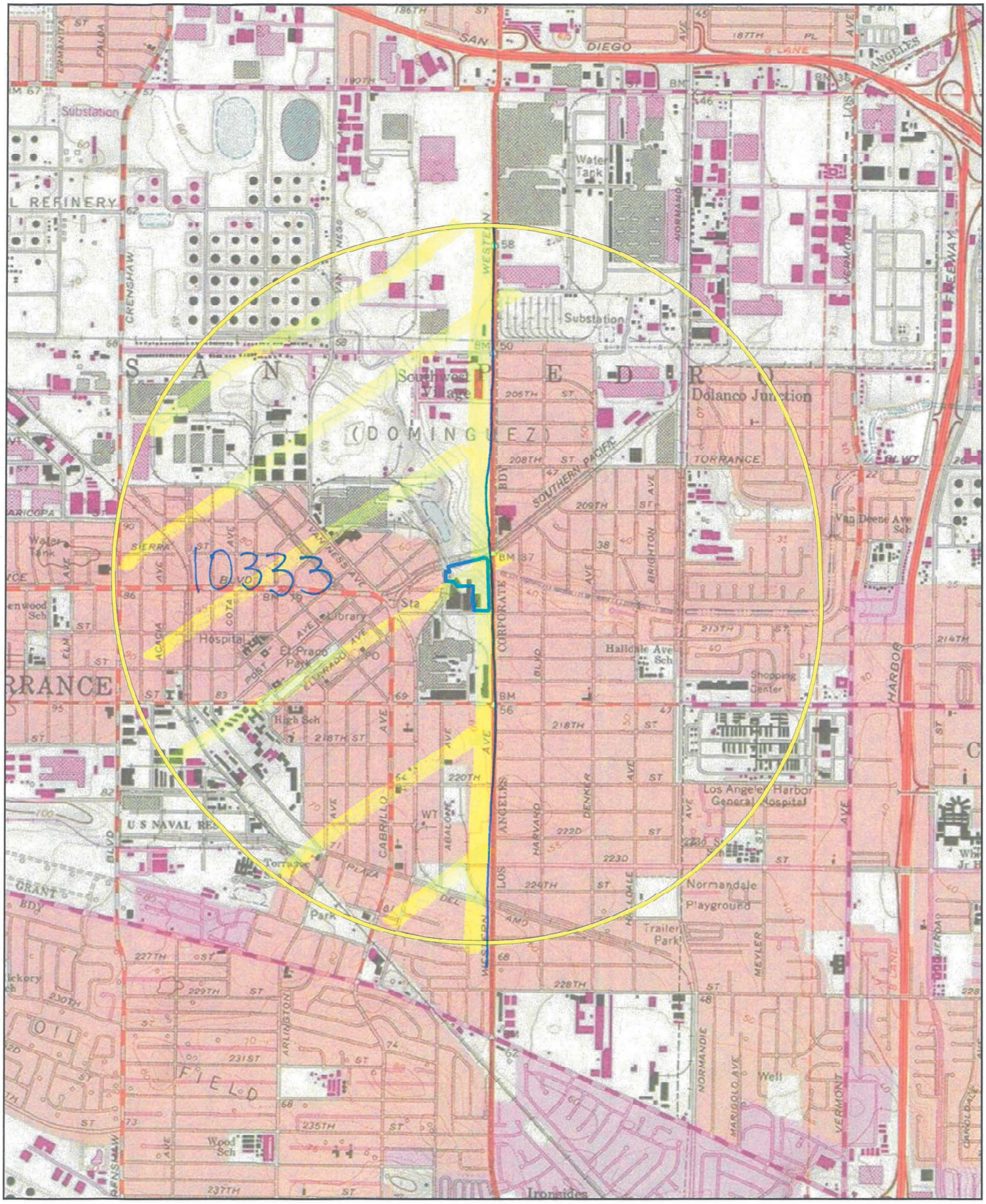
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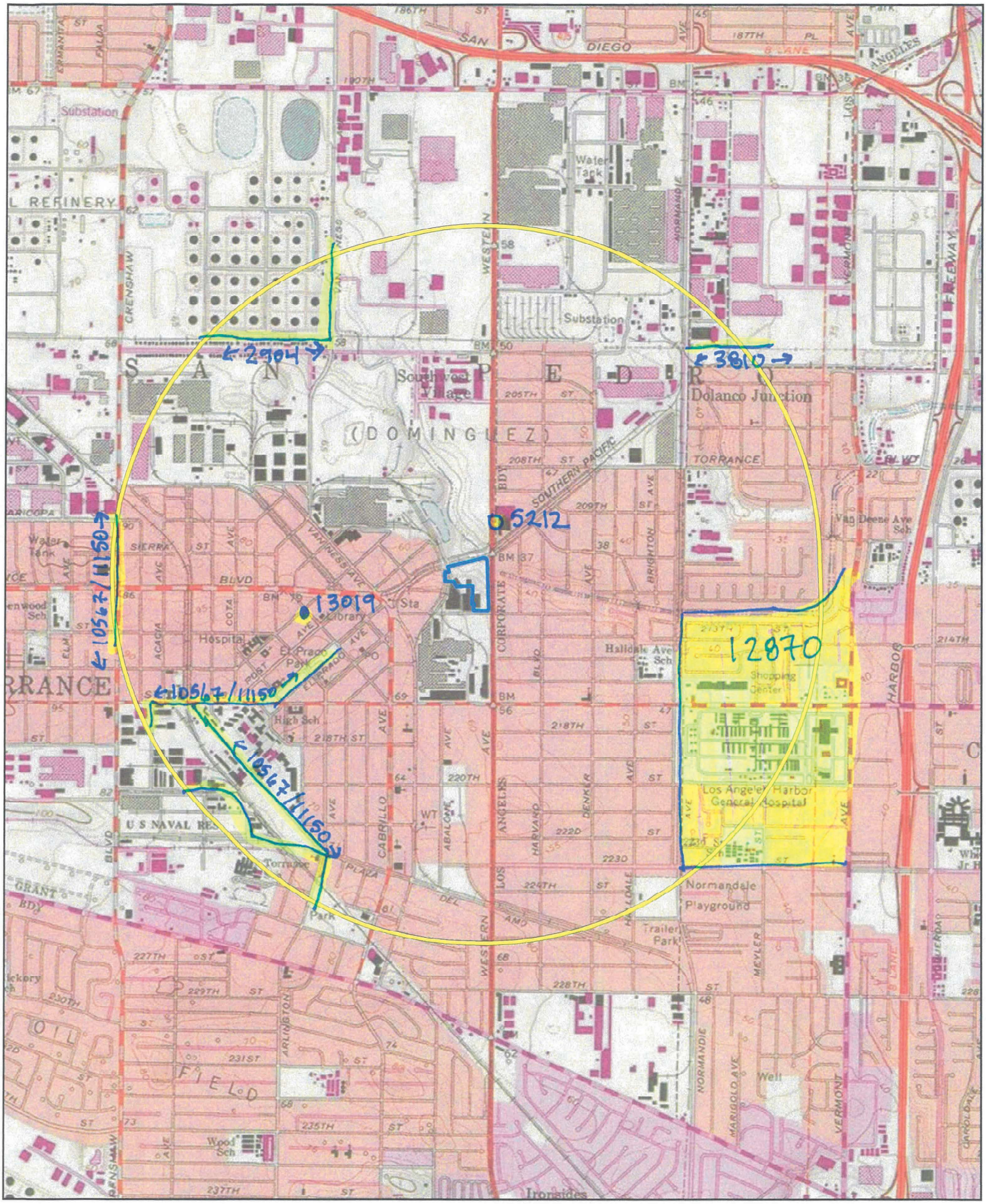
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Westoria (Torrance Townhomes) Project
USGS *Torrance* Quadrangle
(7.5-minute series)

Reports
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ETS BFSA 3/27/2025



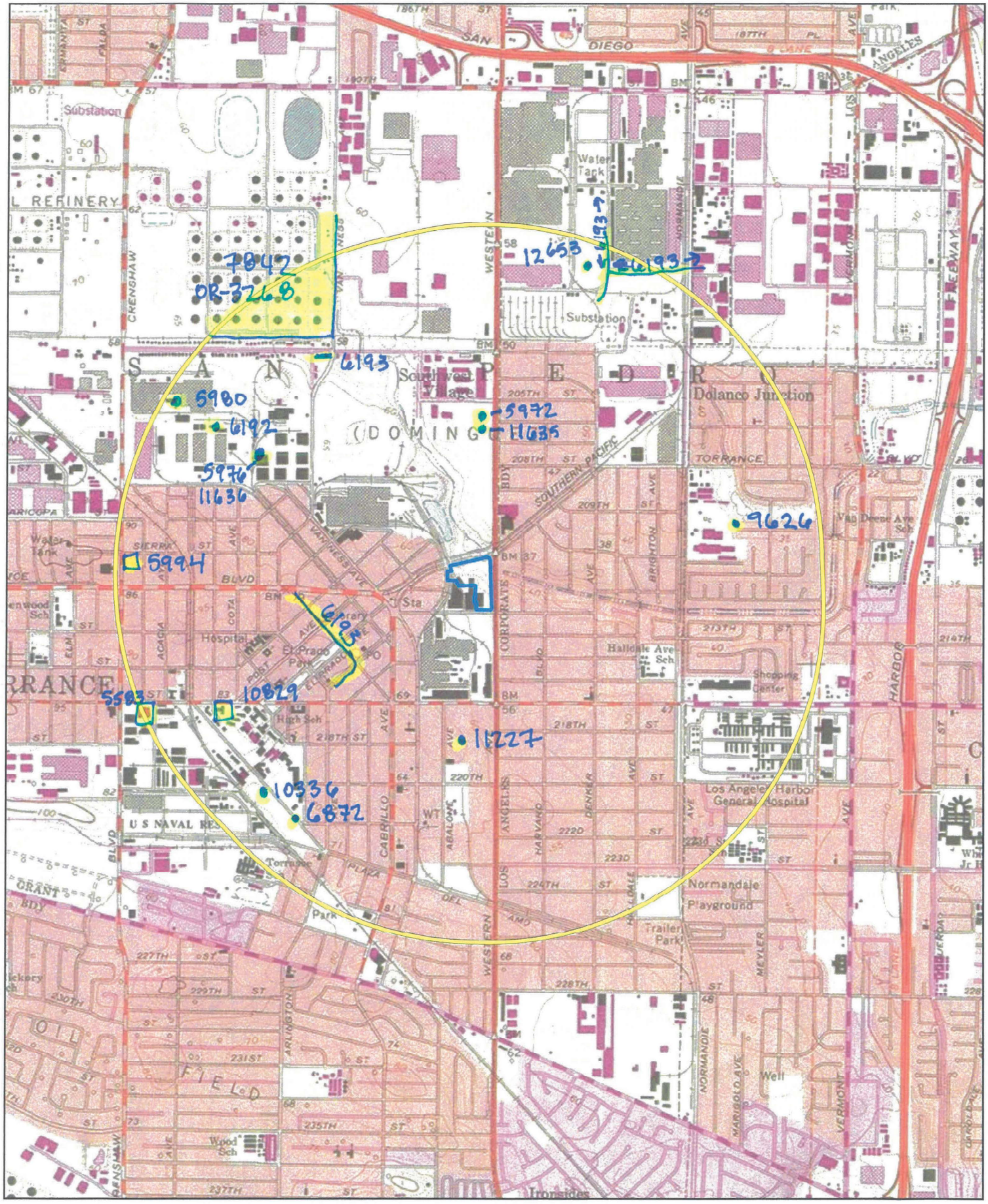
Westoria (Torrance Townhomes) Project
USGS *Torrance* Quadrangle
(7.5-minute series)

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Westoria (Torrance Townhomes) Project
USGS *Torrance* Quadrangle
(7.5-minute series)

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Report List

Westoria

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-02904		1993	Stickel, Gary E.	Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project	Environmental Research Archaeologists: A Scientific Consortium	
LA-03810	Caltrans -	1978	Anonymous	Historic Property Survey, Del Amo Blvd.-normandie Ave to Harbor Freeway	Caltrans	
LA-05212		2001	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility No. 072-03 Los Angeles, California	LSA Associates, Inc.	
LA-05583		2001	Wallock, Nicole	Cultural Resource Assessment: Cingular Wireless Facility No. Sm 076-01 Los Angeles County, California	LSA Associates, Inc.	
LA-05972		2002	Duke, Curt	Cultural Resource Assessment at&T Wireless Services Facility No. 05205a Los Angeles County, California	LSA Associates, Inc.	
LA-05976		2002	Duke, Curt	Cultural Resource Assessment at&T Wireless Services Facility No. 05044a-01 Los Angeles County, California	LSA Associates, Inc.	
LA-05980		2002	Duke, Curt	Cultural Resource Assessment at&T Wireless Services Facility No. 05127a Los Angeles County, California	LSA Associates, Inc.	
LA-05994		2002	Duke, Curt	Cultural Resource Assessment at&T Wireless Services Facility No. 05197 Los Angeles County, California	LSA Associates, Inc.	
LA-06192		2002	Duke, Curt	Cultural Reource Assessment at & T Wireless Services Facility No. 05127b Los Angeles County, California	LSA Associates, Inc.	
LA-06193		2002	Holson, John	Archaeological Survey and Record Search for Ospc-0036, La/torrance, Torrance and Los Angeles, Los Angeles County (800-39)	Pacific Legacy, Inc.	
LA-06872		2001	Bell, Heather	Nepa Screening for Wireless Telecommunication Site - Gramercy, 2334 Plaza Del Amo, Torrance, Los Angeles County, California	Clayton Group Services, Inc.	
LA-07842		2000	Maki, Mary K.	Phase I Archaeological Investigation of Limited Areas Within the Torrance Refinery and Atwood, Southwestern Marine and Vernon Terminals, Los Angeles and Orange Counties, California	Conejo Archaeological Consultants	

Report List

Westoria

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-09626		2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate LA33310B (Pico Normandie), 20900 Normandie Ave., Torrance, Los Angeles County, California.	Michael Brandman Associates	19-000122
LA-10333		2009	McKenna, Jeanette M.	A Brief Historic Context Statement Prepared for the General Plan Update: The City of Torrance, Los Angeles County, California	McKenna et al.	19-000100, 19-000110, 19-000127, 19-000137, 19-000138, 19-000191, 19-000276, 19-000277, 19-000278, 19-000279, 19-000280, 19-000281, 19-000344, 19-002378
LA-10336		2009	Fulton, Phil	Cultural Resource Assessment, Verizon Wireless Services, Gramercy Facility, City of Torrance, Los Angeles County, CA.	LSA Associates, Inc.	
LA-10567		2005	Hogan, Michael, Bai "Tom" Tang, Josh Smallwood, Laura Hensley Shaker, and Casey Tibbitt	Identification and Evaluation of Historic Properties - West Basin Municipal Water District Harbor- South Bay Water Recycling Project Proposed Project Laterals	CRM Tech	
LA-10829		2003	Fader, Steven	Torrance Health Center, Treatment of Character-Defining Elements	Steven Fader Architect	19-178514
LA-11150		2003	Maxwell, Pamela	West Basin Municipal Water District Harbor/ South Bay Water Recycling Project	U.S. Army Corps of Engineers	19-000094, 19-000098, 19-000103, 19-000140, 19-000276, 19-000277, 19-000278, 19-000279, 19-000280, 19-000281, 19-000282, 19-000389, 19-000390, 19-000709, 19-000794, 19-000822, 19-000844, 19-000845, 19-000847, 19-000848, 19-000999, 19-001735
LA-11227		2010	Hudson, Jonathan	Torrance Hospital, 1808 Abalone Avenue, Torrance, Los Angeles County, CA 90501	IVI Telecom	
LA-11635		2011	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0152-01, USID 25673 (Hanjin Worldwide Express), 20435 South Western Avenue, Torrance, Los Angeles County, California	Environmental Assessment Specialists	
LA-11636		2011	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LA0096-01, USID 24319 (Central and Van Ness), 2201 Dominguez Street, Torrance, Los Angeles County, California	Environmental Assessment Specialists	

Report List

Westoria

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-12653		2014	Brunzell, Dave	Cultural Resources Assessment of the VzT CDC Project, City of Torrance, Los Angeles County, California (BCR Consulting Project No. TRF1424)	BCR Consulting	
LA-12870			McKenna, Jeanette A.	CULTURAL RESOURCES OVERVIEW AND ASSESSMENT:THE CITY OF LOS ANGELES, WEST CARSON TRANSIT ORIENTED DISTRICT (TOD) SPECIFIC PLAN PROJECT AREA, LOS ANGELES COUNTY, CALIFORNIA	McKenna et al.	19-192344
LA-13019		2013	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and SHe Visit Results for T Mobile West, LLC Candidate LA33694A (ATT Switch - Torrance), 1307 Cravens Avenue, Torrance, Los Angeles County, California	Environmental Assessment Specialists, Inc.	
OR-03268		2000	Maki, Mary K.	Phase I Archaeological Investigation of Limited Areas Within the Torrance Refinery and Atwood, Southwestern Marine and Vernon Terminals, Los Angeles and Orange Counties, California	Conejo Archaeological Consultants	