Appendix D1: New Properties Determined Eligible for the NRHP

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code*
D1-1		Standard Oil Company Facilities	5409-002-029	1756 N Spring St	Los Angeles	1920-1938	2S2
D1-2		Kelite Factory	5409-010-032	1250 N Main St	Los Angeles	1924	2S2
D1-3		R. Schiffmann Medical Company	5410-003-007	1734 N Main St	Los Angeles	1922	2S2
D1-4		Folk Victorian Residence	5410-019-002	1805 Darwin Ave	Los Angeles	1910	2S2
D1-5		Lanza Bros. Market	5410-019-005	1801 N Main St	Los Angeles	1926	2S2
D1-6		Taylor Yard Signal Tower	5445-006-909	1559 N San Fernando Rd	Los Angeles	1925	2S2
D1-7		Valley Maid Creamery	5458-002-012	2909 Fletcher Drive	Los Angeles	1931	2S2
D1-8		L.W. Grayson Steam-Electric Generating Station	5593-003-906 (primary); 5627-020-903; 5627-020-908; 5627-020-911; 5627-025-905; 5627-025-907	901 Fairmont Ave	Glendale	1941	2S2
D1-9	19-186638	Aero Industries Technical Institute	5593-010-016	5245 W San Fernando Rd	Los Angeles	1937	2S2
D1-10		Municipal Power & Light, City of Glendale	5627-023-900	6135 San Fernando Rd	Glendale	1930	2S2
D1-11		Los Angeles Basket Company	5640-019-037	448 W Cypress St	Glendale	c1920	2S2
D1-12	19-171159	Vignes Street UP (Bridge# 53C1764) (Part of Los Angeles Union Station Passenger Terminal and Grounds)	No Parcel	No Address	Los Angeles	1937	2D2; 2S2
D1-13	19-190897	Los Angeles River Channel	Portions of 5415-003-901, 5447-027-901, and 5410-002-900	No Address	Los Angeles	1946	7N**

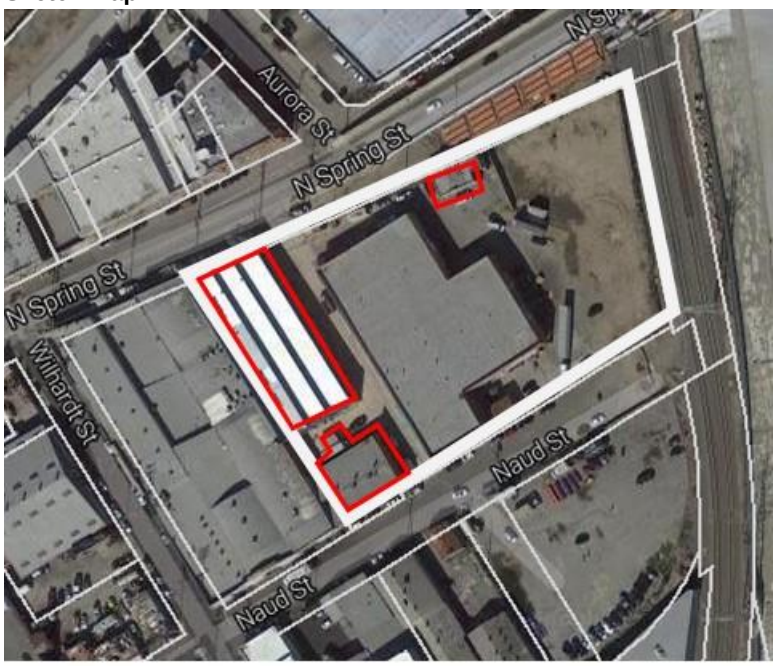
**California Historical Resources Status Codes:* 2D2: Contributor to a district determined eligible for NR by consensus through the Section 106 process. Listed in the CR.; 2S2: Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR; 7N: Needs to be reevaluated.
**Los Angeles River Channel assumed eligible for the purposes of this project only.

***Resource Name or #** (Assigned by recorder) Standard Oil Company Facilities

Recorded By: Amanda Duane, GPA Consulting **Date:** 4/20/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference #: D1-1
P2. Location: 1756 N. Spring Street, Los Angeles, CA
***NRHP Status Code:** 2S2

Sketch Map:



N
NRHP-Eligible Historic Property Boundary highlighted in white.
Contributing resources highlighted in red.
Base image courtesy of Google Maps and ParcelQuest.

P3a. Description

The subject property is located at 1756 N. Spring Street between the Los Angeles River and Wilhardt Street. There are four permanent buildings on the property: a machine shop, paint shop, office, and warehouse.

The machine shop is located at the northwest corner of the property. It was constructed in 1920, and, according to the building permit, is of concrete construction; it was constructed at the same time as a garage, which is no longer extant. The garage was demolished and replaced by the current warehouse building at the center of the property. The one-story machine shop building is rectangular in plan and has a sawtooth monitor roof that provides light for the interior. The exterior is clad in concrete stucco, and its primary elevation faces north towards Spring Street. Each visible elevation is divided into equally-sized bays by engaged concrete structural columns. All windows and doors are centered within these bays. A string course divides the vertical bays near the roofline. On the primary elevation, the window and door openings have been boarded up; one window opening appears to have been converted to a door opening. On the east elevation, there are symmetrically arranged multi-light steel windows. Partially-glazed metal doors are sheltered by suspended canopies. At the south end of the east elevation, there are three vehicular metal roll-up doors. Along the roofline, there is a horizontal ribbon of multi-light steel clerestory windows that appear to be awning or hopper windows in operation. The south elevation is partially obscured by the paint shop; however, based on what is visible, the south elevation has symmetrically arranged multi-light steel windows. The west elevation abuts an adjacent property and is not visible.

South of the machine shop is the paint shop. The paint shop was constructed in 1920, and is similar in design to the machine shop. It has a sawtooth monitor roof with a parapet, is clad in concrete stucco, and each elevation is divided into equally sized bays by engaged

concrete structural columns. The north elevation faces the machine shop and is not visible from the public right-of-way. The south elevation faces Naud Street. The openings on the south elevation have been infilled with concrete blocks. Along the roofline, there is a horizontal ribbon of multi-light steel clerestory windows that appear to be awning or hopper windows in operation. On the east elevation, there are multi-light steel windows and a wood paneled door with a transom. The west elevation abuts an adjacent property and is not visible.

The office is located at the northeast corner of the property. A building permit was not located for this building, but it is likely that it was constructed in 1920 alongside the machine shop and paint shop. The one-story masonry building is rectangular in plan and has a paired, front-facing gable roof. The roof parapet is angled to parallel to the front-facing gables; near the center of the gable end, the parapet steps up and continues straight across creating a unique roof form. On each elevation, there are symmetrically arranged arched openings. The openings have been boarded up; it is unclear whether doors and windows remain beneath the plywood.

At the center of the property, there is a large L-shaped warehouse building that was constructed in 1985; it is less than 50 years old and was therefore not described or evaluated. The buildings are surrounded by a concrete and asphalt paved yard.

B10. Significance

This property at 1756 N. Spring Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant representation of the early industrial history of Los Angeles under NRHP Criterion A and CRHR Criterion 1. The property also appears to be a good example of an Oil Industry Production and Repair facility. The property has a period of significance beginning in 1920, the year of construction, and ending in 1960, the last year Standard Oil occupied the property (Los Angeles City Directories). As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historical Context

The subject property is located on N. Spring Street at the edge of Lincoln Heights. The property is adjacent to the Los Angeles River Station Area, now Los Angeles State Historic Park, which was originally the Southern Pacific Railroad's Company's River Station. River Station was colloquially known as "The Cornfield." The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then with the construction of the I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, et.al., 12).

When the transcontinental railroad reached Los Angeles in 1876, industrial growth was failing to keep pace with rapid increase in population growth. The Los Angeles Times and civic booster groups such as the newly-formed Chamber of Commerce and the Los Angeles Merchants and Manufacturers Organization began promoting the existing industries, encouraging consumers to buy locally produced goods, and attracting new industries to the area as a result (LSA Associates, et. al., "SurveyLA Industrial Development, 5).

New entrepreneurs, industrialists, and craftsmen were eager to establish and expand the region's burgeoning manufacturing sector beyond cottage industry and agriculture. Civic investments in port and freight infrastructure led to an expanded pool of skilled workers, and the purchasing power of more prosperous consumers led to a boom in industrial development in the metropolitan area during the early 20th century. Los Angeles soon became nationally known for its petroleum, steel, automotive, entertainment, aviation, and garment manufacturing industries (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 5).

Within the vicinity of the subject property, the presence of the rail lines and San Fernando Road facilitated development of industrial tracts in the early decades of the 20th century. Early land use districting ordinances established industrial use along the rail and river corridor; rapid industrial development followed in the 1920s. Neighborhoods such as Lincoln Heights, which had previously been characterized as mixed-use and residential, were pushed away from freight transportation routes and displaced by industrial uses (LSA Associates, et.al., 12). Efforts were made to eliminate residential development in the downtown Los Angeles area; the City re-zoned in 1922 to accommodate the construction of more offices, retail, and manufacturing facilities (Historic Resources Group, 13-14). As a result, industrial development in the area flourished during the 1920s. Industrial development was concentrated along the rail lines east of Chinatown, adjacent to the rail lines and river channel in Lincoln Heights and the northern half of Elysian Valley, along San Fernando Road between

the rail lines and Cypress Avenue in Cypress Park and Glassell Park, between the river channel and the railroad in north Atwater Village, and along the rail lines and San Fernando Road in Glendale and Burbank.

During the late 19th century, the discovery of oil in the Los Angeles Basin attracted a number of oil prospectors to the area. Many of these prospectors and their investors would go on to amass great wealth as they helped to produce millions of barrels of oil by the turn of the century. Oil, petroleum distillates, and natural gas were helping to fuel the growing industrial sector and provide power to the city as oil production reached over seven million barrels a year. In the early 1920s, there were a series of major oil discoveries in Southern California that prompted a second oil boom, creating a period of tremendous economic growth and prosperity in the region. By 1923, California was producing a quarter of the world's oil supply. The abundance of oil catalyzed the development of related industries, including automotive, tire, rubber, and steel manufacturers (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 70).

Large oil companies had a major presence in Los Angeles, including Standard Oil, Shell, Unocal, and Atlantic Richfield Co. While a number of the imposing office towers that served as branch offices and headquarters for these oil companies are still extant, very few industrial resources related to this context remain. A number of these resources were lost as Los Angeles continued to develop and smaller, less obtrusive equipment began to replace early oil derricks and refineries; some of the only remaining industrial resources related to the history of the oil industry in Los Angeles are production and repair facilities. (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 70).

Evaluation

The property at 1756 N. Spring Street was surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan area. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion A/1 for its association with the Standard Oil Company of California. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. he project team concurs with this conclusion and has determined the property eligible for inclusion in the NRHP and CRHR (status code 2S2). The project team has also determined the property eligible under Criterion C/3. The property is associated with another property across the street, 1727 N. Spring Street, and may form a small potential historic district; however, 1727 N. Spring Street is outside the boundary of the APE, and evaluation of this potential district would be outside the scope of this study.
This building has a specific and important association with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The subject property was constructed as a repair facility for the Standard Oil Company of California. The property is eligible for the National Register at the local level for its association with the early history of Los Angeles' oil industry, as well as for its association with the Standard Oil Company of California, which later became Chevron. According to the Industrial Development Context prepared for the City of Los Angeles, there are very few remaining properties related to this aspect of the oil industry; as such, this is a rare and important example.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have a significant association with the lives of persons important to history. The property is associated with a large, global company with thousands of employees. The more influential persons related to the company, such as the founders or longtime executives, would not have personally conducted much business in a repair shop. An office building or company headquarters would serve as a better presentation of these contributions. While many individuals have worked for the Standard Oil Company, Chevron, and the businesses that have occupied the subject property since its construction, collaborative efforts like these are typically best evaluated under Criterion A/1.

The subject property embodies the distinctive characteristics of an Oil Industry Production and Repair facility under NRHP Criterion C or CRHR Criterion 3. While it does not have high artistic value, and is unlikely to be the work of a master, it is one of few remaining industrial resources related to the early history of the oil industry in Los Angeles, and served as a key facility for the Standard Oil Company, which had a significant role within this context. The property consists of three utilitarian buildings that retain their essential character-defining features from their period of significance.

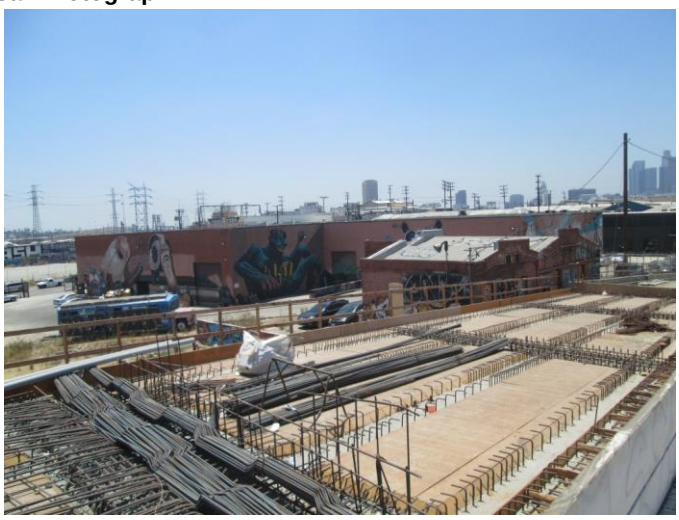
Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the property are its industrial use and location abutting the railroad tracks. The office building is characterized by its masonry construction, arched openings, distinctive parapet, and position at the front of the property. The machine shop and paint shop are characterized by their smooth stucco cladding, symmetrically organized bays, industrial sash windows, clerestory

windows, and sawtooth monitor roofs. The boundary of the historic property coincides with the legal parcel on which the office building, machine shop, and paint shop are located; however, the large L-shaped warehouse at the center of the property was constructed outside the period of significance in 1985. The warehouse building was not described or evaluated as part of this study, and does not share the same historic associations with Standard Oil. It does not contribute to the significance of the historic property.

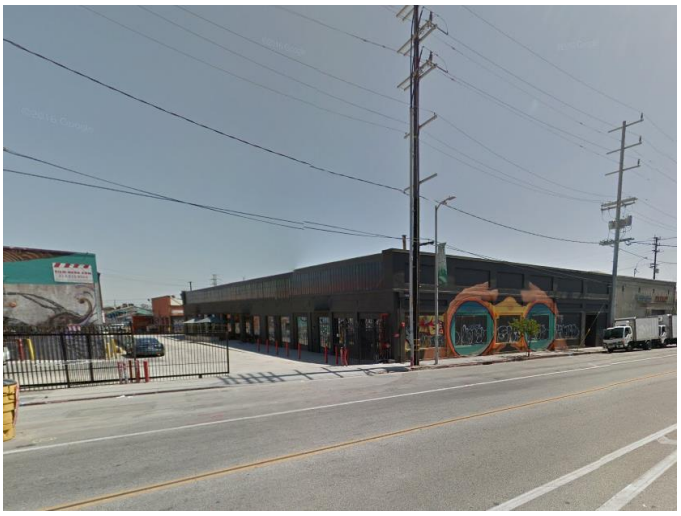
In addition to the subject buildings having historic significance under Criterion A and C, the buildings retain integrity of location, design, setting, feeling, and association. The integrity of location is intact. The buildings are still located in the same place as it was constructed. The integrity of materials and workmanship has been somewhat diminished by the infill or boarding up of window openings; however, these changes are relatively minor and reversible. The property retains its integrity of design, as the historic interrelationship of the buildings and the nearby train tracks is still intact; the buildings reflect their historic industrial use. The integrity of setting has been somewhat diminished due to continued development in the surrounding area; however, the building is still located directly adjacent to the railroad tracks, which were an important asset to Standard Oil. The integrity of feeling and association are intact, as the property still evokes the sense of an early industrial repair facility and retains the essential physical features to convey its significance.

P5a. Photograph

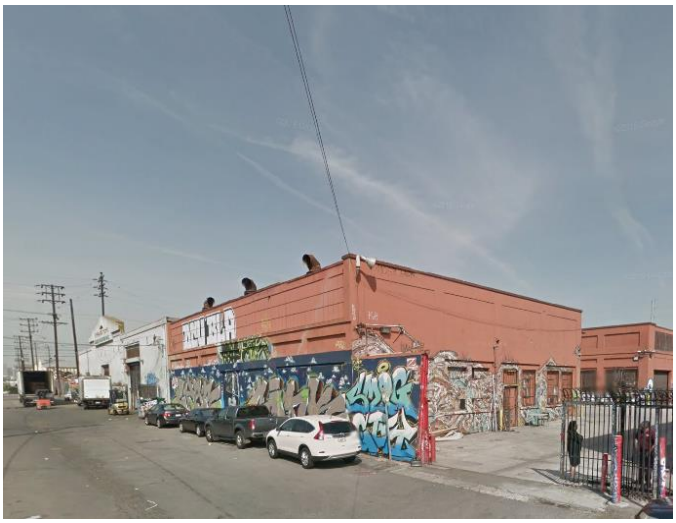


7/19/2016, view looking west at property. N. Spring Street Bridge retrofit in foreground, office building at center right, 1985 warehouse building at center.

7/19/2016, view looking east towards north and west elevations of office building. N. Spring Street Bridge retrofit in foreground.



7/2016, view looking southwest towards north and east elevations of machine shop building (Google Maps)



7/2016, view looking northwest towards south and east elevations of paint shop building (Google Maps)

B12. References:

California State Office of Historic Preservation. *California Register of Historical Resources.* http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

City of Los Angeles Department of Building and Safety. *Online Building Records.* http://ladbsdoc.lacity.org/idispublic/ (accessed October 2016).

Los Angeles Public Library. *Los Angeles City Directories.* http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp (accessed October 24, 2016).

Los Angeles Public Library. *Sanborn Fire Insurance Maps.* http://www.lapl.org/collections-resources/research-and-homework (accessed October 19, 2016).

LSA Associates, Inc., et.al. Department of Parks and Recreation (DPR) Form Set: 1756 N. Spring Street. 2011.

LSA Associates, Inc., et.al. *Historic Resources Survey: Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California.* Report prepared for Arup North America, Ltd. June 3, 2011.

LSA Associates, Inc. et.al., Draft Historic Context Statement: SurveyLA Industrial Development. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. August 2011.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder) 1756 N Spring St

P1. Other Identifier: Standard Oil Company Facilities

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 22

c. Address: 1756 N Spring St City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5409002029

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

Architectural Style: Utilitarian
Construction: wood frame
Siding/Sheathing: brick, all visible sides
Roof: flat, parapet
Fenestration: metal, fixed, boarded up
Primary Entrance: side, Truck door

Plan: rectangular
No. Stories: 1, 4 buildings
Secondary Entrance: front, side, rear
Property Type: industrial
Retains integrity: yes, setting, location, materials, workmanship, association, design, feeling

*P3b. Resource Attributes: (List attributes and codes) HP08, HP06

*P4. Resources Present: X Building ___ Structure ___ Object X Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1920-1938
Assessor

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1756 N Spring St

B1. Historic Name: Standard Oil Company Facilities

B2. Common Name: L.A. Lucky Trading Inc.

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1920, 1934, 1938

*B7. Moved? X No ___ Yes ___ Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Area: Los Angeles Theme: Oil/Petroleum Products 1892-1965

Period of Significance: 1920-1938 Property Type: Industrial Applicable Criteria: A/1/1

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

This property appears eligible for the National and California Registers and for designation as an HCM under Criterion A/1/1 as a key facility for the Standard Oil Company of California. It was an early office and auto repair/machine shop for Standard Oil Company of CA, a successor company of Standard Oil that played an important role in citywide development, later becoming Chevron Corp. Note that this parcel includes the small office building located just below the Spring Street Bridge.

Oil exploration and processing is a theme that has had a significant impact on the City, from fueling emerging industries in the early 20th century to financing the construction of fantastic residential and commercial architecture. Unfortunately, there are very few industrial properties that strongly represent this theme. There are a few examples in the CASP area, including a former Standard Oil Company office and warehouse, and Standard Oil maintenance facilities across the street.

B11. Additional Resource Attributes: (List attributes and codes) HP08, HP06

*B12. References:

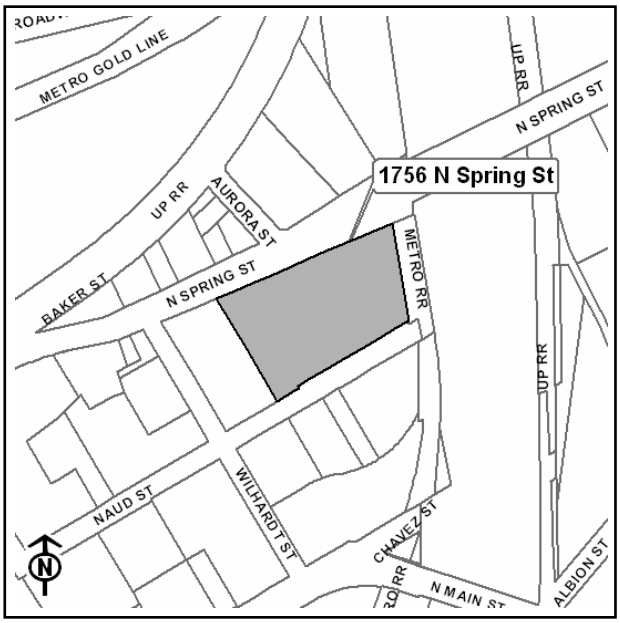
Sanborn Maps, LA Times Database

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)



***Resource Name or #** (Assigned by recorder) Kelite Factory

Recorded By: Amanda Duane, GPA Consulting **Date:** 04/20/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-2

P2. Location: 1250 N. Main Street, Los Angeles

***NRHP Status Code:** 2S2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

P3a. Description

The subject property is located at 1250 N. Main Street between its intersections with Llewellyn and Elymra Streets. There are three buildings on the site; however, only two are visible from the public right-of-way.

The primary building on the property (labeled "Plant No. 1" on a Sanborn Fire Insurance Map corrected through 1951) is located at the northeast end of the irregularly-shaped parcel. Based on Los Angeles County Tax Assessor property data, it was constructed in 1924. However, notations included in the Sanborn Map indicate it was constructed in 1918, with additions in 1920-1925, and in 1930. The structural ties along the roofline indicate masonry construction, but the exterior is clad in a smooth coat of stucco. The roof is flat with a raised, decorative parapet with a cornice. The building is rectangular in plan with an open courtyard in the northern half. Its primary elevation faces east on to Elmyra Street. The building is primarily two stories in height, but there are also three three-story towers along the east elevation that form an "E" shape around lightwells that extend to the first floor. There is also a one-story portion at the south end of the building. It appears to be an addition.

The north elevation of Plant No. 1 faces Main Street. It is divided into symmetrically arranged vertical bays by engaged structural columns. There is a pair of double-hung wood sash windows on the first and second floor within each bay. The northeast corner is canted, and features a pair of double-hung wood sash windows on each floor, a decorative parapet with Art Deco detailing, and a sign that reads "KELITE," superimposed over a bright yellow graphic of a door key. All windows on this elevation are covered by metal security grilles.

The east elevation facing Elmyra Street is the primary elevation. Engaged structural columns divide the east elevation into vertical bays. At the north end of the east elevation, these bays are occupied by groups of two to four windows. The windows are each double-hung wood sash windows. At the south end of the east elevation, where the three-story towers are located, engaged structural columns are used to create narrower vertical bays. The main entrance is located at the ground floor of the northernmost tower; the door is obscured by a metal security gate, but is flanked by an Art Deco door surround and two double-hung wood sash windows. Above the door is a sign that reads "Witco Allied Kelite." All the windows on the ground floor of this portion are double-hung wood sash windows; the engaged columns between windows are elaborated with vertical scoring. On the upper floors, the windows consist of multi-light steel windows with operable pivot sashes at the center. Metal catwalks span between the lightwell and lead to a ladder, which may have served as a fire escape system. At the south end of the east elevation, there is a one-story portion of the building. It appears to be an addition, as it is not consistent with the design and size of the remainder of the building. It is a simple stucco building with five large infilled window openings.

The south elevation is not fully visible from the public right-of-way due to the addition and a full-height privacy fence enclosing the property. Based on what is visible, the south elevation has an elevator tower and multi-light steel sash windows symmetrically arranged within vertical bays.

The west elevation of Plant No. 1 is not fully visible from the public right-of-way due to a full-height privacy fence. Based on what is visible, the west elevation is much simpler than the remainder of the building. It is clad in smooth stucco, but does not have the vertical division of the engaged columns. The window openings are varied in size; many are missing their windows. Those that remain appear to be double-hung wood windows. Near the center of the west elevation, there is a projecting door surround.

A second building, labeled "Plant No. 2" on the Sanborn Map, is located south of Plant No. 1. It was constructed between 1946 and 1948 per the Los Angeles County Tax Assessor. It is not fully visible from the public right of way due to its location on the parcel and a full-height privacy fence that surrounds the property. Based on what is visible, Plant No. 2 is one story in height with a primarily flat roof and raised parapet. There are a few gabled monitors that project from the flat roofline. The building is of masonry construction. Visible windows on the building consist of metal sliding windows and multi-light steel windows with awning sashes. Doors on Plant No. 2 appear to be hollow metal doors, and there are several metal roll-up doors for loading docks.

A third building, labeled "Plant No. 3" on the Sanborn Map, is located west of Plant No. 2 and is not visible from the public right of way. Aerial photographs suggest it is an irregular shaped building with a combination roof form, including flat and barrel roof portions. It was constructed between 1946 and 1948 per the Los Angeles County Tax Assessor. A fourth building, abutting Plant No. 3 on its west elevation, was constructed after 2014; it is less than 50 years old and was therefore not described or evaluated.

B10. Significance

The Plant No. 1 building at 1250 N. Main Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant example of an industrial loft under NRHP Criterion C and CRHR Criterion 3. The period of significance under Criterion C/3 is 1918-1930, the years during which the plant was constructed, including its early additions. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The building shares a parcel with two additional industrial buildings, labeled "Plant No. 2" and "Plant No. 3." These buildings do not share the same distinctive characteristics as Plant No. 1 and were constructed outside the period of significance. As such, these two buildings are not historic properties for the purposes of Section 106 nor historical resources as defined by CEQA.

Historical Context

The subject property is located on N. Main Street between Chinatown and Lincoln Heights. The property is also near the Los Angeles River Station Area, now Los Angeles State Historic Park, which was originally the Southern Pacific Railroad's Company's River Station. River Station was colloquially known as "The Cornfield." The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then with the construction of the I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, et.al., 12).

When the transcontinental railroad reached Los Angeles in 1876, industrial growth was failing to keep pace with rapid increase in population growth. The Los Angeles Times and civic booster groups such as the newly-formed Chamber of Commerce and the Los Angeles Merchants and Manufacturers Organization began promoting the existing industries, encouraging consumers to buy locally produced goods, and attracting new industries to the area as a result (LSA Associates, et. al., "SurveyLA Industrial Development, 5).

New entrepreneurs, industrialists, and craftsmen were eager to establish and expand the region's burgeoning manufacturing sector beyond cottage industry and agriculture. Civic investments in port and freight infrastructure led to an expanded pool of skilled workers, and the purchasing power of more prosperous consumers led to a boom in industrial development in the metropolitan area during the early 20th century. Los Angeles soon became nationally known for its petroleum, steel, automotive, entertainment, aviation, and garment manufacturing industries (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 5).

Within the project vicinity, the presence of the rail lines and San Fernando Road facilitated development of industrial tracts in the early decades of the 20th century. Early land use districting ordinances established industrial use along the rail and river corridor; rapid industrial development followed in the 1920s. Neighborhoods such as Lincoln Heights, which had previously been characterized as mixed-use and residential, were pushed away from freight transportation routes and displaced by industrial uses (LSA Associates, et.al., 12). Efforts were made to eliminate residential development in the downtown Los Angeles area; the City re-zoned in 1922 to accommodate the construction of more offices, retail, and manufacturing facilities (Historic Resources Group, 13-14). As a result, industrial development in the project vicinity flourished during the 1920s. Industrial development within the project vicinity is concentrated along the rail lines east of Chinatown, adjacent to the rail lines and river channel in Lincoln Heights and the northern half of Elysian Valley, along San Fernando Road between the rail lines and Cypress Avenue in Cypress Park and Glassell Park, between the river channel and the railroad in north Atwater Village, and along the rail lines and San Fernando Road in Glendale and Burbank.

Different types of industrial properties emerged as building technologies and the industries themselves evolved, including daylight factories, controlled conditions factories, and industrial lofts. Industrial lofts were the result of needing to provide ample lighting, fire and vibration protection, and ventilation within a limited space. Most industrial properties in Los Angeles were more horizontally organized due to the abundance of available land; however, there are examples of multi-story lofts in the industrial areas surrounding downtown Los Angeles. Heavier manufacturing processes or street-level storefronts typically occupied the lower floors, while spaces like offices were planned near the top of the building. Popular architectural styles were often applied to these lofts, particularly Late Moderne and Art Deco, which were well-suited to the vertical arrangement of the industrial loft (LSA Associates, Inc., et. al., "SurveyLA Industrial Development," 178-179).

Research indicates that the building was occupied by the "Southland Drug Company" in 1925, until at least 1942. Louis, Leonard, and Morris Freedman were the druggists. Research did not reveal any further information about the Southland Drug Company or the Freedmans, who are presumed to have been related. As early as 1948, the property was occupied by Kelite Products, Inc. The president of the company at that time was Lou C. Sorensen (Los Angeles City Directories). The company was formerly listed at 909 E. 60th Street. Kelite Products, Inc. manufactured specialty chemical compounds for metal treatment and industrial cleaning. In 1966, the company had three plants in the United States: Los Angeles, Chicago, and Berkeley Heights, New Jersey ("Boards Agree on Acquisition"). Research did not reveal any further information about the company.

Evaluation

The property at 1250 N. Main Street was surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan Area. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion C/3 as an excellent example of an industrial loft. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with this conclusion, and recommends a status code of 2S2.

Under NHRP Criterion A or CRHR Criterion 1, this property is not significant for its association with important historic events. The subject property was constructed during a period of industrial commercial development in the region. Research does not indicate that this property has a direct or indirect association with the pattern of development in the Los Angeles area, but that it is one of many such buildings constructed for a similar use in the area during the same time period. Research did not reveal evidence to suggest that Southland Drug Co. or Kelite Products, Inc. are historically significant.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have a significant association with the lives of persons important to history. Research did not reveal any information to suggest that the Freedmans or Lou C. Sorensen were historically significant persons. While many individuals have worked for Southland Drug Co and Kelite Products Inc., collaborative efforts like these are typically best evaluated under Criterion A/1.

Under NRHP Criterion C or CRHR Criterion 3, for a property to be eligible for its type, period, and method of construction, it must be an important example—within its context—of building practices of a particular time in history. (National Register Bulletin 15", 18). The subject property lacks high artistic value and is unlikely to be the work of a master; research did not reveal the name of an architect. Although there is a cohesive grouping of industrial properties in the vicinity, a number have been altered and have varying construction dates due to continued redevelopment in the area after World War II. As such, the building would not contribute to a potential historic district. However, the Plant No. 1 building embodies the distinctive characteristics of an industrial loft. It is a fairly early example of the property type. It is two to three stories in height with high ceilings, a freight elevator and industrial steel sash windows. It is also an example of the Art Deco style applied to the property type. Based on what is visible, Plants No. 2 and 3 do not share the same distinctive features of the industrial loft type. They are one story in height and do not possess any elements of a certain architectural style such as Art Deco. They are typical and undistinguished examples of industrial buildings, and they do not embody the distinctive characteristics of a type, method, or period of construction.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of Plant No. 1 are its industrial use, proximity to railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, raised parapet, Art Deco detailing and large industrial sash windows. and canopied main entrance. Two of the three buildings (Plant No. 2 and Plant No. 3) on the parcel do not embody the same distinctive characteristics of a type, method, or period of construction, and do not contribute to the significance of the historic property. They were constructed after World War II, while the most significant examples of this property type were built prior to 1940. Therefore, the historic property boundary coincides with the portion of the legal parcel on which Plant No. 1 is located, and only extends as far south as the intersection between E. Elmyra Street and Magdalena Street.

In addition to Plant No. 1 having historic significance under Criterion C, the building retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of location is intact, as the building has not been relocated. The building retains its integrity of design, materials, and workmanship. While there are some missing panes of glass and windows, these changes are due to disrepair rather than deliberate alterations. The integrity of setting has been somewhat diminished due to continued development in the surrounding area. The integrity of feeling and association are intact, as the building still evokes the sense of an early industrial manufacturing facility and retains the essential physical features to convey its significance.

P5a. Photograph

7/19/2016, view looking south at northeast corner of Plant No. 1

7/19/2016, view looking west towards east elevation of Plant No. 1

7/19/2016, view looking southeast towards north elevation of Plant No. 1

7/19/2016, view looking southwest at east elevation of Plant No. 2

7/19/2016, view looking south at north elevation of Plant No. 2

7/19/2016, view looking east at northwest corner of Plant No. 2

B12. References

Ancestry. *U.S. City Directories: Los Angeles, California*. www.ancestry.com (accessed October 24, 2016).

"Boards Agree on Acquisition of L.A. Firm." *Los Angeles Times.* February 11, 1966. B16.

California State Office of Historic Preservation. *California Register of Historical Resources.* http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

City of Los Angeles Department of Building and Safety. Online Building Records. Accessed October 19, 2016, http://ladbsdoc.lacity.org/idispublic/.

Los Angeles Public Library. *Sanborn Fire Insurance Maps.* http://www.lapl.org/collections-resources/research-and-homework (accessed October 19, 2016).

LSA Associates, Inc., et.al. Department of Parks and Recreation (DPR) Form Set: 1250 N. Main Street. 2011.

LSA Associates, Inc., et.al. *Historic Resources Survey: Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California.* Report prepared for Arup North America, Ltd. June 3, 2011.

LSA Associates, Inc. et.al., Draft Historic Context Statement: SurveyLA Industrial Development. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. August 2011.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) 1250 N Main

P1. Other Identifier: Kelite Factory

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 22

c. Address: 1250 N Main City: Los Angeles Zip: 90012

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5409010032

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

Architectural Style: Art Deco, elements of **Architectural Style:** Utilitarian
Siding/Sheathing: poured concrete: painted, all visible sides , Brick is used on all elevations of rear building
Roof: flat, parapet, multiple rooflines
Fenestration: metal, fixed, front, side, rear
Fenestration: metal, vertical sliding, front, side, rear
Primary Entrance: side

Plan: irregular
No. Stories: 3, 3 buildings
Property Type: industrial
Retains integrity: yes, setting, location, workmanship, association, design, feeling

*P3b. Resource Attributes: (List attributes and codes) HP08

*P4. Resources Present: X Building ___ Structure ___ Object X Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1924
Assessor

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1250 N Main

B1. Historic Name: Kelite Products

B2. Common Name: Kelite Products

B3. Original Use: Factory B4. Present Use: Factory

*B5. Architectural Style: Art Deco, Utilitarian

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1924, 1946, 1954

*B7. Moved? X No ___ Yes ___ Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Area: Los Angeles Theme: Industrial Engineering/Design 1887-1940

Period of Significance: 1924-1954 Property Type: Industrial Applicable Criteria: C/3/3

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

This property appears eligible for the National and California Registers and for designation as an HCM under Criterion C/3/3 as an excellent example of an industrial loft. Although some glazing and sash is missing, it still retains sufficient integrity to convey its significance. Shown in Sanborn maps (corrected through 1951) as a site used for Kelite Products, Inc., a manufacturer of specialized chemical compositions and equipment for industrial cleaning and metal treating, the site contains three buildings: Plant No's 1-3, all of which are extant. Plant No. 1, located at the corner of E. Elmyra and N. Main Streets, is the primary building, composed in an industrial/utilitarian style with elements of Art Deco. In 1966, Keylite Products Inc. had plants in L.A., Chicago, and Berkeley Heights, New Jersey. In the year ended Jan 31, 1966, it had sales of $4.5 million and earnings of $325,000 ("Boards Agree on Acquisition of L.A. Firm", LA Times, 11 Feb 1966, B16).

B11. Additional Resource Attributes: (List attributes and codes) HP08

*B12. References:

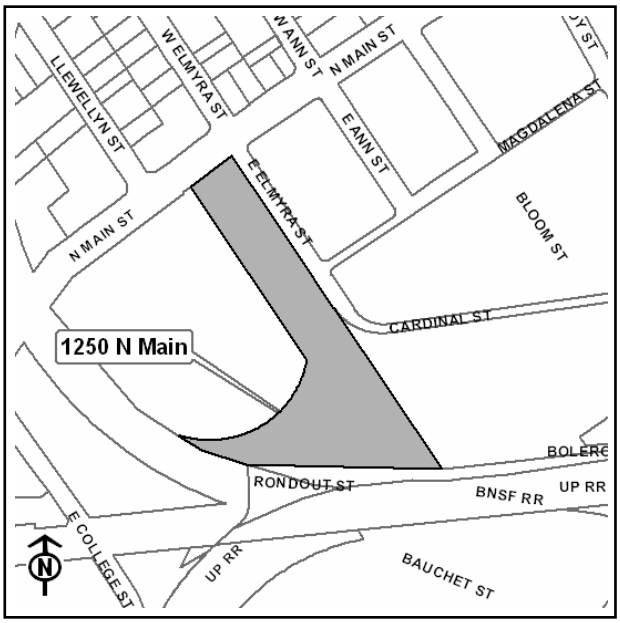
Sanborn Maps, LA Times Database

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)



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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #** (Assigned by Recorder) 1734 N MAIN ST, LOS ANGELES

P1. Other Identifier: Map Reference #: D1-3

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** LOS ANGELES

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Qua** _____ **Date** _____ **T** _____ ; **R** _____ ; ____ **1/4 of** ____ **1/4 of Sec** _____ ; _____ **B.M.**

c. Address 1734 N MAIN ST City: LOS ANGELES CA Zip 90031-2517

d. UTM (Give more than one for large and/or linear resources) Zone _____ ; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN 5410-003-007

P3a. Description: (Describe resource and its major elements. Include design, materials, condition,alterations, size, setting, and boundaries.)

This 0.4-acre property contains two buildings: a three-story industrial loft building at the north end and a one-story industrial warehouse building at the south end. A surface parking lot separates the two buildings. (See Sketch Map)

The northernmost building, associated with the address 1734 N. Main Street, is an industrial loft building constructed in 1922 in no particular style (see photos 1-3). Its primary elevation faces north towards Main Street and the east elevation faces Gibbons Street. The three-story building has a generally rectangular plan with a flat roof and raised parapet. Each elevation consists of three distinct bays; the corner bays are taller than the main building, giving the building a “tower” appearance on the corners. At the northwest and northeast corners of the roof, the crenellated parapet is elaborated with a peaked merlon shape. The exterior walls are clad in stucco. The main entrance is centered on the primary elevation and consists of a pair of wood paneled doors with a transom that is sheltered by a decorative flat metal canopy. There is a small loading dock at the rear (south) elevation sheltered by a pent corrugated metal roof.

(See Continuation Sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP08. Industrial Building

***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing: (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
View of 1734 N. Main Street facing west, 7/8/16

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922 Los Angeles County Assessor

***P7. Owner and Address:**
S and R Partners
737 Lamar St
Los Angeles, CA 90031

***P8. Recorded by:**
Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***P9. Date Recorded:** 7/29/2016

***P10. Survey Type:** (Describe)
Survey - Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2017

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☑ Photograph Record Other (List):

BUILDING, STRUCTURE AND OBJECT RECORD

***NRHP Status Code** 2S2

***Resource Name or #:** (Assigned by Recorder) 1734 N MAIN ST, LOS ANGELES

B1. Historic Name: R. Schiffman Medical Company

B2. Common Name: None

B3. Original Use: Office/ Industrial

B4. Present Use: Office/ Industrial

***B5. Architectural Style:** No Style

***B6. Construction History:** **(Construction date, alterations, and date of alterations)**

Constructed in 1922. City of Los Angeles building permits: Private garage built in 1923. Install handball court in 1930. Addition to garage in 1931.

***B7. Moved?** ☑ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: Unknown **B9b Builder:** Unknown

***B10. Significance: Theme** Industrial Development **B10 Area:** Los Angeles

Period of Significance: 1922-1960, 1922-1926 **Property Type:** Industrial Loft **Applicable Criteria:** A/1, B/2

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

The industrial loft building at 1734 N. Main Street, historically known as the R. Shiffmann Company building, meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) at the local level of significance under Criterion A/1 as a key manufacturing facility for the widely-distributed asthma treatment, "Asthmador," and Criterion B/2 for its association with the productive life of Dr. Rudolph Schiffmann. Under Criterion A/1, It has a period of significance of 1922-1960, which represents the period of time when the R. Schiffmann Company occupied the building. Under Criterion B/2, it has a period of significance of 1922-1926, the years during which it was directly associated with Schiffman's productive life. As a NRHP and CRHR eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The building at 1734 N. Main Street shares a legal parcel with the building at 633 Gibbons Street; however, 633 Gibbons Street was constructed outside the period of significance. It does not share the same historic associations with Schiffmann or his company, and lacks architectural distinction. As such, 633 Gibbons Street is not a historic property for the purposes of Section 106 nor a historical resource as defined by CEQA.

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

Los Angeles County Assessor Records; Historic Aerial Maps; Building Permits; Sanborn Fire Insurance Maps; Los Angeles Times Archives; City Directories. (See Continuation Sheet)

B13. Remarks: None

***B14. Evaluator:** Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***Date of Evaluation:** 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.

N

NRHP-Eligible Historic Property Boundary highlighted in white.
Contributing resource highlighted in red.
Base image courtesy of LA County Tax Assessor.

P3a. Description (Continued from Page 1): Fenestration is symmetrically arranged and consists of multi-light steel sash pivot windows and one-over-one double-hung windows. The primary elevation has seventeen windows. The windows on the outer two bays consist of paired, tall and narrow multi-light metal sash windows, whereas the central bay has two large square multi-light metal sash windows centered within the bay. There is a metal fire escape that spans from the second story to the roof on the east elevation, and a large, non-original metal exterior stair at the west end of the primary elevation that spans from ground level to the roof. Two original windows on the primary elevation (one on each of the two upper floors) have been converted to doors to accommodate the new metal fire escape. Fenestration on the Gibbons Street elevation consist of eight metal cased windows on each floor. There are windows within the northern-most bay (toward Main Street) that are paired, and one on each floor within the southernmost bay. The remaining five windows on each floor are evenly dispersed within the central bay. One window on each floor has been converted to a door to accommodate the exterior metal fire escape. The rear (south) elevation consists of three, tall and narrow multi-light casement windows on each of the upper two floors that are symmetrically arranged within the central bay. The first floor of the rear elevation has a large awning covering a door and two additional windows as well as a large electrical cabinet. The western elevation is located along the railroad tracks. There are no entrances on this elevation. Each floor consists of seven tall and narrow, multi-light metal windows. Five of the windows on each floor are symmetrically arranged within the central bay and two windows are paired within each floor of the northern bay (near Main Street).

The southernmost building, associated with the address 633 Gibbons Street, was constructed circa 1964 in no particular style (see Photo 4). The primary elevation faces east towards Gibbons Street. The one-story building has a rectangular plan and a truss roof with a raised parapet. The parapet is ornamented with a cornice and denticulation. The exterior is clad in stucco with a shallow brick veneer on the upper half of the façade that faces onto Gibbon Street. The lower stucco walls are covered with vines. There are single doors on the north and east elevations; the north entrance is sheltered by a pent awning that appears to be canvas. Fenestration consists of simple one-over-one double-hung windows. There are four sets of paired windows on the upper floor of the east elevation facing Gibbons Street.

The north elevation consists of a stucco exterior with one door. There are no windows on this elevation. The south elevation is a party wall, which is connected to a separate building to the south, and the west facing elevation (facing the railroad tracks) consists of a solid brick façade with no doors or windows.

B10. Significance (Continued from Page 2): Historic Context

The R. Schiffmann Medical Company building is located on North Main Street, just east of the Los Angeles River and the former Southern Pacific Railroad right-of-way, in the Lincoln Heights neighborhood of Los Angeles. Lincoln Heights was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway, approximately two blocks north of the subject property). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. At the same time that this suburban development was occurring in Lincoln Heights, the neighborhood also became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad and the Los Angeles Terminal Railway (later named the Salt Lake Route) along the adjacent Los Angeles River in the 1870s. As a result, the "small town" character of Lincoln Heights changed over time. Particularly after the rapid development of the 1920s, increasingly more industry located in Lincoln Heights along the river and railroad. As industrial uses displaced the older residential development along the river and railroad tracks, the residential neighborhood of Lincoln Heights was "pushed" eastward. This division between the mostly industrial east end and the residential west end of Lincoln Heights was exacerbated in the 1950s, when the Interstate 5 freeway was constructed through the center of the community (LSA Associates, Inc., 12).

The subject three-story factory building was constructed in 1922 for the R. Schiffmann Medical Company, replacing its former location in St. Paul, Minnesota. The head of the company, Dr. Rudolph Schiffmann, cited Los Angeles' global shipping capabilities as a primary reason for the move. In addition, herbs such as belladonna (commonly known as deadly nightshade) that were key ingredients for certain treatments, were easily grown in the Southern California climate. The company would no longer have to rely on Southern European growers for their supply. The property at 1734 N. Main Street was to be used as a "drug mill," wherein drugs and herbs were ground and prepared for the R. Schiffmann Company and sold to other pharmaceutical manufacturers. At the time of its construction, the drug mill was described as a unique industry for the region ("Big Medical Company to Locate Here").

"Asthmador," a non-prescription asthma treatment, was manufactured at the subject property, and was ostensibly distributed from this location. Asthmador was a proprietary combination of stramonium and belladonna that was sold in cigarette, powder, and incense form throughout the late 19th and early 20th centuries. Users would ignite the product and inhale the smoke to soothe asthma attacks. Research indicates that the product was widely distributed throughout the United States and Canada, and was a leading over-the-counter treatment for asthma until the introduction of safer, contemporary rescue inhalers (Jackson, 171-194). The R. Schiffmann Medical Co. occupied the subject property from the time it was built in 1922 until as late as 1960, based on city directory research.

Dr. Rudolph Schiffmann, president of the R. Schiffmann Company, was best known for his work as a physician and his pioneering asthma treatments. He was born in St. Louis, Missouri in 1845, where he attended public school and received his medical degree from Washington University. He served in the Civil War as a hospital steward, and then as an army surgeon until 1887. He moved to St. Paul, Minnesota in that same year, where he practiced medicine and established a medicine factory to manufacture "Asthmador," his treatment for asthma. Dr. Schiffmann was active in local politics, serving on St. Paul's Board of Education, Park Board, and City Council. He donated a bronze statue to that city's Como Park in 1897, and to the park's first Japanese Garden in 1904.

In 1905, Dr. Schiffmann relocated to Pasadena, California. He continued his interest in civic engagement, serving on several city commissions, and donating the first two and one-half acres of what would become the Lower Arroyo Seco Park. His knowledge of horticulture was on display at his

Pasadena residence, known as "Grandview" (505 South Grand Avenue, Pasadena), which was well known and published for its extensive gardens and rare plants, including orchids. He also owned several real estate companies and ranches in California, including but not limited to the Arrowhead Realty Company, the Redlands Heights Ranch Company, which owned several hundred acres of fruit lands near Mill Creek, the R. Schiffmann Lands Company, which owned 4,000 acres of land in the San Joaquin Valley, and the Laguna Ranch Company, which owned 20,000 acres in Santa Barbara county. Schiffmann was actively involved with the R. Schiffmann Medical Company business at 1734 N. Main Street until his death in 1926.

The R. Schiffmann Medical Company building is an example of an industrial loft property type. Industrial lofts are typically constructed of reinforced concrete and are at least three stories in height with regular bays of industrial sash windows. The impetus for their design in the late 19th and early 20th century was the desire for a factory building that could provide adequate lighting, ventilation, reduced vibration, and fire protection all within a smaller footprint. Due to its vertical orientation, the Art Deco and Late Moderne styles were often successfully applied the this building type. Due to the abundance of available land, industrial lofts were not as common in the Los Angeles area, however there are examples in downtown and the immediately surrounding neighborhoods where land values were high. The garment industry in downtown especially favored the industrial loft property type.

Evaluation

The building at 1734 N. Main Street has a specific important association with an event that has made a significant contribution to the broad patterns of history at the local level (NRHP Criterion A and CRHR Criterion 1). The R. Schiffmann Medical Company building was a key factory for a household name brand that had a significant impact on 20th century social history. It's chief product, Asthmador, was an over-the-counter asthma treatment widely distributed in Western countries from the 1890s until the 1960s. Historical newspaper research indicates advertisements for the product were printed nation-wide. A circa 1940s metal tin of the product is in the collections of the Smithsonian's National Museum of American History. The product's iconic name, packaging, and preparation was highly recognizable and accessible, and played an important role in the early treatment of asthma before modern-day rescue inhalers were invented. Therefore, the building at 1734 N. Main Street is significant for its association with the manufacture and distribution of Asthmador.

The building at 1734 N. Main Street also has a specific important association with the life of a person significant to local history (NRHP Criterion B and CRHR Criterion 2). The R. Schiffmann Medical Company building is associated with the productive life of Dr. Rudolph Schiffmann during the period from 1922 to 1926. Dr. Schiffmann was best known as a physician and the inventor of Asthmador. He was also engaged in local politics and philanthropy in St. Paul, Minnesota, and Pasadena, California, leaving his mark in each city through his contributions to Como Park and Lower Arroyo Seco Park, respectively. He was also influential in the agricultural development of California, owning several realty companies and ranches. His success in cultivating the belladonna plant in Southern California, which was primary ingredient in Asthmador, provided a domestic source for the herb and played a role in bringing his R. Schiffmann Medical Company to Los Angeles from St. Paul, Minnesota. While Schiffmann first established his medical career in Minnesota after the Civil War, research indicates that the earlier location of the R. Schiffmann Medical Company at 208 W. 6th Street in St. Paul is no longer extant. As such, the property at 1734 N. Main Street appears to be the resource that best represents Dr. Schiffmann's productive life as a leading asthma physician and businessman. Although his personal residence at 505 S. Grand in Pasadena is also extant, his residence would be more representative of his philanthropic and civic affairs than his influence within the medical manufacturing field.

Under NRHP Criterion C or CRHR Criterion 3, the buildings at 1734 N. Main Street and 633 Gibbons Street do not embody the distinctive characteristics of a type, period, region or method of construction or represent the work of a master or possess high artistic values. 1734 N. Main Street is an early 20th century factory building with some characteristics of the industrial loft property type, including its extensive industrial sash windows, three-story construction, and smaller footprint. However, it is a typical example of the property type that lacks architectural distinction, and therefore is not eligible under Criterion C/3. 633 Gibbons Street is similarly nondescript. It is a typical example of a mid-century industrial property that lacks architectural distinction, and therefore is not eligible under Criterion C/3.

Under NRHP Criterion D or CRHR Criterion 4, 1734 N. Main Street and 633 Gibbons Street are not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the factory building are its industrial use, location abutting railroad tracks, vertical orientation, symmetrical organization, smooth stucco cladding, crenellated parapet, industrial sash windows, and canopied main entrance. The exterior stair on the primary elevation is a later alteration and a non-contributing feature. The historic property boundaries coincide with the legal parcel on which the building is located; however, the separate, circa 1964 building which is located on the same parcel but associated with the address 633 Gibbons Street was constructed outside the period of significance for both Criterion A/1 and B/2. The building therefore does not share the same historic associations with the Asthmador brand or Dr. Schiffman, and is not eligible under Criterion A/1 or B/2. 633 Gibbons Street does not contribute to the historic property.

The building at 1734 N. Main Street appears to be relatively unaltered, apart from the addition of an exterior staircase on the primary elevation. The staircase is set away from the primary elevation and does not detract from the original design and is reversible. The property retains integrity of location, materials, design, workmanship, feeling, and association; however, the integrity of setting has been diminished by ongoing development in the area since the property's construction. The building at 633 Gibbons Street, which shares a parcel with 1734 N. Main Street, is smaller in scale and set at the rear of the parcel, and therefore does not detract from the primary building. While 633 Gibbons Street appears to be relatively unaltered, it does not share the same historic context and was constructed outside the period of significance, and is therefore not a part of the historic property.

B12. References (Continued from Page 2)

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CONTINUATION SHEET

***NRHP Status Code** 2S2

***Resource Name or #:**(Assigned by Recorder) 1734 N MAIN ST, LOS ANGELES

Recorded By Amanda Duane **Date:** 7/29/2016 ☑ Continuation ☐ Update

View of 1734 N. Main Street facing north, 7/8/16

View of 1734 N. Main Street facing southwest, 7/8/16

View of 633 Gibbons Street, facing west, 7/8/16

CONTINUATION SHEET

***Resource Name or #** (Assigned by recorder) 1805 Darwin Avenue, Los Angeles CA, 90031

Recorded By: Amanda Duane, GPA Consulting **Date:** 04/20/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-4

P2. Location: 1805 Darwin Avenue, Los Angeles CA, 90031

***NRHP Status Code:** 2S2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

P3a. Description

The subject property is located at 1805 Darwin Avenue between Avenue 17 and Avenue 19. The property is a single-family home constructed in the Folk Victorian Style. The house was constructed at 137 S. Johnston Street, on Lot 13 of Block 19 in the East Los Angeles Tract. Research indicates this address has been re-numbered and is now 2321 N. Johnston Street, near the intersection of Johnston Street and Manitou Avenue in East Lost Angeles. Additional permit research at this address did not reveal an original building permit for the house; based on the architectural style, it was likely constructed c. 1900, and was then moved to this location in 1928. Its primary elevation faces south towards Darwin Avenue.

The house is T-shaped in plan, and has a hipped and front-facing gable roof clad in composition shingles. The eaves are boxed and lined with a dentilled cornice. The front-facing gable end is clad in brick veneer. The exterior of the building is clad in horizontal channel siding. On the south (primary) elevation, a shallow projecting porch shelters the front door. The porch is accessed by a set of wooden steps. The porch is covered by a hipped roof and supported by decorative turned wood posts and decorative carved brackets. The front door is obscured behind a metal security door; above the front door there is a multilight transom. West of the front door, there is a one-over-one double-hung wood window with a decorative surround. The west (side) elevation is not fully visible due to mature trees on the property. On

the north (rear) elevation, there appears to be a single-story addition. The addition has a pent roof. To the rear of the property, there is a single-car garage. The garage has a gabled roof, open eaves, and carriage style doors. The garage has been expanded to the west with a pent roof addition. On the east (side) elevation, there is a one-over-one double hung wood window with a decorative surround, and a pair of windows with a simpler wood surround. The material and operation of the paired windows is not fully visible from the public right-of-way.

Along the front edge of the property, there is a low wood picket and cinder block fence that encloses a very shallow yard. The rear yard is enclosed by a wood dog ear and corrugated plastic fence.

B10. Significance

This property at 1805 Darwin Avenue meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant example of the Folk Victorian style under NRHP Criterion C and CRHR Criterion 3. The property has a period of significance of 1900, its estimated year of construction. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historical Context

The subject property is located on Darwin Avenue in Lincoln Heights. The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then with the construction of the I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, et.al., 12).

The earliest residences within the vicinity were associated with the early ranchos and farms from the mid-nineteenth century; they consisted of sparsely scattered ranch houses, farm houses, barns, and other rural structures (Galvin Preservation Associates, "Burbank," 21; Galvin Preservation Associates and Historic Resources Group, "Northeast Los Angeles," 14). There was very little residential development on the east side of the Los Angeles River at this time. Before the turn of the twentieth century, building activity was more densely concentrated around the original pueblo, which had become the economic, political, and cultural center of early Los Angeles.

Historically, the areas surrounding the pueblo were also home to a number of immigrants, who arrived and settled into enclaves that would become ethnic communities such as Old Chinatown, Little Italy, Sonoratown, and Little Tokyo (Historic Resources Group, "Central City North," 6-7). Although the areas on either side of the river would remain predominantly agricultural through the end of the nineteenth century, the completion of the railroad in the 1870s prompted a land boom. Early rancho land was subdivided and sold, and settlements began to take shape (Historic Resources Group, "South Glendale," 27). Very few residential resources from this time period remainas many were demolished to make way for subsequent development.

Residential development intensified in the early 1900s following the introduction of electric streetcar lines. Access to transit allowed residents to work in downtown Los Angeles or the surrounding industrial areas and live in developing suburbs such as Glendale, Burbank, Lincoln Heights and Atwater Village. Agricultural land was quickly annexed into growing cities and developed with residential uses (Historic

Resources Group and Galvin Preservation Associates, "Northeast Los Angeles," 18-19). Streetcar routes were used as a selling point in marketing materials for new subdivisions, and thousands of homes were built in large new tracts throughout the region (Historic Resources Group, "South Glendale," 42).

A 1928 building permit indicates that the house was moved to this location in 1928 by owner Raffaele Coppola. Coppola was born in 1870 in Naples, Italy. He came to the United States in 1905 by way of New York. He moved to Los Angeles in 1923 and worked as a shoemaker. He and his wife, Michelina, had thirteen children. In 1936, at the age of 66, Coppola petitioned to become a naturalized US Citizen. He applied again in 1939. On both documents, he lists his address as 1943 Zonal Avenue, Los Angeles (Ancestry.com).

The subject property is Folk Victorian in style. Most popular between 1885 and 1905, the style emerged with the advent of industrialization and the railroads. Industrialization and nationwide shipping by rail made the intricate wood details inspired by Victorian style architecture widely available; even the most modest homes could be elaborately decorated for much less cost. The style is characterized by its intersecting roof forms, which typically include a front-facing gable. The homes are smaller in scale and have simpler plans than their grander Eastlake and Queen Anne counterparts (GPA Consulting, "Late 19th and Early 20th Century Architecture," 9).

Evaluation

The property at 1805 Darwin Avenue was surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan area. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion C/3 as an excellent and intact example of the Folk Victorian Style. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with this conclusion, and recommends a status code of 2S2.

Under NRHP Criterion A or CRHR Criterion 1, this building is not significant for its association with important historic events. This house was moved to this location in 1928, and, despite appearances, is not a part of the early residential development trend of Lincoln Heights. The original address was listed as 137 S. Johnston Street. This address could not be located, and may no longer exist.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have a significant association with the lives of persons important to history. The original owner who moved the property to this location was Raffaele Coppola, an Italian Shoemaker who moved to Los Angeles in the 1920s. Research did not indicate that Coppola was a historically significant individual. While there was a high Italian immigrant population in this area in the early twentieth century and Coppola was a member of that community, this alone is not justification for the property's significance ("National Register Bulletin 15").

The subject property embodies the distinctive characteristics of a single-family Folk Victorian residence under NRHP Criterion C or CRHR Criterion 3. Examples like this are increasingly rare in the Los Angeles area, and this example is quite intact. Despite its small size and simple plan, it features intricate millwork including a dentilled cornice, lace-like brackets, and carved wood window surrounds. The characteristic front-facing gable features prominently.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the subject building having historic significance under Criterion C, the building retains integrity of material, design, workmanship, feeling, and association. There are very few alterations to the house. Based on visual observation, the only changes are the installation of a security door at the front entrance and a small addition to the rear. The addition is differentiated enough from the original house that it does not detract from the design, and is not visible from the primary elevation. The integrity of feeling and association are intact, as the property still evokes the sense of an early 20th century residence in the Folk Victorian style and retains the essential physical features to convey its significance.

The character-defining features of the property are its small scale, pyramidal hipped roof, vertical wood siding, carved wood details including decorative brackets and trim, double-hung wood windows, and residential use. As the property was moved, the historic property boundaries coincide with the footprint of the house rather than the parcel it currently occupies. It was moved to this location outside its period of significance.

National Register Criteria Consideration B applies to Moved Properties; while the subject property was moved after its period of significance, it is eligible under Criterion C and still retains enough historic features to convey its architectural values. It retains integrity of design, materials, workmanship, feeling and association, and therefore meets Criterion Consideration B ("National Register Bulletin 15").

P5a. Photograph

7/19/2016, view looking north at south elevation

7/19/2016, view looking northwest at south and east elevations

7/19/2016, view looking northeast at south and west elevations

7/19/2016, view looking south at north elevation

B12. References

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S

Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 1805 Darwin Ave

P1. Other Identifier: _____

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 23

c. Address: 1805 Darwin Ave City: Los Angeles Zip: 90031

d. UTM: (Give more than one for large and/or linear resources) Zone: ____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:5410019002

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

Architectural Style: Folk Victorian
Construction: wood frame
Siding/Sheathing: wood: clapboard, all visible sides
Siding/Sheathing: brick: patterned veneer, S
Roof: front gable, medium, multiple rooflines, narrow eaves, decorative vergeboards/fascia
Fenestration: wood, vertical sliding, front, side, alteration: yes
Primary Entrance: front, single door, transom lights, beneath turned spindle porch
Other notable features: spandrels, boxed eaves,

Plan: rectangular
No. Stories: 1
Porches: Partial, front
Retains integrity: yes, setting, location, workmanship, association, design, feeling

*P3b. Resource Attributes: (List attributes and codes) HP02

*P4. Resources Present: X Building ___ Structure ___ Object ___ Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1910

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1805 Darwin Ave

B1. Historic Name:

B2. Common Name:

B3. Original Use: Residence B4. Present Use: Residence

*B5. Architectural Style: Folk Victorian

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1910

*B7. Moved? X No ___ Yes ___ Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Area: Los Angeles Theme: Folk Victorian Architecture 1885-1905

Period of Significance: 1910 Property Type: Single Family Residence Applicable Criteria: C/3/3

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

This property appears eligible for the National and California Registers and for designation as an HCM under Criterion C/3/3 as an excellent example of Folk Victorian architecture. Folk Victorian styled residences were popular in the late 19th and early 20th centuries as an affordable way to decorate otherwise modest homes with the elaborate decorative styles of the Victorian Era. Generally chosen from pattern books and mass-produced, the ornamentation on Folk Victorian homes demonstrate how industrialization of the building industry boadened and popularized what would otherwise have been prohibitively expensive design for most people. Hundreds of these residences were built during the residential booms in the 1880s and 1900s, but intact examples have since become increasingly rare.

This residence has many character-defining features of the style, including an asymmetrical massing with a prominent front gable containing an angled bay, an entry porch with turned spindles and...(continued on next page)

B11. Additional Resource Attributes: (List attributes and codes) HP02

*B12. References:

Sanborn Maps

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)

B10. Statement of Significance (continued): spandrels, and Colonial Revival ornamentation such as boxed eaves, cornice, and brackets. While its original windows may have been double-hung, the existing wood single-hung windows are compatible with the residence and this potential alteration does not impair the overal integrity of materials or workmanship of the residence.

CONTINUATION SHEET

***Resource Name or #** (Assigned by recorder) 1801 N. Main Street, Los Angeles

Recorded By: Amanda Duane, GPA Consulting **Date:** 04/20/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-5
P2. Location: 1801 N. Main Street, Los Angeles CA, 90031
***NRHP Status Code:** 2S2

Sketch Map:

N
NRHP-Eligible Historic Property Boundary highlighted in red.
Legal parcel highlighted in white.
Base image courtesy of LA County Tax Assessor.

P3a. Description

The subject property is located on the northeast corner of N. Main Street and Avenue 17. There are four buildings on the property: a commercial market and three single-family residences. The market was constructed in 1926 in a commercial vernacular style and is associated with the address 1801 N. Main Street.

The one-story market is rectangular in plan, and has a flat roof with a raised parapet. It is of masonry construction and the front elevation faces south towards N. Main Street. The front elevation abuts the sidewalk. On the east end of the south elevation, there are two flush storefronts consisting of single-light metal storefront windows and fully-glazed metal doors and multi-light transoms. At the west end of the south elevation, there is a pair of fully-glazed metal doors, two metal storefront windows with brick bulkheads, and a multi-light transom. A canted metal awning shelters the whole south elevation. The east and west elevations are solid brick walls, and the north elevation faces the interior of the property and is not visible from the public right-of-way. Therefore, it could not be described.

Visible alterations to the property include the replacement of storefront doors and windows within what appear to be original openings. Other visible alterations, which are reversible in nature, include the installation of a metal awning along the primary elevation, security bars over windows, and signage over the storefronts.

There are three single-family residences on the property. These residences are documented separately on the DPR Form set for 1811 N. Main Street, Los Angeles (Map Reference No. E1-5). They have been heavily altered and do not contribute to the historic significance of the market.

B10. Significance

The market building at 1801 N. Main Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) at the local level of significance for its association with the development of the Italian community in Lincoln Heights under NRHP Criterion A and CRHR Criterion 1. The property has a period of significance of 1926, the year it was constructed, to 1950, when Lincoln Heights began transforming into a predominantly Hispanic neighborhood (Gonzales, 222). As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historical Context

The subject property is located on Main Street in Lincoln Heights. The Lincoln Heights neighborhood was among the first residential suburbs to develop on the periphery of Los Angeles' downtown in the late 19th century. It was connected to downtown via horse-drawn streetcars on Downey Avenue (later renamed North Broadway). The community had a small downtown centered on Broadway surrounded by residential neighborhoods. Lincoln Heights became the location of industrial and rail-related uses after the construction of the Southern Pacific Railroad along the adjacent Los Angeles River in the 1870s, which changed its "small town" character. Then with the construction of the I-5 in the 1950s, the community was physically divided, and its important connections with the river and downtown were lost (LSA Associates, et.al., "Cornfield Arroyo Seco," 12).

During the 1920s, there was a major population increase in Southern California. New residents arrived in Los Angeles and its environs, drawn to the area by the emerging film, oil, and aviation industries, as well as the vast quantities of affordable land. The population of some areas would more than triple in the decade between 1920 and 1930. Commercial development increased accordingly to meet growing demands for goods and services, resulting in a high concentration of commercial buildings from the time period (Historic Resources Group, "South Glendale," 62, 112).

Ethnic enclaves formed in areas such as Los Angeles' Central City North as migrants from countries such as China, Japan, Mexico, and Italy settled in areas less affected by racial covenants, deed restrictions, and other discriminatory housing practices (Architectural Resources Group, "Boyle Heights," 14). Historically, the areas surrounding the pueblo were home to a number of these immigrants, forming communities such as Old Chinatown, Little Italy, Sonoratown, and Little Tokyo (Historic Resources Group, "Central City North," 6-7). In turn, localized commercial districts comprised of shops, offices, and specialized services developed to meet the needs of these unique communities. Old Chinatown, which is no longer extant, was a prime example of an economic center that developed around a specific community (Historic Resources Group, "Central City North," 10).

Between 1876 and 1914, fourteen million Italians left Italy to seek out a better life for themselves. Following the unification of Italy, Italian peasants were stuck in a vicious cycle of abject poverty. Diseases like pellagra, cholera, and malaria claimed thousands of lives while a series of earthquakes and tidal waves killed thousands more. Plagues of insects wiped out crops, causing many to starve. Facing these impossible hardships, peasants were left with no choice but to leave. Of the fourteen million that left Italy in the late nineteenth and early twentieth century, four million immigrated to America, and many came to Los Angeles. Subject to the racial covenants that barred ethnic minorities from owning property in certain areas, particularly the San Fernando Valley, Italians settled primarily in the areas of present-day Elysian Park, Chinatown, and Lincoln Heights. The area between the Plaza (El Pueblo) and Lincoln Heights was colloquially known as "Dog Town," and had a particularly high concentration of Italian residents. At its peak, there were at least 8,000 Italian residents—many of them from Sicily—in this area, making it the largest Italian neighborhood in the city. The core of this enclave was centered around Darwin, Mozart, and Sichel Streets, as well as Avenues Eighteen and Nineteen (Mariann Gatto, 43-46). The Lanza Brothers Market was opened in the 1920s by members of the Italian Lanza family; the family's patriarch, Giovanni (or John) Lanza arrived in America from Italy in 1898 (Brightwell, Ancestry.com). The family lived and worked in this block of Main Street for a span of several decades, and the store was still owned and operated by members of the Lanza family as late as 2000. In its heyday, the market served as a community gathering place where residents of the Italian community would stop on their way home from working at the nearby factories and rail yards to buy items like groceries, stamps, or money orders. The market was often a place to catch up with neighbors, and helped foster a sense of community (Garcia).

Evaluation

The property at 1801 N. Main Street was surveyed in 2011 by LSA Associates and Chattel Architecture, Planning & Preservation as part of the Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan area. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion A/1 as a rare remaining resource

associated with the Italian community in Lincoln Heights. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with this conclusion, and recommends a status code of 2S2.

This building has a specific and important association with historic events, patterns, and trends under NRHP Criterion A or CRHR Criterion 1. This store was constructed by the Lanza family in 1926 to serve the surrounding Italian community prior to the development of supermarkets. The market was constructed in an area that was historically the largest Italian neighborhood in Los Angeles. The market serves as a rare, remaining physical representation of the historic Italian community in this area. As a long-standing, Italian-owned and operated business, it has a direct association with Los Angeles' ethnic history, and documents an important part of the City's settlement and development patterns during the early twentieth century.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have a significant association with the lives of persons important to history. While the Lanza family owned and operated the market for decades, research did not indicate that they made any historically significant contributions. While there was a high Italian immigrant population in this area in the early twentieth century and the Lanzas were members of that community, this alone is not justification for the property's significance (National Register Bulletin #15, 15).

Under NRHP Criterion C and CRHR Criterion 3, for a property to be eligible for its type, period, and method of construction, it must be an important example—within its context—of building practices of a particular time in history (National Register Bulletin #15, 18). The subject building is a typical example of a vernacular commercial building, constructed using materials, techniques, and features common to this property type during this time period. It does not have any specific importance within the development of the property type or construction techniques, and is unlikely to have influenced the future development of commercial architecture in the area, but is rather the result of prevailing trends. The building lacks high artistic value, and is unlikely to be the work of a master. Lastly, it would not contribute to a district, due to heavy alterations to the surrounding properties.

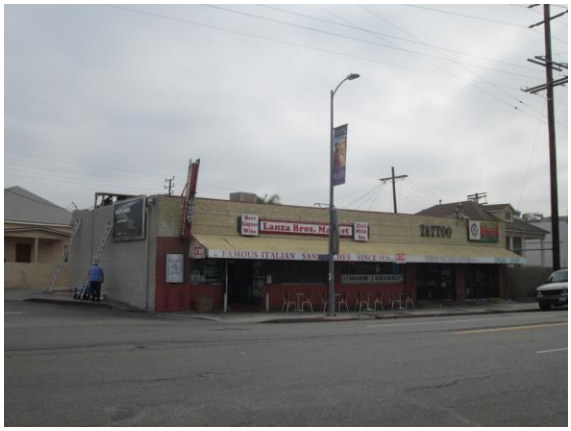
Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the Lanza Brothers Market are its commercial use, location near a residential area, small one-story scale, flat roof with raised parapet, multiple flush storefronts, and masonry construction. The exterior stair on the primary elevation is a later alteration and a non-contributing feature. The boundaries of the historic property coincide with the building footprint, since there are no other contributing resources on the legal parcel. There are three residences on the same parcel that are associated with the Lanza family, but have been heavily altered and are no longer able to convey their historic significance. The three residences do not contribute to the historic property. These residences are documented separately on the DPR Form set for 1811 N. Main Street, Los Angeles (Map Reference No. D1-5).

In addition to the subject building having historic significance under Criterion A/1, the building retains integrity of location, setting, design, workmanship, feeling, and association. The integrity of location is still intact, as the building has not been moved. The integrity of setting has been somewhat diminished by the development of industrial properties adjacent to the market; however, the market is still surrounded by the modest, working-class houses that it would have served historically. The storefronts have been altered, diminishing the integrity of materials; however, the integrity of workmanship and design are still intact, as the building's historic function and the construction techniques used to build it are still evident. The integrity of feeling and association are intact, as the property still evokes the sense of an early 20th century commercial property, and retains the essential physical features to convey its significance.

The Lanza Brothers market was not evaluated as a traditional cultural property (TCP). National Register Bulletin #38 defines a TCP as a resource that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in the community's history, and (b) are important in maintaining the continuing cultural identity of the community. The traditional cultural significance of a property is derived from the significance of the property's role within the community's historically rooted beliefs, customs, and practices (National Register Bulletin #38, 1). Identifying a NRHP-eligible TCP can usually be determined with a two-step question: Does the property have an integral relationship to traditional cultural practices or beliefs; and is the condition of the property such that the relevant relationships survive? In the case of the Lanza Brothers Market, there is no evidence to suggest that the owning and running of a market is inherently "Italian," or somehow ingrained within the cultural practices or beliefs of the Italian immigrant neighborhood. Furthermore, the Italian community in the area has been largely dissolved, so any relevant relationship to traditional cultural practices between the property and its surrounding community would no longer exist.

7/19/2016, view looking north at south elevation of 1801 N. Main St.



7/19/2016, view looking northeast at south and west elevations.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings 3CS, 5S3
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder) 1801 N. Main St

P1. Other Identifier: Lanza Brothers Market

*P2. Location: ___ Not for Publication X Unrestricted *a. County Los Angeles and (P2b and P2c or P2d.)

*b. USGS 7.5' Quad: Los Angeles Date: 1994 T: 01.0S; R: 13.0W; S: 15

c. Address: 1801 N. Main St City: Los Angeles Zip: 90065

d. UTM: (Give more than one for large and/or linear resources) Zone: ____ _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN:541O019005

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

Architectural Style: Utilitarian
Siding/Sheathing: brick, all visible sides , painted
Roof: flat
Fenestration: aluminum, fixed, storefront, alteration: yes
Primary Entrance: storefront, single door, three storefronts total
Other notable features: metal awning printed with "famous italian sandwiches since 1926", mural of sandwiches on right side

Plan: rectangular
No. Stories: 1, 2 buildings
Property Type: Market
Related: Modest turn of the century residence behind market, "Lanza Bros Market" wall sign
Retains integrity: yes

*P3b. Resource Attributes: (List attributes and codes) HP06, HP02

*P4. Resources Present: X Building ___ Structure ___ Object ___ Site ___ District ___ Element of District ___ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of photo: (View, data, accession #)
03/09/11

*P6. Date Constructed/Age and Sources: X Historic ___ Prehistoric ___ Both
1926

*P7. Owner and Address:
not known

*P8. Recorded by:
Kathryn McGee
Chattel Architecture, Planning and Preservation
13417 Ventura Boulevard
Sherman Oaks, CA 91423

*P9. Date Recorded: 05/25/2011

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")
Tanya Sorrell, Kathryn McGee, and Shane Swerdlow. Historic Resources Survey of the Cornfield Arroyo Seco Specific Plan. Prepared by LSA Associates and Chattel Architecture Planning and Preservation for Arup, April 2011

*Attachments: ___ None ___ Location Map ___ Sketch Map X Continuation Sheet X Building, Structure, and Object Record
___ Archeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1801 N. Main St

B1. Historic Name: Lanza Bros Market

B2. Common Name:

B3. Original Use: Market B4. Present Use: Market

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1926

*B7. Moved? X No ___ Yes ___ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Modest turn of the century residence behind market, "Lanza Bros Market" wall sign

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Area: Los Angeles Theme: ; Early Neighborhood Commercial Development 1880-1930

Period of Significance: 1926 Property Type: Commercial Applicable Criteria: A/1/1, HCM 5

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

The Lanza Brothers Market appears eligible for the National and California Registers and for HCM designation under Criterion A/1/1 because it is a rare intact commercial building associated with the Italian immigrant community, which has its roots in the earliest days of the Pueblo and continues to be active today. The building and associated residence was operated by the Lanza and Bruno families from the early 1920s through the early 2000s. In addition, the property appears to be eligible for designation as an HCM under Criterion 5 because it reflects the diversity of Los Angeles history as a physical representative of the City's Italian heritage.

Los Angeles City Directories starting as early as 1923 locate the Lanza Family at 1801 N Main St, listing Frank, a sheet metal worker, John (no occupation given), Joseph, a sheet metal worker, and Tony A., a sheet metal worker, as residing at 1801 N. Main. According to the 1930 United States Census, John Lanza was born in Italy to...(continued on next page)

B11. Additional Resource Attributes: (List attributes and codes) HP06, HP02

*B12. References:

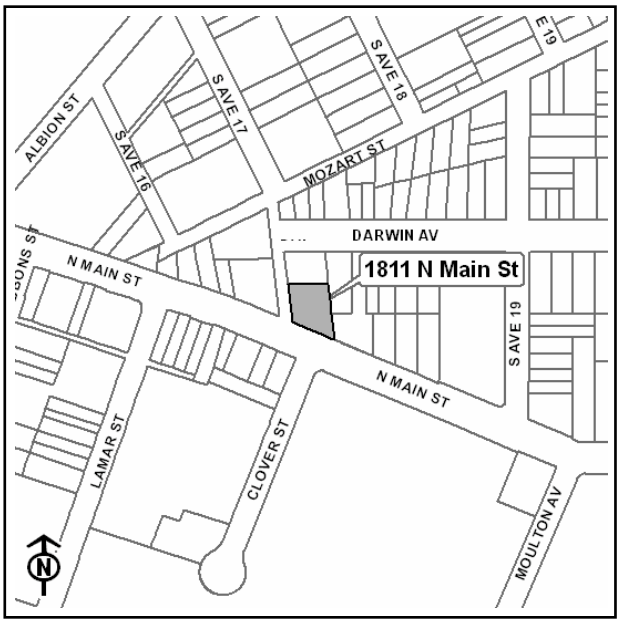
Sanborn Maps, Directories, LA Times Database, Census records

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)



*Required Information

B10. Statement of Significance (continued): Italian parents c. 1866 and immigrated to the United States in 1898. He was recorded in the 1930 U.S. Census as residing at 1801 N Main at the age of 64 where he lived with his wife, Phyllis (age 54; born in Italy), daughter, Margaret Bruno (age 21; born in Texas), son-in-law Nick Bruno (age 25; born in Italy), and grandchildren Sam, John, Rosala and Rosie. The 1930 U.S. Census also includes other Lanza family members residing on the property. Head of household, Frank Lanza (age 29; born in Italy) and his wife Jenny (age 21; born in Italy) resided at 1801 ½ N. Main with their children Johnny and Phyllis. Frank Lanza was a carpenter in a railroad shop at the time. At 1805 N. Main, head of household Phillip Lanza (age 28; born in Italy) resided with his wife Elizabeth (age 20; born in Colorado). Phillip Lanza was a builder of railroad cars at the time. At 1807 N. Main, head of household Anthony Lanza (age 26; born in Alabama) resided with his wife Cornelia (age 25; born in Italy) and their son, John. Anthony Lanza was a grocery merchant at the time. Census records indicate that while John and Phyllis Lanza lived in Los Angeles in the 1930s, they lived in southern states, likely including Texas and Alabama, and possibly also Louisiana, after immigrating to the U.S. and prior to moving to Los Angeles.

The 1927 Los Angeles City Directories also associate the property with Mary Millone, a grocer at 1803 N Main, and John Millone, who worked as a truck builder; the couple resided at 1706 Pomeroy Ave at the time. In addition, Bruno Pete meats is listed as tenant of 1803 N Main. The connection between the Lanza and Bruno names likely starts with Margaret Lanza's marriage to Nick Bruno (Margaret was the Texas-born daughter of John and Phyllis Lanza). The Millone connection is, however, unclear. It is possible Mary Millone was simply a worker at that location, or was related to the Lanza or Bruno Families in a manner that has not been identified; it is also possible the Millone family had a small shop in the building, since the building contains three storefront entrances (and could have contained three businesses). Anthony Lanza and wife Cornelia are listed as grocers at 1803 N Main and residing at 1801 ½ N Main in the 1942 LA City Directory. The Lanza Bros Grocery is located at 1803 N Main in the 1956 LA City Directory; Anthony Lanza still occupies 1801 ½ N Main; and 1807 N. Main is identified as Jerry G Barroy dry goods in the same year.

A 2000 Los Angeles Times article written by the son-in-law of Lanza Family member Gloria Worsham, who owned the property with her brothers Anthony and Louis Lanza for many years, notes that the site housed generations of Lanzas since the 1920s in the seven houses directly behind the store (not all of which are necessarily on the APN listed above; it is unclear exactly which houses are associated with the Lanza family). The author also notes, "My wife's family still owns most of the city block where the store sits, and her mother was brought up in the family compound that consists of the seven houses directly behind the store. But the family moved away long ago, Gloria and Anthony heading to the suburbs of San Gabriel a few miles away, Louis a little closer in Silver Lake. The Lanza Brothers market remained behind, however, and has served the neighborhood for 80 years." The author further notes, "When the [store opened] in the 1920s, [it was] a working-class neighborhood. In a time before supermarkets, it was the place where the Italian immigrants would buy fresh groceries on their way home from the nearby rail yards and factories. People would come to talk, buy stamps and money orders, and have a feeling of home and community in a strange new land." The article concludes that due to frequent break-ins and robberies in recent years, the Lanza family has vacated some or all of the site (Rick Garcia, 'Sunset in Lincoln Heights,' Los Angeles Times, 8 Oct. 2000). Current on-line reviews of the market indicate that it is being run by Korean immigrants.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #** (Assigned by Recorder) Taylor Yard Signal Tower

P1. Other Identifier: Map Reference #: D1-6

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** LOS ANGELES

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; ____ **1/4 of** ____ **1/4 of Sec** ____; ____ **B.M.**

c. Address 1231 N SAN FERNANDO RD City: LOS ANGELES CA Zip 90065

d. UTM: (Give more than one for large and/or linear resources) Zone ____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN 5445-006-909

P3a. Description: (Describe resource and its major elements. Include design, materials, condition,alterations, size, setting, and boudnaries.)

The subject building, located southwest of the intersection between San Fernando Road and Granada Street, consists of a single railroad yard signal tower on a long, narrow parcel. The building was moved in 1992, and again in 2013. Prior to 2013, it was located at 1559 N. San Fernando Road.

The tower was constructed in 1931 with Mediterranean Revival influences. Currently, its primary elevation faces northeast towards San Fernando Road. The signal tower is two stories in height and rectangular in plan with a hipped roof. The roof has boxed eaves and is clad in clay tile. The building has a thick, concrete foundation and the exterior is clad in smooth stucco. The main entrance is centered on first floor of the primary elevation; however, the original door has been removed. All that remains is the centralized opening. There is a partially-glazed wood door at the second level of the northwest elevation, but any access to it appears to have been removed. Windows are arranged in large groups of multi-light metal windows. Some sashes are fixed, others are casement, while others appear to be hopper or awning windows. On each elevation, there are two rectangular pilasters with simple, scored capitals.

***P3b. Resource Attributes:** (List Attributes and codes) HP04. Ancillary Building HP17. Railroad Depot

***P4. Resources Present:** ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing: (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
View looking southeast, 8/17/16

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1931 SurveyLA

***P7. Owner and Address:**
LACMTA
1 Gateway Plaza
Los Angeles, CA 90012

***P8. Recorded by:**
Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***P9. Date Recorded:** 4/21/2017

***P10. Survey Type:** (Describe)
Survey - Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2017

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

BUILDING, STRUCTURE AND OBJECT RECORD

***NRHP Status Code** 2S2

***Resource Name or #:** (Assigned by Recorder) Taylor Yard Signal Tower

B1. Historic Name: Taylor Yard Signal Tower

B2. Common Name: Taylor Yard Signal Tower

B3. Original Use: Railroad Signal Tower

B4. Present Use: Vacant

***B5. Architectural Style:** Mediterranean Revival

***B6. Construction History: (Construction date, alterations, and date of alterations)**

Constructed c. 1931. Moved in 1992 to 1559 San Fernando. Moved again in 2013 to current location (Adolfson & Peterson).

***B7. Moved?** ☐ No ☑ Yes ☐ Unknown **Date:** 1992 **Original Location:** 1559 San Fernando Road

***B8. Related Features:** N/A

B9a. Architect: Unknown **B9b builder:** Southern Pacific Railroad Co.

***B10. Significance: Theme** Southern Pacific Railroad Development **B10 area:** Los Angeles

Period of Significance: 1931-1949 **Property Type:** Industrial **Applicable Criteria:** A/1

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

This building meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) at the local level of significance for its association with the railroad history and industrial development of Los Angeles. The property has a period of significance of 1931, the year it was constructed, to 1949, the year Taylor Yard underwent $2,500,000 worth of renovations and was effectively rebuilt (Mullaly and Petty, 221). The building also meets NRHP Criteria Consideration B for moved properties. As a NRHP and CRHR eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The first railroad to be constructed in Los Angeles was the Southern Pacific Railroad (SPRR). As a subsidiary of Central Pacific Railroad, the SPRR constructed its primary line between San Francisco and Los Angeles through the Glendale Narrows. The new railroad tracks ran alongside the banks of the Los Angeles River and through land owned by Dr. David Burbank (Galvin Preservation Associates, 19). When the line was completed in the 1870s, Los Angeles had its first transcontinental shipping capability. (Herbert, 1).

Southern Pacific laid their tracks down San Fernando Road and then crossed the Los Angeles River just north of its confluence with the Arroyo Seco near present day Elysian Park. The tracks then curved west at the base of Elysian Hill to an area between present day Broadway Street and North Spring Street. This is where the Southern Pacific had its first depot and freight station, known as “River Station,” (no longer extant) which later was known as “the Cornfields.” It developed into a thriving commercial and industrial center, and much of Los Angeles’ early growth was made possible by the economic stimulus of the River Station industrial yard (LSA Associates, et.al., 11).

(see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

(see continuation sheet)

B13. Remarks:

None

***B14. Evaluator:** Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***Date of Evaluation:** 4/21/2017

(This space reserved for official comments.)

Sketch Map with north arrow required.

N

NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance (Continued from Page 2): In order to handle the increase in rail and passenger traffic, Southern Pacific began expanding their infrastructure by constructing or improving a number of rail yards and depots. In 1887, the Tropico and Burbank depot stops were added to the route. Neither depot remains today. (Mullaly and Petty, 15). In the late 1800s, Southern Pacific expanded the existing River Station facility in Los Angeles. It was originally constructed in 1876, and the expansion created a freight storage yard that could hold as many as 225 freight cars. By the early twentieth century, Southern Pacific added a second yard on the east side of the river, south of where Alameda Street crossed the river. It was located north of present-day downtown Los Angeles, on the east bank of the Los Angeles River north of Mission Road and west of present-day I-5. Today it is referred to as Mission/Taylor Junction.

River Station was Los Angeles' primary freight handling operation until 1925, when Southern Pacific shifted this function to Taylor Yard, a third freight storage facility to the north. Taylor Yard was located along the west side of San Fernando Road, east of the Los Angeles River near the Cypress Park neighborhood. Taylor Yard was initially referred to as the "New Classification Yard." The freight storage facility began to take shape in 1908, when Southern Pacific installed a switch and spur line to service the Taylor Milling Corporation. The Taylor Milling Corporation was owned by J. Hartley Taylor, a farmer-turned-successful businessman who made his fortune milling and selling grain. Farmers would bring their grain to the mill to be ground and mixed into cereal, flour, and even livestock feed. During World War I, the demand for food increased Taylor's business exponentially. Although the freight yard was damaged in a devastating 1914 flood, the yard was revamped in the 1920s and 1930s into a large, modern, facility that operated around the clock to help alleviate freight traffic congestion with assembly tracks, a roundhouse, and control towers (Historic Resources Group and Galvin Preservation Associates, 25). Taylor Yard spanned between Kerr Street and Loosmore Street, encompassing the area of land between the Los Angeles River and San Fernando Road (Sanborn Fire Insurance Map, 1931-1951).

Taylor Yard was in continuous operation as a switching yard for over fifty years. In 1949, Southern Pacific invested $2,500,000 to rebuild the facility and increase freight capacity (Mullaly and Petty, 221). At its peak in the mid-1950s, over 5,000 workers were employed at the site. In 1973, traffic through Taylor Yard began to decline following the completion of the Southern Pacific West Colton Switchyard near San Bernardino; by 1985, Taylor Yard was only being used for storage and maintenance. A few years later, Southern Pacific closed the facility and the 247-acre site was subdivided and sold. A portion was redeveloped for a Metrolink facility in 1992; in 1996, FedEx developed another section of the site. The State of California obtained a central portion of the site for the Rio de Los Angeles State Park, which opened to the public in 2007, and in 2011, the Sonia Sotomayor Learning Academies was completed (Historic Resources Group and Galvin Preservation Associates, 26-27).

The design of the signal tower has Mediterranean Revival influences. Mediterranean Revival is a broad term that refers to architecture influenced by that of countries in the Mediterranean region, such as Italy, Greece, and southern France. Lavish vacation homes designed in the 1800s by affluent visitors to Southern California were inspired by their travels to the Mediterranean. These beautiful homes inspired local manufacturers and designers, and were frequently published in widely read architectural photography books, particularly during the 1920s. The style grew in popularity, and became one of the most frequently used architectural styles in Southern California until it fell out of favor prior to World War II. The style is characterized by low-pitched clay tile roofs, smooth stucco cladding, simple decoration, rectangular openings and multi-light windows that are often casements (Appleton and Levick).

Evaluation

The property at 1231 N. San Fernando Road was surveyed in 2012 by Historic Resources Group and Galvin Preservation Associates for the City of Los Angeles. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the NRHP and CRHR under Criterion C/3 as an excellent and intact example of a railroad signal tower. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs that the property is eligible for the NRHP and CRHR, but under Criterion A/1 rather than C/3.

This building has a specific association with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The Taylor Yard Signal Tower is locally significant for its association with the railroad history and industrial development of Los Angeles. The subject building was constructed for the SPRR Taylor Yard freight handling facility around 1930, as part of efforts to modernize the facility following a damaging 1914 flood. After the improvements and the closure of its counterpart, River Station, Taylor Yard became the primary freight yard for Los Angeles. A number of modern railroad technologies were introduced in Southern California by way of Taylor Yard, and the facility was capable of operating at all hours, processing over 60 train cars a day. At its peak, the freight yard employed thousands of workers, many of whom lived across the Los Angeles River in Elysian Valley. The subject building appears to be the last remaining built property associated with the freight yard; the majority of the buildings and the tracks have been demolished in order to redevelop the large parcel that Taylor Yard used to occupy.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. J. Hartley Taylor is arguably the person most likely to have an association with the site, as he owned the milling company that prompted construction of the initial railroad spur. However, a signal tower would not be the best representation of his productive life. It is unlikely that he, as president of the Taylor Milling Corporation, was personally associated with a signal tower in the freight handling facility. An office building, where the majority of his time was likely spent, would serve as a better representation of his historic contributions; however, that building, as indicated in Los Angeles City Directories as 1520 N. San Fernando Road, has been demolished. The next best representation of Taylor's productive life would be his personal home. Taylor resided in Pasadena. (Los Angeles City Directories). Lastly, while many individuals have worked in the Taylor Yard since its initial development, collaborative efforts like these are typically best evaluated under Criterion A/1.

The subject property does not embody the distinctive characteristics of a type, method, or period of construction under NRHP Criterion C or CRHR Criterion 3. While it is an extant example of a railroad signal tower, it is not the only example within the study area. The Mission Tower at 1436 Alhambra Avenue in Los Angeles is similar in size, style, and design; however, the Mission Tower is a better representation of the property type and function, as the surrounding rail yard is still intact, providing additional context of the historic use. While the subject building has some Mediterranean Revival characteristics, it is a very small and utilitarian resource that only utilizes a few aspects of the style. Furthermore, the Mediterranean Revival style components were most likely applied to the boxy signal tower as a response to the popular taste of the time period, rather than a fully integrated design choice or pure expression of the style. The Taylor Yard Signal Tower lacks high artistic value, and is unlikely to be the work of a master. Lastly, it would not contribute to a district, due to the demolition of the remainder of Taylor Yard.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the signal tower are its proximity to the railroad tracks, its two-story height, symmetrical organization, smooth stucco cladding, clay tile roof, pilasters, and groups of windows. The boundaries of the historic property are limited to the signal tower only; the building is located on a large parcel of land that was previously part of Taylor Yard. The remainder of Taylor Yard was demolished and the land was divided up for new uses. The area is now being redeveloped with new housing. As this housing is less than 50 years old, it was not described or evaluated as part of this study, and does not share the same historic associations with Taylor Yard under Criterion A/1.

In order to be eligible for the NRHP and CRHR, certain kinds of properties must meet further Criteria Considerations. One such kind of property is one that has been moved from its historic location. National Register Criteria Consideration B states that “a property moved from its original or historically significant location can be eligible if it is significant primarily for its architecture or it is the surviving property most importantly associated with a historic person or event” (National Park Service). In the case of the subject building, it was moved from its original location in Taylor Yard in 1992, and moved again in 2013; however, the building was not entirely removed from the historic site of Taylor Yard, and is still adjacent to the SPRR railroad tracks. Furthermore, the signal tower appears to be the last surviving built resource associated with Taylor Yard following redevelopment of the site. As such, it meets Criterion Consideration B.

In addition to the subject building having historic significance under Criterion A and meeting the requirements of Criterion Consideration B, the building retains integrity of design, materials, workmanship, feeling, and association. The integrity of location has been diminished by its relocation; however, as previously discussed, it is still on the site of Taylor Yard. The building retains its integrity of design, materials, and workmanship. The integrity of setting has been somewhat diminished due to continued development in the surrounding area; however, the building is still located directly adjacent to the railroad tracks, helping to reflect the building’s historic use. The integrity of feeling and association are intact, as the building still evokes the sense of an early railroad-related building, and retains the essential physical features to convey its significance.

B12. References (Continued from page 2)

Adolfson & Peterson Construction. Historic Dayton Avenue Signal Tower Relocated as Work Begins on the Taylor Yard Development. Http://www.a-p.com/news/press_releases/historic-dayton-avenue-signal-tower-relocated-work-begins-taylor-yard-developmen (accessed October 19, 2016).

Appleton, Mark and Melba Levick. California Mediterranean. New York: Rizzoli, 2007.

Galvin Preservation Associates. City of Burbank Citywide Historic Context Report. Report prepared for the Burbank Heritage Commission and City of Burbank Planning Division. September 2009.

Historic Resources Group and Galvin Preservation Associates. Northeast Los Angeles River Revitalization Area Historic Resources Survey Report. Report prepared for the City of Los Angeles Community Redevelopment Agency. June 2012.

Herbert, Rand F. Department of Parks and Recreation (DPR) Form Set: Southern Pacific Los Angeles Division, Union Pacific Railroad. 2002.

Los Angeles Public Library. Sanborn Fire Insurance Maps. Http://www.lapl.org/collections-resources/research-and-homework (accessed October 19, 2016).

LSA Associates, Inc., et.al. Historic Resources Survey: Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California. Report prepared for Arup North America, Ltd. June 3, 2011.

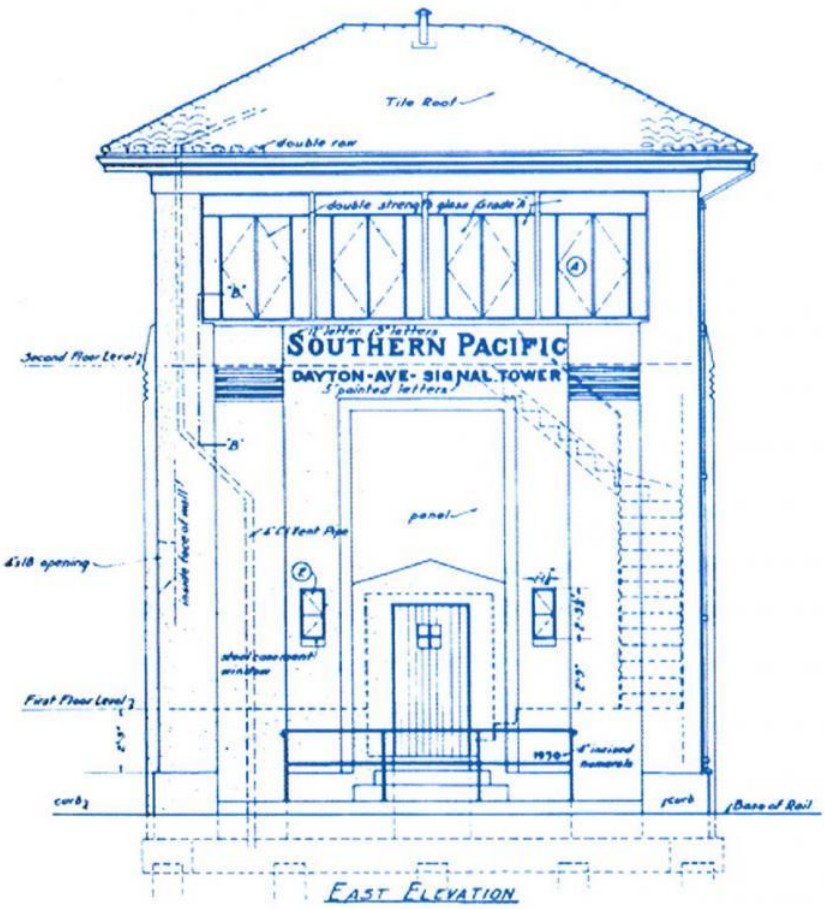
National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

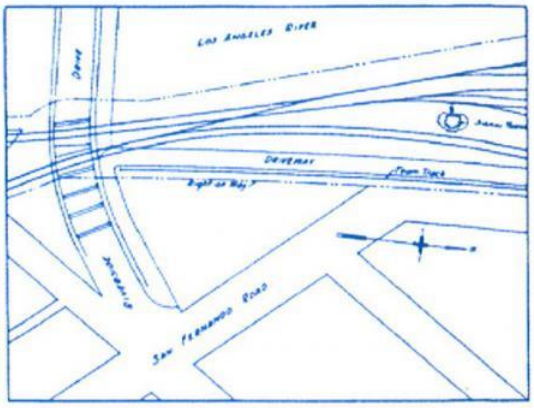
Primary #
HRI

***NRHP Status Code** 2S2

***Resource Name or #** (Assigned by recorder) Taylor Yard Signal Tower

Recorded By: Amanda Duane **Date:** 4/21/2017 ☒ Continuation ☐ Update





SOUTHERN PACIFIC CO.
SIGNAL TOWER
DAYTON-AVE TAYLOR YARD
LOS ANGELES. CALIF.
Plans, Section, Elev's & Details.
Scale: As noted E.W.M. Sept. 8-1930.
Revised Sept. 1-1930. E.W.M.
" " 23 P.R.B./O.L.
" Oct. 9. E.W.M.
" " 13 "
" " 30 "
Traced by - G.A.L. 12-22-31
MWD 8986 1 of 4

1930 Drawings for Taylor Yard Signal Tower. Dated 10/30/1930. Source: Adolfson & Peterson.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #** (Assigned by Recorder) Carden Sprinkler Company

P1. Other Identifier: Map Reference #: D1-7

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** LOS ANGELES

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Qua** _____ **Date** _____ **T** _____ ; **R** _____ ; ____ **1/4 of** ____ **1/4 of Sec** _____ ; _____ **B.M.**

c. Address 2909 FLETCHER DR City: LOS ANGELES CA Zip 90065

d. UTM (Give more than one for large and/or linear resources) Zone _____ ; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN 5458-002-012

P3a. Description: (Describe resource and its major elements. Include design, materials, condition,alterations, size, setting, and boundaries.)

The subject property, located on Fletcher Drive just east of the railroad tracks, consists of an office building, cold storage building, and a warehouse. The office and cold storage facilities were constructed in 1931, and the warehouse was constructed in 1960 (Building and Safety). The warehouse, a pre-fabricated steel structure, was constructed as an expansion of existing facilities outside the period of significance for the property. It does not share the same historic or stylistic context, and therefore does not contribute to the historic significance of the property. As such, it was not described or evaluated as a part of this study.

The rectangular office building was designed in the Art Deco style. It is two stories in height with a flat roof and raised parapet. The exterior walls are constructed of large concrete block and brick. Its primary elevation faces southeast towards Fletcher Drive. The primary elevation is symmetrically arranged and divided into vertical bays by pilasters. The main entrance is centered on the ground floor of the primary elevation, sheltered within a decorative projecting surround. The surround features bas relief floral motifs, scored geometric patterns, and a bas relief image of a milk maid superimposed over a large serifed letter "V." The entrance itself is comprised of two fully-glazed metal doors with sidelights and a transom. The metal door frame is likely plated in a copper alloy, such as bronze or brass, based on its blue-green patina. Above the projecting entryway, there are two glass block windows divided by a thick mullion. (see continuation sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP08. Industrial Building

***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing: (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
View of office building looking west, 7/7/16

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1931 Los Angeles County Assessor

***P7. Owner and Address:**
Carden Michael J
2909 Fletcher Drive
Los Angeles, CA 90065

***P8. Recorded by:**
Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***P9. Date Recorded:** 10/10/2016

***P10. Survey Type:** (Describe)
Survey - Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2016

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☐ Photograph Record Other (List):

BUILDING, STRUCTURE AND OBJECT RECORD

***NRHP Status Code** 2S2

***Resource Name or #:** (Assigned by Recorder) Carden Sprinkler Company

B1. Historic Name: Valley Maid Creamery

B2. Common Name: Carden Sprinkler Company

B3. Original Use: Industrial

B4. Present Use: Industrial

***B5. Architectural Style:** Art Deco

***B6. Construction History: (Construction date, alterations, and date of alterations)**

Constructed 1931. Warehouse constructed 1960.

***B7. Moved?** ☑ No ☐ Yes ☐ Unknown **Date:** **Original Location:**

***B8. Related Features:** Warehouse constructed 1960

B9a. Architect: Ted R. Cooper Company **B9b Builder:** Unknown

***B10. Significance: Theme** Industrial Development **B10 Area:** Los Angeles

Period of Significance: 1931 **Property Type:** Industrial **Applicable Criteria:** C/3

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

This building meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Under NRHP Criterion C and CRHR Criterion 3, it is a locally significant example of the Art Deco style applied to an industrial property and has a period of significance of 1931, the year it was constructed. As a NRHP and CRHR eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The property at 2090 Fletcher Drive is located in the Glassell Park neighborhood of Los Angeles. The Glassell Park neighborhood was named after attorney Andrew Glassell, who owned a large estate in the area in the late 1800s. His family subdivided and sold portions of his estate after his passing in 1901. The first subdivisions occurred in 1905 between Eagle Rock Boulevard (formerly Glassell Boulevard) and San Fernando Road. Eagle Rock Boulevard became a commercial and transportation corridor once the Los Angeles Railway streetcar introduced a route down the boulevard in 1906. Glassell Park was annexed to Los Angeles in 1912 and 1916. Like Cypress Park to the south, the early residential tracts in Glassell Park have gabled or hipped-roof cottages with American Colonial Revival elements while later tracts have larger Craftsman homes as well as Spanish Colonial Revival and Mediterranean Revival styled residences (Historic Resources Group and Galvin Preservation Associates, “Northeast Los Angeles,” 22-23).

(see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

(see continuation sheet)

B13. Remarks: None

***B14. Evaluator:** Amanda Duane
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***Date of Evaluation:** 10/10/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.

N

NRHP-Eligible Historic Property Boundary highlighted in white.
Contributing resources highlighted in red.
Base image courtesy of LA County Tax Assessor.

P3a. Description (Continued from Page 1): On either side of the entrance, there are symmetrically arranged windows. The ground floor windows are two rows of tripartite windows separated by a spandrel panel. The second-floor windows are multi-light metal windows with single hopper sashes. At the east and west ends of the primary elevation are porte-cocheres for automobile access. The porte-cocheres are elaborated with the same incised geometric ornament as the office building. The east and west elevations are clad in brick and feature multi-light metal windows with brick sills. The north elevation faces the rear of the property and is not visible from the public right-of-way.

The western porte-cochere connects the office building to the cold storage building. The cold storage building is rectangular in plan with a flat roof and raised parapet. The primary elevation, facing southeast, is partially obscured by overgrown vegetation and is not fully visible from the public right-of-way. Based on what is visible, there is a tilt-up metal door at the center of the primary elevation, flanked by symmetrically arranged windows. The roofline is elaborated with incised geometric ornamentation, similar to the decoration seen on the office building. The east elevation of the garage is clad in brick. There are two large openings for vehicular doors that appear to have been infilled with brick. The north elevation faces the rear of the property and is not visible from the public right-of-way; the west elevation faces the railroad tracks and is not visible from the public right-of-way.

B10. Significance (Continued from Page 2): The subject building was constructed in 1932 for the Valley Dairy Company, Inc. At that time, the president of the company was Ben Fratkin. In 1938, Abraham Fratkin is listed as treasurer, and Sam Fratkin is listed as secretary. Research indicates that Ben and Sam Fratkin were Abraham Fratkin's sons (US Federal Census, 1930). A newspaper article at the time states that the Valley Dairy Company had been in operation for seven years in Los Angeles County prior to construction of their new offices and distribution center in Glassell Park ("Dairy Company to Build"). Another article suggests that the company began in El Monte, California around 1924 producing and distributing milk and ice cream ("El Monte Dairy is Enlarging Plant"). The company is listed at the subject property until 1939; however, by 1942, Valleymaid Creameries is listed at the address. As of 1953, Valleymaid Creameries was a division of the Creameries of America ("Executive Nabs Bandit in Beverly Hills Home). Creameries of America, Inc. was a large, Los Angeles-based holding company with subsidiaries in a number of states throughout the country ("Creameries Net Profit Maintained"); however, it is unclear whether Valleymaid Creameries was an entirely new business, the result of a merger, or perhaps a new name for the Valley Dairy Company. By 1961, the building was occupied by Dad's-Nesbitt Bottling (Los Angeles City Directories). The Nesbitt Fruit Products Company was founded in 1924, producing soda fountain syrups and ice cream toppings such as crushed fruit and hot fudge. The company was probably best-known for their "Nesbitt's Orange," an orange-flavored soda. It was introduced in 1927 and distributed as a syrup to soda fountains. In 1938, the company began bottling the soda. The soda was purportedly the "official" orange soda of Disneyland from the time it opened in 1955 until the 1960s (Scott, "Facts and History"). Other occupants listed at the subject property include State Beverage Co., the City of Los Angeles, FDM Refinery, and the current occupant, the J.M. Carden Sprinkler Company (Los Angeles City Directories).

Food distribution and cold storage in the Los Angeles area began as early as the late 1800s, as the urbanizing population had less access to food straight from the farm. Introduction of cold storage warehouses, ice plants, and refrigerated rail boxcars allowed for a wider distribution of fresh food, including ripe produce, eggs, butter, and cheese. Industrial development related to food storage and distribution was initially concentrated around packinghouses and railroad depots. The industry got an unexpected boost in the Prohibition era, as alcohol-related businesses had to find new avenues for income (LSA Associates, et. al., "SurveyLA Industrial Development," 45-48). One of the most important innovations for the industry was the advent of the refrigerated truck. These trucks allowed for products to be shipped from anywhere "in perfect condition" without the need for rail lines, or hauling large quantities of ice. Cold storage no longer had to be concentrated around rail lines, creating opportunities for development in new areas. There was a huge increase in cold storage services in the 1920s, creating new jobs and massive new facilities. By 1925, Los Angeles had the most cubic feet of cold storage in the entire country. Cold storage continued to be an important industry through the 1960s, as frozen foods and microwaved dinners grew in popularity (and necessity) during World War II and the post-war era (LSA Associates, et. al., "SurveyLA Industrial Development," 50-52).

Dairy cattle were an important commodity in Los Angeles County. Between 1925 and 1965, Los Angeles County was the leading "dairy county" in the country. At its peak in 1950, there were at least 600 dairies in Los Angeles County alone. The industry grew with the demand for dairy products, and benefitted from technology and techniques introduced by European immigrants—particularly those of Dutch descent. One of these techniques was called "drylot" dairying, in which cows were kept on smaller acreages and given purchased feed. While most of the properties used to actually keep cows have since been redeveloped for other uses, many barns and processing facilities related to the dairy industry remain (LSA Associates, et. al., "SurveyLA Industrial Development," 34).

During the late 1920s and early 1930s, when the subject property was constructed, architecture underwent an aesthetic shift towards more modern styles. This stylistic movement would later come to be known as "Art Deco," after the Exposition Internationale des Arts Decoratifs et Industriels Modernes of Paris in 1925 (Victoria and Albert Museum). The style employed geometric forms, stylized sculptural elements, and modern building materials such as polychrome terra cotta, and was most frequently applied to commercial buildings. The style is characterized by its decorative features, smooth stucco surfaces, geometric ornament, and an emphasis on verticality (Gleye 1981, 120-121).

Evaluation

The property at 2909 N. San Fernando Road was surveyed in 1992 by Gruen Associates for the Los Angeles County Transportation Commission as a part of the Environmental Impact Study for the Burbank-Glendale-Los Angeles Rail Transit Project. As a part of that survey, it was suggested that the property was eligible at the local level under Criterion C. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with this conclusion, and recommends a status code of 2S2.

This building does not have a specific association with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion

1. The facility was constructed for the Valley Dairy Company as an expansion of their El Monte facilities, and included offices, refrigerated storage, and distribution equipment. While the property appears to be associated with the twentieth century trend of cold storage, food distribution, and the dairy industry in Los Angeles, there is no evidence to suggest that it was individually important within this context. The company does not appear to have been an especially important or long-lasting one among its 600 counterparts, nor did research reveal any reason to suggest that the Valley Dairy Company (or subsequently Valleymaid Creameries) influenced the development of the dairy industry in the region. By time the property was used as a bottling plant for Nesbitt's in 1961, the dairy industry was no longer significant to the Los Angeles region (LSA Associates, et. al., "SurveyLA Industrial Development," 122).

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. Research did not reveal any information about the Fratkin family, for whom the facility was constructed, apart from their associations with the Valley Dairy Company. As the Valley Dairy Company does not appear to be an influential player in the dairy industry, it is unlikely that the Fratkins made any historically important contributions. Research did not reveal any key individuals associated with the subsequent businesses housed in the subject property. Lastly, while many individuals have worked at 2909 Fletcher Drive since its initial development, collaborative efforts like these are typically best evaluated under Criterion A/1.

Under NRHP Criterion C or CRHR Criterion 3, a building must embody a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant or distinguishable entity whose components may lack individual distinction—i.e., part of a historic district. The building was designed by the Ted R. Cooper Company. Research indicates that the company specialized in office and industrial buildings, and was active through the 1960s ("Music Firm Signs $300,000 Lease"). While the firm appears to have been successful and even prolific, there is no reason to believe that they would be considered a master. The property does not possess high artistic value, and would not contribute to a historic district, due to continued development in the area resulting in varied built dates and alterations to surrounding properties. However, the office and cold storage buildings embody the distinctive characteristics of a type and period of construction and therefore meet NRHP Criterion C and CRHR Criterion 3. The property is an excellent example of the Art Deco style as applied to an industrial property. The Art Deco style is expressed through the prevalent geometric "zig-zag" motifs, smooth surfaces, bas relief carvings, stepped appearance, and monumentality, even on a smaller scale.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the building are its rectangular form with flat roofs, symmetrically arranged rectangular window and door openings, concrete cladding, porte-cocheres, geometric Art Deco detailing, bas relief seal with serifed V, multi-light windows, and decorative copper alloy entry door. The boundaries of the historic property coincide with the legal parcel on which the buildings are located; however, the warehouse building on the site was constructed outside the period of significance, does not have the same architectural distinction, and does not contribute to the historic property.

In addition to the subject building having historic significance under Criterion C/3, the building retains integrity of location, design, materials, workmanship, feeling, and association. The integrity of location is intact, as the building has not been has been moved. The integrity of setting has been somewhat diminished due to continued development in the area. The integrity of design, materials, and workmanship remain intact, as there do not appear to be any major alterations to the exterior of the building. As such, the building retains its integrity of feeling, evoking the sense of a 1930s facility, and is therefore able to convey its historic associations.

B12. References

Ancestry. 1930 United States Federal Census. www.ancestry.com (accessed November 1, 2016).

California State Office of Historic Preservation. California Register of Historical Resources. http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

City of Los Angeles Department of Building and Safety. Online Building Records. Accessed October 26, 2016, http://ladbsdoc.lacity.org/idispublic/.

"Dairy Company to Build." Los Angeles Times. July 26, 1931. D2.

"El Monte Dairy is Enlarging Plant." Los Angeles Times. April 4, 1926. E5.

"Executive Nabs Bandit in Beverly Hills Home." Los Angeles Times. January 31, 1953. 3.

Gleye, Paul. The Architecture of Los Angeles. Los Angeles: Rosebud Books, 1981.

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Los Angeles Public Library. Los Angeles City Directories. http://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp (accessed November 1, 2016).

LSA Associates, Inc. et.al., Draft Historic Context Statement: SurveyLA Industrial Development. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. August 2011.

"Music Firm Signs $300,000 Lease." Los Angeles Times. February 20, 1966. I13.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

Victoria and Albert Museum. Art Deco. http://www.vam.ac.uk/page/a/art-deco (accessed November 1, 2016).

CONTINUATION SHEET

***NRHP Status Code** 2S2

***Resource Name or #:**(Assigned by Recorder) Carden Sprinkler Company

Recorded By Amanda Duane **Date:** 10/10/2016 ☑ Continuation ☐ Update

View of office building main entry looking north, 7/7/16

View of porte-cochere between office and cold storage buildings, looking north, 7/7/16

View of office and cold storage buildings looking northeast, 7/7/16

View of cold storage building looking north, 7/7/16

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 2S2

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #** (Assigned by Recorder) Glendale Water & Power Utility Operations Center

P1. Other Identifier: Map Reference #: D1-8

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** LOS ANGELES

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Qua** _____ **Date** _____ **T** _____ ;**R** _____ ; ____ **1/4 of** ____ **1/4 of Sec** _____ ; _____ **B.M.**

c. Address 901 FAIRMONT AVE City: GLENDALE CA Zip 91201-2405

d. UTM (Give more than one for large and/or linear resources) Zone _____ ; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN 5593-003-906 (primary)

P3a. Description: (Describe resource and its major elements. Include design, materials, condition,alterations, size, setting, and boundaries.)

The subject property, located between Fairmont Avenue, Flower Street, and San Fernando Road, contains multiple government and industrial buildings and structures as well as a surface parking lot. These buildings were constructed beginning in 1941 as the Glendale Water & Power Utility Operations Center, a steam-electric generating plant, and have since been added onto and updated. Review of historic aerial photographs indicates that the site has been modified over time. Some buildings and structures have been removed, replaced, added onto, or added within the overall complex over the past fifty years. Most of them are not fully visible from the public right-of-way due to a high surrounding concrete block wall.

From what can be seen from aerial photography, the majority of the buildings were constructed in no particular style; they have rectangular plans and flat or low-pitched roofs. There are approximately seven buildings, two covered parking sheds, over a dozen individual steam generators, transformers, switching units, and ancillary buildings and structures. (See Continuation Sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP09. Public Utility Building

***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☑ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing: (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
View facing southeast, 6/30/16

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1941 Los Angeles County Assessor

***P7. Owner and Address:**
City of Glendale
141 N. Glendale Ave
Glendale, CA 91206

***P8. Recorded by:**
Laura Groves
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***P9. Date Recorded:** 7/29/2016

***P10. Survey Type:** (Describe)
Survey - Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2016

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☑ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

***NRHP Status Code** 2S2

***Resource Name or #:** (Assigned by Recorder) Glendale Water & Power Utility Operations Center

B1. Historic Name: L.W. Grayson Steam-Electric Generating Station

B2. Common Name: Glendale Water & Power Utility Operations Center

B3. Original Use: Public Utility B4. Present Use: Public Utility

***B5. Architectural Style:** Late Moderne

***B6. Construction History: (Construction date, alterations, and date of alterations)**

(See Continuation Sheet)

***B7. Moved?** ☑ No ☐ Yes ☐ Unknown **Date:** **Original Location:**

***B8. Related Features:** Steam-electric generating plant, industrial buildings, transformers, surface parking lots.

B9a. Architect: Unknown **B9b Builder:** Unknown

***B10. Significance: Theme** Government Infrastructure and Services **B10 Area:** Glendale

Period of Significance: 1941-1955 **Property Type:** Steam Plant **Applicable Criteria:** A/1

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

The main building located at 901 Fairmont Avenue meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant example of a property associated with developmental history of power generation in Glendale under NRHP Criterion A and CRHR Criterion 1, with a period of significance of 1941-1955 (its years of operation prior to the redevelopment of the Grand Central Air Terminal to the Grand Central Industrial Center). As a NRHP and CRHR eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The main building, marked by signage stating "City of Glendale Public Service Department Steam Electric Generating Plant," on this property is accessed on Fairmont Avenue, just north of Ventura Freeway (SR134), in the southernmost part of Glendale, originally known as Tropico. The Southern Pacific Railroad's Tropico Station (no longer extant) was established in 1883, and the nearby townships of Tropico and Glendale were established in 1887. Glendale incorporated in 1906, followed by Tropico in 1911, and by 1918, Glendale had annexed Tropico (Harland Bartholomew & Associates 1996: 3-3 – 3-6). Glendale thrived and became a bedroom community by the early twentieth century as a result of its close proximity to Los Angeles. This was initially made possible by the highly accessible public transportation provided by the Pacific Electric Railway, but the increasingly popular automobile also contributed to the growth of Glendale. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP08

***B12. References:**

Los Angeles County Assessor Records; Historic Aerial Maps; Building Permits; Sanborn Fire Insurance Maps; Los Angeles Times Archives; City Directories (see continuation sheet)

B13. Remarks: Only the main building, known as the L.W. Grayson S

***B14. Evaluator:** Laura Groves
GPA Consulting
617 S. Olive Street, Ste 910
Los Angeles, CA 90014

***Date of Evaluation:** 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

***NRHP Status Code** 2S2

***Resource Name or #:**(Assigned by Recorder) Glendale Water & Power Utility Operations Center

Recorded By Laura Groves **Date:** 7/29/2016 ☑ Continuation ☐ Update

P3a. Description (Continued from Page 1): However, there is one main building, marked by signage stating "City of Glendale Public Service Department Steam Electric Generating Plant," which is visible facing southwest from the intersection of San Fernando Road and Highland Avenue, that was constructed with elements of the Late Moderne style. It has a large, complex massing and virtually no windows on its upper stories. Its primary elevation faces northeast towards San Fernando Road. It has a rectangular plan with a flat roof and raised parapet. The main building is several stories tall, although it is not apparent how many stories it is from the public right of way. It has one large voluminous space, (approximate) four to five stories high, that is connected to a long rectangular portion of the building (approximately two to three stories high). The exterior is clad in smooth, scored concrete. There are no visible entrances or windows. The east facing elevation (that is not visible from the public right of way) appears to have a series of large rectangular vents (or possibly screened windows) along the lower portion of the building. However, these are obstructed by an elevated vehicular bay, and what appear to be exterior turbines or generators, as well as the tall fence around the perimeter of the property.

According to visual observation and current aerial maps, the main building is located within the southeast corner of the property. It is separated from the east property line concrete block wall (along San Fernando Road) by a long rectangular electrical system (transformers) and other low-rise mechanical equipment. It is accompanied by five rectangular turbine structures, each with varying in size and number of turbines ranging from four to eight, to the west within the southwest corner of the property. There are also three large buildings with irregular plans (constructed between 1952 and 1964) encircling two smaller buildings with long rectangular plans (constructed by 1972) to the north of the main building, within the central portion of the property. Two of these buildings appear to be covered parking structures. Along the north property line (along Flower Street) from east to west is a large electrical system within the northeast corner of the property, a rectangular building with signage that reads "Glendale Fire Department Environmental Management Center," several vertically-oriented water tanks with signage on the surrounding wall that reads "Glendale Water Treatment Plant," and a large surface parking lot within the northwest corner of the property. There are at least five steam generator units dispersed throughout the southeast corner of the property that were constructed at various dates. They also vary in the number of stacks on each unit. There are also numerous smaller ancillary buildings (mostly rectangular in form), some of which appear to be freight containers, as well as a variety of power-generating related structures and appurtenances, either attached to the main building or freestanding throughout the parcel.

A high surrounding concrete block wall surrounds all of the property except for the "Glendale Fire Department Environmental Management Center." Although a metal security gate has been installed to restrict rear access, the front elevation is visible and accessible. The main entry to the entire site is centrally located along the west property line on Fairmont Avenue. It is marked by chamfered corners along the concrete block wall and signage that reads "Glendale Water & Power Utility Operations Center;" however, it is restricted.

B6. Construction History (Continued from Page 2):
Constructed 1941; Development of northern portion of the property between 1952 and 1964 - Flower Street, three large central buildings, several small structures, three turbine structures, and small additions to the main building; Construction of large cylindrical structure south of the main building and three long rectangular buildings within the central portion of the property by 1972 - Demolition of large cylindrical structure by 2003 and of one long rectangular building by 2012; Replacement of two southernmost turbine structures by 1977; Installation of large electrical system within the northeast corner of the property between 1980 and 1989; Installation of tanks along the north property line, currently marked by signage that reads "Glendale Water Treatment Plant", by 2003; Relocation of entrance to Fairmont Ave and installation of new signs on main building 2010; Replacement perimeter wall 2011; Construction of elevated eastern Fairmont Ave extension encircling the south property line for access to SR134 and repaving of the parking lot within the northwest corner of the property by 2012.

B10. Significance (Continued from Page 2): Within the San Fernando Road Corridor, development is primarily industrial in nature, with some commercial uses fronting onto San Fernando Road and residential uses on some intersecting side streets. Industrial development in the corridor began in earnest in the 1920s, aided by the proximity of the Southern Pacific Railroad Depot (400 West Cerritos Avenue, built 1923), Pacific Electric Railway, San Fernando Road, and the Grand Central Air Terminal (1310 Air Way, built 1928). In the post-war years, conversion of the former airfields to the Grand Central Industrial Park boosted industrial development within the surrounding area. The result of the boom in industrial development during the 20th century and the subsequent creation of nearby commercial and residential developments spurred the local government of Glendale to establish municipal infrastructure for its growing city. The municipality constructed new facilities for various service departments to serve and maintain the city's water, power, sewer, streets, law enforcement etc.

The City of Glendale was incorporated in 1906, three years after the first light and power system was put into place. The newly incorporated City of Glendale acquired the privately-owned Glendale Light and Power Company to provide street lighting and power to residences. Within the APE, the City of Glendale Municipal Power and Light Building (6135 San Fernando Road, Glendale, built 1930) is an extant resource from this early utility company. The Pacific Light and Power Company, followed by the Southern California Edison Company, serviced power to Glendale until 1937, after which the City entered into a contract to receive power from Hoover Dam to meet growing demands. The following year, the City determined that the city would not have sufficient power to service the growing demand, even with the additional power from Hoover Dam. In response, the City of Glendale built its own steam-electric generating plant on Fairmont Avenue. Its first unit, operating at a capacity of 20,000 kilowatts, opened for service in 1941 (901 Fairmont Avenue, Glendale) (City of Glendale, GWP: Celebrating 100 Years of Reliable Service). This facility was renamed the "L.W. Grayson Steam-Electric Generating Station" in 1970, after the retired head of the Glendale Public Service Department, L.W. Grayson (Yamada 2008).

Prior to serving the City of Glendale, Lauren Grayson began his professional career in Riverside without an engineering degree. By 1942, he became the Superintendent of Public Utilities for the City of Riverside and by 1950, Riverside's Chief Engineer and General Manager. The following year, he accepted the position as head of the City of Glendale's Public Service Department. When he accepted this position in 1951, it was at a time when the city's electrical demand was increasing sharply. During his tenure, the electrical demand went from 40,000 kilowatts to 140,000 kilowatts, when he retired in 1970. In acknowledgment of "his firm leadership during these growth years," the Glendale City Council renamed the steam electric

generating plant after him upon his retirement (Yamada 2008).

The City of Glendale Public Service Department Steam Electric Generating Plant was constructed in 1941 and is a representative example of a power station that has a defining characteristic of the institutional – infrastructure property type in its design as a neighborhood landmark which fits into the fabric of the community. It exhibits some character-defining features of the Late Moderne style that include the use of few or no windows on the façade, a general multi-story box with a flat roof, and prominent signage. This style has been used as an applied architectural style, as a screen placed in front a system of operating structures that include an electric generator, turbines, a condenser for water that is transported by pumps leading to and from a cooling tower and a boiler, where combustion gases are sent to the stacks.

Evaluation

The main building, marked by signage stating “City of Glendale Public Service Department Steam Electric Generating Plant,” on this property has specific important associations with historic events, patterns, or trends of development at a local level of significance and therefore meets NRHP Criterion A and CRHR Criterion 1. The City of Glendale constructed the steam-electric generating plant in 1941 to be operated by the Public Service Department in order to provide sufficient power to a growing population after World War II. Erecting a steam plant was a proactive measure on the part of the City of Glendale in an effort to discontinue paying other facilities in nearby Pasadena or Los Angeles. The boundaries of the historic property are limited to the main building. The later additions, such as the modern buildings and infrastructure as well as the replaced steam turbines, do not contribute to the property because they were most likely constructed outside of the period of significance 1941-1955, at which point the Grand Central Air Terminal was redeveloped as the Grand Central Industrial Center. This redevelopment incited major alterations throughout the subject property, but most noticeably the northern portion of the property which was formerly part of an air field. These later buildings and structures do not share the same important association with Glendale's developmental history of power generation as the 1941 Steam Electric Generating Plant and are not eligible under NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this facility does not share significant associations with the lives of persons important to history. This property has been associated with the local government’s public infrastructure and operation, and not individuals. Research did not indicate that these organizations represented the significant work of an individual. The property was named after Lauren Grayson in 1970 following his retirement from head of the City’s Public Service Department; his tenure began in 1951. However, its association with this person does not merit eligibility under Criterion B because the plant was merely named after him nearly 30 years following its initial erection to acknowledge his firm leadership during the city’s sharp increase and substantial growth in electrical demand in the post-World War II era. Research on Grayson did not reveal that he had a specific role in its initial or continual operation. Therefore, the property does not meet NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, for a property to be eligible for its type, period, or method of construction, it must be an important example – within its context – of building practices of a particular time in history (US Department of Interior 1995: 18). This is not the case with this building. The main building on the subject property is a representative example of a power station that has a defining characteristic of the institutional – infrastructure property type in its design as a neighborhood landmark which fits into the fabric of the community. It exhibits some character-defining features of the Late Moderne style; however, these features are predominantly applied and not integral to the design of the building, which appears to be typical in steam power plant design from this era. It does not appear to be an important example within this context. The subject building is not a remarkable example of the property type or architectural style nor is it of high artistic value. The other buildings on the property all appear to be utilitarian in form and design; they are rectangular boxes with low pitched gable roofs or are simple ancillary buildings and/or storage containers. These buildings have been altered or added to the property over the span of 30 years. Although most are still extant, these later buildings and structures did not follow the distinctive style of the original building, nor do they exhibit any other hallmarks of the style. There is no cohesive design linking the otherwise utilitarian additions. The property encompasses a large geographic area that has a shared historic context associated with power generation, but because of ongoing alterations to the property over the past 30 years, it no longer retains sufficient buildings and appurtenances from its period of significance to constitute a potential historic district. Because of these numerous alterations that include the replacement of steam turbines and the addition of modern buildings and infrastructure, it does not qualify as a National Register district as a whole. However, despite the fact that the main building retains integrity individually, it is not a distinguished or important example of its property type or style and therefore does not individually meet this criterion.

Under NRHP Criterion D or CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The main building, marked by signage stating “City of Glendale Public Service Department Steam Electric Generating Plant,” retains integrity of location, materials, design, workmanship, feeling, and association; however, the integrity of setting has been diminished by ongoing development on the site and in the area since the property’s construction according to historic aerial maps. Alterations on site include the development of the northern portion of the property at some point between 1952 and 1964, although it most likely occurred following the redevelopment of the Grand Central Air Terminal to the Grand Central Industrial Center in 1955. This resulted in an air field, undeveloped land, and a row of small rectangular buildings becoming Flower Street and within it - three large central buildings, several small structures, three turbine structures, and small additions to the main building. The three large buildings within the central portion of the property are still extant, although they have incurred small additions. By 1972, a very large cylindrical structure was erected just south of the main building, but it was demolished by 2003, and three long rectangular buildings were constructed between those three large buildings, though only two remained by 2012. The two southernmost turbine structures on the property were replaced by 1977. The large electrical system within the northeast corner of the property was erected between 1980 and 1989. The tanks along the north property line, currently marked by signage that reads “Glendale Water Treatment Plant” were visible by 2003. An elevated eastern extension for Fairmont Avenue was constructed for access to SR134 by encircling the south property line and finished by 2012, at which time the parking lot within the northwest corner of the property was repaved. Therefore, overall the property as a whole has lost integrity from the 1940s when the main building

was originally constructed. The main building retains integrity individually.

B12. References (Continued from Page 2):

"City Orders Purchase of Airport Site," Los Angeles Times, June 17, 1956.

"City Power Need Labeled Urgent," Los Angeles Times, April 22, 1956.

"Industrial Parcel Called Best Place for Power Station," Los Angeles Times, October 1, 1972.

"New Glendale Power Unit Near Completion," Los Angeles Times, June 30, 1964.

"Selling Electricity Brings City Profit – and Pollution; Energy," Los Angeles Times, September 21, 2011.

"Tuesday Ceremony to Start Steam Plant Job," Los Angeles Times, July 15, 1962.

City of Glendale, GWP: Celebrating 100 Years of Reliable Service, www.glendaleca.gov/government/city-departments/glendale-water-and-power/about-us/gwp-celebrating-100-years-of-reliable-service-in-glendale (accessed August 24, 2016).

Harland Bartholomew & Associates, Final Reconnaissance Level Historic Resources Survey of the San Fernando Road Corridor Redevelopment Project Area, report prepared for the Glendale Redevelopment Agency (November 1996).

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Nationwide Environmental Research, LLC (NETR), Historic Aerials, www.historicaerials.com (accessed October 17, 2016).

US Department of the Interior, National Parks Service, National Register Bulletin: How to Apply the National Register Criteria for Evaluation (1995).

CONTINUATION SHEET

***NRHP Status Code** 2S2

***Resource Name or #:**(Assigned by Recorder) Glendale Water & Power Utility Operations Center

Recorded By Laura Groves **Date:** 7/29/2016 ☑ Continuation ☐ Update

1. View of main building façade from San Fernando Road, facing SW, 6/30/16

2. View of main building rear elevation from Fairmont, facing NE, 6/30/16

3. View of main building behind electrical structures and ancillary buildings (R) & turbine structures (L) from Fairmont, facing N, 6/30/16

4. View of turbine structure from Fairmont, facing NE, 6/30/16

5. View of main entrance from Fairmont, facing NW, 6/30/16

Photo 5: 901 Fairmont Avenue (main building, looking northeast, ca. 1950s). Source: City of Glendale as referenced by Wikimedia Commons. "File: Grayson Power Plant.jpg." Last modified March 15, 2014. https://commons.wikimedia.org/wiki/File:Grayson_Power_Plant.

Photo 6: 901 Fairmont Avenue (aerial, 1952). The eligible main building is highlighted in red. Note the northern portion of the property adjacent to the air field prior to the redevelopment of the Grand Central Air Terminal to the Grand Central Industrial Center in 1955. Source: HistoricAerials.com.

Photo 7: 901 Fairmont Avenue (aerial, 1964). The eligible main building is highlighted in red. Note the development of the northern portion of the property compared to the previous aerial in 1952. Source: HistoricAerials.com.

Photo 8: 901 Fairmont Avenue (aerial, 1972). The eligible main building is highlighted in red. Noticeable alterations to the site since 1964 include the construction of a large cylindrical structure south of the main building (demolished by 2003) and of three long rectangular buildings within the central portion of the property (only two remain by 2012). Source: HistoricAerials.com.

Photo 9: 901 Fairmont Avenue (aerial, 1977). The eligible main building is highlighted in red. The southernmost turbine structures are replaced by 1977. Source: HistoricAerials.com.

Photo 10: 901 Fairmont Avenue (aerial, 1980). The eligible main building is highlighted in red. Source: HistoricAerials.com.

Photo 11: 901 Fairmont Avenue (aerial, 1989). The eligible main building is highlighted in red. Between 1980 and 1989, the large electrical system within the northeast corner of the property was erected. Source: HistoricAerials.com.

Photo 12: 901 Fairmont Avenue (aerial, 2003). The eligible main building is highlighted in red. The tanks along the north property line, currently marked by signage that reads "Glendale Water Treatment Plant" were constructed by 2003. And, the large cylindrical structure south of the main building was demolished by 2003. Source: HistoricAerials.com.

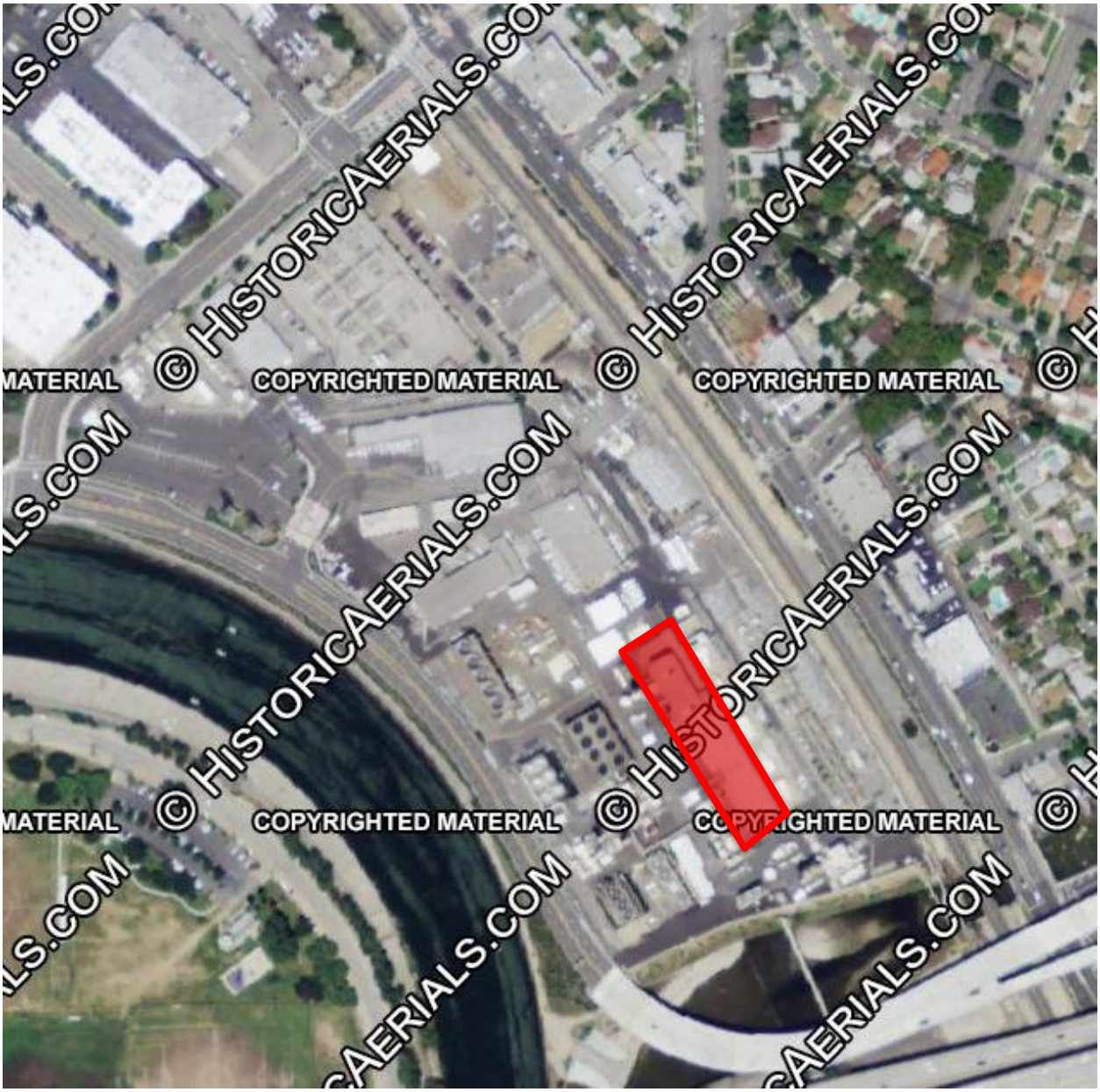

Photo 13: 901 Fairmont Avenue (aerial, 2012). The eligible main building is highlighted in red. By 2012, an elevated eastern extension of Fairmont Avenue was constructed for access to SR134, encircling the south property line. Also by this time, the parking lot within the northwest corner of the property had been repaved, and one of the long rectangular buildings within the central portion of the property had been demolished. Source: HistoricAerials.com.

*Resource Name or # (Assigned by recorder) Aero Industries Technical Institute

Recorded By: Amanda Duane, GPA Consulting Date: 4/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-9

P2. Location: 5245 W. San Fernando Road, Los Angeles, CA 90039

***NRHP Status Code:** 2S2

P5a. Photograph: See Page 5

Sketch Map:

NRHP-Eligible Historic Property Boundary highlighted in white.
Contributing resource under A/1 and C/3 highlighted in red.
Contributing resources under A/1 only highlighted in blue.
Base image courtesy of LA County Tax Assessor.
N

P3a. Description

The subject property, located on the southwest corner of San Fernando Road and Sperry Street, contains three buildings. One is currently being used as a school, another as a church, and the third as light manufacturing for beauty products.

The school building, with a street address of 5245 W. San Fernando Road, was initially constructed in 1937 as the primary office building for the Aero Industries Technical Institute. The Streamline Moderne building is located at the northeast corner of the property. It is two stories in height, generally rectangular in plan, and its primary elevation faces east towards San Fernando Road. The roof is flat with a raised parapet, and the exterior is clad in smooth stucco. The corners of the building are rounded, and each of the street-facing elevations are sheltered by a shallow, flat canopy with rounded corners. The primary entrance is generally centered on the ground floor of the primary elevation, and consists of a single fully-glazed metal door. The door is recessed within a decorative surround that spans the full height of the building, extending past the roofline to form a tower; historically, this tower was illuminated ("Extensive Airplane School Soon Ready for

Students"). At the ground floor, the surround includes a stylized cast stucco sun and feathered wing motif. The form of the wing crosses over the projecting volume of the surround and creates a sense of movement and horizontality. Above the entrance there is a rounded multi-light steel window. North of the primary entrance, there is a secondary entrance that consists of a single hollow metal door that appears to be non-original. The remainder of the ground floor is comprised of two-over-two double-hung windows arranged in groups of three. There is one pair of two adjacent to the secondary entrance; it is likely that the third window was removed and replaced with the hollow metal door. On the second floor of the primary elevation, two-over-two double-hung windows are arranged in groups of three and divided by thick, rounded mullions. On the north and south elevations, there are two-over-two double-hung windows typically arranged in groups of three or two. The west elevation faces the center of the property and is not visible from the public right-of-way.

The church building, with a street address of 5221 San Fernando Road, was initially constructed in 1937 as a secondary office building for the Aero Industries Technical Institute. The Streamline Moderne building is located at the southeast corner of the property. It has many of the same features as 5245 San Fernando Road, but on a smaller scale. The roof is flat with a raised parapet, and the exterior is clad in smooth stucco. The southeast corner of the building is rounded, and the street-facing elevations are sheltered by a shallow, flat canopy with rounded corners. The primary elevation is recessed underneath the canopy and consists of a single partially glazed wood door with a transom. The door is flanked by two two-over-two double hung windows. The remainder of the elevation is comprised of symmetrically arranged two-over-two double-hung windows; a horizontal ribbon of the windows wraps around the curving southeast corner. On the north end of the building, there appears to be a rectangular addition. It has solid stucco walls and blocks the original north elevation of the building. On the south elevation, there is a secondary entrance that consists of a single hollow metal door, and a one-over-one double-hung window. The west elevation faces the center of the property and is not visible from the public right-of-way.

The light manufacturing building was constructed in 1940 as a machine shop for the Aero Industries Technical Institute. The brick building has Streamline Moderne influences, and is located at the southwest corner of the property; its primary elevation faces east towards San Fernando Road. A non-original mansard roof has been added to the center of the roof. The main entrance is located on the second floor of the east elevation and consists of a single partially glazed door with a multi-light transom. It is accessed by a set of metal open-riser stairs. The windows on the building have been replaced with contemporary metal-framed windows with reflective glazing. The building has rounded corners and a flat canopy sheltering visible elevations. Due to the building's location on the lot, more features are not clearly visible from the public right-of-way.

The east edge of the property facing W. San Fernando Street is partially enclosed by a low stucco wall. The wall has Streamline Moderne design elements, and is integrated into the east elevations of the school and church buildings. At the southeast corner of the property, the end of the wall is marked by a stucco pylon that mimics the tower on the office building. The half stucco wall has been reinforced with a metal railing, and metal gates have been installed at driveway entrances. The metal railing and gates do not appear to be original.
Based on historic aerials, there are two additional properties that were historically associated with the Aero Industries Technical Institute located on an adjacent parcel; however, this parcel is not located within the study area. In addition, these two properties appear to have been altered.

B10. Significance

This building meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). The property represents an important period of the aviation industry in Los Angeles under NRHP Criterion A and CRHR Criterion 1, with a period of significance of 1937 to 1944, the years the property was associated with the Aero Industries Technical Institute. The school's primary office building is a locally significant example of the Streamline Moderne style applied to an industrial property under NRHP Criterion C and CRHR Criterion 3 and has a period of significance of 1937, the year it was constructed. As a NRHP and CRHR

eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The property at 5245 San Fernando Road is located in the Atwater Village neighborhood of Los Angeles. The area that became known as Atwater Village was annexed by Los Angeles in 1910, and its earliest subdivision was in 1909. Harriet Atwater Paramore's Atwater Park subdivision in 1912 gave the area its name, and further residential subdivisions followed in 1921 and 1922. The Pacific Electric Red Car line enabled Atwater Village to take advantage of the 1920s real estate boom, and many of the residential areas were subdivided by 1924. Revival style single-family homes originally constructed for working-class families are typical for this neighborhood. The area north of Chevy Chase Avenue was developed with commercial and industrial uses, especially along the Southern Pacific Railroad tracks and San Fernando Road (Historic Resources Group and Galvin Preservation Associates, "Northeast Los Angeles," 22-23).

The aviation industry blossomed in Los Angeles. After the Wright Brothers' first flight, rapid growth in the industry was catalyzed by World War I, the increase of the use of air mail, and the widespread popularity of Charles Lindbergh and aviation themed films, such as "Wings" or "Hell's Angels." Drawn to the area by its mild climate and wide expanses of open land available for large-scale facilities, several aircraft companies set up shop in the Southern California region alongside a number of early airports and air fields (LSA Associates, et. al., "SurveyLA Industrial Development," 148-150). As the demand for aircraft manufacturing continued to increase, so did the need for skilled workers trained in using the necessary equipment; to address this need, schools were developed to provide this training (LSA Associates, et. al., "SurveyLA Industrial Development," 154).

The buildings on the property were originally constructed for the Aero Industrial Technical Institute. The Aero Industries Technical Institute, shortened at the time to "Aero ITI," was a vocational school for the aircraft industry with a capacity for 500 students. The executive and supervisory board for the school was comprised of several prominent figures in the aircraft industry, including Robert E. Gross, John K. Northrop, and C. Van Dusen, among others. Gross was the then-president of the Lockheed Aircraft Corporation, Nothrop was the president of the Northrop Corporation, and Van Dusen was the vice president of the Consolidated Aircraft Corporation. John L. McKinley served as the school's manager ("Extensive Airplane School Soon Ready for Students"). As indicated on building permits for the property, new campus buildings were continually added over the years, including additional machine shops, classrooms, a canteen (cafeteria), and factory buildings for training; this continued construction was likely related to wartime preparations and the onset of World War II by 1941. The school was equipped with a railroad spur line for expeditious delivery of materials for training and manufacturing purposes.

By 1945, the property was occupied by Timm Industries, a subsidiary of Timm Aircraft Corp. The company manufactured equipment such as smaller motors for vending machines and vacuums ("Timm Industries"). Timm Industries occupied the property at least until 1954; however, research did not indicate exactly when the company left the premises. The owner of the property is listed as Monogram Precision Industries by 1959, as indicated on Los Angeles building permits issued that year. Monogram Precision industries was an electronics conglomerate developed by Benjamin B. Smith (Chaznov). The company occupied the property until at least 1965, as "B.B. Smith" is shown as the owner on permits issued through that year. In 1965, the smaller office building (5221 San Fernando Road) was converted to a restaurant. There were no permits on file after 1965 until 1985, at which point a company called Aero Scopic Engineering occupied the property.

The buildings on the property were designed in the Streamline Moderne style by the firm of Norstrom & Anderson. During the late 1920s and early 1930s, architecture underwent an aesthetic shift towards more modern styles. This stylistic movement would later come to be

known as "Art Deco," after the Exposition Internationale des Arts Decoratifs et Industriels Modernes of Paris in 1925 (Victoria and Albert Museum). The style employed geometric forms, stylized sculptural elements, and modern building materials such as polychrome terra cotta, and was most frequently applied to commercial buildings. The style is characterized by its decorative features, smooth stucco surfaces, geometric ornament, and an emphasis on verticality; this feeling of movement, and a general fascination with modern new technology and transportation was concentrated and amplified into the Streamline Moderne style. These sleek and aerodynamic designs were applied to everything from automobiles to toaster ovens in the 1930s, and architecture was no exception. The Streamline Moderne style is characterized by its unornamented surfaces, curved corners, and more horizontal emphasis than its Art Deco counterparts through the use of sweeping, aerodynamic lines (Gleye 1981, 120-121).

Norstrom & Anderson was a Los Angeles-based firm comprised of Alvan Edward Nordstrom and Milton Lawrence Anderson ("Memorandum"). Their work appears to have been largely commercial, although they designed at least two schools—the subject property, and the Hemphill Diesel Engineering School at 2121 N. San Fernando Road (Cooper et.al., 80). After Norstrom passed away in 1946, Anderson created his own firm.

Evaluation

The primary office building at 5245 W. San Fernando Road was surveyed in 2000 by LSA Associates as part of the Cultural Resource Assessment for Pacific Bell Wireless Facility VY 019-02. The DPR 523A form prepared for that survey indicated the building did not appear eligible for the National Register of Historic Places, but no DPR 523B form was included to provide the reason for this conclusion. In 2012, the primary office building was re-surveyed by K. A. Crawford/ Michael Brandman Associates. The 2012 survey indicated the building was eligible at the local level under NRHP Criterion C as an intact example of Streamline Moderne architecture, and assigned a status code 3S. The property as a whole, including the primary and secondary office buildings (now beauty school and church, respectively) and machine shop building (now light manufacturing) was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with the conclusion of the 2012 survey that the primary office building is eligible under criterion 3/C, and recommends a status code of 2S2. The project team also recommends that the property as a whole be considered significant under Criterion A/1, for its association with the local aviation industry.

This property is associated with the development of the aviation industry in Los Angeles. The property was developed as a school to provide vocational training in aircraft building as demand for the skills grew in the late 1930s. Aviation was an important industry in the Southern California region, and this property was an important and unique facility within this context. It was constructed during a period of tremendous growth and advantageously located near airfields and aircraft manufacturing facilities. The school no doubt played a part in major wartime preparations in the region. As such, the property is eligible at the local level under NRHP Criterion A and CRHR Criterion 1 for representing an important and unique aspect of Los Angeles' aviation industry.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. The most significant individual associated with the property, John K. Northrop, was a pivotal figure in the aviation industry. He was a key player in several large aviation companies, including Lockheed Martin, Douglas Aircraft, and his own company, Northrop Aircraft—later Northrop Grumman. His most important contributions took place at Northrop Aircraft, where he oversaw the development of "The Flying Wing." The Flying Wing, or XB-35, never entered production at the time due to budgetary complications, but would serve as the predecessor for the innovative and successful 1980s B-2 Stealth Bomber, which is still in use today ("Jack Nothrop"). Northrop's contributions are better represented by the Northrop R&D facilities, rather than the school where he served a supervisory role. Research did not reveal any evidence to suggest that the other individuals associated with the property, such as Gross, Van Dusen, or Smith, were as historically significant as

Northrop, or that their contributions would be better represented by another property, such as a primary office or residence. While many individuals have worked at or attended school at 5245 W. San Fernando Road since its initial development, collaborative efforts like these are typically best evaluated under Criterion A/1.

Under NRHP Criterion C or CRHR Criterion 3, a building must embody a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant or distinguishable entity whose components may lack individual distinction—i.e., part of a historic district. The building was designed by Norstrom and Anderson. Research indicates that the company specialized in commercial and institutional buildings, and was active until Norstrom's death in 1946. While the firm appears to have been comprised of competent architects, there is no reason to believe that they would be considered a master. There is very little scholarly exploration of their work, and available information about the firm is scarce. As such, they are arguably not "figures of recognized greatness" in their field. The property does not possess high artistic value, and would not contribute to a historic district, due to continued development in the area resulting in varied built dates and alterations to surrounding properties, including those historically associated with Aero ITI. The property was historically used as a campus, but the property is not a good example of campus design, and lacks any unifying features such as a master plan or circulation features. In addition, the loss of several buildings on the adjacent parcel, ongoing alterations, and the current individual uses of each building have diminished the integrity of a possible district. However, the primary office building constructed in 1937 embodies the distinctive characteristics of a type and period of construction and therefore meets NRHP Criterion C and CRHR Criterion 3. The building is an excellent example of the Streamline Moderne style. The style is expressed in the curved corners, unornamented smooth surfaces, horizontality, and emphasis on movement, particularly in the wing motif surrounding the entrance. Although the two smaller buildings on the property also possess some Streamline Moderne elements, they are more modest in design and explore only the most basic features of the style. As such, they do not rise to the level of significance for the NRHP or CRHR under Criterion C/3 and are significant under Criterion A/1 only.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the property are their use as school and office buildings, and their Streamline Moderne influenced design. The primary office building is characterized by its smooth stucco cladding, rounded corners, horizontal ribbons of windows, flat canopies, and its emphasis on horizontality and the feeling of movement. The boundaries of the historic property coincide with the legal parcel on which it is located and include the stucco wall along the east end of the school and church buildings. The Aero Industries Technical Institute campus historically consisted of two additional properties on an adjacent parcel; however, these buildings appear to have been heavily altered, and are not able to convey the same historic associations as the subject property.

In addition to the property as a whole having significance under A/1, and the primary office building also having significance under Criterion C/3, the property retains integrity of location, design, materials, workmanship and association. The integrity of setting has been somewhat diminished due to continued development in the area. The integrity of feeling has also been diminished due to the disparate, present uses of the separate campus buildings. However, there appear to be few alterations to the exterior of the buildings, apart from new windows in historic openings on the machine shop, and the property is still able to convey its significance under Criterion A/1. The primary office building appears to be unaltered apart from new signage for the beauty school, and the installation of cell equipment on the tower, and retains enough integrity to convey its significance under Criterion C/3.

7/26/2016, view looking northwest at south and east elevations of primary office building (currently being used as a school).

7/26/2016, view looking southwest at north and east elevations of primary office building (currently being used as a school).

7/26/2016, detail view looking west at entrance and wing motif on primary office building (currently being used as a school).

7/26/2016, view looking north at south elevation of secondary office building (currently being used as a church).

7/26/2016, view looking northwest at south and east elevations of secondary office building (currently being used as a church).

7/26/2016, view looking west at entryway of secondary office building (currently being used as a church).

7/26/2016, view looking southwest at north and east elevations of secondary office building (currently being used as a church).

7/26/2016, view looking northwest at south elevation of the machine shop building (currently being used for light manufacturing).

7/26/2016, view looking west at east elevation of the machine shop building (currently being used for light manufacturing).

B12. References:

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Victoria and Albert Museum. *Art Deco.* http://www.vam.ac.uk/page/a/art-deco (accessed November 1, 2016).

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

Primary # 19-186638
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code ____ Reviewer ____ Date ____

 *Resource Name or #: (Assigned by recorder) VY019-02

P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Burbank Date 1966 (1972) T 1 N ; R 13 W ; Unsectioned ; S.B. B.M.
c. Address 5245 West San Fernando Road City Los Angeles Zip 90039
d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; ____ mE / ____ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Two-story office/industrial structure in the Streamline Moderne style. The building has a central vertical tower. Moderne elements include the curved corners of the building, the flat roof with parapet, smooth stucco wall surface and horizontal banding. A decorative wing-like relief is located above the entrance door. The tower rises in a slightly stepped fashion and each side has a vertical groove. The building does not appear eligible for the National Register of Historic Places.

*P3b. Resource Attributes: (List attributes and codes) HP15 (Educational Building); HP6 (Commercial Building); HP8 (Industrial Building)
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing: (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) East elevation of building

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1937; Los Angeles County Assessor

*P7. Owner and Address:
Spiszman Family Trust
4710 Ledge Ave
North Hollywood, CA 91602

*P8. Recorded by: (Name, affiliation, and address): Pam O'Connor, for LSA Assoc., Irvine, CA

*P9. Date recorded: Sept 1, 2000

*P10. Survey Type: (Describe) Cultural Resource Assessment

*P11. Report citation: (Cite survey report and other sources or enter "none.") Cultural Resource Assessment for Pacific Bell Wireless Facility VY 019-02, County of Los Angeles, California LSA Associates, Inc. 1 Park Plaza, Suite 500, Irvine, CA 92614

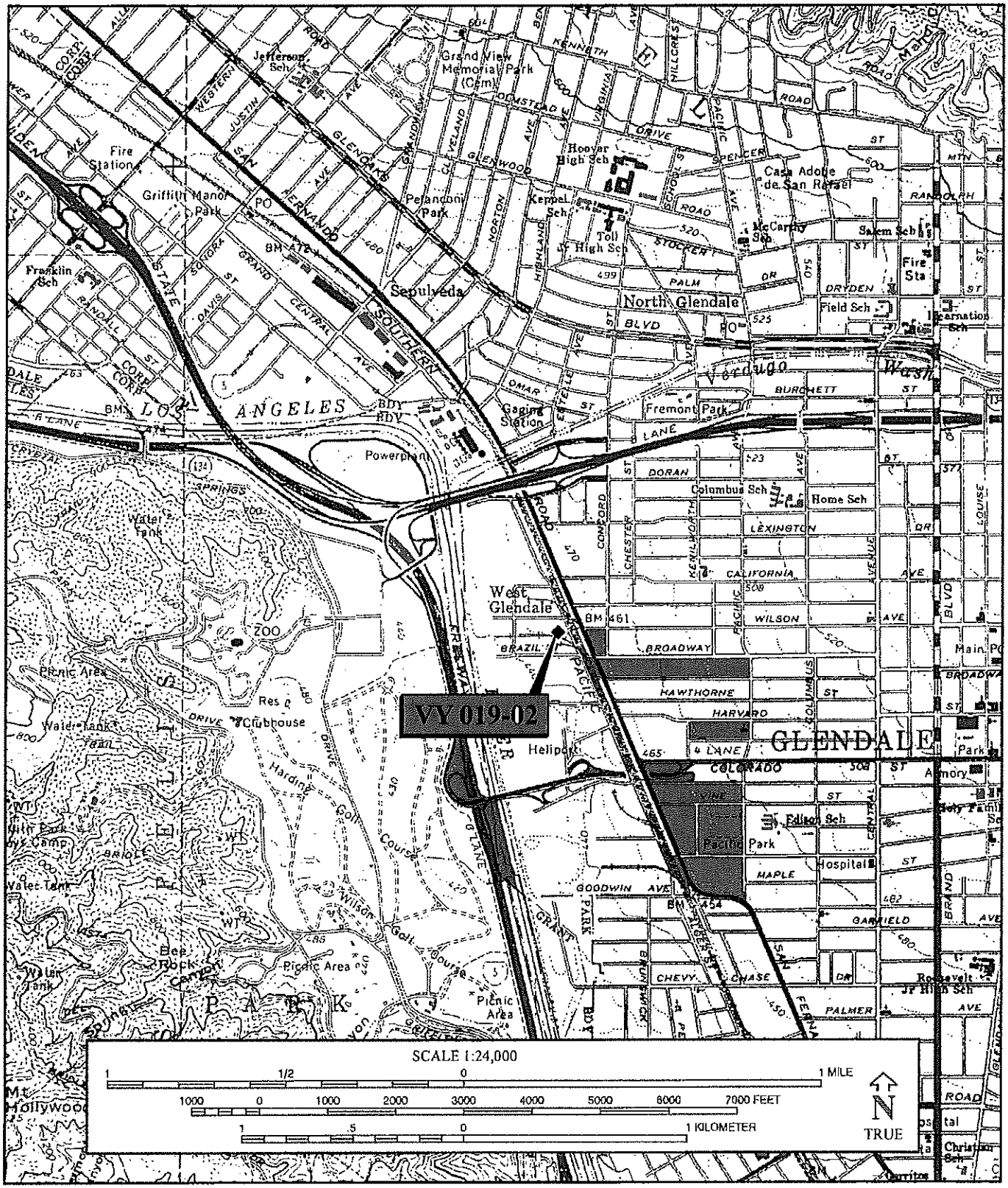
Attachments: ☐None ☒Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List)

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

Primary # 19-186638
HRI #
Trinomial

Page 2 of 2 *Resource Name or # (Assigned by recorder) VY 019-02

*Map Name: Burbank Quad *Scale: 1:24,000 *Date of Map: 1966 (1972)



DPR 523J (1/95) *Required Information

State of California
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 3S
Other Listings _____
Review Code_____Reviewer_____Date_____

***Page** 1 of 17 ***Resource Name or #:** T-Mobile West LLC SV00019A/VY019 Aeroscopic

*update.

***P1. Other Identifier:** Beauty College

***P2: Location:** Not for publication Unrestricted X a. County: Los Angeles
And (P2b and P2c or P2d. Attach a location map as necessary.)

***b. USGS Quad** Burbank ***Date:** 1975 T; R; ¼ of ¼ of Sec. _____ B.M._____

c. Address: 5245 West San Fernando Road City: Los Angeles Zip: 90039

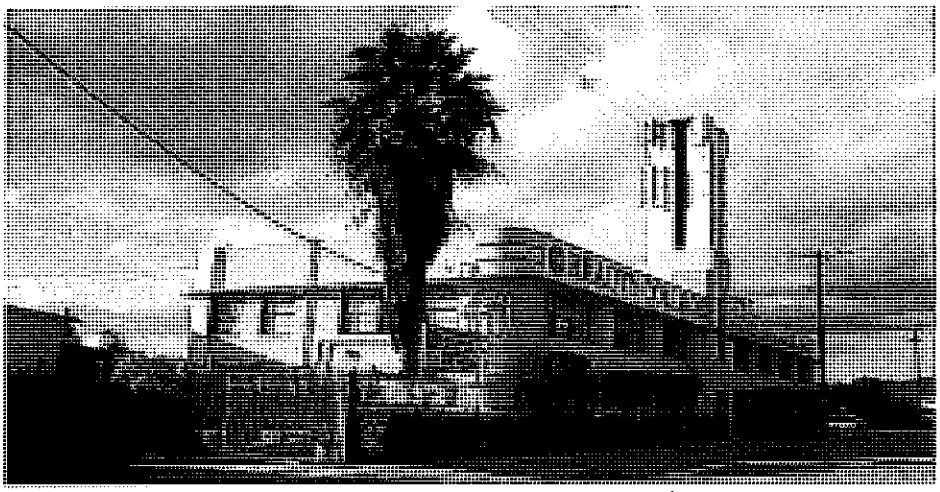
d. UTM: (Give more than one large or linear resources) Zone: Me/ mN

e. Other Locational Data (e.g. parcel #, directions to resource, elevation, etc. as appropriate);
APN: 5593-010-016

***P3a. Description** (Describe resource and its major elements, include design, materials, condition, alterations, size, setting and boundaries.)

The subject property is s two-story, asymmetrical, irregular shaped, Streamline Moderne style, commercial office building located on a main commercial artery in a heavily industrialized area of Los Angeles. The building has a concrete foundation, stucco exterior and a flat roof. The building's design is defined by classic Streamline Moderne detailing. The ends of the building have curved walls, horizontal incised lines accent the upper portion of the front walls, and the entrance has Streamline Moderne elements above the door. The Streamline Moderne elements extend up the front façade and meld into a stepped tower with Streamline Moderne detailing. Vertical detailing accents the tower and the lower area of the tower includes a rectangular section of metal framed, multilite windows. The tower terminates in curved sections. Windows are metal framed, multilite, casement style windows set in long rows across the facades. Doors are single metal doors that provide access to the multiple office units located within the structure. The rear of the building contains a metal stair section leading to the roof and a long concrete ramp leading to a rear entrance. A parking lot is located behind the building. The building is in good condition with no major alterations noted.

***P3b. Resource Attributes:** (List attributes and codes) HP 6: 1-3 Story Commercial Building



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

P5b. Description of Photo: (View, date Accessions #) View W/12/19/2012

***P6. Date Constructed/Age and Source** Historic X Prehistoric Both c. 1940/Los Angeles County Assessor's Records ***P7. Address:** Margil Spiszman, 4710 Ledge Avenue, North Hollywood, CA 91602

***P8: Recorded by:** (Name, Affiliation, Address) K.A. Crawford, Michael Brandman Associates, 220 Commerce St., Irvine, CA ***P9. Date Recorded:** 12/19/2012

***P10. Type of Survey:** (Describe) Intensive ***P11: Report Citation** (Cite Survey Report and other sources, or enter "None".) None

***Attachments:** None Location Map Sketch Map **Continuation Sheet** X **Building, Structure and Object Record** X Archaeological Record District Record Liner Resource Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
RESIDENCE, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#
***NRHP Status Code** 3S

***Page** 2 of 17 ***Resource Name or # (Assigned by Recorder):** T-Mobile West LLC SV00019A/VY019 Aeroscopic

B1. Historic Name: None

B2: Common Name: Beauty College

B3. Original Use: Commercial/Office

B4: Present Use: Commercial/Office

***B5: Architectural Style:** Streamline Moderne

***B6: Construction History:** (Construction Date, alterations and dates of alterations)

The subject building was constructed in approximately 1940. No major alterations to the building were noted.

***B7. Moved?** X No Yes Unknown Date: Original Location

***B8. Related Features:** None

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Development of Northeast Los Angeles and Streamline Moderne Architecture

Area: Northeast Los Angeles **Period of Significance:** 1940-Present **Property Type:** Commercial

Applicable Criteria: A and C

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

The Northeast area of Los Angeles was originally part of the Spanish and Mexican land grants of Rancho San Rafael and Rancho San Pascual. When the original Pueblo de Los Angeles incorporated as the City of Los Angeles in 1850, this area was located outside of the downtown commercial core. The area contained San Fernando Road, originally part of State Route 99 and it served as a major connecting artery across the Burbank, North Hills and San Fernando Valley areas. Over the twentieth century, the San Fernando Road area in Northeast Los Angeles became heavily industrialized. The tracks of the Southern Pacific Railroad ran through the center of the area, a prime reason for the location of numerous commercial, manufacturing and shipping industries. .The subject property was located in this area as one of hundreds of commercial properties and served as an office complex. The building is adjacent to another Streamline Moderne building constructed in 1937 but no information was located regarding the original owners or occupants of the two structures. The City of Los Angeles Planning Department files and the records of the Los Angeles Conservancy did not contain information regarding the subject property and it does not appear that the building is listed on any historic registers at this time. The building is in good condition and is a good local example of intact Streamline Moderne architecture.

B11. Additional Resource Attributes: (List attributes and codes) None

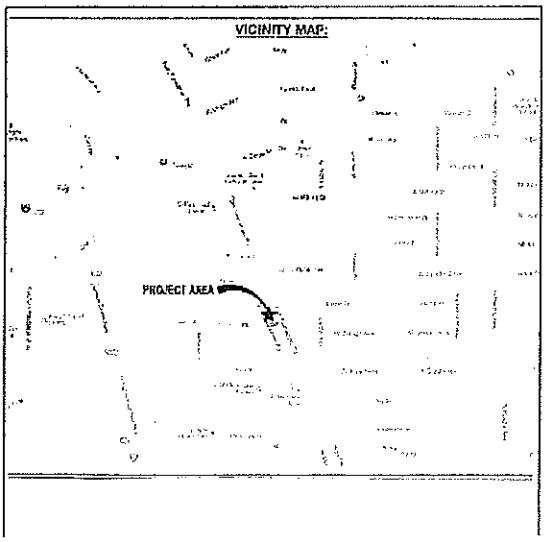
***B12. References:** McAlester and McAlester, *A Guide to Americon Houses*, 1991; Historicaerials.com; County of Los Angeles Assessor's Records; City of Los Angeles Building Department Records; City of Los Angeles Planning Department Records and

B13. Remarks: None

***B14: Evaluators:** K.A. Crawford

***Date of Evaluation:** 12/19/2012

(This space reserved for official comments.)



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

 *Resource Name or # (Assigned by recorder) T-Mobile West LLC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

(Continued from page 2)

Integrity Statement

In regard to the seven aspects of integrity – location, design, setting, materials, workmanship, feeling and association – the c.1940 Streamline Moderne style commercial building on this property has retained its original location. The building has not been moved. The setting, feeling, and association have not remained intact as the urban area surrounding the structure has changed. The design, materials and workmanship appear to be in basically original condition. The integrity level is good and the condition of the building is good.

National Register of Historic Places Eligibility Evaluation

The property was assessed under National Register of Historic Places **Criterion A** for its potential significance as part of any historic trends or events that may have made a significant contribution to the broad patterns of our history. The building was constructed as part of the overall continuing commercial development of the Northeast Los Angeles area which began in the 1880s and continues to the present time. The building is located in an industrial area of the city but does not appear to have played any significant role in the development of this commercial area of the city. It appears to have been one of hundreds of small commercial properties in the immediate area. There is no significant trend or event associated with the property. **Therefore, the property does not appear to meet the criteria for significance under Criterion A: Event.**

The property was assessed under National Register of Historic Places **Criterion B** for its potential significance and association with a person of importance in national history. There is no evidence to suggest that any of the persons associated with the construction or development of the building were considered important in the history of the property or nation. None of the persons associated with the property appear to be historically significant at the level necessary to meet the criteria for National Register of Historic Places. **Therefore, the property does not appear to meet the criteria for significance under Criterion B: Person.**

The property was assessed under National Register of Historic Places **Criterion C** for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of Streamline Moderne architecture, represents the work of a master architect, builder or craftsman, possesses high artistic values, or represents a significant or distingnishable entity whose components lack individual distinction. The building's style does rise to a level of significance to qualify for the National Register of Historic Places. The building embodies the key, defining characteristics of the Streamline Moderne style with its curved walls, incised detailing, iconic tower, large window sections and horizontal detailing. No major alterations have altered the building's original design concepts and the building's exterior is in essentially original condition. The building is not a good example of the work of a master architect or craftsman as the no persons associated with the design or construction were identified. Therefore, the building cannot be considered to represent the work of a master architect, builder or craftsman. **Therefore, the property does appear to meet the criteria for significance under Criterion C: Architecture as a good example of Streamline Moderne style architecture.**

The property was assessed under National Register of Historic Places **Criterion D** for its potential significance and its ability to convey information. The property does not yield, or may not be likely to yield, information important in prehistory or history. In order for buildings, structures, or objects to be significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case with this property. **Therefore, the property does not appear to meet the criteria for significance under Criterion D: Information Potential.**

In summary, the property does not appear to qualify for the National Register of Historic Places under any of the above criteria. Therefore, the building is not considered to be an historic resource for the purposes of the NHPA. The property was not accessed for eligibility under the California Register or local Los Angeles Register eligibility.

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 4 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

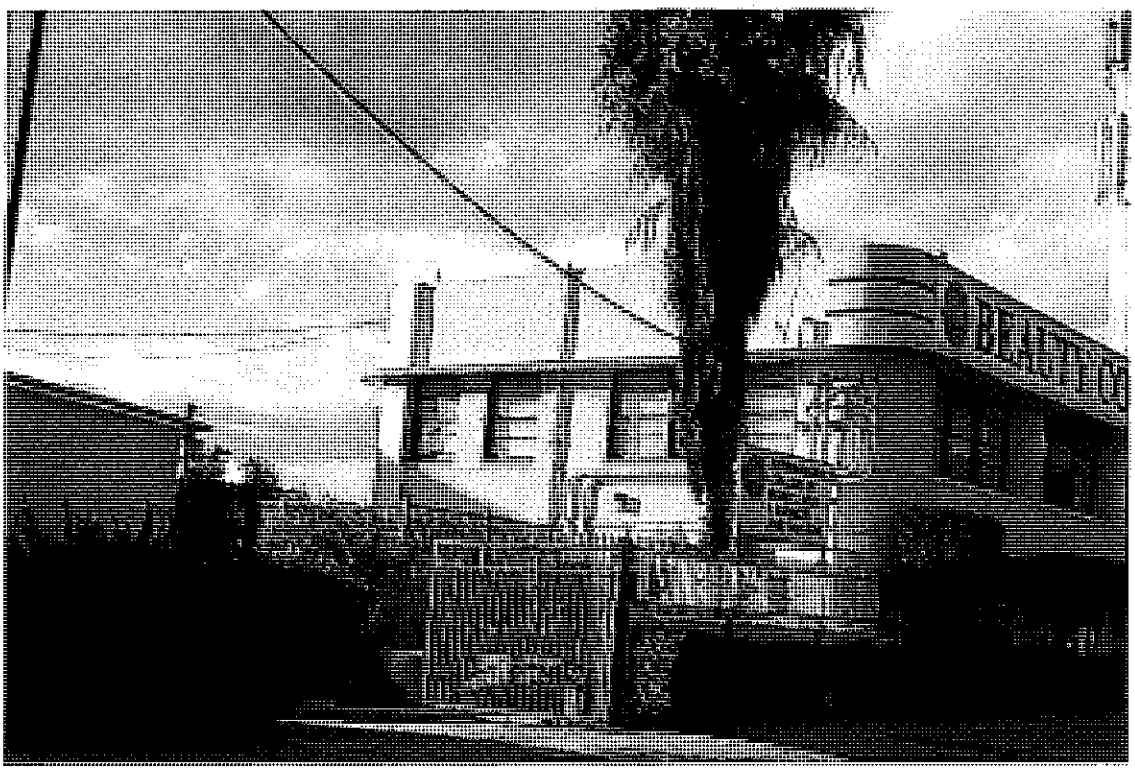
T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View North/South and East Facades
December 19, 2012

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 5 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northwest/South and East Facades
December 19, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
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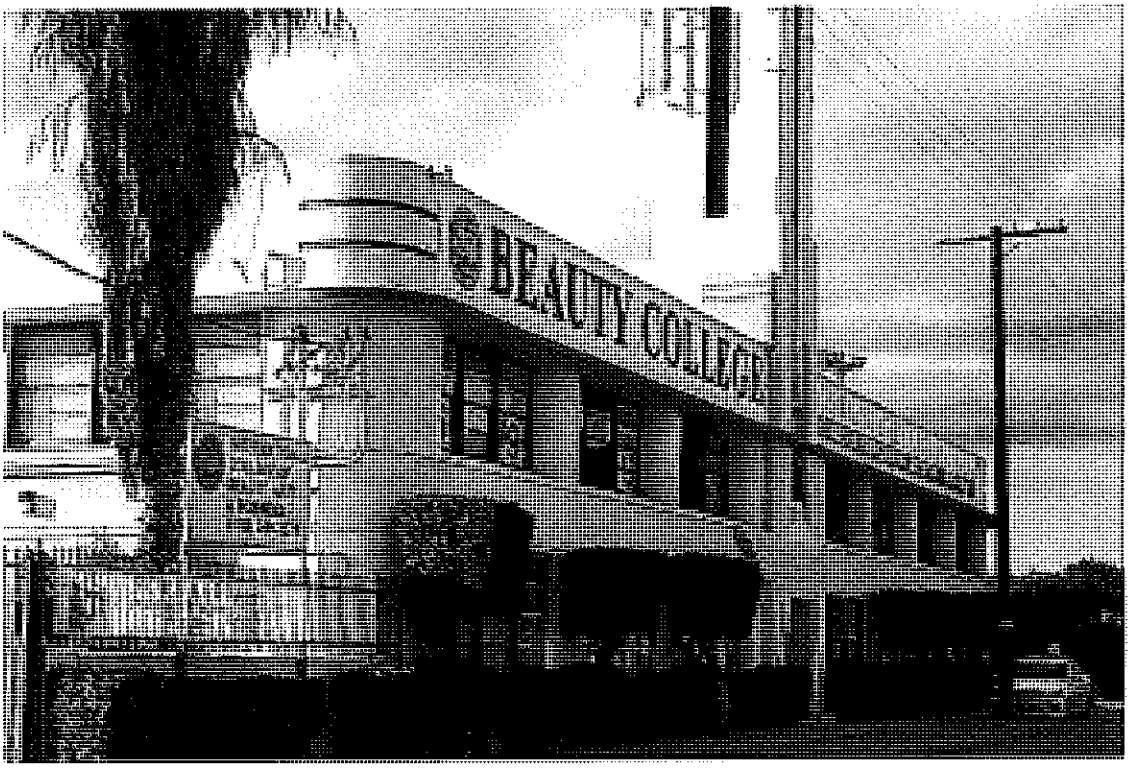
Primary # _____
HRI# _____
Trinomial _____

Page 6 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View North/South and East Facades
December 19, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 7 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

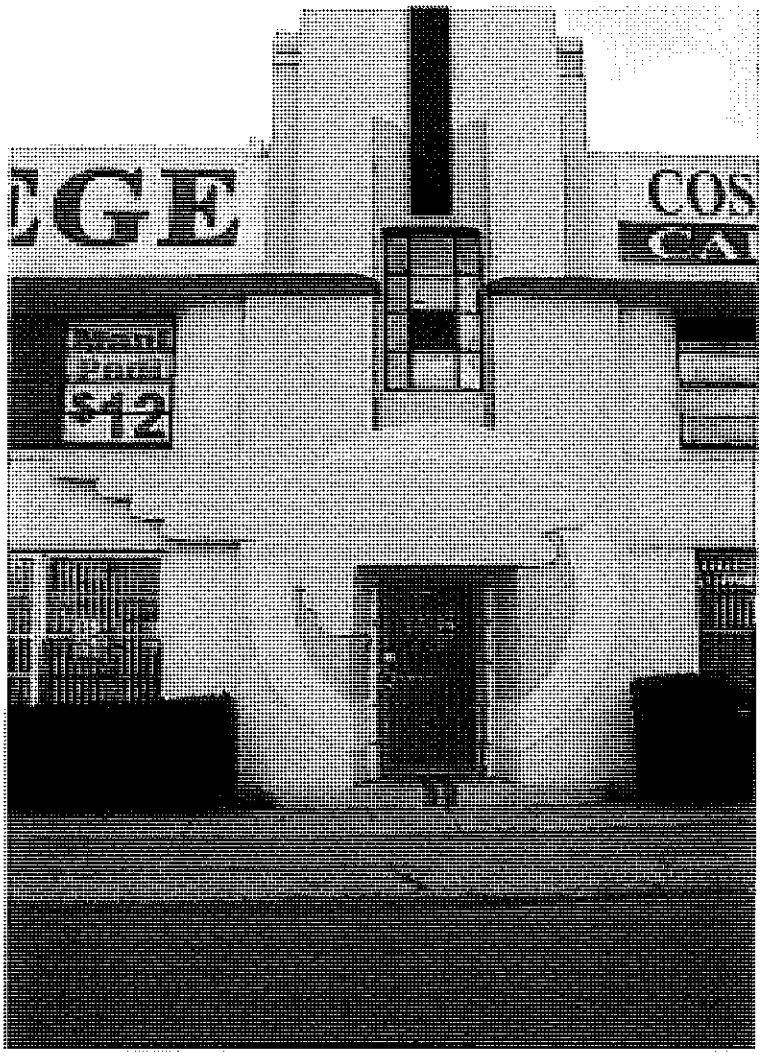
T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northwest/Main Entrance/East Facade
December 19, 2012

State of California -- The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 8 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View West/Main Entrance/East Facade
December 19, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 9 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northwest/Tower above Main Entrance/East Facade
December 19, 2012

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 10 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

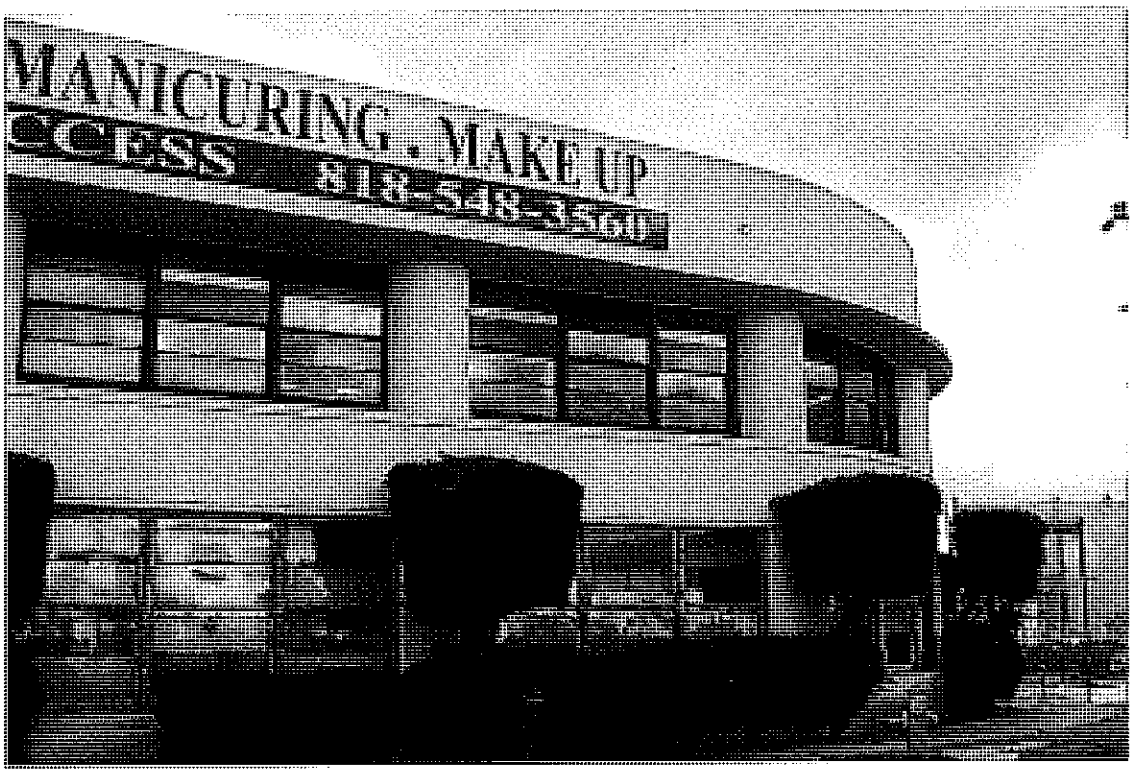
T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northwest/East Facade
December 19, 2012

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 11 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northwest/East Facade
December 19, 2012

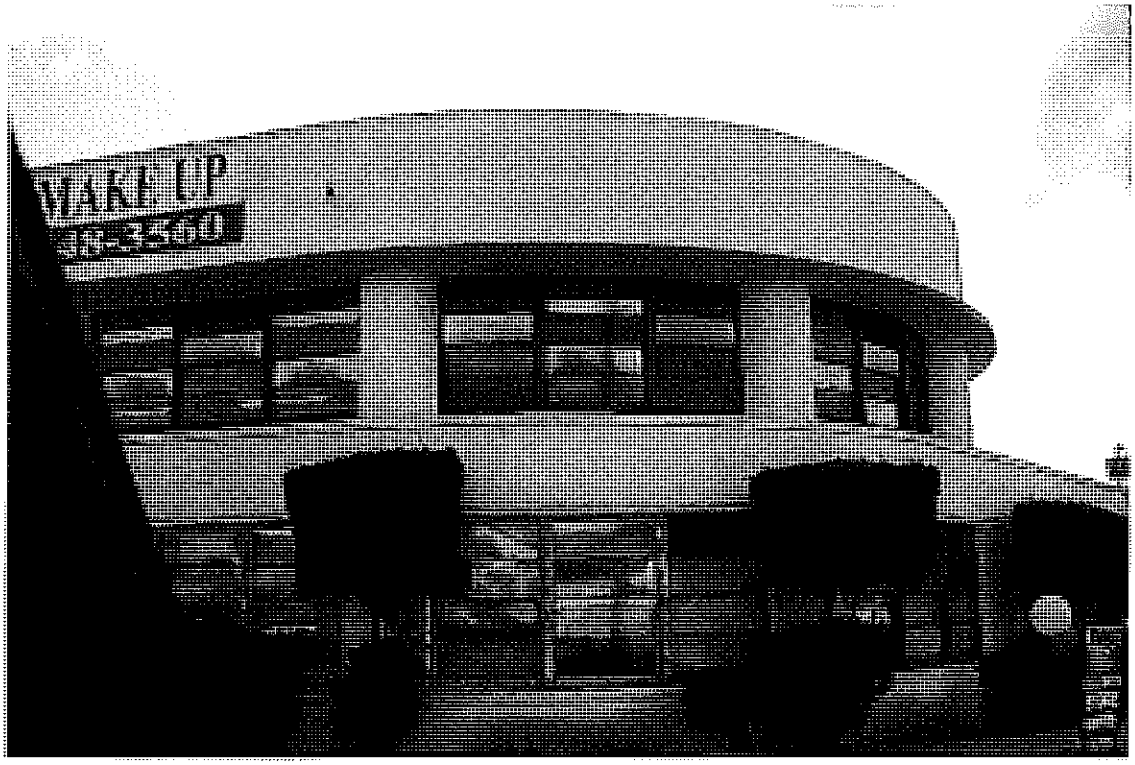


State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 12 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View West/North Facade
December 19, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

Page 13 of 17 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

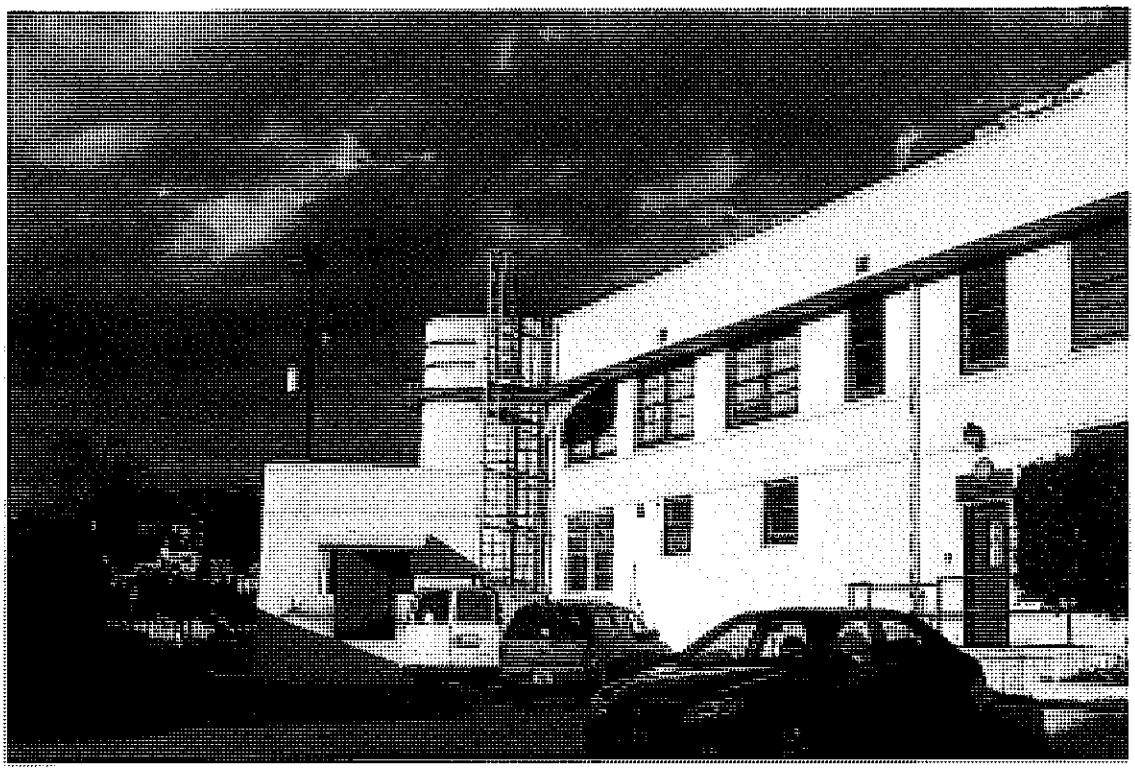
T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Southeast/North and West Facades
December 19, 2012

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View North/West Facade
December 19, 2012



State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

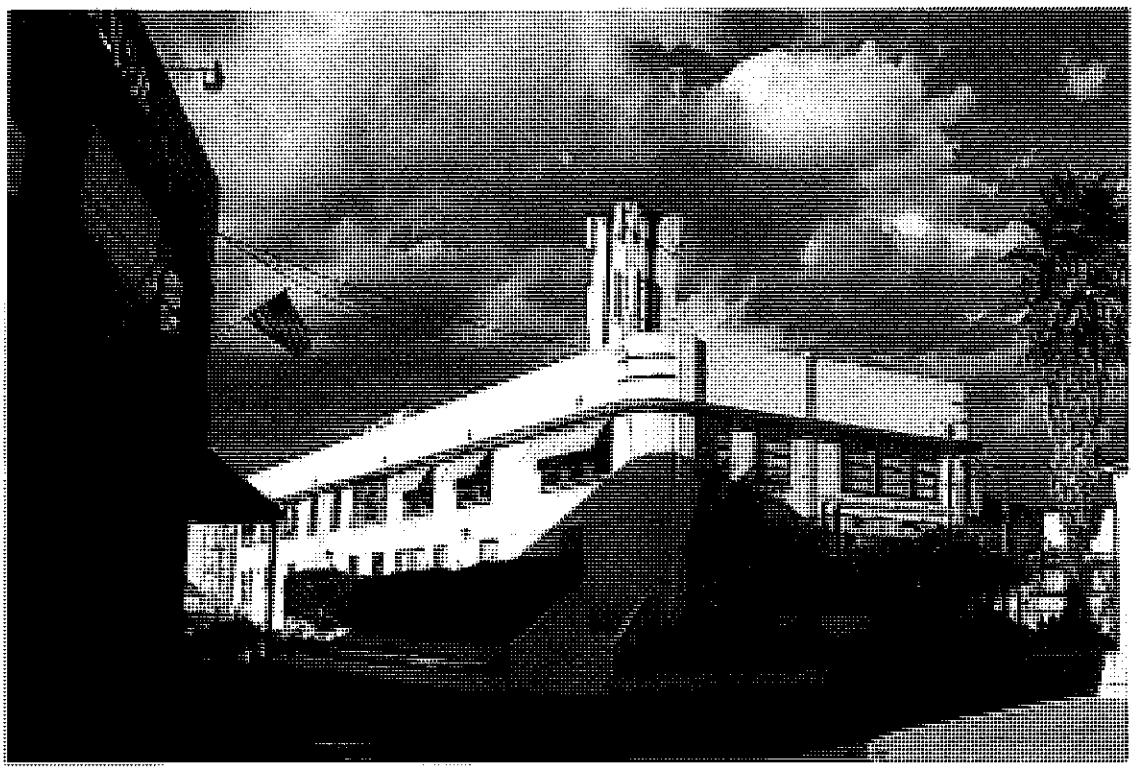
T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Southeast/West Facade
December 19, 2012

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View North/West and South Facades
December 19, 2012

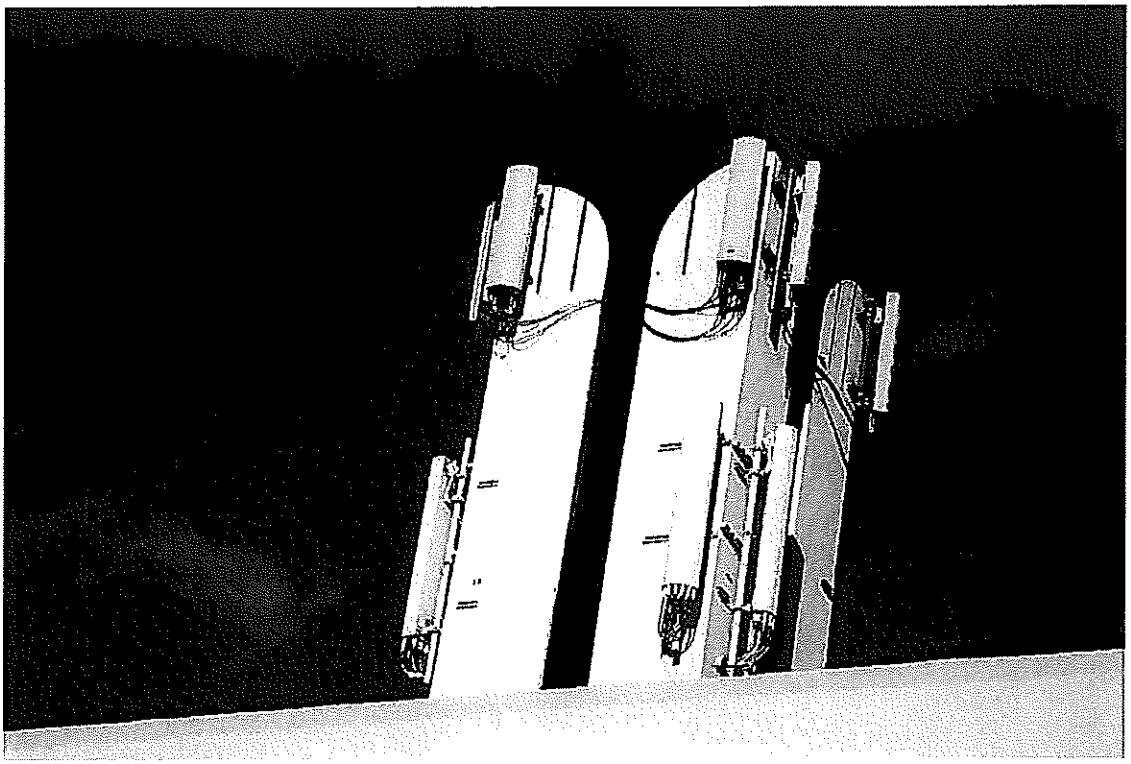


State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI# _____
Trinomial _____

 *Resource Name or # (Assigned by recorder) T-Mobile West LC SV00019A/VY019 Aeroscopic
*Recorded by K.A. Crawford/Michael Brandman Associates Date December 19, 2012
Continuation X Update

T-Mobile West LLC/VY019 Aeroscopic
Beauty College/Commercial Building, 5345 W. San Fernando Road, Los Angeles, CA 90039
View Northeast/Cell Tower Location
December 19, 2012



CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) Municipal Power & Light, City of Glendale

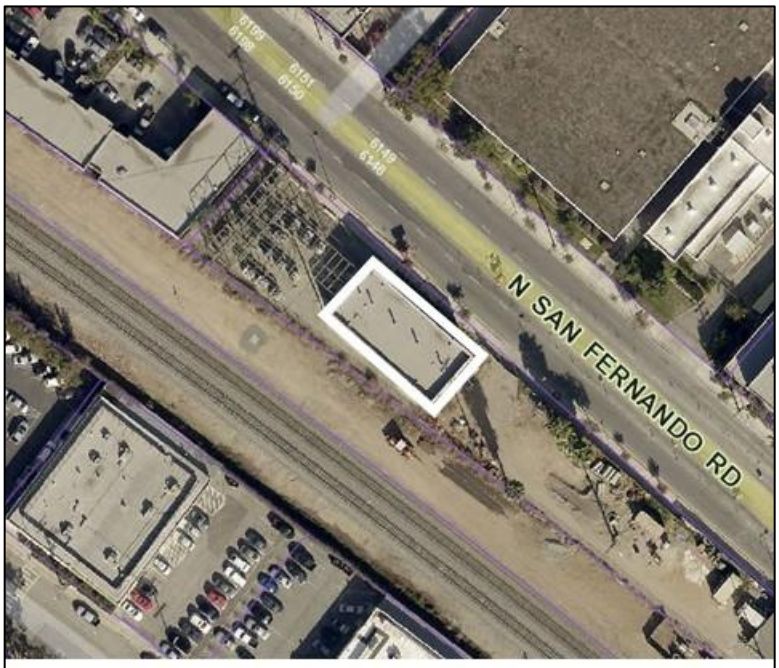
Recorded By: Amanda Duane, GPA Consulting **Date:** 4/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-10

P2. Location: 6135 San Fernando Road, Glendale, CA 91201

***NRHP Status Code:** 2S2

Sketch Map:



N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

B10. Significance

This building meets the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant example of an Art Deco style municipal building under NRHP Criteria C and CRHR Criteria 3, with a period of significance of 1930, the year it was constructed. As a NRHP and CRHR eligible property, this resource is an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The subject property is located on San Fernando Road within the city of Glendale. The City of Glendale was incorporated in 1906. It thrived, becoming a bedroom community by the early twentieth century as a result of its proximity to Los Angeles. This was initially made possible by the highly accessible public transportation provided by the Pacific Electric Railway, but the increasingly popular automobile also contributed to the growth of Glendale. Along the San Fernando Road Corridor, development was primarily industrial in nature (Harland Bartholomew & Associates 1996, 3.3-3.6).

The newly incorporated City of Glendale needed to provide power for its residents. In 1909, a bond issue measure passed, allowing the City to acquire the privately-owned Glendale Light and Power Company and improve its existing distribution system. The power distributed by this new system was purchased from Southern California Edison, the successor to the Pacific Power and Light Company ("Celebrating 100 Years"). During the 1920s, there was a major population increase in Southern California. New residents arrived in Los Angeles and its environs, drawn to the area by the emerging film, oil, and aviation industries, as well as the vast quantities of affordable land. The population of some areas would more than triple in the decade between 1920 and 1930 (Historic Resources Group 2014, 62). By 1937, the City of Glendale's growing demand for power had to be supplemented by power purchased from the Hoover Dam; however, studies conducted in 1938 indicated that even with the supplemental power from Nevada, Glendale's needs would soon exceed the limitations of purchased electricity by 1942. In response, the City of Glendale began developing its own steam-electric plant. The first 20,000 kilowatt unit at the Grayson Power Plant was completed in 1941 ("Celebrating 100 Years").

According to the 1995 DPR Form, the Municipal Light and Power building was constructed in 1930. During the late 1920s and early 1930s, architecture underwent an aesthetic shift towards more modern styles. This stylistic movement would later come to be known as "Art Deco," after the *Exposition Internationale des Arts Decoratifs et Industriels Modernes* of Paris in 1925 (Victoria and Albert Museum). The style employed geometric forms, stylized sculptural elements, and modern building materials such as polychrome terra cotta, and was most frequently applied to commercial buildings. The style is characterized by its decorative features, smooth stucco surfaces, geometric ornament, and an emphasis on verticality; this feeling of movement, and a general fascination with modern new technology and transportation was concentrated and amplified into the Streamline Moderne style. These sleek and aerodynamic designs were applied to everything from automobiles to toaster ovens in the 1930s, and architecture and bridge design were no exception. The Streamline Moderne style is characterized by its unornamented surfaces, curved corners, and more horizontal emphasis than its Art Deco counterparts through the use of sweeping, aerodynamic lines (Gleye 1981, 120-121).

A similar property, the Glendale Power & Light Building on Wilson Avenue between Glendale Avenue and Isabel Street, was locally listed on the Glendale Register of Historic Places in 1997. The building was listed as an example of public architecture and for its Egyptian-influenced Classical Revival design. ("Glendale Power & Light")

Evaluation

The property at 6135 San Fernando Road was surveyed in 1995 by Harland Bartholomew & Associates as part of the Historic Resources Survey of the San Fernando Road Corridor Redevelopment Project Area, which was published in 1996. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the National Register as an excellent example of 1920s-1930s public utility building. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with the prior survey's conclusion, and recommends a status code of 2S2.

This building does not have specific, important associations with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The subject building was constructed as a public utilities facility in 1930; however, research does not indicate that this property is individually important within this context. Rather, it appears to be one of many such buildings constructed for the City of Glendale as part of a larger network of electricity distribution facilities. Three similar public utility buildings were completed during this time period alone, including the Glendale Light & Power Building at 145 N. Howard (locally listed on the Glendale Historic Register), the Water, Power & Light Building (later the Public Service Building, since demolished), and the General Services Building at 120 N. Isabel Street ("Glendale Power & Light").

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. Research did not reveal any significant association with a specific individual. While many individuals have worked at the subject building and for Glendale Municipal Power & Light since its construction in 1930, collaborative efforts like these are typically best evaluated under Criterion A/1.

The Municipal Light and Power Building embodies the distinctive characteristics of a municipal building with Streamline Moderne and Art Deco architectural influences, and therefore meets NRHP Criterion C and CRHR Criterion 3 at the local level. The styles are captured in its modern, pared-down forms, ornamental, decorative bas relief panels above the windows and doors, decorative metal grilles, horizontal ribbons of windows, and smooth stucco surfaces, which comprise some of its character-defining features. The municipal aspect of the public utilities building is emphasized by additional character-defining features, including its incised “Municipal Power & Light: City of Glendale” signage, the formal and symmetrical arrangement of its design features that evoke monumentality—even at the building’s rather small scale—and its location along a major industrial corridor.

A full-height metal gate at the southeast elevation of the property and a new one-story building in place of the historic electric transformer were completed at some point in 2016. The Municipal Power & Light building itself does not appear to have been altered as a part of this new development. The new features are reversible changes to the subject building and are in keeping with the historic design. The new building features a flat roof, geometric ornament, and multi-light rectangular windows to complement the original structure. While they do not detract from the historic significance of the subject building, these new features do not contribute to the historic property and are not eligible under NRHP Criterion C and CRHR Criterion 3.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the property are its industrial use, rectangular form with flat roof, symmetrically arranged windows, rectangular door and window openings, ornamental, decorative bas relief panels above the windows and doors, decorative metal grilles, horizontal ribbons of windows, and smooth stucco surfaces. The boundary of the historic property is limited to the footprint of the building itself, as the legal parcel on which it is located is quite large and the other features on the parcel have been recently constructed or do not share the same architectural distinction as the subject building, are not eligible under Criterion C/3, and do not contribute to the historic property.

In addition to the subject building having historical significance as an example of a municipal building with Art Deco and Streamline Moderne architectural influences, the building retains integrity of location, design, materials, workmanship, feeling and association. The integrity of location is intact, as the building has not been moved since its construction in 1930. The integrity of setting has been somewhat diminished by continued development in the vicinity, and the enclosure of the adjacent electricity transformers with a 2016 structure. The integrity of design, materials and workmanship are intact, as the property has not undergone any major alterations that would diminish or obscure its historic appearance and function; therefore, the integrity aspect of feeling and association are still intact, as the building is able to convey the sense of a 1930s public utilities facility and its significance as an example of this property type.

P5a. Photograph

7/19/2016, view looking southwest at the north façade of the Municipal Power & Light building

7/19/2016, view looking west at the east and north elevations of the Municipal Power & Light building (left) and the new transformer enclosure (right)

7/19/2016, view looking west at the Municipal Power & Light building (left) and new transformer enclosure (right)

7/19/2016, view looking south at Municipal Power & Light building (left) and new transformer enclosure (right)

7/19/2016, view looking southwest at the north façade of the new transformer enclosure

B12. References:

Ancestry. *U.S. City Directories: Glendale, California*. www.ancestry.com (accessed October 18, 2016).

California State Office of Historic Preservation. *California Register of Historical Resources.* http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

City of Glendale. *GWP: Celebrating 100 Years of Reliable Service.* www.glendaleca.gov/government/city-departments/glendale-water-and-power/about-us/gwp-celebrating-100-years-of-reliable-service-in-glendale (accessed October 18, 2016).

City of Glendale Community Development Department. *Glendale Register of Historic Places: Property Information and Photos.* http://www.glendaleca.gov/home/showdocument?id=12784 (accessed October 18 2016).

Gleye, Paul. *The Architecture of Los Angeles.* Los Angeles: Rosebud Books, 1981.

Harland Bartholomew & Associates. *San Fernando Road Corridor Redevelopment Project Area Historic Resources Survey.* Report prepared for the Glendale Redevelopment Agency. November 1996.

Harland Bartholomew & Associates. Department of Parks and Recreation (DPR) Form Set: 6135 San Fernando Road.1995.

Historic Resources Group. *City of Glendale: South Glendale Historic Context Statement.* Report prepared for City of Glendale Planning Division. August 2014.

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6 *Resource Name or #: (Assigned by recorder) HBA-21

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Burbank Date 1994 T ___; R ___; ___ ¼ of ___ ¼ of Sec ___; _____ B.M.

c. Address 6135 San Fernando Road City Glendale Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone ___, _____ mE/ _____ mN

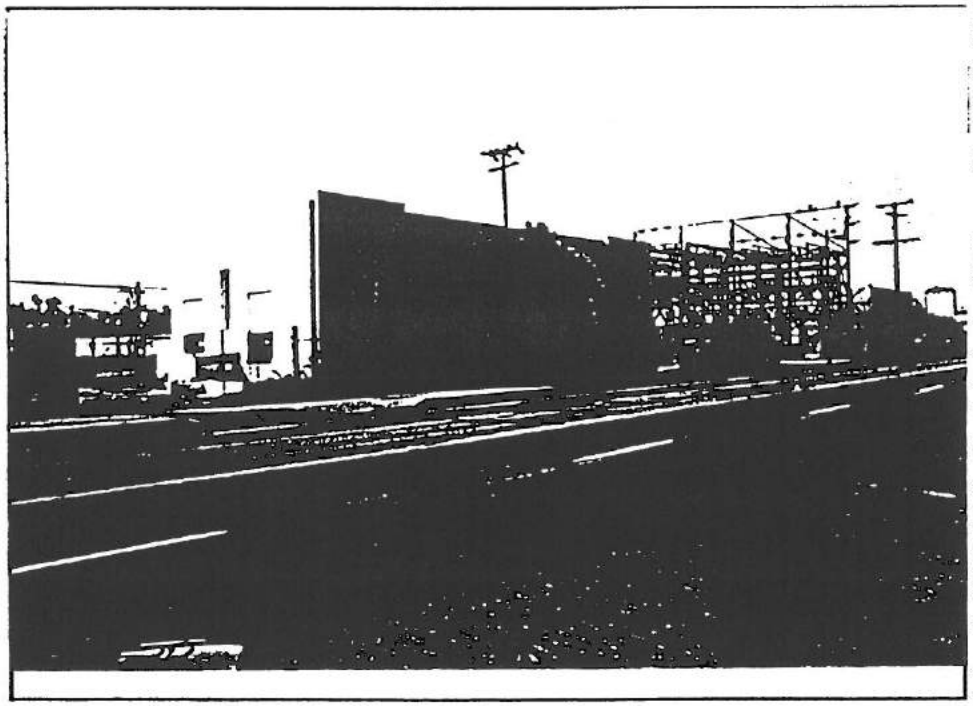
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

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

This one-story, Art Deco-style Municipal Power Plant is built of concrete and covered in stucco. It has three-bay end (north and south) and nine-bay side (east and west) elevations. The main entrance is on the east elevation. The building has a rectangular plan, slightly projecting symmetrical corner pavilions, and a flat roof. The concrete foundation forms a high water table. The window openings are rectangular and are covered by industrial-type transom windows. The window openings on the south end elevation have metal roll-up tambour covers. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP9. Public utility building

*P4. Resources Present: ☒Building ☒Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (view, date, accession #) General view toward northwest, 12/19/95, R-3-10.

*P6. Date Constructed/Age and Source: ☒Historic ☐ Prehistoric ☐ Both
1930/inscription on building

*P7. Owner and Address:
City of Glendale

*P8. Recorded by: (Name, affiliation, and address) M. J. Wuellner, Harland Bartholomew & Assoc 199 S. Los Robles, Pasadena, CA

*P9. Date Recorded: 12/95

*P10. Survey Type: (Describe) Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

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

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

Primary # _____
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S, 5

 *Resource Name or # (Assigned by recorder) HBA-21

B1. Historic Name: Municipal Power & Light, City of Glendale

B2. Common Name: same

B3. Original Use: Public utility B4. Present Use: Public utility

*B5. Architectural Style: Art Deco

*B6. Construction History: (Construction date, alterations, and date of alterations)

The date "1930" inscribed on the north end of the building indicates the buidling was constructed at that time. The architectural style of the building corresponds to the 1930 date. Architectural evidence indicates there have not been any significant additions or alterations to the building since then.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:
Three attached wood-frame (stuccoed) maintenance buildings and a free-standing shed located at the south end of the lot.

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Energy Area Glendale
Period of Significance 1930-present Property Type Pubic utility Applicable Criteria C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The City of Glendale Municipal Power & Light building preserves a high degree of architectural integrity, and is a good example of the type of public utility buildings that were erected in Glendale and throughout Los Angeles County in the 1920s-30s. This particular building is the only example of its type within the San Fernando Road corridor project area. It is notable for its distinctive ornamental detailing. The Municipal Power & Light building is recommended eligible for the National Register under Criterion C for its local architectural significance as an outstanding example of its type in the City of Glendale.

B11. Additional Resource Attributes: (List attributes and codes) HP9. Public utility building

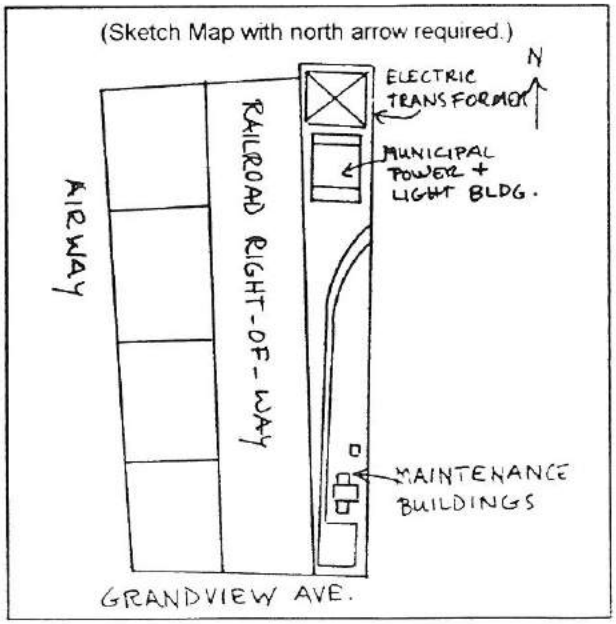
*B12. References:

B13. Remarks:

*B14. Evaluator: Margarita J. Wuellner
*Date of Evaluation December 1995

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



*Required information

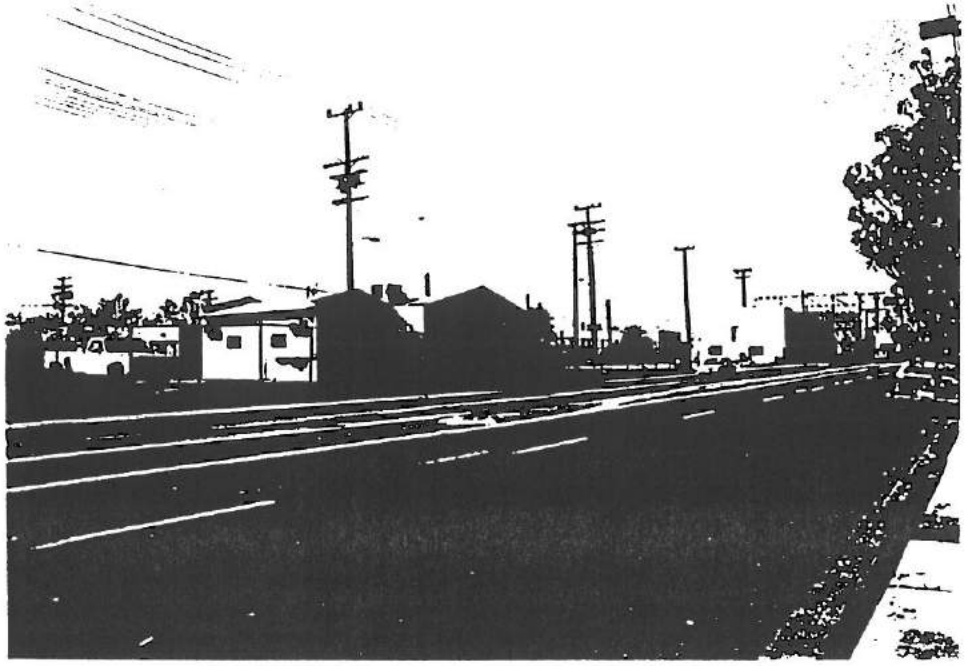
*P3a. Description: (Continued)

The outer bays of the east elevation have decorative metal grilles featuring a swirl pattern motif. Pilasters with stylized Egyptian capitals divide the multiple window bays on the side elevations. Decorative relief panels above the windows on the side elevations feature concentric swirls, acanthus leaves, classical urns and plumes. The north end of the building has a door opening with a six-light transom and flanking double pilasters. There is a decorative relief panel above the door in the form of a sunburst with the date "1930" in the center. The south end of the building has a window in the center bay and a stylized keystone above the window with a classical swag and an insignia made up of the three superimposed letters "MPL". The words "Municipal Power & Light, City of Glendale" are inscribed on both side elevations.

The Municipal Power & Light building is situated on a long, narrow lot. There is an electric transformer at the north end of the building. The lot is surrounded by a tall chain-link fence. An asphalt driveway off San Fernando Road enters the lot at the south end of the Municipal Power & Light building and continues to the south end of the lot to a parking area. Just north of the parking area there is a group of small buildings belonging to the City of Glendale Public Service Department, Facilities Maintenance: three one-story attached wood-frame (stuccoed) buildings and a free-standing shed that appear to have been constructed or updated relatively recently, within the last ten years or so.

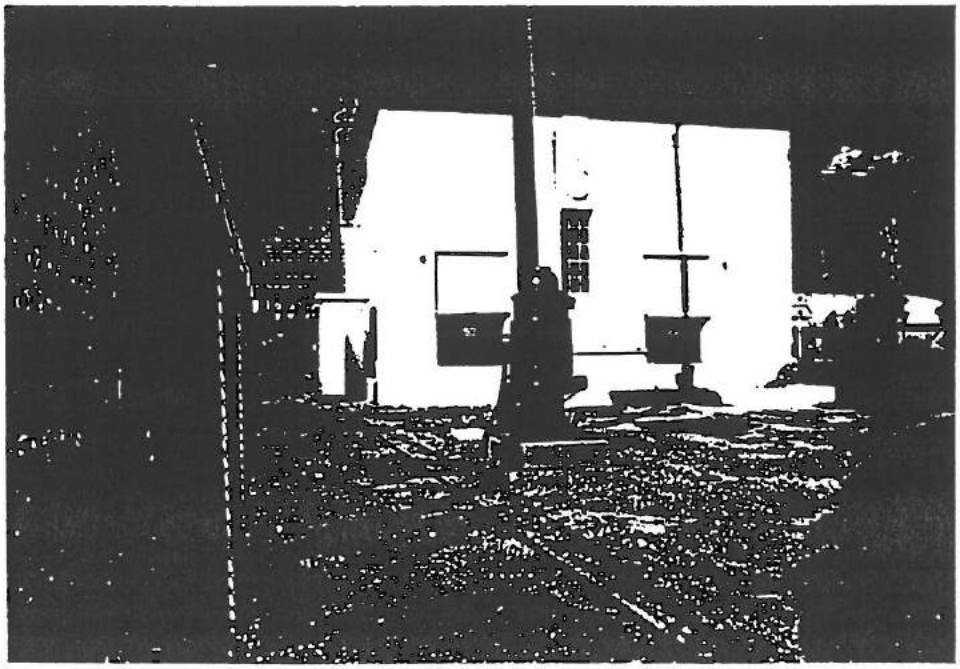
P5b. Description of Photo: (view, date, accession #)

Facilities Maintenance Buildings, view toward northwest, 12/19/95, R-3-11.

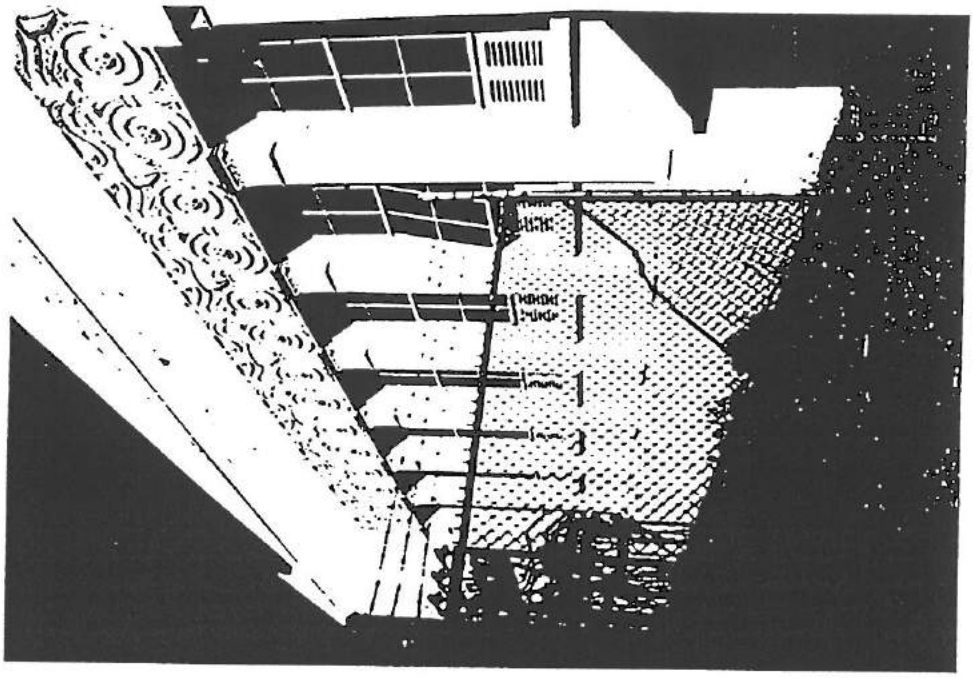


General view of lot, view toward south, 12/19/95, R-3-12.

South end of Municipal Power & Light building, view toward north, 12/19/95, R-3-13.

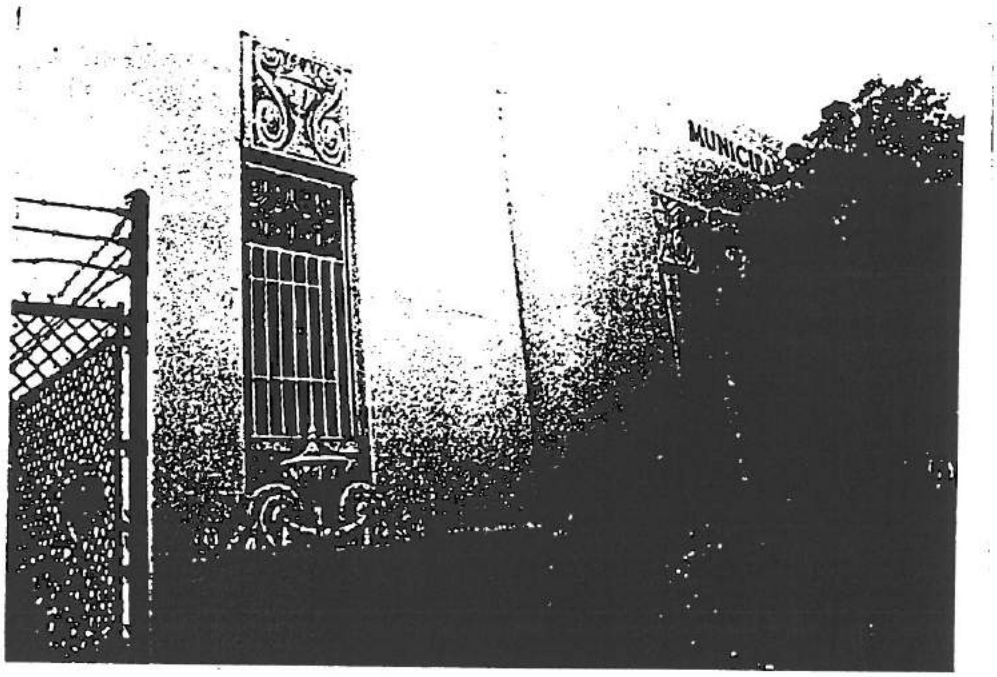


Detail, west elevation, view toward northeast, 12/19/95, R-3-14.

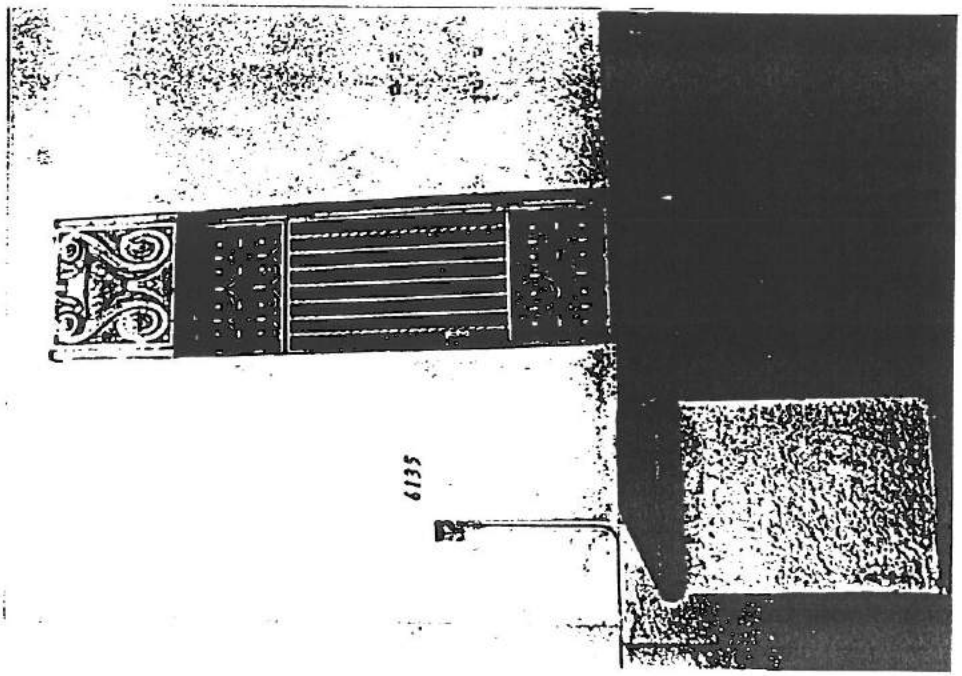


Detail, south elevation, view toward north, 12/19/95, R-3-15.

Municipal Power & Light building, detail, east elevation, view toward west, 12/19/95, R-3-16.



Municipal Power & Light building, detail, east elevation, view toward west, 12/19/95, R-3-17.



CONTINUATION SHEET

***Resource Name or #** (Assigned by recorder) Los Angeles Basket Company

Recorded By: Amanda Duane, GPA Consulting **Date:** 04/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: D1-11

P2. Location: 448 W. Cypress Street, Glendale, CA 91204

***NRHP Status Code:** 2S2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of Google Maps and ParcelQuest.

B10. Significance

This property at 448 W. Cypress Street meets the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a locally significant representation of the early industrial history of Glendale and one of the earliest major employers of the area under NRHP Criterion A and CRHR Criterion 1. The property has a period of significance beginning in 1908, the earliest recorded evidence of the building, and extending to 1918, the year Tropico was annexed to Glendale. As a NRHP and CRHR eligible property, this property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The subject property is located on West Cypress Street within the city of Glendale. Historically, the southernmost part of Glendale was originally known as Tropico. The Southern Pacific Railroad's Tropico Station—no longer extant—was established in 1883, and the nearby townships of Tropico and Glendale were established in 1887. The City of Glendale incorporated in 1906, followed by Tropico in 1911, and by 1918, Glendale had annexed Tropico (Harland Bartholomew & Associates 1996, 3.3-3.6).

At the beginning of the 20th century, Tropico became known for its strawberry production. By 1903, over 200 acres of the budding town were dedicated to strawberry growth. The town's proximity to the Southern Pacific Depot made it an ideal location to ship the berries across the United States, including the Midwest and East Coast, by way of San Francisco. The industry grew so fast that by 1904, Tropico had become the shipping center for strawberries grown in Tropico, Glendale, and Burbank; the growth was not sustainable, however, and production began to slow by 1908 (Historic Resources Group, 2014, 30).

The subject property is associated with a historic box and basket factory called the Los Angeles Basket Company; the facility appears on Sanborn Fire Insurance Maps of Tropico as early as 1908 (Sanborn). Research indicates that the box factory was one of the primary places of employment in the budding town. The box factory employed approximately 125 women and girls, while the nearby Western Art Tile Works—no longer appears to be extant—employed approximately 100 men and boys (Guinn, 441). The Los Angeles Basket Company was active as early as 1908, per the available Sanborn Maps of the area. An obituary for long-time president Herman Paine indicates that he came to the Los Angeles area as early as 1884 and served as president of the Los Angeles Basket Company starting in 1912. A wedding announcement for his grandson, Derrick Paine Jr., describes Herman Paine as an industrialist in California beginning in the 1880s. This may suggest that Paine was involved with the basket company since the 1880s; however, research did not indicate the exact start date of the company ("Herman Paine dies at 75"; "Paine and Murphy Rite Solemnized").

By 1927, the Los Angeles Basket Company had been consolidated with the Southern California Box Company to form the "Pacific States Box and Basket Company." At that time, Pacific States was responsible for the production of more than 70% of the fruit and berry boxes in California ("Box and Basket Earnings Show Substantial Gain"). In 1935, the company was involved in a Supreme Court case against the Oregon Division of Plant Industry. The Oregon Division of Plant Industry issued new rules regarding the size and shape of strawberry and raspberry boxes. This new standardization had a negative effect on the Pacific States Box and Basket Company's business in the state of Oregon, prompting them to pursue legal action. The Supreme Court ruled in favor of the Oregon Division of Plant Industry (Casenote Legal Briefs, 31).

About ten years later in 1937, the company began expanding their facilities ("Company Buys Adjoining Land"). The 1995 DPR Form indicates that additional buildings and remodeling occurred during the 1960s, but that the subject building remained unaltered. The Los Angeles Basket Company is listed at 1295 Los Angeles Street in available Glendale City Directories until 1957. Beginning in 1958, the property is listed as "Los Angeles Basket Co., division of Pacific States Box and Basket Co." By 1969, the property is simply listed as "Pacific States Box and Basket Co" (Glendale City Directories).

City Directory research also revealed that Herman Paine, his sons, and his grandsons ran the company until at least 1977. Herman Paine is listed as the manager in the earliest directory available, 1915. Beginning in 1939, his son Derrick Paine is listed as manager. Herman Paine died in 1947, and by 1958, Derrick was listed as the Vice President. About ten years later in 1969, Derrick Paine, Sr. is listed as the Vice President, and his son, Derrick Paine, Jr. is listed as the General Manager. The latest available City Directory, dated 1977, lists Derrick Paine, Sr. as the Chairman of the Board, his nephew Thomas Paine as the president, and his other son Derrick Paine, Jr. as the Junior Vice President. ("Herman Paine Dies at 75"; "Paine and Murphy Rite Solemnized"; Glendale City Directories).

Evaluation

The property at 448 W. Cypress Street was surveyed in 1995 by Harland Bartholomew & Associates as part of the Historic Resources Survey of the San Fernando Road Corridor Redevelopment Project Area, which was published in 1996. As a part of that survey, the property was assigned a status code of 3S, indicating that it appeared to be eligible for the National Register as the "last surviving example of its type in the San Fernando Road Corridor." The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in 2016, and evaluated using National and California Register criteria. The project team concurs with the prior survey's conclusion, and recommends a status code of 2S2.

This building has a specific and important association with historic events, patterns, and trends of development under NRHP Criterion A or CRHR Criterion 1. The subject building was constructed as a warehouse for the Los Angeles Basket Company factory, appearing on a Tropico Sanborn Map dating from 1908. The subject building appears to be the most intact and earliest remaining property associated with the company. The Los Angeles Basket Company was one of the first major employers for the Tropico area, even prior to its incorporation and subsequent annexation to the City of Glendale in 1918. The other major employer, the Western Art Tile Works, does not appear to be extant.

Tropico became a successful township due in part to widespread strawberry production, and berry boxes and baskets would have been critical for the shipping process to ensure the produce was fresh and intact when it reached its destination. Tropico became the shipping center for strawberries produced in three neighboring towns, and the Los Angeles Basket Company was poised to meet the demand for boxes. The company would go on to produce more than half of the fruit boxes and baskets for the entire state of California. Fruit production and shipment was a demonstrably important industry in California's history, and a huge portion of the country's domestic fresh fruit and vegetables are still produced and shipped out from California. The subject building is eligible for the National Register at the local level as an early and intact representation of the early history of Glendale during its days as Tropico, as well as for its direct association with a successful and long-term business that bolstered the development of Glendale and the surrounding region.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. Herman Paine is arguably the most important person in the family, as he was ostensibly involved with the early development of the company, while his sons and nephew followed in his footsteps. However, an auxiliary warehouse would not be the best representation of his productive life. It is unlikely that he, as president of the company, personally conducted much business in a warehouse. The office building, where the majority of his time was likely spent, would serve as a better representation of his historic contributions; however, that building (1295 Los Angeles Street) has been altered over time, and may have even been demolished and replaced. The next best representation of Herman Paine's productive life would be his personal home. Herman Paine lived at 428 Alta Street in Santa Monica with his wife, Jennie, for at least twenty years, beginning in the late 1920s until his death (Santa Monica City Directories). Lastly, while many individuals have worked for the Los Angeles Basket Company since the early 1900s, collaborative efforts like these are typically best evaluated under Criterion A/1.

The subject property does not embody the distinctive characteristics of a type, method, or period of construction under NRHP Criterion C or CRHR Criterion 3. While it is an early example of an industrial building, it does not represent an important phase or method of industrial construction. It is generally utilitarian and rather simple, and does not possess the characteristics of a formal architectural style. A warehouse-type building could be built in a very similar way with similar materials if it were to be constructed today. The warehouse inherently lacks high artistic value, and is unlikely to be the work of a master. Lastly, it would not contribute to a district. While there is a cohesive grouping of industrial properties, a number have been heavily altered and have varying construction dates due to continued redevelopment in the area after World War II.

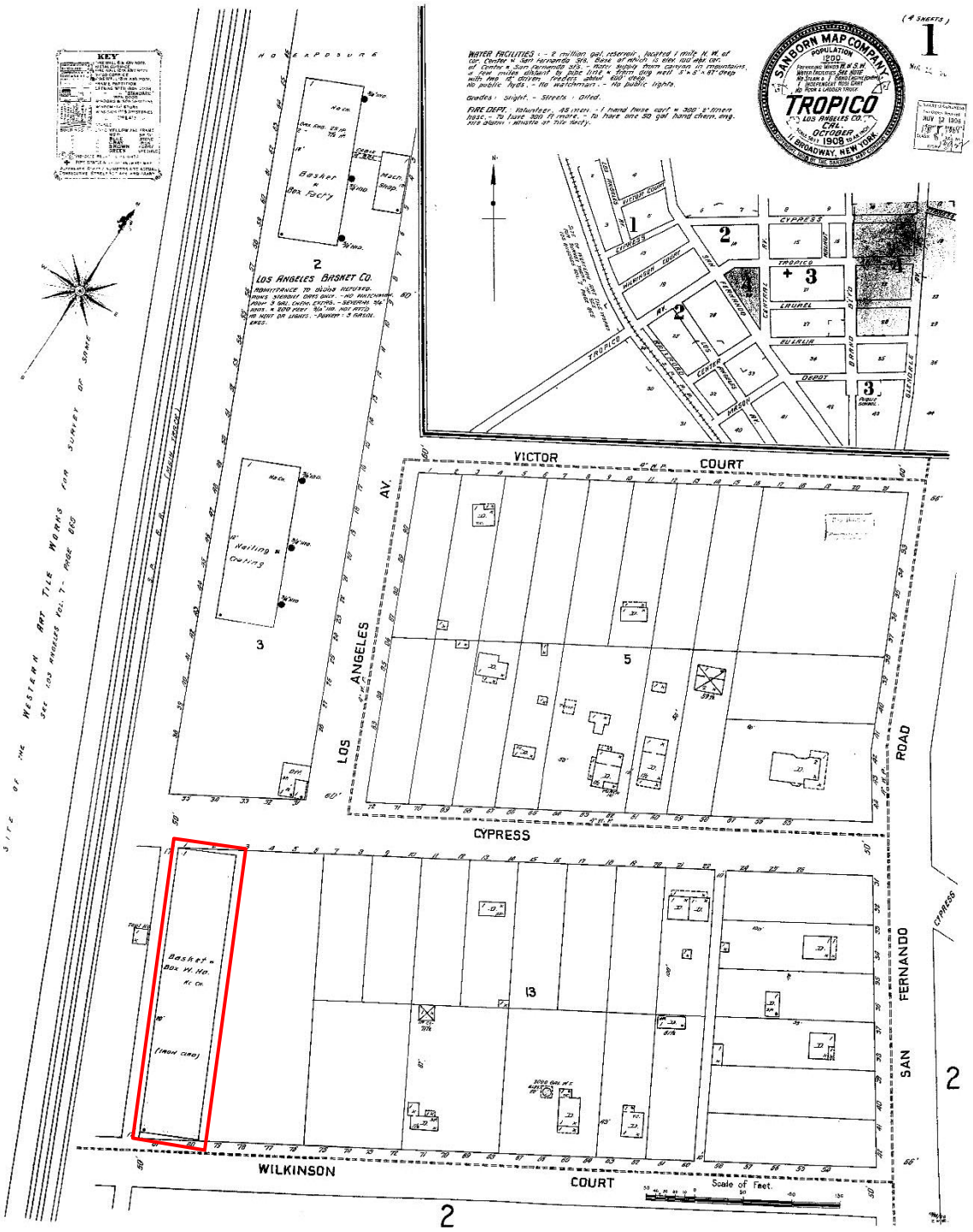
Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source, or likely source, of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The character-defining features of the building are its proximity to the railroad tracks, its rectangular gabled form, utilitarian design, rectangular window and door openings, and metal siding. The boundaries of the historic property coincide with the legal parcel on which it is located. The Los Angeles Basket Company property was at one time much larger and consisted of several buildings; however, these buildings appear to have been demolished, and the buildings that currently surround the subject building do not share the same historic associations under Criterion A/1.

In addition to the subject building having historic significance under Criterion A, the building retains integrity of location, design, materials, workmanship, feeling, and association. The building is still located in the same place as it was drawn on the 1908 Sanborn Map. The 1995 evaluation indicated that the building retained a high level of integrity, and based on visual observation, the building has not undergone any major alterations since that time. The 1908 Sanborn map even denotes the building as “iron-sided,” and the building is still clad in metal shingles. As such, the building retains its integrity of design, materials, and workmanship. The integrity of setting has been somewhat diminished due to continued development in the surrounding area; however, the building is still located directly adjacent to the railroad tracks, which were an important asset to the Los Angeles Basket Company. The integrity of feeling and association are intact, as the building still evokes the sense of an early industrial warehouse and retains the essential physical features to convey its significance.

P5a. Photograph:

7/1/2016, view looking southwest at north and east elevations



Sanborn Fire Insurance Map. 1908. Tropico, Sheet 1. Subject building outlined in red.

B12. References:

Ancestry. *U.S. City Directories: Glendale, California*. www.ancestry.com (accessed October 19, 2016).

Ancestry. *U.S. City Directories: Santa Monica, California*. www.ancestry.com (accessed October 19, 2016).

"Box and Basket Earnings Show Substantial Gain." *Los Angeles Times.* March 19, 1927. 14.

California State Office of Historic Preservation. *California Register of Historical Resources.* http://ohp.parks.ca.gov/?page_id=21238 (accessed October 2016).

Casenote Legal Briefs. *Administrative Law.* New York: Aspen Publishers. 2010.

"Company Buys Adjoining Land; Other Deals Told." *Los Angeles Times.* May 23, 1937. F2.

Guinn, James Miller. *A History of California and an Extended History of Los Angeles and Environs: Also Containing Biographies of Well-Known Citizens of the Past and Present, Volume 1.* Los Angeles: Historic Record Company, 1915.

Harland Bartholomew & Associates. *San Fernando Road Corridor Redevelopment Project Area Historic Resources Survey.* Report prepared for the Glendale Redevelopment Agency. November 1996.

Harland Bartholomew & Associates. Department of Parks and Recreation (DPR) Form Set: 1295 Los Angeles Street.1995.

"Herman Paine Dies at 75." *Los Angeles Times.* June 5, 1947. 10.

Historic Resources Group. *City of Glendale: South Glendale Historic Context Statement.* Report prepared for City of Glendale Planning Division. August 2014.

Los Angeles Public Library. *Sanborn Fire Insurance Maps.* http://www.lapl.org/collections-resources/research-and-homework (accessed October 19, 2016).

National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, 2002.

"Paine and Murphy Rite Solemnized." *Los Angeles Times.* February 11, 1958. A4.

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) HBA-63

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Burbank Date 1994 T __; R __; __ ¼ of __ ¼ of Sec __; _____ B.M.

c. Address 1291-95 Los Angeles City Glendale Zip _____

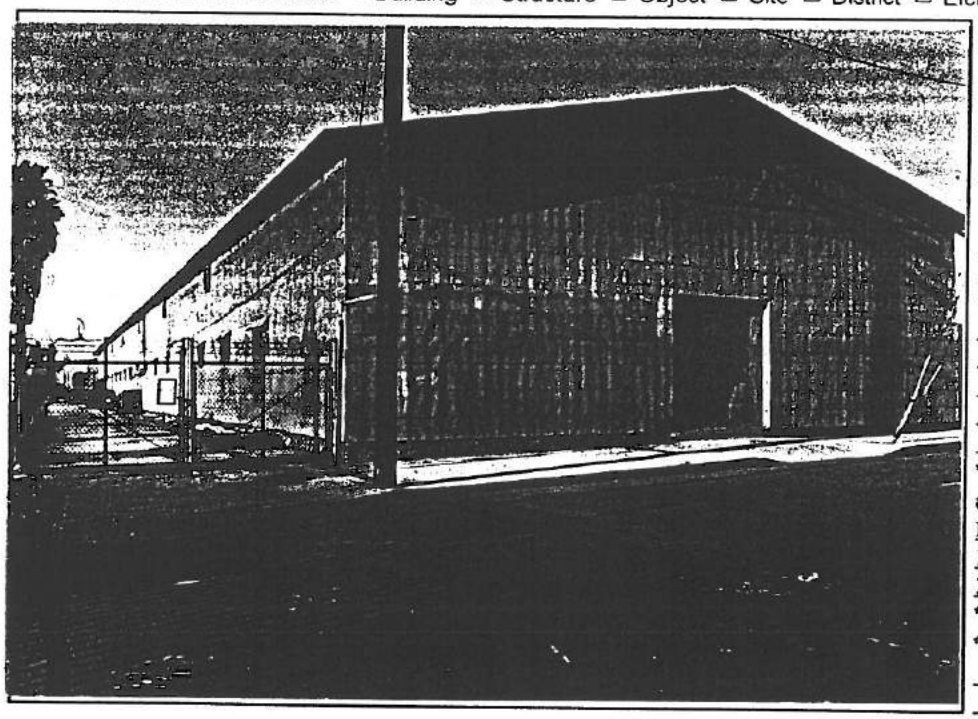
d. UTM: (Give more than one for large and/or linear resources) Zone __, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Situated along the west side of Los Angeles Street between Fernando Ct. and W. Palmer. The Southern Pacific RR right-of-way forms the western boundary of the property.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This industrial complex presently contains six buildings: a 1-story, flat-roofed concrete office; three 1-story, gable-roofed metal storage buildings; and two 1-story, flat-roofed concrete buildings. One building is original to the complex: the storage building located at the s.w. corner of the lot. It has a concrete foundation, wood-frame structure, and is covered with tin siding. The rolled-asphalt roof has exposed rafter ends. There are large rectangular bays on each end of the building; small rectangular window openings spaced regularly on the side elevations; and rectangular vents on each gable end and on the side elevations.

*P3b. Resource Attributes: (List attributes and codes) HP8. Industrial

*P4. Resources Present: ☒Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (view, date accession #) View toward north, 11/96, B-11

*P6. Date Constructed/Age and Source: ☒Historic ☐ Prehistoric ☐ Both
1919-20

*P7. Owner and Address:
Derek Paine
(818) 244-8688

*P8. Recorded by: (Name, affiliation, and address) M. J. Wuellner, Harland Bartholomew & Assoc 199 S. Los Robles, Pasadena, CA

*P9. Date Recorded: 11/96

*P10. Survey Type: (Describe) Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

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

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

Primary # _____
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3s; 5

Page 2 of 2 *Resource Name or # (Assigned by recorder) HBA-63

B1. Historic Name: Los Angeles Basket Company

B2. Common Name: Pacific State Box & Basket Company

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: utilitarian industrial

*B6. Construction History: (Construction date, alterations, and date of alterations)

Building permits suggest the industrial complex at 1295 Los Angeles street was completed in 1929 by the Austin Company of California as a factory. However, Sanborn Fire Insurance maps show the berry box factory was originally completed earlier, between 1919-20. The 1929 building permit must have been for additional construction work. An interview with an employee of the company confirmed the 1920 date. Building permits indicate the building complex was substantially remodeled in the 1960s when many of the original wood-frame buildings were probably replaced. This is confirmed by the oral history and the architectural evidence.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Industrial Area Glendale

Period of Significance 1920-45 Property Type Industrial Applicable Criteria C

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

The tin-sided storage building of the original berry box factory preserves a high degree of architectural integrity. The later additions to the industrial complex replaced earlier buildings and were built on old building sites, preserving the original plan of the industrial complex for the most part. Although the new buildings are constructed with modern materials and methods, their scale and materials do not detract substantially from the historic feeling of the tin-sided building or the industrial complex. The site is located adjacent to Tropico on the north, and has served as an industrial landmark for the community of Tropico and for the city of Glendale for over 70 years. Therefore, the tin-sided storage building of the Los Angeles Basket Company is recommended eligible for the National Register Under Criterion C for its local architectural significance as the last surviving example of its type in the San Fernando Road corridor.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial building

*B12. References:

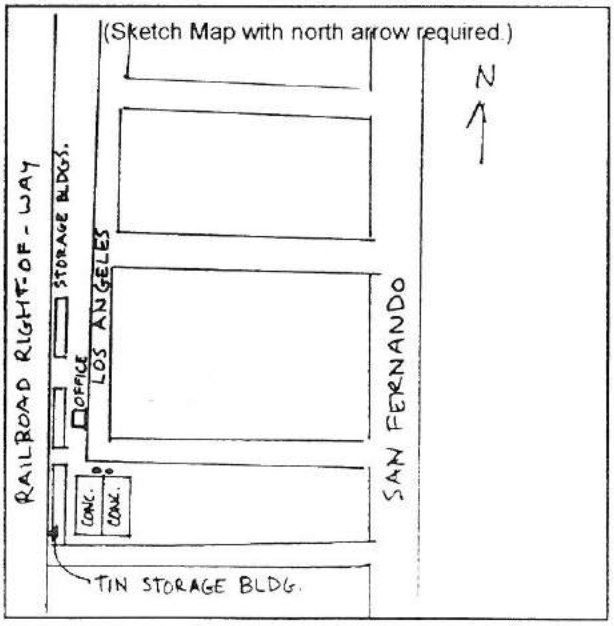
B13. Remarks:

*B14. Evaluator: Margarita J. Wuellner

*Date of Evaluation November 1996

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



*Required information

*Resource Name or # (Assigned by recorder) Vignes Street Underpass (Caltrans Bridge #53C1764) (Part of Los Angeles Union Station Passenger Terminal and Grounds)

Recorded By: Amanda Duane, GPA Consulting **Date:** 8/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-12

P2. Location: N. Vignes Street under the Los Angeles Union Station Passenger Terminal railroad tracks (see sketch map)

***NRHP Status Code:** 2S2, 2D2

P5a. Photograph: See Page 2

Sketch Map:

N NRHP-Eligible Historic Property Boundary highlighted in white.
Base image courtesy of LA County Tax Assessor.

The Vignes Street Underpass was previously evaluated in 1986 as part of the Caltrans Statewide Historic Bridge Inventory, which was updated in 2004. The 1986 survey noted the Vignes Street Underpass

> is practically identical, architecturally and functionally, to 53C-131 [the Cesar Chavez Underpass], each being built as part of the LAUPT [Los Angeles Union Passenger Terminal, i.e. Union Station] project, providing grade separation at the rail entrance. 53C-1764 [Vignes Street Underpass] may or may not be listed. The NR [National Register] boundary [of the Union Station property] stops at Vignes Street, including the abutment and south approach but not the span and north abutment. Logically, this bridge should have been included or 53C-131 excluded.[1]

[1] Caltrans, "CHECKLIST/ For Documenting Historical Significance of Non-Truss Bridges/ REINFORCED CONCRETE ARCHES" prepared for Bridge No. 53C-1764, c1986.

The Vignes Street Underpass is currently listed in the Caltrans Historic Bridge Inventory as a “Category 5” bridge, which indicates “Ineligible for National Register listing.” However, for the reasons described in the 1986 survey, it is logical that the Vignes Street Underpass, like the Chavez Street Underpass, is eligible for listing on the National Register of Historic Places as a contributing resource to the Los Angeles Union Passenger Terminal and Grounds National Register listing. In addition, both bridges were evaluated in May 2016 as a part of the SurveyLA Historic Resources Survey for the Central City North Community Plan Area (City of Los Angeles, Historic Resources Group). As a part of that survey, both bridges were assigned status codes of 3S;3CS;5S3, indicating that they appeared to be eligible at the national, state, and local levels as an “excellent example of a Works Progress Administration depression-era public works project in Central City North” that “represents use of federal funds to construct a unified series of bridges in Central City North, which have become character-defining features of the neighborhood landscape.” The structure was surveyed again in July 2016 by ICF International as a part of the Link US Historic Resources Evaluation Report. This July 2016 evaluation assigned the structure a status code of 2S2, indicating that it was eligible for the NRHP at the local level under Criterion A for its direct association with transportation and transportation planning. The Vignes Street Underpass has served an important role in the development and operation of the Los Angeles Union Station Passenger Terminal (LAUPT). Planning and design of the Vignes Street Underpass (originally known as the College Street Underpass) and the Cesar Chavez Underpass (originally the Macy Street Underpass) was underway before construction of the passenger depot had even started; the crossings were completed by 1938. The subject structure has served a pivotal role in the LAUPT as the Vignes Street Underpass has carried all railroad traffic over Vignes Street and into LAUPT since the terminal was opened in 1939. The property was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016. Based on visual observation, the undercrossing retains sufficient integrity to convey its significance and is eligible for listing in the National Register of Historic Places. Therefore, the status code of 2S2 is still valid.

The character defining features of the undercrossing are its relationship to Union Station and the railroad tracks, its reinforced concrete construction, single filled arch span, and the window railings on either side of the deck. The bridge is not associated with a legal parcel; therefore, the boundaries of the historic property are limited to the bridge itself.

8/17/2016, view looking west

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

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 2S2 - Pending SHPO concurrence
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*** Resource Name or #:** Vignes Street Undercrossing

P1. Other Identifier: Bridge #53C 1764

*** P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** **a. County** Los Angeles

b. USGS 7.5' Quad _____ **Date** _____ **T**____; **R**____; ____ **1/4 of** ____ **1/4 of Sec**____; _____ **B.M.**

c. Address _____ **City** Los Angeles **Zip** 90012

d. UTM: (Give more than one for large and/or linear feature) **Zone** S, 386203.35 **mE/** 3769460.58 **mN**

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor Parcel Number: 5409-015-906.

*** P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Vignes Street Undercrossing (Caltrans bridge #53C 1764) carries vehicular traffic under the Union Station tracks. Its main span is reinforced concrete, earth filled, elliptical, 68-foot long arch. The bridge is 30 feet wide, with one span 80 feet long. It allows for four lanes (originally two lanes) of traffic to pass underneath the arch span. It features an arched window rail, with smooth concrete texture.

*** P3b. Resource Attributes:** (List attributes and codes) HP19 Bridge

*** P4. Resources Present:** ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Northwest elevation, view southeast

*** P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1937 Caltrans Historic Bridge Inv

*** P7. Owner and Address:**
Los Angeles Co. Metro
1 Gateway Plaza
Los Angeles, CA 90012

*** P8. Recorded by:** (Name, affiliation, address)
Jessica Feldman
ICF International
601 W. 5th Street, Suite 900
Los Angeles, CA 90071

*** P9. Date Recorded:** 7/26/2016

*** P10. Survey Type:** (Describe)
Intensive Survey Effort
P--Project Review

*** P11. Report Citation:** (Cite survey report/other sources or "none") Link US Historic Resources Evaluation Report

*** Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

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

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*** NRHP Status Code** 2S2- Pending SHPO concurrence

*** Resource Name or #:** Vignes Street Undercrossing

B1. Historic Name: Vignes Street Undercrossing

B2. Common Name Vignes Street Undercrossing

B3. Original Use: Bridge B4. Present Use: Bridge

*** B5. Architectural Style:** Closed Spandrel Bridge

*** B6. Construction History:** (Construction date, alterations, and date of alterations.)

The Vignes Street Undercrossing was designed by the Los Angeles City Engineering Department (Merrill Butler) as an integral part of the Union Station complex. The Vignes Street Grade Separation was a Federal Emergency Administration of Public Works Project #4361. Planning and construction started in 1933 and was completed by 1938.

*** B7. Moved?** ☐ No ☐ Yes ☑ Unknown Date _____ Original Location: _____

*** B8. Related Features:**

Los Angeles Union Passenger Terminal. The Macy Street Bridge (Bridge #53C 131) was built between 1933-1938 and was also designed by the Los Angeles City Engineering Department (Merrill Butler), in a similar design and function to the Vignes Street Bridge Undercrossing.

B9a. Architect: Merrill Butler, City of Los Angeles b. Builder: Person & Hollingsworth Co. Contractors

*** B10. Significance:** Them Union Station, Trans/Trans Planning Area Los Angeles

Period of Significance 1933-1939 Property Type Bridge Applicable Criteria A

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

The Vignes Street Undercrossing was designed by the City of Los Angeles (Merrill Butler). Both the College Street (later known as Vignes Street) and Macy Street underpasses were constructed as part of the Los Angeles Union Passenger Terminal, and the planning for both bridges was important in the overall project. The November 26, 1933 edition of the Los Angeles Times referred to the beginning of construction of both underpasses as the "first two consequential construction works of the entire $9,000,000 terminal project," pre-dating the commencement of the erection of the depot itself. The Municipal Art Commission approved the City Engineer's plans for the Macy Street underpass in late 1935; it was reported that the portals of the underpass, which match those of the Vignes Street underpass, were designed with the "same careful attention to architectural attractiveness" as other bridges in Los Angeles that were designed by the City Engineering Department (LA Times, December 22, 1935, pg. A7).

Although planning, design and initial construction began in 1933, Macy Street underpass was not completed until 1937-1938, when both underpasses were mentioned in an LA Times article on city streets on April 18, 1938. Their construction required the City's acquisition of numerous parcels, the abandonment and reconfiguring of several City streets, significant land excavation for the bridges and construction of retaining walls, as well as significant sewer modification, which constituted the bulk of the City's financial contribution to the overall station project. These grade separations provided streetcar (Macy Street only), automotive and pedestrian access around and to the station from multiple directions, while providing the trains with unobstructed access. See Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes): _____

*** B12. References:**

Caltrans Statewide Historic Bridge Iventory, 2010.
Caltrans Architectural Bridge Rating Sheet, 1986.

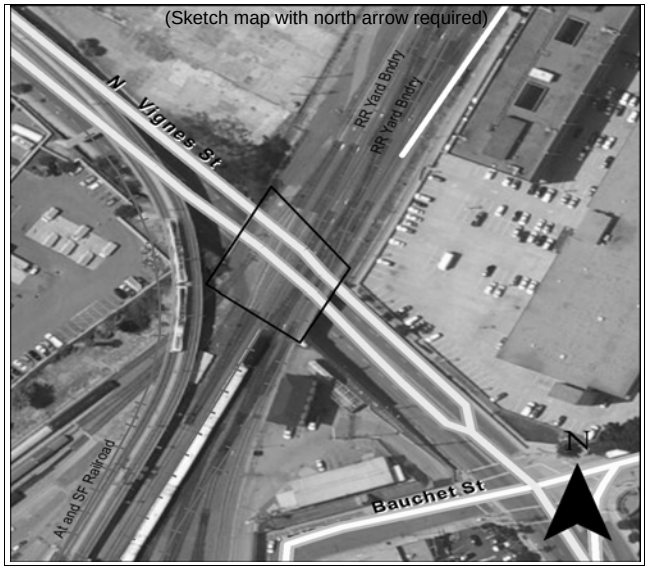
B13. Remarks:

*** B14. Evaluator:** Jessica Feldman

Date of Evaluation: 6/9/2015

(This space reserved for official comments.)

(Sketch map with north arrow required)



B10. Significance, continued:

The current Caltrans Bridge Inventory lists this bridge as a "5," which indicates that the bridge is not eligible for the National Register of Historic Places (NRHP) under Criterion C. However, a re-evaluation of the bridge under Criterion A was undertaken. As a result of the research conducted for this re-evaluation, the bridge appears to be an associated feature of the Los Angeles Union Passenger Terminal (LAUPT), which was included in the National Register of Historic Places, at the national level of significance, on November 13, 1980.

Vignes Street forms the northern boundary of the LAUPT National Register boundary, and the Vignes Street Undercrossing is immediately adjacent to the boundary. The bridge has functioned as an important element of the LAUPT, with which it shares a direct historic association. The design and construction of the bridge was an integral part of the overall planning process to bring train service to Union Station; the bridge has carried all train traffic into LAUPT since the terminal opened to service in 1939. Therefore, the Vignes Street Undercrossing is eligible for the NRHP under Criterion A in the areas of transportation and transportation planning, at the local level of signifiance. The period of significance begins in 1933 with the initial construction of the bridge and ends in 1939 with the opening of the LAUPT.

CHECKLIST
For Documenting Historical Significance of Non-Truss Bridges
REINFORCED CONCRETE ARCHES

Locational

Bridge No. 53C-1764 County LA City/Vic. Los Angeles
Road Railroad tracks Feature intersected Vignes Street
Lat/Long 34°03.6' 118°13.9' UTM

History

Date 1937 Designer Merrill Butler
Contractor Pierson & Hollingsworth

Structural

Total Length 80' Width — Lanes — # spans(total) 1
arched spans 1 Main span length 68'
Other arch spans, length —
Arch type Closed, filled
Approach span type(s) —

Architectural

Architectural detail Window railings

Alterations None

Discuss any known association with historical events, patterns, people, or distinctive technology to 53C-131 This bridge is practically identical, architectonically, and functionally, each being built as part of the LAUPT project, providing grade separations at the rail entrance. 53-1764 more or than not be listed. The NR boundary stops at Vignes Street, including the N abutment and south approach but not the span and north abutment. Logically, this bridge should have been included or 53C-131 excluded.

Sources: 1) Caltrans Bridge Maintenance Book; 2) National Register nomination, LAUPT; 3) Bridge Plans.

Bauchet St

VIGNES STREET
GRADE SEPARATION
FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS
PROJECT NO. 4561
CITY OF LOS ANGELES
FRANK L. SHAW - MAYOR

53C-1764

*Resource Name or # (Assigned by recorder) Los Angeles River Channel (segments of)

Recorded By: Amanda Duane, GPA Consulting Date: 4/21/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. D1-13

P2. Location: Discontinuous portions of Los Angeles River Channel between Figueroa Street at the north and E Cesar Chavez Avenue at the south (See Sketch Map, Pages 5-9).

***NRHP Status Code:** 7N

***P3a. Description**

A portion of the Los Angeles River Channel (P-19-190897) through Los Angeles was previously recorded and evaluated for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility by Greenwood and Associates in 2013 as a part of the Historic Property Evaluation Report for the North Atwater Crossing Project. The previously recorded segment of the Los Angeles River channel, called the Glendale Narrows, is an approximately seven-mile long portion of the larger resource that is generally bounded by SR 134 on the north, and I-5 on the south. Portions of the Los Angeles River Channel were surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in August 2016; however, the Glendale Narrows segment is not within the study area for the High Speed Rail project. As such, this update only addresses portions of the larger resource that are located within the project study area. These portions are limited to the segment that pass beneath following crossings, listed north to south (see Sketch Map, pages 5-9):

- Southern Pacific Railroad Bridge (Map Reference #F1-233);
- Main Street Bridge (Caltrans Bridge #53C1010; Map Reference #D3-6);
- Mission Junction Bridge (Map Reference # E1-25);
- An approximately 100-foot-long segment, beginning approximately 50 feet north of the Cesar Chavez Avenue Bridge (Caltrans Bridge #53C0130, Map Reference #D3-7).

The portions of the Los Angeles River Channel within the study area are fully channelized with concrete, At the Southern Pacific Railroad Bridge (Map Reference #F1-233), the channel's sides are perpendicular with the bottom, forming a rectangular shape. South of the Arroyo Seco Confluence, the channel has sloped edges, forming a trapezoidal shape. The channel follows the natural river path and varies in width.

P11. Report Citation: California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2016.

***B10. Significance**

The segments recorded as a part of this study are only a small percentage of the much larger 51-mile-long Los Angeles River Channel. As such, it is unlikely that these segments would be able to convey any significance without the context of the larger resource. As more fully described below, the channel appears to be significant as a district under Criterion A/1 for its role in the development of river-adjacent areas in greater Los Angeles. However, assessing the physical integrity of the entire 51-mile channel between Canoga Park and Long Beach to make a determination of the potential district's eligibility is beyond the scope of a reasonable level of effort for this undertaking. Full evaluation of the entire channel is precluded by its large size and the limited potential for effects as a result of the project. Therefore, for the purposes of this project only, the Los Angeles River Channel is presumed to be eligible for listing in the NRHP and CRHR. The following discussion addresses whether the segments within the project's Area of Potential Effects (APE) retain sufficient integrity to be able to contribute to the

potential historical significance of the larger resource, rather than evaluating them as individual resources. This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historical Context

During the early 20th century, the Los Angeles River would swell and flood after heavy winter rains, often changing course and sweeping increasingly larger debris—mud, rocks, trees, animals, even dwellings—into its path as it raced down the San Gabriel Mountains. When enough of this debris gathered, it would flood and swamp along the river, halting travel and causing millions of dollars in damage and repair costs to properties along the riverbank. The combination of an unpredictable river and an increase in development along the river created a perfect storm of flood danger: the increased development along the river resulted in less surface area for run-off water to be absorbed in a heavy storm (Lee, et.al., 7). In response to a series of devastating floods in 1914, the Los Angeles County Flood Control District (LACFCD) was formed and began developing a plan to manage flood risk in the region. Some of the earliest flood control efforts included sections of river channelization and the creation of reservoirs. The Arroyo Seco was determined to be one of the primary contributors to flooding in the downtown Los Angeles area; as such, the first LACFCD flood control project was the completion of the Devil's Gate Dam north of Pasadena in 1920 (EDAW, Inc., 6). The majority of the Arroyo Seco was channelized between 1934 and 1940. Taxpayers funded some of these early flood projects through bonds issued in 1917 and 1924, but they were unwilling to fund other more substantial infrastructure (Historic Resources Group and Galvin Preservation Associates, 18).

In the 1930s, another series of destructive floods prompted officials to request federal assistance. The City of Los Angeles received assistance from the US Army Corps of Engineers to channelize the Los Angeles River. The undertaking began in 1938 and would not be completed until 1960. In all, fifty-one miles of the Los Angeles River were eventually channelized (Historic Resources Group and Galvin Preservation Associates, 18). Only three portions of the river remain unlined: a portion near Griffith Park and the Elysian Valley, another within the Sepulveda Flood Control Basin in the San Fernando Valley, and a third in Long Beach where the river empties into the Pacific Ocean (Los Angeles County Department of Public Works). Ultimately, the channelization of the Los Angeles River was successful in providing effective and predictable flood control and facilitated the continued development in river-adjacent areas during and after World War II (Historic Resources Group and Galvin Preservation Associates, 18).

Two separate contracts were let to complete the sections within the study area in 1946. The first contract, which spanned between N. Broadway to the north and Alhambra Avenue to the south, was awarded to E.B. Bishop of Orland, California. The amount awarded was $759,613.70. The proposed work included reinforced concrete paving on the slopes of the river bank, parapet walls, and paved berms. The contract also involved pier extensions for the Spring and Main Street bridges ("Los Angeles Briefs"). The second contract, spanning between Alhambra Avenue to the north and Aliso Street to the south, was for $984,959. The builder was not specified in a contemporary account of the contract, but the work included in the contract was described as reinforced concrete slope paving on the banks with parapet walls and berm paving ("City Briefs").

Evaluation

The subject structure is presumed eligible under NRHP Criterion A and CRHR Criterion 1. It is presumed eligible for its association with flood control in the region, and for facilitating the continued development of river-adjacent areas during and after World War II.

Under NRHP Criterion B and CRHR Criterion 2, the structure does not appear to share significant associations with the lives of persons important to history. The historic persons whose productive lives would be best represented by the Los Angeles River Channel would be significant under NRHP Criterion C or CRHR Criterion 3, rather than Criterion B/2.

Under NRHP Criterion C and CRHR Criterion 3, for a property to be eligible for its type, period, or method of construction, it must be an important example – within its context – of building practices of a particular time in history (US Department of Interior 1995: 18). The trapezoidal channel was constructed using the standard materials and techniques of the time period. Earlier flood control channels, such as the Arroyo Seco Flood Control Channel, are nearly identical in design and function throughout Los Angeles county. The subject structure does not appear to have influenced the design of future flood control channels, and research did not indicate the presence of any design innovations or breakthroughs. The channel does not possess high artistic value, does not represent an important work of a master. The channel may, however, be part of a larger district of flood control features.

Under NRHP Criterion D or CRHR Criterion 4, this structure does not appear significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

The character defining features of the Los Angeles River Channel are its route, its trapezoidal reinforced concrete channels, its parapet paved berms, and central trench at the bottom to guide water flow. The boundaries of the property generally correspond with several legal parcels. Within the study area, these APNs include: 5415-003-901, 5447-027-901, and 5410-002-900.

The structure retains its integrity of location, as it has not been moved since the time of its construction. The structure's integrity of setting has been somewhat diminished by continued development in the area and seismic alterations to the Spring and Main Street bridges. The integrity of design, materials and workmanship are intact, as there do not appear to have been any major alterations to the flood control channel since its original construction in the 1940s. As such, the integrity of feeling and association are intact, as the channel is still able to convey the sense of a large infrastructure project of the period.

The minor segments within the study area retain integrity and share the same significance under Criterion A/1, as discussed above. Therefore, they would contribute to the historical significance of the larger resource should it be fully evaluated in the future; however, full evaluation of the 51-mile channel is outside the scope of work for the current study. Therefore, the recorded segments have been assigned a status code of 7N to indicate that the resource as a whole requires re-evaluation. The project team will presume NRHP and CRHR eligibility for the purposes of this study.

P5a. Photo

12/14/16, Los Angeles River Channel, view looking south from Broadway Bridge; Spring Street Bridge at top left.

12/14/16, Los Angeles River Channel, view looking north from Spring Street Bridge; Broadway Bridge at center.

12/14/16, Los Angeles River Channel, view looking south from Spring Street Bridge; Main Street Bridge at center.

12/14/16, Los Angeles River Channel, view looking south from Spring Street Bridge; Main Street Bridge at top.

12/14/16, Los Angeles River Channel, view looking north from Main Street Bridge; Spring Street Bridge at center.

12/14/16, Los Angeles River Channel, view looking north from Cesar Chavez Avenue Bridge.

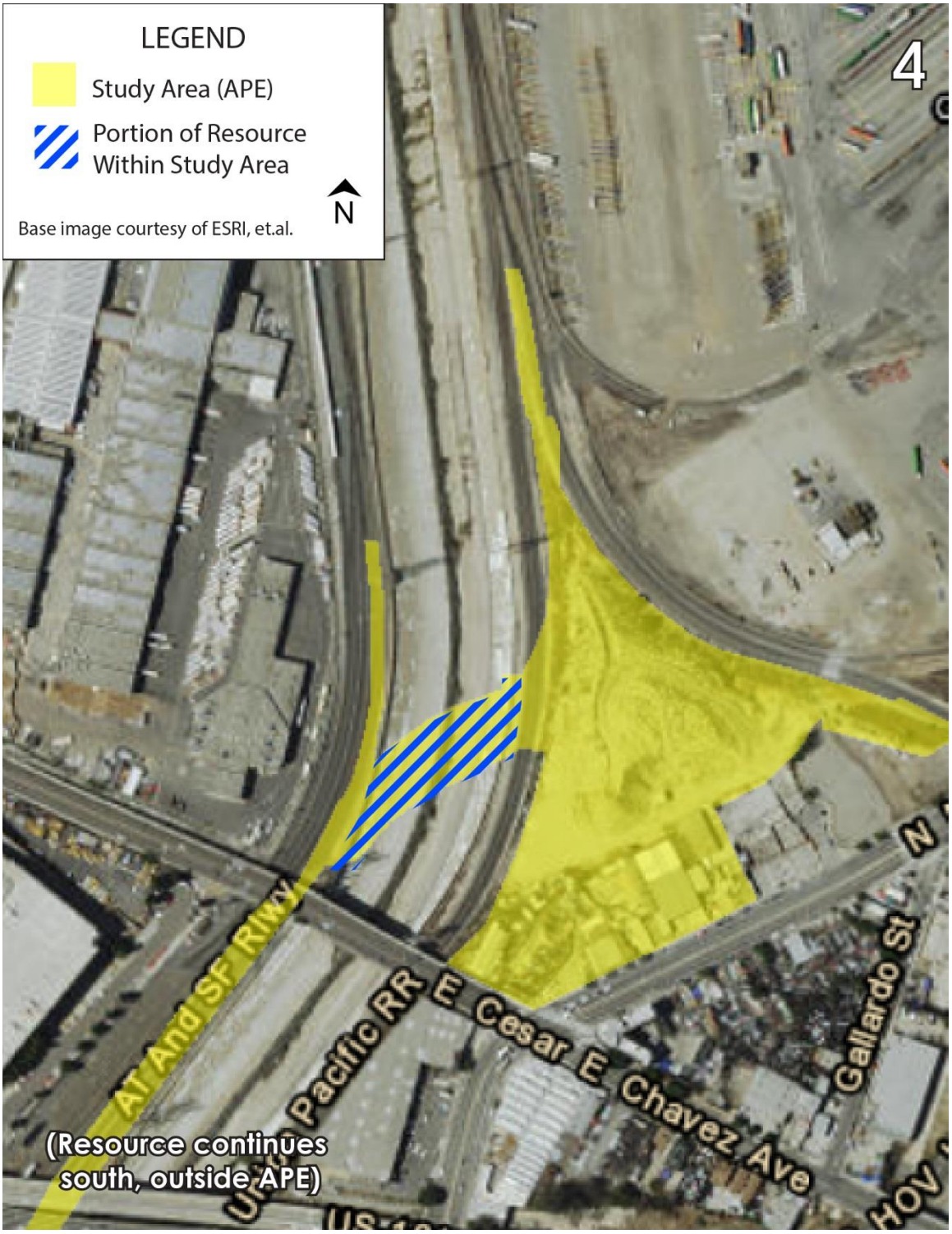
Sketch Map Overview:

Sketch Map Page 1

Sketch Map Page 2

Sketch Map Page 3

Sketch Map Page 4



B12. References:

EDAW, Inc. Department of Parks and Recreation (DPR) Form Set: Arroyo Seco Flood Control Channel. 2003.

Galvin Preservation Associates. *City of Burbank Citywide Historic Context Report.* Report prepared for the Burbank Heritage Commission and City of Burbank Planning Division. September 2009.

Greenwood and Associates. Department of Parks and Recreation (DPR) Form Set: Los Angeles River Channel, Glendale Narrow Section. 2013.

Historic Resources Group and Galvin Preservation Associates. *Northeast Los Angeles River Revitalization Area Historic Resources Survey Report.* Report prepared for the City of Los Angeles Community Redevelopment Agency. June 2012.

Lee, Portia, Andrew Johnston, and Elizabeth Watson. "Los Angeles River Bridges." HAER No. CA-271, Historic American Engineering Record (HAER). National Park Service, Department of the Interior.

Los Angeles County Department of Public Works. History of the Los Angeles River. http://ladpw.org/wmd/watershed/LA/History.cfm (accessed August 2016).

LSA Associates, Inc., et.al. *Historic Resources Survey: Cornfield Arroyo Seco Specific Plan Area, City of Los Angeles, Los Angeles County, California.* Report prepared for Arup North America, Ltd. June 3, 2011.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings LA Historic-Cultural Monument No. 942

Review Code	Reviewer	Date

 *Resource Name or #: Los Angeles River Channel, Glendale Narrow Section

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Burbank, CA Date: 1991 T 1N; R 13W; unsectioned B.M.

c. Address: None Hollywood + Los Angeles City: Los Angeles Zip: 90039

d. UTM: Zone: 11S; NW cr. 382528mE/3777414mN; NE cr. 382601mE/3777403mN; SW cr. 382554mE/3777308mN; SE cr. 382630mE/3777316mN

e. Other Locational Data: Partially within the boundaries of Griffith Park, bounded by Interstate 5 on the west, between Rigali Ave. and Verdant St. on the east (Atwater Village) side. Elevation: 396-405 feet amsl.

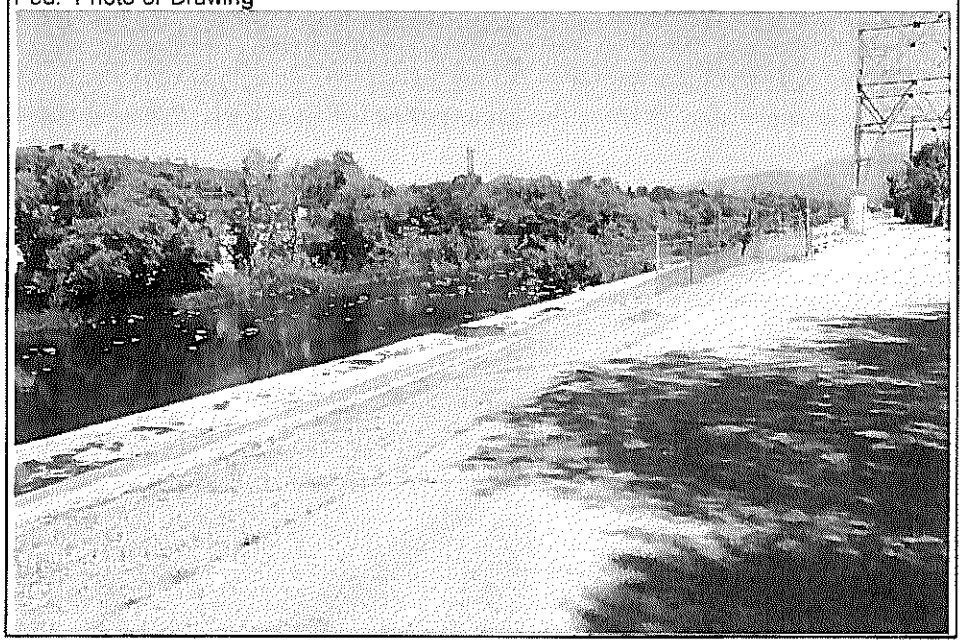
*P3a. Description:

The Glendale Narrows is a 7-mile section of the 52-mile long Los Angeles River that flows between the community of Burbank and the City of Los Angeles neighborhood of Elysian Valley. Griffth Park lies to the west of the river, and Atwater Village is to the east. Glendale Narows is channelized, and has sloping grouted rock and concrete embankment walls and a natural or "soft" bottom that is largely covered by water-worn rocks and cobbles. Flanking the natural riverbed on either side are flat concrete-paved margins. Typically, the river depth within the Narrows is 1-3 feet. A build-up of sediment near the west river bank has created a long, low island that supports abundant vegetation, including a variety of grasses, reeds, bushes, and trees. Flanking the west side of the river channel is an asphalt paved bike path (LA River Bike Path) 15 feet wide, immediately west of which is the Interstate 5 Golden State Freeway. Also adjoining the on the west is an access ramp for an equestrian tunnel that extends beneath the freeway to Griffith Park. Earthen ramps that allow equestrian access to the riverbed have been created on top of the concrete banks on either side. On the east side of the channel, the earthen river berm/levee is elevated 8-10 feet above the surrounding landscape. Atop the levee is a gravel pedestrian/equestrian pathway 10-15 feet wide. (See Continuation Sheets)

*P3b. Resource Attributes: HP20 Canal, HP22 River

*P4. Resources Present: ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: Glendale Narrow section of LA River, view to NW from N Atwater Park area. 8/29/13

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both

*P7. Owner and Address: City of Los Angeles/ Los Angeles County Flood Control District/ US Army Corps of Engineers

*P8. Recorded by: Dana Slawson, Greenwood and Associates, 725 Jacon Way, Pacific Palisades, CA 90272

*P9. Date Recorded: May 29, 2013

*P10. Survey Type: Intensive Survey

*P11. Report Citation: D. Slawson. 2013. *Historic Property Evaluation Report, North Atwater Crossing Project.* Greenwood and Associates. Submitted to LA River Revitalization Corporation and US Army Corps of Engineers, Los Angeles District.

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List): Documentation of isolates

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **BUILDING, STRUCTURE, AND OBJECT RECORD**	Primary # HRI# NRHP Status Code Other Listings LA Historic-Cultural Monument No. 942 Review Code Reviewer Date

 *Resource Name or #: Los Angeles River Channel, Glendale Narrow Section

B1. Historic Name:
B2. Common Name: Glendale Narrows Section of the Los Angeles River
B3. Original Use: River Channel B4. Present Use: same
*B5. **Architectural Style:** Utilitarian, concrete and grouted rock
*B6. **Construction History:** (Construction date, alterations, and date of alterations): Existing structure was completed in 1939. The Glendale Narrows was straightened and confined within earthen levees in 1919-1921. An earlier grouted stone channel was constructed in 1935-1936, rebuilt after a 1938 flood.

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
*B8. **Related Features:** Glendale Narrows is part of the 52-mile long Los Angeles River and an element of the Los Angeles County Drainage Area (LACDA) system.

B9a. Architect: US Army Corps of Engineers b. Builder: Unknown
*B10. **Significance: Theme:** Water Conveyance Systems/Flood Control **Area:** Los Angeles
Period of Significance: 1939 **Property Type:** River channel **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Glendale Narrows segment of the Los Angeles River was among the first sections of the river to be channelized under the supervision of the U.S. Army Corps of Engineers (USACE) following the historic flood of March 3, 1938. Under the Corps' leadership, a comprehensive flood control scheme was conceived that would protect the entire county from future flood events. The USACE program called for channelization of all the county's major rivers, not the Los Angeles River alone, along with a range of other measures. Construction of the Los Angeles River channel commenced in late 1935 and work on the last segment of channel was completed in 1959. (See Continuation Sheets)

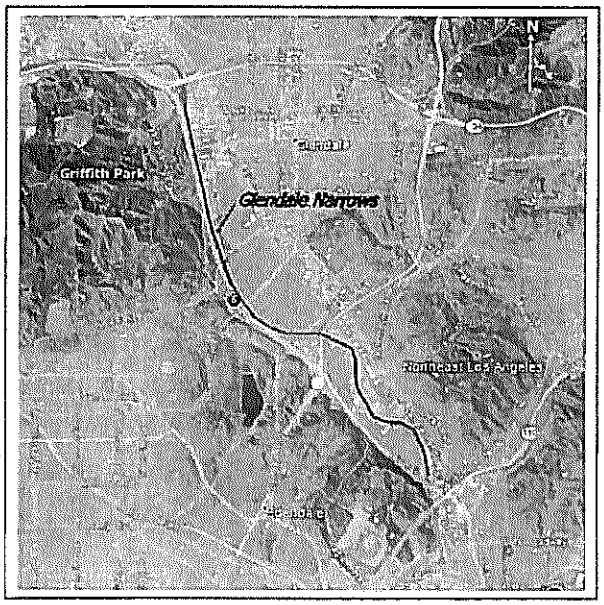
B11. Additional Resource Attributes: (List attributes and codes)

*B12. **References:**

Gumprecht, Blake
1999 *The Los Angeles River: Its Life, Death, and Possible Rebirth.* The Johns Hopkins University Press, Baltimore, Maryland.

Layne, J.G.
1957 *Water and Power for a Great City.* City of Los Angeles Department of Water and Power, Los Angeles, California.

Paul, Daniel, Meghan Potter, Elizabeth Weaver, Christopher Hetzel, and Michael Eberts
2008 *Historic-Cultural Monument Application for Griffith Park.* ICF Jones & Stokes, Los Angeles, for submission to the City of Los Angeles Cultural Heritage Commission.



B13. Remarks:

*B14. **Evaluator:** Dana Slawson
Greenwood and Associates
725 Jacon Way
Pacific Palisades, CA 90272
(310) 454-3091

*Date of Evaluation: May 29, 2013

(This space reserved for official comments.)

*Recorded by: Dana Slawson, Greenwood and Associates *Date: May 29, 2013 ☒ Continuation ☐Update

***P3a. Description, continued:**

Measured from the top of each sloped bank, the Los Angeles River channel is 309 feet wide and 22 feet deep. The natural portion of the riverbed is approximately 154 feet wide, flanked by horizontal concrete-paved aprons that are roughly 20 feet wide. The Glenndale Narrows lies paritially within the boundaries of Griffith Park. The park in its entirety was designated a Los Angeles Historic-Cultural Monument (No. 942) in 2009.

***B10. Significance, continued:**

This same period saw the channelization of all of the county's major rivers and streams, including the San Gabriel River, Rio Hondo, and Ballona Creek. The 7-mile long Glendale Narrows section of the Los Angeles River has the distinction of being the only portion of the river with concrete banks and a natural bottom. This mode of confinement was selected because ground water forces in this location rendered creation of a paved riverbed impossible.

Review of USACE documentation for this section of the Los Angeles River channel indicates that the channel bed is essentially as it was constructed in the late 1930s. Work on this section of the river channel has been confined to routine maintenance activities, such as repairing damaged areas of the interior channel surfaces with comparable materials. The level of historical integrity for this section of the river channel is considered very good, relative to location, design, materials, workmanship, feeling, and association. The historical setting of the resource was significantly compromised by construction of the I-5 Golden State Freeway in the late 1950s. Construction of the 10-lane freeway directly adjacent to the river channel severed the connection between the natural environment of Griffith Park and the waterway that had existed until that time.

The Glendale Narrows section of the Los Angeles River channel does not appear eligible for inclusion in the National Register under Criterion A (Association with Events), nor does it appear eligible for state or local historic designation by merit of its association with important historical events or patterns of events. The river channel is associated with flood control efforts within Los Angeles County in the immediate pre and post World War II era, directed by the US Army Corps of Engineers, and the development of the Los Angeles County Drainage Area (LACDA). The flood control and channelization program had a dramatic impact within Los Angeles County on the appearance of the landscape and alteration of the natural and built environment, as well as its impact on the development of the region brought by essentially eliminating the fear of flooding. The effort opened for use thousands of acres previously deemed unsafe.

While the system as a whole may be viewed as historically important, this particular section of the Los Angeles River channel does not possess any special or noteworthy associations with the flood control program developed and implemented by the USACE, the organization primarily responsible for its implementation.

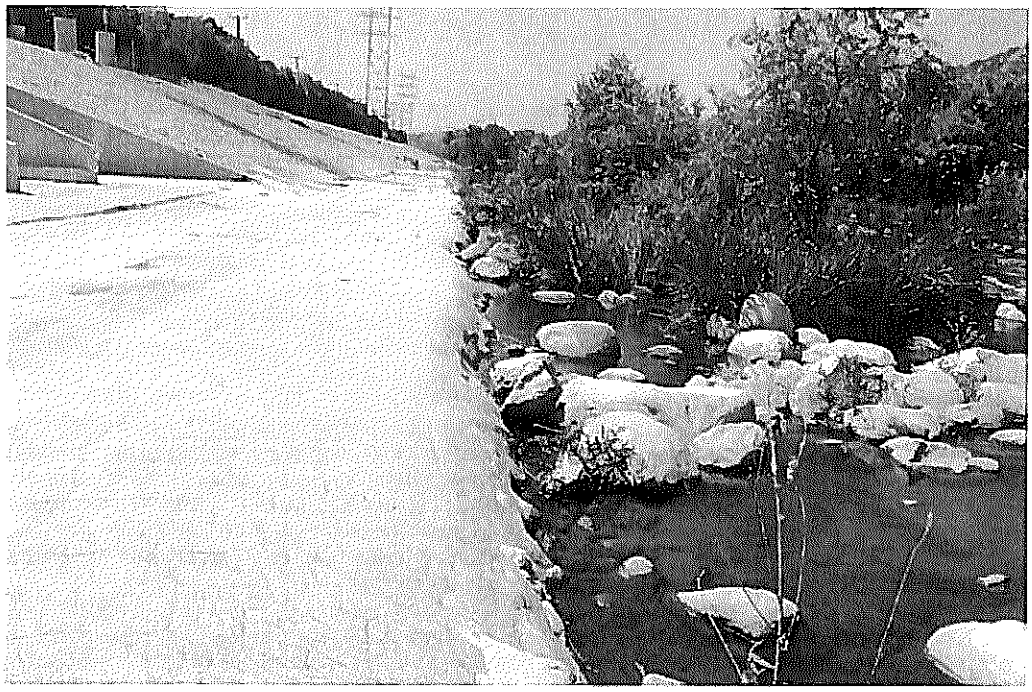
Similarly, this section of the Los Angeles River channel does not appear eligible for National Register listing under Criterion B (Association with Persons of Historical Importance), nor does it meet the criteria for state or local designation in this category. The effort to channelize the river was led by the USACE Los Angeles District. No individual members of the USACE were identified by the research who bear particular responsibility for the design and construction of this portion of the river channel, or for the LACDA flood control system generally.

This section of the Los Angeles River channel does not appear eligible for National Register listing under Criterion C (Design/Construction), or under state and local historical designation criteria for design. The Glendale Narrows section of the river has played an important role in the history of the region's growth and development, particularly in regards to the City's water supply. Indeed, it was within the Narrows that William Mulholland and the Los Angeles Water Company excavated the infiltration galleries wells that were the City's primary source of water and therefore survival and growth, between the mid 1880s and the completion of the Los Angeles Aqueduct in 1913. The appearance of the river since its taming by way of construction of the current concrete channel in the 1930s does not evoke historical associations with those important events. The existing channel is of standard design and materials, and comparable in appearance and function to the one hundred-plus miles of channels which have carried all of the county's principal rivers since the mid twentieth century. This segment displays no unique or innovative design elements.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # HRI# Trinomial

 *Resource Name or # (Assigned by recorder): Los Angeles River Channel, Glendale Narrows Section

Photographs



Detail of Glendale Narrows riverbed, looking south from N Atwater Park area.

Glendale Narrows, west bank, looking south from N Atwater Park/Griffith Park area. LA River Bike Path and Interstate 5 are on right.

 *Required information