

Appendix E1- New Properties Determined Ineligible for the NRHP

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code ¹
E1-1		Machine shop/factory	5409-003-018	1667 N Main St	Los Angeles	1911-1953	6Z
E1-2		Cement Mixing Plant	5410-012-014 (primary)	625 Lamar St	Los Angeles	1961	6Z
E1-3		Old Colony Paint & Chemical Co.	5410-014-020	620 Lamar St	Los Angeles	1937-1957	6Z
E1-4		Two Residential Units	5410-019-003	1807 Darwin Ave	Los Angeles	1906, 1910, 1917	6Z
E1-5		Folk Victorian Residence	5410-019-005	1811 N Main St	Los Angeles	c1900	6Z
E1-6		Commercial/Industrial Building	5410-019-009	1779 N Main St	Los Angeles	1924	6Z
E1-7		Residence	5410-019-022	1812 Darwin	Los Angeles	1924	6Z
E1-8		Carmichael-Kemp Architects	5435-003-018	2870 Los Feliz Blvd	Los Angeles	1965	6Z
E1-9		Commercial Building	5435-006-001	3429 Glendale Blvd	Los Angeles	1922, 1950	6Z
E1-10		Commercial Building	5435-006-002	3421 Glendale Blvd	Los Angeles	1924	6Z
E1-11		Certified Chrome Furniture Co; Goldenberg Plywood and Lumber Co.	5447-028-004	351 S Avenue 17	Los Angeles	1926-1967	6Z
E1-12		Trailer manufacturing	5447-028-012	1745 N Main St	Los Angeles	1912-1937	6Z
E1-13		Commercial Building	5593-021-023	4209 Chevy Chase Drive	Los Angeles	1949, 1954	6Z
E1-14		Single Family Residence	5593-022-004	4116 Goodwin Ave	Los Angeles	1925	6Z
E1-15		Weber Baking Co.	5624-018-028	6841 San Fernando Rd	Glendale	1952, 1973	6Z

¹ California Historical Resources Status Codes: 6Z: Found ineligible for NR, CR or Local designation through survey evaluation.

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Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code ¹
E1-16		Jos Feigelbaum Building (Public Market)	5627-001-001	6401 San Fernando Rd	Glendale	1925	6Z
E1-17		Crocker-Citizens Bank branch	5627-021-017	6343 San Fernando Rd	Glendale	1964	6Z
E1-18		Household utility & coffee warehouse	5627-023-002; 5627-023-008	1411 Air Way	Glendale	1949, 1950	6Z
E1-19		Art Deco commercial building	5628-039-013	5846 San Fernando	Glendale	1939	6Z
E1-20		Genge Industries, Inc.	5640-021-016	440 W Los Feliz Rd	Glendale	1960	6Z
E1-21		Art Deco commercial/industrial building	5696-020-011	4611 San Fernando Road	Glendale	1938	6Z
E1-22		Public Works Corporation Yard	5696-021-900	525 W Chevy Chase Drive	Glendale	1961	6Z
E1-23		Victory Place Bridge (#53C0591)	No Parcel	No Address	Burbank	1932	6Z
E1-24		SPRR Bridge over Verdugo Wash	No Parcel	No Address	Glendale	c1938	6Z
E1-25		Mission Junction Bridge	No Parcel	No Address	Los Angeles	1903	6Z
E1-26	19-187105 19-187327 19-187328 19-187329 19-187330	Burbank Bob Hope Airport	Multiple	2627 Hollywood Way	Burbank	1929-1966	6Z
E1-27	19-188007	San Fernando Road	No Parcel	No Address	Burbank, Glendale, Los Angeles	c1880s-present	6Z
E1-28	19-186110	East Bank Line	No Parcel	No Address	Los Angeles	1891	6Z

Appendix E1- New Properties Determined Ineligible for the NRHP

Map ID	Primary #	Historic Name	APN	Address	City	Year Built	Status Code ¹
E1-29	19-186112	Southern Pacific Railroad Sunset Line	No Parcel	No Address	Los Angeles	1881	6Z
E1-30	19-186688 19-186689	Southern Pacific Railroad Coast Line and Burbank Branch	No Parcel	No Address	Burbank	1893, 1904	6Z
E1-31	19-190319	Southern Pacific Railroad Main Line	No Parcel	No Address	Burbank, Glendale, Los Angeles	c1874	6Z
E1-32		Seneca Avenue Street Trees	No Parcel	No Address	Los Angeles	c1912	6Z
E1-33		Mid-Century Modern industrial/office building	5593-011-043	5121 W San Fernando Rd	Los Angeles	1954	6Z
E1-34		Roger E. McKee General Contractor Branch Office	5593-020-017	4101 W Goodwin Ave	Los Angeles	1930	6Z

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1

*Resource Name or # (Assigned by Recorder) 1667 N Main Street

P1. Other Identifier: Map Reference #: E1-1

*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'Qua _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; _____ B.M.
c. Address 1667 MAIN STREET 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, etc. as appropriate) APN 5409-003-018

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

The subject property spans the west side of Wilhardt Street between N Main Street and Naud Street and contains four buildings and a surface parking lot. These two-story buildings with basements were constructed between 1911 and 1953 with elements of the International style.

The southernmost building is located near the northwest corner of N Main Street and Wilhardt Street and was constructed in 1953 as a two-story parking garage and factory. It replaced three buildings that were previously located on the property. Its primary elevation faces south towards N Main Street with signage that reads "Fu Yuan International Inc." The building is set back from Main Street, with a surface parking lot at the front property line enclosed with metal fencing. It has a rectangular plan with a flat roof. The exterior is clad in stucco. The main entrance is located on the east side of the primary elevation and consists of a set of double doors concealed by a metal security gate beneath a large rectangular portico, with a chamfered bottom edge and a central raised arch on top, supported by four narrow columns. It provides access to the first floor by an eleven-step stairway with metal railing on the east side and metal railing attached to a sloped concrete partition on the west side. A secondary entry on the west end of the primary elevation consists of a door beneath an aluminum awning and is accessed by an attached metal stairway with metal railing. (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 south building looking northwest, 7/8/16

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

1, 1928, 1953 LA County Assessor

*P7. Owner and Address:

Mu Phillip et al
1667 N Main Street
Los Angeles, CA 90012

*P8. Recorded by:

Laura Groves
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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 1667 N Main Street

B1. Historic Name: 1667 N Main Street, Los Angeles

B2. Common Name: Fu Yuan International, Inc

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: Elements of International Style

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

(see continuation sheet)

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

*B8. Related Features: Industrial Loft, Industrial Warehouse

B9a. Architect: R. Van Buren Livingston (1953)

B9b Builder: Kemp Brothers (1953)

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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 N Main Street, just west of the Los Angeles River in the neighborhood of 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12).

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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). (See Continuation Sheet)

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

*B12. References:

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

B13. Remarks: None

*B14. Evaluator: Laura Groves

GPA Consulting

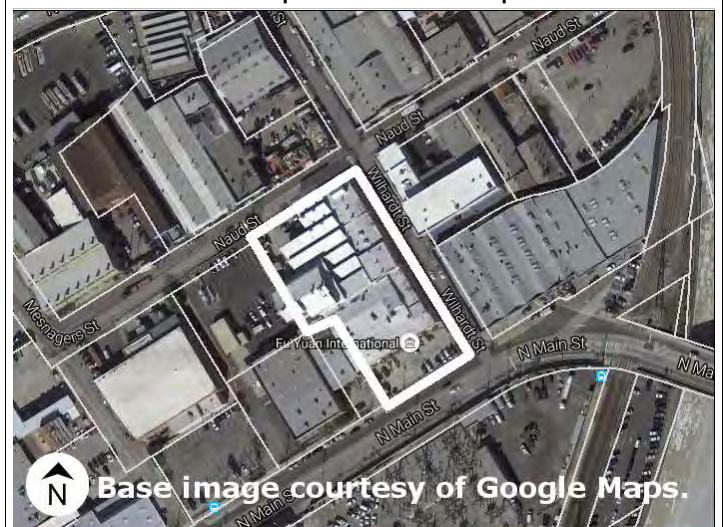
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 10/10/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1667 N Main Street

Recorded By Laura Groves

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☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): There is also a truck bay with a metal roll-up door that spans the height of the first story and is accessed by a ramp on the west side of the primary elevation. There are two garage entries behind metal roll-up doors and metal security gates that span the height of the basement level. Fenestration is asymmetrical and consists of horizontally-banded, multi-light steel windows along the first and second stories of the primary and side (east) elevations.

The building at the northeast corner of the property, located at the intersection of Wilhardt Street and Naud Street, has a primary elevation that faces east towards Wilhardt Street. It was the first recorded building on the property, constructed in 1911 as a two-story electric manufacturing building. It has a rectangular plan with a flat roof and raised parapet. The exterior is clad in the haphazard placement of multiple painted materials, including stucco and wood, but predominantly in corrugated metal. The main entrance is located on the north end of the primary elevation and consists of a metal door. Fenestration along the primary and side (north) elevations is regular and generally symmetrical. The primary elevation consists of several steel framed windows, each with three stacked lights, along the first and second stories; there is a third-floor addition on the south end of the elevation that has two sliding aluminum windows. The side (north) elevation consists of five steel framed windows, each with three stacked lights, and one window opening that is infilled with horizontal bars along the second story.

The building centrally located on the rear (north) portion of the property has a primary elevation that faces north towards Naud Street and was constructed in 1928 as a garage. It has a T-shaped plan with a saw tooth roof. The exterior is clad in metal panels, predominantly corrugated metal. The main entrance is not visible. There are two truck bay openings along the primary elevation; the forward-most truck bay opening on the east side is boarded up by haphazard placement of corrugated metal panels, and the set-back truck bay opening on the west side consists of a set of sliding double doors clad in corrugated metal panels. Horizontally-banded, steel framed clerestory windows run along each "tooth" of the roof. There are no other visible windows.

The westernmost building is centrally located along the west property line, which is shared by an abutting property, and was constructed at an unknown date. Its primary elevation faces north towards Naud Street. It is not fully visible because it is set back several feet and partially concealed by the building centrally located on the rear portion of the property. From what can be seen, it has a rectangular plan with a gabled roof. The only visible entrance appears to be a truck bay behind a metal roll-up door on the west end of the primary elevation. There are no visible windows.

Access to the building centrally located on the rear portion of the property and the westernmost building on the property is restricted by property line metal fencing surrounding the northwest corner of the property, which is used for storage.

B6. Construction History (Continued from Page 2):

The construction of the first recorded building on the subject property in 1911, a two-story electric manufacturing building (the building at the northeast corner of the property), was followed by the periodic construction of ancillary buildings on the property that included: a one-story oil and gasoline supply station in 1914, a one-story garage in 1928, a one-story rust-proofing shop in 1933, a one-story garage in 1940, and a one-story supply store room in 1946. By 1953, three buildings were replaced by a two-story parking garage and factory (the southernmost building within the property).

B10. Significance (Continued from Page 2): 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). In general, 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 2016: 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as 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. A number of industrial properties in Los Angeles were more horizontally organized due to the abundance of available land (SurveyLA Industrial Development 2011: 178-179). During the early 20th century, before the widespread use of electricity, harnessing the daylight into the interior of the industrial building was a necessary component of the design of manufacturing buildings in order to increase productivity (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). The daylight factory property type utilized a variety of methods to bring daylight into these buildings such as introducing expansive industrial sash windows, locating intensive hand work next to the exterior walls of the building, and using skylights and specialized roof forms in its design - such as the saw tooth roof seen within subject property (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). This property type was generally constructed between 1910, when steel sash windows were first introduced, to 1940, when the controlled condition factory became the preferred industrial building type. In addition to the specialized roof form, the buildings within the subject property also feature horizontally-banded, multi-light steel windows.

The subject property, with the associated addresses 1667 N Main Street and 1650 Naud Street, has been occupied by Kelman Electric & Manufacturing Co. since 1912 and at least through 1960 with company president J.N. Kelman (Building Permit; City Directories). Research did not reveal any further information about J.N. Kelman; however, it did reveal that Kelman Electric & Manufacturing Co. was known for its production of electrical equipment, especially oil circuit breakers. Approximately fifteen circuit breaker switches were constructed for the Hoover Dam power transmission system at this plant location in 1935 ("Dam Power Line Supplies Bought" 1935; "Switches To Set Record" 1935). Before these circuit breakers were installed, they were tested at California Institute of Technology laboratories as they were newly designed with the innovation "to provide uninterrupted service, and to remove much of the strain on power lines and stations caused by lightning, or other interference" ("Giant Circuit Breaker Arrives at Pasadena" 1935). Among other contributing companies, Kelman Electric & Manufacturing Co. also helped provide electrical coverage to the

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DEPARTMENT OF PARKS AND RECREATION
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Primary #
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*NRHP Status Code 6Z

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Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

Imperial Valley in 1939; the company provided additional oil circuit breakers to the El Centro switching station in 1951 ("Power Lines Contract Let" 1939; "Three Power Contracts Let at El Centro" 1951). Kelman Electric & Manufacturing Co. supplied the Los Angeles Bureau of Power and Light with \$186,662 worth of oil circuit breakers in 1940 ("City Places Large Electrical Order" 1940). By 1956, the Kelman Electric & Manufacturing Co. was also known as the I-T-E Circuit Breaker Co. (Building Permits; City Directories; "Jobs of Interest: Designers" 1965).

Evaluation

The property at 1667 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 6Z, indicating that it was found ineligible for the National Register, California Register, or local designation through survey evaluation. 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 6Z.

Under NRHP Criterion A or CRHR Criterion 1, these buildings are not significant for their 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 these buildings are a few of many such buildings constructed for a similar use in the area during the same time period. Research revealed that the Kelman Electric & Manufacturing Co. constructed newly designed oil circuit breakers for the Hoover Dam power transmission system with the purpose of minimizing electrical interference between it and the Los Angeles region. These circuit breakers were constructed in 1935, during the construction period of Hoover Dam (1931-1936); however, they are not directly related to the construction of the dam. They were ultimately placed in remote desert locations to re-route the power distribution ("Switches To Set Record" 1935).

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have significant association with the lives of persons important to history. Research did reveal that J.N. Kelman was the initial and longstanding president of the Kelman Electric & Manufacturing Co. from 1912 through at least 1960. However, no further information was found about him to suggest that he was a historically significant person. There was also no further information found about any other individuals associated with the subject property that made demonstrably important contribution to history at the local, state, or national level.

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 (US Department of Interior 1995: 18). This is not the case with these buildings. Rather, they lack high artistic value such that would not merit listing on a national or state register, and do not appear to be the work of a master architect or builder. These buildings provide rough features of the daylight factory property type; however, they have undergone several surface alterations, such as the boarding up of door and window openings, the installation of security gates, and the haphazard replacement of cladding materials, that inhibit their ability to serve as representative examples of that property type. The subject property is located in an area of industrial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, design, feeling, and association. However, the integrity of setting has been diminished by ongoing development in the area since the property's construction. And the integrity of materials and workmanship has been diminished by several alterations that include: the boarding up of door and window openings, the installation of security gates, and the haphazard replacement of cladding materials on the three buildings within the rear portion of the property. The construction of the first recorded building on the subject property in 1911, a two-story electric manufacturing building (the building at the northeast corner of the property), was followed by the periodic construction of ancillary buildings on the property that included: a one-story oil and gasoline supply station in 1914, a one-story garage in 1928, a one-story rust-proofing shop in 1933, a one-story garage in 1940, and a one-story supply store room in 1946. By 1953, three buildings were replaced by a two-story parking garage and factory (the southernmost building within the property).

B12. References (Continued from Page 2):

"City Places Large Electrical Order," Los Angeles Times (December 7, 1940).

"Dam Power Line Supplies Bought," Los Angeles Times (January 4, 1935).

"Giant Circuit Breaker Arrives at Pasadena," Los Angeles Times (July 12, 1935).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

"Jobs of Interest: Designers," Los Angeles Times (October 20, 1965).

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DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI #

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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1667 N Main Street

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

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).

"Power Lines Contract Let," Los Angeles Times (May 3, 1939).

"Switches To Set Record," Los Angeles Times (April 3, 1935).

"Three Power Contracts Let at El Centro," Los Angeles Times (May 21, 1951).

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

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DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 1667 N Main Street

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update



View of north building looking south, 7/8/16



View of both buildings looking west, 7/8/16

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DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 625 LAMAR ST. LOS ANGELES

P1. Other Identifier: Map Reference #: E1-2

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

c. Address 625 LAMAR ST City: LOS ANGELES CA Zip 90031-2512

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 5410-012-008, -009, -010, -011, -012, -013, -01

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

The subject property, located between Gibbons Street and Lamar Street south of N. Main Street, contains two buildings, constructed in 1948 and 1961, a small booth constructed at an unknown date, and two large concrete mixing structures constructed in 1960. The property includes the street addresses of 620-626 Gibbons Street, and 625-645 Lamar Street.

At the northwest corner of the property, there is a one-story office building that was constructed in 1948 in no particular style. It has a street address of 620 Gibbons Street. Its primary elevation faces west towards Gibbons Street. The concrete block building has a rectangular plan with a flat roof and raised parapet. The only visible openings that have not been infilled include two metal roll-up doors on the south elevation.

South of the office building, near the Gibbons Street entrance to the property, there is a small booth that was constructed at an unknown date. It is rectangular in plan with a flat roof and shallow overhang. It is clad in what appears to be plywood panels. Fenestration consists of a multi-light metal window. There are no other visible openings.

(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 mixing structures facing NW, 7/8/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1948 Los Angeles County Assessor

***P7. Owner and Address:**

Transmix Corp

1501 Belvedere Rd

West Palm Beach, FL 33406

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 625 LAMAR ST. LOS ANGELES

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Industrial

B4. Present Use: Industrial - Cement Plant

*B5. Architectural Style: No Style

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

Masonry warehouse built 1948; Concrete batching facility built 1960; Fence wall built 1960; Cement storage built 1964; Ancillary bldgs demo'd 1972

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

*B8. Related Features: Two concrete mixing structures, one-story office building, two-story industrial building, aggregate storage area

B9a. Architect: Unknown

B9b. Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

Summary

These buildings and structures do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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

These two buildings were constructed in 1948 and 1961 and the two concrete mixing structures were constructed in 1961 (Los Angeles Building Permit Records). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Los Angeles River in the neighborhood of 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, Inc. 2011, 12). (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

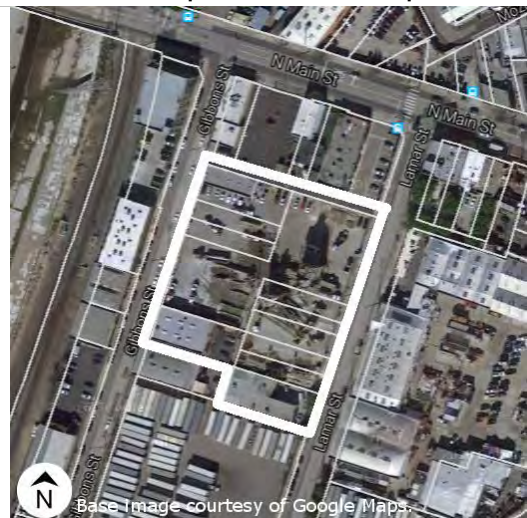
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



*Resource Name or #:(Assigned by Recorder) 625 LAMAR ST. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): Near the center of the property, there is a two-story warehouse and dispatch office adjacent to the larger of the two concrete mixing structures. Constructed in 1961, it is rectangular in plan with a flat roof. The exterior is clad in what appear to be plywood boards, and fenestration consists of metal sash casement windows, typically arranged in pairs.

The larger of the two concrete mixing structures consists of a number of enclosed areas on platforms, exterior walkways, exterior staircases, a vertical conveyor, and a truck loading area. The smaller of the two concrete mixing structures consists of three cylindrical silo structures, four conveyor belts, and four aggregate hoppers. The concrete mixing structures were erected at this site in 1960. At the southwest corner of the property, there is an open-air concrete block aggregate storage area with compartments for different aggregates.

B10. Significance (Continued from Page 2): 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. In general, 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. (LSA Associates, Inc. 2011, 12; Historic Resources Group 2016, 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as Glendale and Burbank.

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities. The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system. (LSA Associates, Inc. 2011, 10).

The subject property was developed as a concrete batching facility in 1960 by the Transit Mixed Concrete Co. The company was founded in 1930 by L. Glenn Switzer in Pasadena, California. The Los Angeles Times described the Transit Mixed Concrete Co. as the first ready-mix concrete company in Southern California, however other sources indicate a permanent ready-mix plant was established as early as 1923 in Los Angeles at the corner of La Brea Avenue and Santa Monica Boulevard (no longer extant). At the time of Switzer's death in 1991, Transit Mixed Concrete Co. had sites throughout Los Angeles, Orange, Riverside, San Bernardino, and Imperial Counties. (LA Times 1990 July 22). The company was eventually acquired by Cemex, North America's largest cement producer.

In Los Angeles, permanent concrete mixing plants were developed in the 1920s concurrent with specialty trucks that could transport "ready mixed" concrete to job sites. Prior to this development, concrete had to be prepared on site, in smaller batches, and with less consistency. Due to the nature of mixed concrete, mixing plants still had to be located 90 minutes or less from the job site. The subject property is a mid-century cement mixing plant with several common characteristics, including its vertical hoppers, aggregate storage areas, and large paved lot. (LSA Associates, Inc. 2011, 64-65).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. The cement mixing plant is one of many such properties within the region. Early examples were pivotal to the exponential and continued growth of Los Angeles during the 1920s and postwar building booms. As an example constructed in 1960, the subject property does not appear to be associated with these significant trends in development. The surrounding area—which would include job sites less than 90 minutes away from the subject property—was almost fully developed by this time. Postwar development of the areas surrounding the railroad tracks and Los Angeles river typically consisted of infill. As such, it is unlikely that this property made a significant contribution to Los Angeles community development, especially when compared to earlier examples, such as the Cemex Plant at the corner of La Brea and Romaine in the Hollywood community, which dates from the 1930s.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have a significant association with the lives of persons important to history. Transit Mixed Concrete Co. established the cement mixing plant at this site in 1960. The company began in 1930 in Pasadena, founded by L. Glenn Switzer, and had sites throughout Los Angeles, Orange, Riverside, San Bernardino, and Imperial Counties. Research did not reveal that Switzer or others associated with the company made demonstrably important contributions to history at the local, state, or national level.

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). The buildings located on the subject property are typical for a cement mixing plant and are therefore not important examples of their type. These buildings also lack high artistic value such that they would not merit listing on a national or state register, and do not appear to be the work of a master architect or builder. The property is a mid-century cement mixing plant with several common characteristics, a typical example of the property type that lacks distinction. The subject property is located in an area of industrial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 625 LAMAR ST. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, workmanship, feeling, and association. However, the integrity of setting has been diminished by ongoing development in the area since the property's construction, and the integrity of design has been diminished by continued updates to the equipment and configuration of the site, as indicated through historic aerial photography. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. references (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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).

Los Angeles Times, "L. Glenn Switzer; Formed Ready Mix Concrete Firm," July 22, 1990, A34A.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
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***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 625 LAMAR ST, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update



View of concrete mixing structure and dispatch office from Lamar Street, facing west, 7/8/16



View of small booth, facing south, 7/8/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 620 LAMAR ST. LOS ANGELES

P1. Other Identifier: Map Reference #: E1-3

***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'Qua** _____ **Date** _____ **T** _____ ; **R** _____ ; **1/4 of** _____ **1/4 of Sec** _____ ; _____ **B.M.**
c. Address 620 LAMAR ST **City:** LOS ANGELES CA **Zip** 90031-2513
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 5410-014-020

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

The subject property, located between Lamar Street and Clover Street south of N. Main Street, is comprised of a number of conjoined industrial buildings, the earliest of which were constructed in 1937. The buildings are concentrated in the north and west ends of the property, forming an L-shaped arrangement.

The primary building, arranged along the west end of the property, has a street address of 620 Lamar Street. It was constructed in 1937 with Neoclassical-inspired architectural elements. An addition was constructed at the south end of the building circa 1945. The building is one story in height with a rectangular plan, bow truss roof, and raised parapet. The exterior is clad in stucco and its primary elevation faces west towards Lamar Street. The main entrance is located at the north end of the west elevation, and is centered underneath a large triangular pediment supported by Tuscan columns. The entrance is comprised of a pair of partially glazed wood doors within a decorative surround that features an exaggerated swan's neck pediment. Fenestration on the west elevation consists of multi-light wood windows with decorative surrounds and multi-light steel sash windows. (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 primary building, facing west, 7/8/16

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

1937 Los Angeles County Assessor

***P7. Owner and Address:**

Lamar Plaza LLC
3701 W 6th St
Los Angeles, CA 90020

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 620 LAMAR ST. LOS ANGELES

B1. Historic Name: North American Paint and Chemical Co.

B2. Common Name: none

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: Neo-Classical

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

City of Los Angeles building permits: Paint and chemical plant built in 1937. Paint storage building built in 1937. Paint thinning building built in 1937.

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

*B8. Related Features: Office building, Warehouse building

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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 primary building was originally constructed in 1937 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Los Angeles River in the neighborhood of 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, Inc. 2011, 12). (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

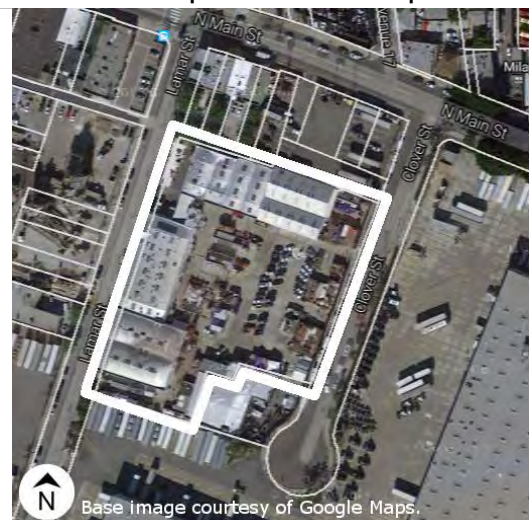
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 620 LAMAR ST. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): North of the primary building, there is a small rectangular building that forms a connection between the primary building and a second rectangular building in the northwest corner of the property. The connecting building, constructed circa 1945, has a shed roof, stucco cladding, and multi-light windows. The northwestern-most building, also constructed circa 1945, has a bow truss roof, raised parapet, and stucco cladding. Fenestration consists of multi-light windows, some of which are arranged within decorative surrounds that are similar to the Neoclassical-inspired surrounds on the office building.

A multi-gabled shed building, constructed circa 1957, abuts the east elevation of the northwestern-most building. It is rectangular in plan with two side gable roofs. The exterior is clad in stucco and corrugated metal. Fenestration consists of multi-light windows. There are large metal sliding doors on the south elevation.

The remainder of the property is comprised of a large paved area used for parking and equipment storage.

B10. Significance (Continued from Page 2): 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. In general, 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. (LSA Associates et.al. 2011, 12; Historic Resources Group 2016, 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as Glendale and Burbank.

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities. The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system. (LSA Associates, Inc. 2011, 10).

The subject property, originally constructed in 1937, was first occupied by North American Paint & Chemical Co. (later renamed "Old Colony Paint & Chemical Company" by 1942, according to building permit records and city directory listings). Additional warehouse buildings were added to the subject site in circa 1945 and 1957. From at least 1930 to 1936, the North American Paint & Chemical Co. was associated with the address 719 E 61st Street, in the Goodyear Tract, a 208-acre industrial tract developed in the 1920s and 30s in South Los Angeles (LSA Associates, Inc. 2011, 114). Building permit and city directory research indicate the Old Colony Paint & Chemical Company was associated with the subject site from 1937 until at least 1966. The company was founded in 1927 by Harold Chaddick McClellan, who remained president of the company until 1962, when he sold his interest in Old Colony Paint & Chemical Co. to ConChemCo of Kansas City, Missouri, and became chairman of the board of directors (Los Angeles Times 1962 June 6). McClellan was a native of California, graduate of Occidental College, and highly involved in business, government, and civic matters. He was appointed by President Dwight D. Eisenhower in 1955 to the position of assistant secretary of commerce for international affairs. In 1957, Los Angeles Mayor Norris Poulson recruited McClellan to serve as the city's official negotiator to bring the Brooklyn Dodgers franchise to Los Angeles. McClellan was also the general manager of the 1959 American National Exhibition in Moscow, which served as the locale for the "kitchen debate" between Vice President Richard M. Nixon and Soviet Premier Nikita Khrushchev (Los Angeles Times 1979 August 2). After the Watts Riots of 1965, he led a special committee of the Los Angeles Chamber of Commerce to address unemployment, known as the Management Council for Merit, Training, and Research. California Governor Ronald Reagan asked McClellan to help guide similar organizations throughout the state (Los Angeles Times 1967 January 22).

The buildings on the subject property are typical of the "controlled conditions factory" industrial property type, which first appeared in the mid-1930s and became the standard for industrial design following World War II. The controlled conditions factory is distinguished by its minimal use of windows for light and ventilation, instead relying on internal lighting and ventilation systems. They are typically one- to two-stories in height, and sometimes included architecturally notable entrances or overall designs, which may include some windows (LSA Associates, Inc. 2011, 177). In the case of the subject property, decorative elements inspired by the Neoclassical style are incorporated into the factory's design, including rectangular plans, a boxed cornice, and the application of pediments, columns, and pilasters.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. City Directory listings indicate that the earliest occupants were the North American Paint & Chemical Co., which appears to have been renamed "Old Colony Paint & Chemical Company" by 1942. Research did not reveal any evidence to suggest that the Old Colony Paint & Chemical Company was an important or influential or pioneering brand in the industry, nor that the property or brand have any associations with historical events or persons. Although it was located in an industrial area that started to develop in the 1920s, this building was not constructed until 1937 and therefore was not influential in that development. It is one of many similar industrial type buildings within the immediate vicinity.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have significant association with the lives of persons important to history. Harold Chaddick McClellan, who founded Old Colony Paint & Chemical Company in 1927, moved his business to the subject property in 1937. Outside of his role as company president, McClellan was highly involved in the Los Angeles business community and philanthropy. He was appointed by elected officials at the city, state, and national levels of government to bring his business expertise to bear on such varied projects as recruiting the Brooklyn

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DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 620 LAMAR ST. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

Dodgers to Los Angeles, addressing unemployment in the wake of the Watts Riots, and organizing the American National Exhibition in Moscow. McClellan eventually sold his interest in Old Colony in 1962, then served on the board of directors until his resignation in 1967. McClellan's civic achievements are notable, but the subject property is more closely associated with his role as a company founder and president, and does not necessarily illustrate his more important contributions to history as a political appointee and philanthropist. Therefore, the subject property's association with McClellan is not significant. Research did not reveal that any other employees or owners made demonstrably important contribution to history at the local, state, or national level.

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). These buildings are not. Rather, the buildings on the site are typical of an industrial property. These buildings also lack high artistic value such that they would not merit listing on a national or state register, and do not appear to be the work of a master architect or builder. The most distinctive characteristic of the site is its Neoclassical-inspired decoration on the office building; however, the use of the style is limited to exterior ornament. The detailing is more of an afterthought and is less integrated with the overall design of the building, the effect of which is more programmatic than high style. Overall, the property is a typical example of an industrial site that lacks distinction, and its Neoclassical-inspired decorative elements do not rise to a level of significance within the contexts of Neoclassical or Programmatic architecture. The subject property is located in an area of industrial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this property does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. Since its original construction in 1937, there were two ancillary building additions constructed on the north side of the property circa 1945 and 1957. One of these ancillary buildings is connected to the primary office building by a small rectangular building, which faces Lamar Street but is set back along the north side of the primary elevation behind a security fence and gate. These alterations do not detract from the integrity of the property, as the later construction is generally consistent in scale and style and was constructed by the original owner; however, the integrity of setting has been diminished by ongoing development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

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

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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).

"New Color for Old Colony," Los Angeles Times, June 6, 1962, C10.

"Man Who Brought Dodgers to L.A. Dies," Los Angeles Times, August 2, 1979, SD A4.

"McClellan Devotes All His Time to Community," Los Angeles Times, January 22, 1967, K10.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:**(Assigned by Recorder) 620 LAMAR ST, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update



View of south end of primary building from Lamar Street, facing northeast, 7/8/16



View of northwesternmost building from Lamar Street, facing southeast, 7/8/16



View of multi-gabled shed building from Clover Street, facing west, 7/8/16



View of multi-gabled shed building from Clover Street, facing northwest, 7/8/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) 1807 DARWIN AVE. LOS ANGELES

P1. Other Identifier: Map Reference #: E1-4

*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'Qua _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; _____ B.M.
c. Address 1807 DARWIN AVE City: LOS ANGELES CA Zip 90031-3221
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 5410-019-003

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The subject property, located between Darwin Avenue and Mozart Street, east of S. Avenue 17, contains two small residential buildings.

The primary residence, with a street address of 1807 Darwin Avenue, was constructed in 1917 with Craftsman style influences. The one-story residence is rectangular in plan with a front-gabled composition shingle roof, open eaves, and exposed rafter tails. The exterior is clad in wood shingles and horizontal wood clapboards. It sits on a raised concrete perimeter wall foundation. Its primary elevation faces south towards Darwin Avenue; the primary elevation consists of a full-width recessed porch. The porch is surrounded by a low wall clad in horizontal wood clapboards and supported by paired wood posts. The porch is accessed by a set of concrete steps. The main entrance is nearly centered within the porch and consists of a partially-glazed wood door. Fenestration consists of fixed wood windows with geometric muntins and one-over-one double-hung wood windows. The front yard is surrounded by a picket fence.

(see continuation sheet)

*P3b. Resource Attributes: (List Attributes and codes) HP02. Single Family Property

*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 1807 Darwin facing NW, 7/8/16

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

1917 Los Angeles County Assessor

*P7. Owner and Address:

Manuel Macias
1805 Darwin Ave
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, 2016

*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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 1807 DARWIN AVE, LOS ANGELES

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Residential

B4. Present Use: Residential

*B5. Architectural Style: Craftsman

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

Extant residences on subject property were constructed in 1906 and 1917, per Assessor records. City of Los Angeles building permits: Move one d

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

*B8. Related Features: Rear residence at 1754 Mozart Street

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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.

Historical Context

The primary residence was constructed in 1917 and the rear residence between 1906 and 1910 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Los Angeles River in the neighborhood of 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, Inc. 2011, 12). (see continuation sheet)

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

HP02 Single Family Property

*B12. References:

Los Angeles County Assessor Records; Historic Aerial Maps; Building Permits; Sanborn Fire Insurance Maps; 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.



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CONTINUATION SHEET

Primary #
HRI #

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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1807 DARWIN AVE. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): The rear residence, with a street address of 1754 Mozart Street, was constructed between 1906 and 1910 in a vernacular style. The one-story residence is rectangular in plan with a combination side-gabled and shed roof with open eaves. The roof is covered in composition shingles. The exterior is clad in horizontal wood channel siding. The primary elevation faces north towards Mozart Street, and consists of a full-width projecting porch. The porch is covered by a shallow pent roof supported by wood posts. The porch is enclosed by a simple wood railing; the porch steps are not visible from the public right-of-way, due to a concrete block wall at the front of the residence. Windows and doors on the primary elevation are obscured by metal security bars. Other windows appear to consist of one-over-one double-hung sash.

B10. Significance (Continued from Page 2): 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. 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 and Galvin Preservation Associates 2012). An overwhelming majority of these homes were Craftsman in style, and were often pre-fabricated (Historic Resources Group 2014, 49-51).

The Craftsman style emerged from the 19th century English Arts and Crafts movement. The Arts and Crafts movement, a reaction to increasing industrialization, promoted the importance of hand-craftsmanship, simplicity of design, and a return to nature. The movement reached the United States, and the resulting architecture is considered to have reached its apex in Pasadena, California with the work of architects Greene and Greene. The style was introduced to the general public through magazines and style catalogs, contributing to its widespread popularity. The Craftsman style was most frequently applied to the bungalow, a one to one-and-a-half story residence. Lumberyards and catalogs for companies like Aladdin, Pacific Ready-Cut and Sears & Roebuck Co. manufactured thousands of prefabricated homes in the 1910s and 1920s, contributing to the high concentration of Craftsman bungalows in streetcar suburbs throughout Southern California (Historic Resources Group 2014, 42). Despite its popularity, the Craftsman style had generally fallen out of favor by the late 1920s. Influenced in part by the film industry and large expositions such as the Panama-California Exposition in San Diego, breezy and exotic styles like Spanish Colonial Revival and Mediterranean Revival became the preferred residential styles in Southern California during this time.

Residential development would slow considerably during the Great Depression and at the onset of World War II. However, modest single-family homes were built in hundreds of new tracts in unprecedented quantities by large-scale developers and merchant builders to help relieve the housing crisis that followed the war (Caltrans 2011, 16,57). Residential areas that flourished during the streetcar era—or even earlier—did not experience postwar construction on the same scale. As these neighborhoods were already more fully developed, the construction of postwar homes was simply infill (Historic Resources Group and Galvin Preservation Associates 2012, 23). In other areas, particularly surrounding San Fernando Road, earlier residential development was demolished to make way for new commercial and industrial buildings (Historic Resources Group 2014, 159). Many of these early communities were also negatively affected by the completion of the freeway system, as the new alignments bisected neighborhoods and created physical barriers, which was the case in Lincoln Heights. (Architectural Resources Group 2014, 15).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. Although the two houses on this property were constructed during the development of Lincoln Heights as an early suburb of downtown Los Angeles, their relation to this local trend is mere association. It is one of many such properties within the vicinity, and this property does not appear to be an individually significant resource within that context. No other significant trends or events were found to be associated with this property.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have a significant association with the lives of persons important to history. Research did not reveal that any of the residents or owners made demonstrably important contribution to history at the local, state, or national level. The earliest residents identified with this property were Maria Chavez, Pedro Chavez, and Sarah Arcio; research did not reveal any information to suggest that they were important individuals or that they made any significant historical contributions as individuals. Furthermore, City Directory listings indicate that the tenants and/or owners of the property changed almost yearly, which would not be sufficient time for an individual to form an important association with the subject property.

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 (US Department of Interior 1995: 18). This is not the case with either building on the subject property. Rather, The houses on the property are typical examples of a vernacular cottage and a Craftsman styled residence that lack individual architectural merit. These buildings also lack high artistic value such that they would not merit listing on a national or state register, and do not appear to be the work of a master architect or builder. The subject property is located in a neighborhood of properties that are varied in scale and style, and appear to date from a range of different time periods spanning from the late 1890s to the early 1960s. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, design, feeling, and association. Apparent alterations include a chain-link fence surrounding the entry to the driveway on the west side of the primary residence and the

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CONTINUATION SHEET

Primary #
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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1807 DARWIN AVE, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

installation of metals security bars over the windows and doors, as well as the construction of a concrete block wall along the west side of the street-facing property line, of the rear residence. These alterations are reversible; however, the integrity of materials and workmanship is diminished by them. Furthermore, the integrity of setting has been diminished by ongoing development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

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

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).

California Department of Transportation, Tract Housing in California, 2011.

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Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 1807 DARWIN AVE, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update



View of 1754 Mozart Street, facing south, 7/8/16

CONTINUATION SHEET

Primary # _____

HRI _____

Page 1 of 5

*Resource Name or # (Assigned by recorder) 1811 N. Main Street, Los Angeles CA, 90031

Recorded By: Amanda Duane, GPA Consulting

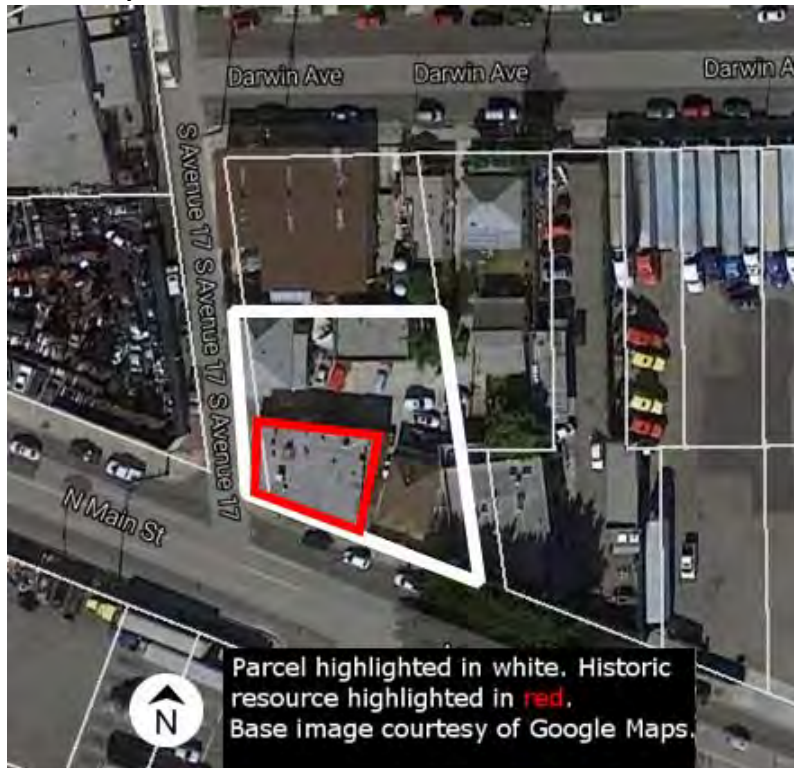
Date: 10/26/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-5

P2. Location: 1811 N. Main Street, Los Angeles CA, 90031

*NRHP Status Code: 6Z

Sketch Map:



Red outline corresponds with the commercial building at 1801 N. Main Street (Map Reference No. D1-5), documented separately and included Appendix D1 of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report.

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 known as "Lanza Bros. Market" is documented separately on the DPR Form set for 1801 N. Main Street, Los Angeles, and has been identified as individually eligible for listing in the National Register of Historic Places and California Register of Historic Resources. The market and the residences are arranged in the four corners of the generally rectangular property. The market is in the southwest corner of the property. The three single-family residences described in this DPR form set, associated with the address 1811 N. Main Street, do not contribute to the historic significance of the market.

The residence at the southeast corner of the property has a street address of 1811 N. Main Street (See Photos 1 and 2). It is one story in height and has a rectangular plan and a pyramidal hipped roof. The primary elevation faces south towards Main Street, and the exterior is entirely clad in stucco. At the center of the roof on the primary elevation, there is a front-gabled dormer with a single vinyl sliding window within a stucco-coated foam surround. A recessed porch spans the length of the primary elevation, sheltering the front door and two windows. The front door is a single wood paneled door with a decorative surround. The door surround has a broken swan's neck pediment and two fluted pilasters. The windows are large, single-light vinyl windows with decorative wood surrounds. The window surrounds have similar pilasters to the door surround. The porch is supported by four rounded columns and enclosed by a decorative railing with turned balusters. On the east and west elevations, there are two sliding vinyl windows with false muntins and raised stucco-coated foam surrounds. The rear elevation, facing north, is not visible from the public right-of-way, and therefore could not be described.

CONTINUATION SHEET

Page 2 of 5

The residence in the northwest corner of the property does not appear to have its own street address (See Photo 3). It is one story in height and has a generally rectangular plan and pyramidal hipped roof. Its primary elevation faces south towards the market building and the exterior is clad in stucco. On the primary elevation, there is a projecting porch with a front-gabled roof that appears to be non-original. The porch shelters the front door and a window. It is surrounded by a low, stucco wall, and supported by squared posts clad in stucco. The front door is a single wood-paneled door. The majority of windows on the house are single-hung vinyl windows with false muntins. There appears to be pent roof addition to the east end of the house and a side-gabled addition to the northwest corner of the house. The north and east elevations are not visible from the public right-of-way.

The residence in the northeast corner of the property is not clearly visible from the public right-of-way, due to its location on the lot (See Photo 4). Based on what is visible, the residence is rectangular in plan with a flat roof and raised parapet. The primary elevation faces south towards 1811 N. Main Street. The exterior is clad in stucco, and the windows are single-hung vinyl windows. It does not appear to have its own street address.

B10. Significance

The three residences on the subject property do not meet the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), nor are they historical resources 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).

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 (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).

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

CONTINUATION SHEET

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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 front residence, associated with the address 1811 N. Main Street, was historically Folk Victorian in style but has since been heavily altered. 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). The two rear residences are highly altered and do not exhibit a particular style.

Evaluation

The property at 1811 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 southeastern house on 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 property has been heavily altered since the 2011 survey, and the project team recommends a status code of 6Z.

Under NRHP Criterion A or CRHR Criterion 1, these houses are not significant for their association with important historic events. They were constructed in the early twentieth century during a period of widespread residential development in the Lincoln Heights area. Research does not indicate that these residences have a direct or important association with the patterns of general development in this neighborhood; rather, they are just some of many residential properties constructed in the area during this time period. Furthermore, these houses have been heavily altered and would no longer reflect any historic associations from the early twentieth century.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have a significant association with the lives of persons important to history. While the Lanza family owned and operated the adjacent market for decades while living in the nearby houses, 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 (US Department of the Interior, 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 (US Department of the Interior, 18). The subject buildings have all been heavily altered and no longer reflect any type, period, or method of construction. The houses lack high artistic value, and are unlikely to be the work of a master. Lastly, they would not contribute to a district, due to the heavy alterations.

Under NRHP Criterion D and CRHR Criterion 4, these buildings 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.

Not only do these residences not meet any of the criteria for listing in the NRHP or the CRHR, they have also lost integrity relative to their original construction dates. The buildings only retain their integrity of setting and location. The integrity of materials, workmanship, and design have been diminished by heavy alterations, including new exterior cladding, new windows, and the removal of historic decorative details and application of non-original details. The loss of historic fabric has in turn diminished the integrity of feeling and association.

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Primary # _____

HRI _____

P5a. Photograph



Photo 1: 7/19/2016, 1811 N. Main Street, view looking north at south elevation



Photo 2: 7/19/2016, 1811 N. Main Street, view looking northeast at south and west elevations



Photo 3: 7/19/2016, northwest residence, view looking northeast at south and west elevations



Photo 4: 7/19/2016, northeast residence (at center), view looking northeast towards south elevation. Also partially visible are the northwest residence (at left) and market building (at right).

CONTINUATION SHEET

Page 5 of 5

B12. References

Architectural Resources Group. *Boyle Heights Community Plan Area Historic Resources Survey Report*. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. December 2014.

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 25, 2016, <http://ladbsdoc.lacity.org/idispublic/>.

Historic Resources Group. *Central City North Community Plan Area Historic Resources Survey Report*. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. May 2016.

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

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.

Gatto, Mariann. *Images of America: Los Angeles' Little Italy*. Charleston SC: Arcadia Publishing. 2009.

GPA Consulting. *Los Angeles Citywide Historic Context Statement: Late 19th and Early 20th Century Architecture, 1885-1905*. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. July 2016.

LSA Associates, Inc., et.al. Department of Parks and Recreation (DPR) Form Set: 1811 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.

US Department of the Interior. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, 1998.

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) 1811 N Main St

P1. Other Identifier: _____

*P2. Location: _____ Not for Publication ☒ 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: 1811 N Main St 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:5410019005

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

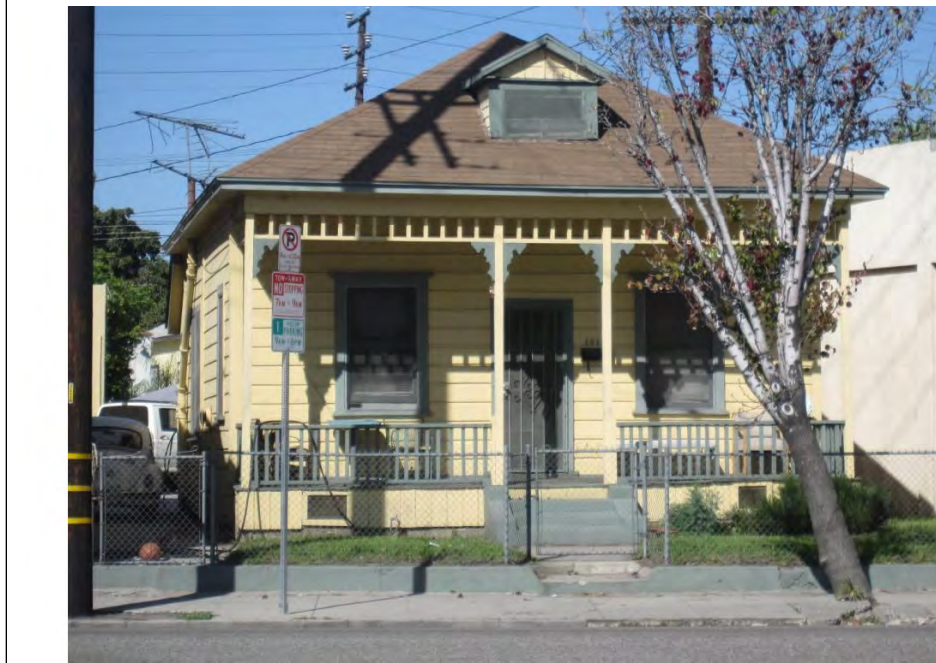
Architectural Style: Folk Victorian
Construction: wood frame
Siding/Sheathing: wood: clapboard, all visible sides
Roof: hipped, medium, narrow eaves
Fenestration: wood, double-hung, front
Primary Entrance: front, single door
Other notable features: decorative brackets and spandrels

Plan: rectangular
No. Stories: 1
Porches: Full-Width, front
Retains integrity: yes, setting, location, materials, workmanship, association, design, feeling

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

*P4. Resources Present: ☒ 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: ☒ Historic

☐ Prehistoric ☐ Both

ca 1900

*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 ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record
☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 3S

*Resource Name or #: (Assigned by recorder) 1811 N Main St

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: ca 1900

*B7. Moved? ☒ 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: ca 1900 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 several character-defining features of the style as applied to a hipped-roof cottage, including a full-width front porch with decorative spindles and spandrels, and boxed eaves. It...(continued on next page)

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

*B12. References:

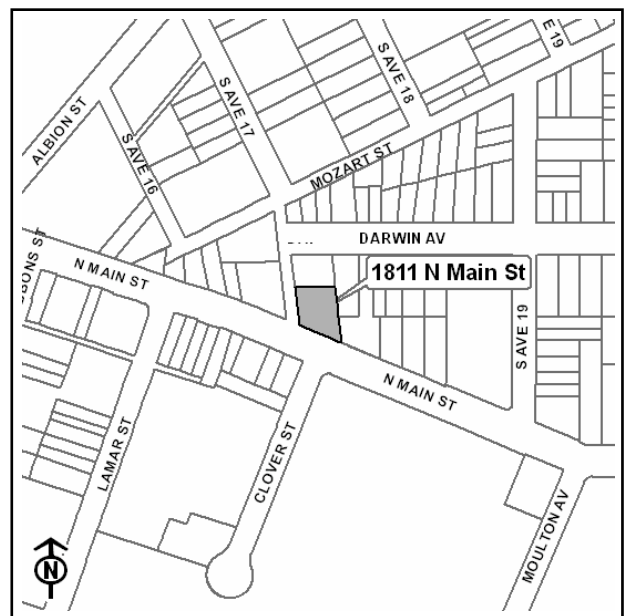
Sanborn Maps

B13. Remarks:

*B14. Evaluator: Kathryn McGee

*Date of Evaluation: 05/25/2011

(This space reserved for official comments.)



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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

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Resource Name or #:(Assigned by recorder) 1811 N Main St

*Recorded By: LSA Associates, Inc. *Date: 05/25/2011 ☒ Continuation ☐ Update

B10. Statement of Significance (continued): appears that the balustrade has been rebuilt with narrower gaps between rails, but the building retains integrity in spite of this apparent alteration.

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 1779 N MAIN ST, LOS ANGELES

P1. Other Identifier: Map Reference #: E1-6

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

c. Address 1779 N MAIN ST City: LOS ANGELES CA Zip 90031-2516

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 5410-019-009

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

The subject property, located on N. Main Street directly east of the intersection with Lamar Street, is an industrial building. The two-story unreinforced masonry building was constructed in 1924 in no particular style. The building is rectangular in plan with a flat roof and raised parapet; it covers the entire parcel. Its primary elevation faces south towards N. Main Street. The primary elevation is characterized by three flush storefronts at the ground level. The storefronts have single wood slab doors, stuccoed bulkheads, single-light wood display windows, and multi-light transoms. Metal security bars have been installed over the display windows and transoms. Along the second story of the primary elevation there are groups of multi-light steel sash windows. There is a hollow metal door that serves as a side entrance on the west elevation. There is a concrete wing wall on the southwest corner, and signage for the tenant on the south and west elevations.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 1779 N. Main Street facing north, 7/8/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric
☐ Both

1924 Los Angeles County Assessor

***P7. Owner and Address:**

Gibbs Family Properties LLC

9652 Hillhaven Ave

Tujunga, CA 91042

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 1779 N MAIN ST, LOS ANGELES

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Warehouse

B4. Present Use: Warehouse

*B5. Architectural Style: No Style

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

City of LA bldg. permits: One room store built 1924; Mezzanine floor added 1927; Addition to produce store room 1925; Wood floors replaced with c

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

***B8. Related Features:** None

B9a. Architect: Unknown

B9b Builder: Unknown

***B10. Significance: Theme** N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

Historical Context

The industrial building was constructed in 1924 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Los Angeles River in the neighborhood of 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, Inc. 2011). (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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1779 N MAIN ST. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): 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, Inc. 2011, 12). In general, 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 2016, 13-14). As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as Glendale and Burbank.

The subject property was constructed during a 1920s industrial boom in the neighborhood of Lincoln Heights. The earliest known occupant of the property was a wholesale grocery business run by a Marlo S. Pencin. The building was later used for wholesale wine and liquor during the 1940s and 1950s, and finally by a business called "Duke's Sheet Metal" as early as 1960. This building was designed in no particular style and is a typical example of a commercial and light manufacturing building without any distinguishing characteristics of an industrial or commercial property type.

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities (LSA Associates, Inc. 2011, 10). The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Although the building was constructed during a 1920s industrial boom in the area, its relation to this local trend is mere association. It is one of several such properties within the vicinity, and research did not reveal any evidence to suggest that this property was an individually significant resource within that context. No other significant trends or events were found to be associated with this property.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have significant association with the lives of persons important to history. Research did not reveal that any of the employees or owners made demonstrably important contribution to history at the local, state, or national level. The earliest known occupant of the property was a wholesale grocery business run by a Marlo S. Pencin. The building was later used for wholesale wine and liquor during the 1940s and 1950s, and finally by a business called "Duke's Sheet Metal" as early as 1960. Research did not reveal any information to suggest that these businesses or their owners made any significant historical contributions.

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. Rather, 1779 N. Main Street does not possess the distinguishing characteristics of any one industrial or commercial property type. It is a typical example of a building of this kind that lacks individual architectural merit. This building also lacks high artistic value such that it would not merit listing on a national or state register, and it does not appear to be the work of a master architect or builder. The subject property is located in an area that is varied in scale, building type and style, and appears to date from a range of different time periods spanning from the late 1890s to the early 1960s. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared significant context.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, design, feeling, and association. However, the integrity of materials, workmanship, and setting have been diminished by some minor changes to the building's doors, siding materials on the bulkheads, and ongoing development in the area since the property's construction. Other apparent alterations include the installation of metal security bars over the first story windows and of a chain-link fence along the west side of the street-facing property line.

B12. References (Continued from Page 2):

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

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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
CONTINUATION SHEET

Primary #
HRI #

Page 4

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 1779 N MAIN ST, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update



View of 1779 N. Main Street facing northeast, 7/8/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) 1812 Darwin Ave. Los Angeles

P1. Other Identifier: Map Reference #: E1-7

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

c. Address 1812 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, etc. as appropriate) APN 5410-019-022

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

The subject property, located on the south side of Darwin Avenue between S Avenue 17 and S Avenue 19, contains three residential buildings. These one-story residences were constructed in 1901, 1904, and 1929.

The residence within the northwest corner of the property is associated with the address 1812 Darwin Avenue. It was constructed in 1929 and designed with elements of the Spanish Colonial Revival style. Its primary elevation faces north towards Darwin Avenue. It has an irregular plan with a complex roof that is clad with red clay tiles. The exterior is clad in stucco. The main entrance is centrally located on the primary elevation facing east and concealed by a porch that spans the east side of the primary elevation. It is topped by a shed roof clad with red clay tiles and supported by walls clad in stucco with tall and slender arched openings, the largest of which is centered for step-up access. A side entrance is located on the side (east) elevation beneath an awning but it not fully visible. Fenestration along the primary elevation is asymmetrical and consists of a pair of double-hung wood windows behind the porch on the east side of the elevation and a group of three windows beneath an awning on the west side of the elevation. (See Continuation Sheet)

*P3b. Resource Attributes: (List Attributes and codes) HP02. Single Family Property

*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 #)
1812 Darwin looking SW, 5/15 (Google Maps)

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

1901 Los Angeles County Assessor

*P7. Owner and Address:

Tang Steimber
1430 Bellwood Rd
San Marino, CA 91108

*P8. Recorded by:

Laura Groves
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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 1812 Darwin Ave. Los Angeles

B1. Historic Name: 1812 Darwin Ave. Los Angeles

B2. Common Name: None

B3. Original Use: Single Family Residence

B4. Present Use: Single Family Residence

*B5. Architectural Style: Spanish Colonial Revival

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

See Continuation Sheet

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they historical resources 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 Darwin Avenue, just east of the Los Angeles River in the neighborhood of 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 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 (SurveyLA Industrial Development 2011: 5). (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; City Directories (See Continuation Sheet)

B13. Remarks: None

*B14. Evaluator: Laura Groves

GPA Consulting

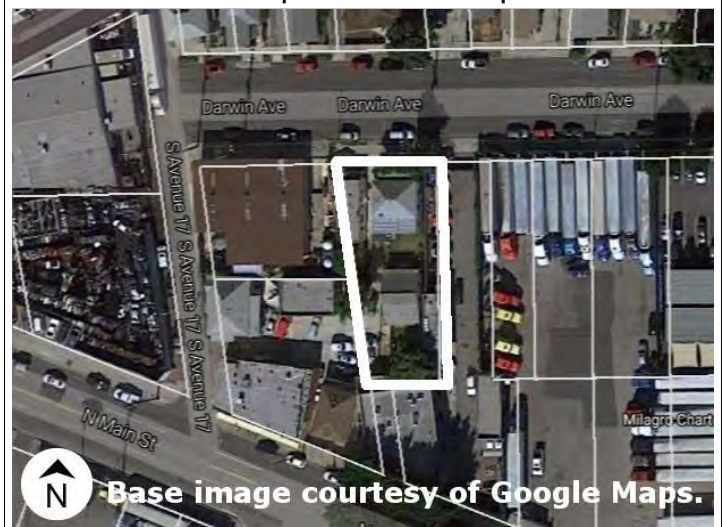
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 10/10/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1812 Darwin Ave. Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): The residence within the northeast corner of the property is associated with the address 1814 Darwin Avenue. It is a vernacular hipped roof cottage constructed in 1901, per County Assessor records. Building permits indicate a rear addition was added in 1910. Its primary elevation faces north towards Darwin Avenue. It has a rectangular plan with a hipped roof. The exterior is clad in painted board and batten. The main entrance is centrally located with a five-step stairway and metal railing leading up to it. The projecting porch has been replaced and is covered shed roof with four post supports. The entry is a wood single panel half lite door with a transom window. All windows have been replaced. One single hung vinyl window is located on either side of the main entry. There are four single hung windows on each of the side elevations. Building permits indicate all windows on this structure were replaced in 2010. There is chain-link fencing surrounding the front yard of the residence.

The southernmost residential building on the property is located directly behind the 1814 Darwin Avenue residence and is associated with the address 1814 3/4 Darwin Avenue. The building is not fully visible from the public right-of-way. From what can be seen according to aerial maps, it has a rectangular plan with a gabled roof. Building permit records suggest the 1814 3/4 Darwin Avenue building was originally constructed in 1909 at the present location of the 1812 Darwin Avenue residence, and was later relocated to the rear of the site in 1929, when that residence was constructed. Also, County Assessor records suggest this residence is a duplex.

B6. Construction History (Continued from Page 2): 1814 Darwin built - 1901, addition in 1910; 1814 3/4 Darwin - built 1909, relocated to rear of site 1929; 1812 Darwin - built 1929.

B10. Significance (Continued from Page 2): The earliest residences within the project 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 2009: 21; Historic Resources Group and Galvin Preservation Associates 2016: 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 2016: 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 2014: 27). Very few residential resources from this time period remain. Many were demolished to make way for subsequent development, and those that are extant are generally already identified and not within the APE.

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 2012: 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 2014: 42). An overwhelming majority of these homes were Craftsman in style, and were often pre-fabricated (Historic Resources Group 2014: 49-51). The residence associated with the address 1814 Darwin Avenue was constructed in 1901 as a Vernacular Hipped Roof Cottage, one of the most common residential property types constructed at the turn of the 20th century and primarily during the urban settlement pattern of Los Angeles between 1885 and 1905 (Galvin Preservation Associates 2016: 60). As a type of wood frame cottage, the Vernacular Hipped Roof Cottage is a one-story, box-like cottage capped by a hipped or pyramidal roof which usually has a centered dormer along the primary elevation. These residences often have a partial front porch recessed into the façade (Galvin Preservation Associates 2016: 60-61).

Despite its popularity, the Craftsman style had generally fallen out of favor by the 1920s. Influenced in part by the film industry and large expositions such as the Panama-California Exposition in San Diego, breezy and exotic styles like Spanish Colonial Revival and Mediterranean Revival became the preferred residential styles in Southern California during this time. The residence associated with the address 1812 Darwin Avenue was constructed in 1929 with elements of the Spanish Revival style.

Spanish Colonial 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. In the late 1800s, Southern California was becoming an increasingly popular tourist destination as areas like Santa Barbara emerged as resort centers. These resorts attracted affluent, well-traveled visitors—including architects—who were familiar with the Mediterranean region and found Southern California's climate and landscape to be quite similar. A number of these visitors decided to build winter homes in cities like Pasadena and Palos Verdes, inspired by their travels to the Mediterranean. Many opted to stay year-round, decorating their lavish new homes with trinkets and textiles from Spain, Italy, and southern France. These homes inspired local manufacturers and designers, and would go on to be published in widely read architectural photography books and magazines, particularly during the 1920s. The style was applied more modestly to working class and middle class homes, especially in large tracts. The style continued to be interpreted and became more eclectic as it grew in popularity. Along with the Spanish Colonial Revival style, Mediterranean Revival became one of the expected "norms" for Southern California architecture prior to World War II (Marc Appleton, California Mediterranean).

According to Building Permit Records, John Garbo was the owner of the subject property when the three buildings associated with the addresses 1812, 1814, and 1814 3/4 Darwin Avenue were constructed. Garbo owned, and periodically occupied, the property at least until 1929 (Building Permits; City Directories). Research did not reveal any further information about John Garbo. Research revealed that these residences hosted several different tenants during the early 20th century, the vast majority of which were laborers and none of whom remained longer than two years (City Directories).

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1812 Darwin Ave. Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

Evaluation

The property at 1812, 1814, 1814 3/4 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 6Z, indicating that it was found ineligible for the National Register, California Register, or local designation through survey evaluation. 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 6Z.

Under NRHP Criterion A or CRHR Criterion 1, these buildings are not significant for their association with important historic events. These residences are part of the early residential development trend in Lincoln Heights; however, they were constructed at various dates with elements of different property types and architectural styles and therefore do not represent a cohesive or unique association with important historic events.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have significant association with the lives of persons important to history. Research did not reveal that any of the tenants or owners made demonstrably important contribution to history at the local, state, or national level. Research did not indicate that the initial and longstanding owner of the property during the early 20th century, John Garbo, was a historically significant individual. These three residences hosted several laborer tenants, none of whom remained longer than two years.

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 (US Department of Interior 1995: 18). These buildings also lack high artistic value that would merit listing on a national or state register, and do not appear to be the work of a master architect or builder. Although one of these residences, 1812 Darwin Avenue, has elements of the Spanish Colonial Revival style, it does not rise to a level of significance within the context of that architectural style. The porch and windows have been replaced on the Vernacular Hipped Roof Cottage at 1814 Darwin Avenue; therefore, it lacks integrity and is not an excellent example of the property type. The subject property is located in a neighborhood of properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it 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. Apparent alterations include the replacement of the porch and the replacement of windows on 1814 Darwin Avenue (the residence within the northeast corner of the property).

B12. References (Continued from Page 2):

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).

Galvin Preservation Associates, SurveyLA Late 19th and Early 20th Century Architecture, 1885-1905, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (September 2016).

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

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).

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).

Marc Appleton, California Mediterranean.

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

Primary #
HRI #

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***NRHP Status Code** 6Z

***Resource Name or #:**(Assigned by Recorder) 1812 Darwin Ave. Los Angeles

Recorded By Laura Groves **Date:** 10/10/2016 ☒ Continuation ☐ Update

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

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

Primary #
HRI #

Page 6

***NRHP Status Code 6Z**

***Resource Name or #:**(Assigned by Recorder) 1812 Darwin Ave, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update



View of 1814 Darwin Ave looking southeast, 8/5/16



View of 1814 3/4 Darwin Ave looking southwest, 8/5/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 2870 LOS FELIZ BLVD, LOS ANGELES

P1. Other Identifier: Map Reference #: E1-8

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

c. Address 2870 LOS FELIZ BLVD City: LOS ANGELES CA Zip 90039-1525

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 5435-003-018

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

The subject property, located on the southeast corner of Los Feliz Place and Seneca Avenue (with a legal address of 2870 Los Feliz Boulevard), is a Mid-Century Modern commercial building constructed in 1965.

The building is rectangular in plan with a flat roof and a central open-air atrium. The second floor of the two-story building is cantilevered over the first floor on the primary elevation, which faces north towards Los Feliz Place. The exterior is clad in stucco, wood board-and-batten, and metal siding. The centralized main entrance is recessed within the ground level and consists of a pair of wood slab doors flanked by full-height fixed windows. The entrance leads to the open-air atrium at the center of the building, and a concrete staircase that provides access to the second floor. Fenestration on the building consists of tall, narrow, fixed wood windows, generally arranged in horizontal ribbons. There is signage for the tenant on the north elevation. A wing wall clad in metal siding extends east from the north elevation, partially enclosing the surface parking lot to the east of the building.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 2870 Los Feliz Blvd facing south, 7/6/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1965 Los Angeles County Assessor

***P7. Owner and Address:**

Stor It All Self Storage LLC

2870 Los Feliz Pl

Los Angeles, CA 90039

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 2870 LOS FELIZ BLVD. LOS ANGELES

B1. Historic Name: Carmichel-Kemp Architects Offices

B2. Common Name: Stor It All Self Storage

B3. Original Use: Office

B4. Present Use: Office

*B5. Architectural Style: Mid-Century Modern

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

Constructed 1965. City of Los Angeles building permits: Demo non-bearing partition in office bldg. in 2001.

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

*B8. Related Features: None

B9a. Architect: Carmichel-Kemp Architects

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

Historical Context

The commercial building was constructed in 1965 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Santa Fe Railroad (SFRR) in the neighborhood of Atwater Village. The area which 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. Lawrence Frank and Walter Van de Kamp, (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant in 1922 called Montgomery's Country Inn (now the Tam O'Shanter Inn, 2980 Los Feliz Boulevard) which helped establish Los Feliz Boulevard as a commercial thoroughfare. Commercial buildings were developed along Glendale Boulevard to serve the local neighborhoods, creating a local business district (Historic Resources Group and Galvin Preservation Associates 2012, 22-23).

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: "Architects in New Quarters." Los Angeles Times, Se

*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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 2870 LOS FELIZ BLVD. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☐ Continuation

☐ Update

B10. Significance (Continued from Page 2): Historic development trends within the region led to major building booms in the late 1800s, the 1920s, and late 1940s after World War II. Large quantities of commercial properties were built during each of these periods; however, many of the earliest commercial buildings were demolished and replaced with new buildings during the subsequent building booms and the later revitalization efforts of the 1960s. In addition to reaching local consumers, commercial development in the postwar period also focused on drawing customers from nearby communities, which was made possible by the completion of the freeway system. During the 1960s and onward, many communities underwent a period of revitalization and urban renewal to address the detrimental effects of suburbanization on downtown commercial districts. In addition to new infill construction, many older commercial and residential buildings were torn down and redeveloped as a part of these efforts (Historic Resources Group 2014, 143).

The subject property was constructed in 1965 for the office of architects Daniel Carmichael and Richard Kemp, a firm that specialized in public schools – particularly temporary expansions. This building was constructed with elements of the Mid-Century Modern style that include a flat roof, floor-to-ceiling windows with a flush-mounted metal frame, horizontal massing, and simple geometric volumes.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Research did not reveal any significant events or trends associated with this property; the postwar period was not a period of significant growth in the Atwater Village area. Rather, development from this period was the result of infill development or replacing existing buildings in new, more modern styles. Research did not reveal any significant events or trends associated with this property; the postwar period was not a period of significant growth in the Atwater Village area.

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 that any of the employees, tenants, or owners made demonstrably important contribution to history at the local, state, or national level. Architects Daniel Carmichael and Richard Kemp founded the firm; research did not reveal any information to suggest that they were important individuals or that they made significant historical contributions to the local community, state or nation

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 property. Although it is a good example of a mid-century office building, it is a common example. This building also lacks high artistic value such that it would not merit listing on a national or state register, and it does not appear to be the work of a master architect or builder. While the firm of Daniel Carmichael and Richard Kemp was prolific, they specialized in public schools—especially temporary expansions—and do not appear to have risen to the level of recognized greatness in their field. The subject building is a representative example of Mid-Century Modernism. It exhibits the basic character-defining features of the style, but is not a particularly remarkable example and does not embody the style's more distinctive characteristics. The subject property is located in an area of commercial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of setting, location, materials, design, workmanship, feeling, and association. There are no alterations visible from the public right-of-way. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

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

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

Primary #
HRI #

Page 4

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 2870 LOS FELIZ BLVD, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☐ Continuation

☐ Update



View of 2870 Los Feliz Blvd from Seneca Avenue, facing east, 7/6/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) 3429 GLENDALE BLVD, LOS ANGELES

P1. Other Identifier: Map Reference #: E1-9

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

c. Address 3429 GLENDALE BLVD City: LOS ANGELES CA Zip 90039-1814

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 5435-006-001

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

The subject property, located on the northwest corner of Seneca Avenue and Glendale Boulevard, is a one-story commercial building constructed in 1922 with Mediterranean Revival influences. The building is generally rectangular in plan with a flat roof and raised parapet. It is of masonry construction and has been clad in textured stucco. Its primary elevation faces south towards Glendale Boulevard. The east elevation faces onto Seneca Avenue, the west elevation abuts an adjacent property, and the north elevation is not visible from the public right-of-way. Its two street-facing elevations are characterized by tilework near the roofline, quatrefoil-shaped vents, and groups of full-height arched windows that form the appearance of an arcade. On the primary elevation, the arched windows are centered between rounded pilasters with decorative capitals. The main entrance, located at the east end of the south elevation, consists of a single door with a transom; however, the door itself is obscured behind metal security bars. It appears that the entrance was historically a corner entrance; as the east edge of the corner has been stabilized with plywood where there was likely a corner entrance. On the east elevation, there is a full-height fixed window with a transom that has likely replaced a side entrance near the rear of the building.

*P3b. Resource Attributes: (List Attributes and codes) HP06. 1-3 Story Commercial 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 subject building facing NW, 7/6/16

*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric

☐ Both

1922 Los Angeles County Assessor

*P7. Owner and Address:

Marcus and Ester Fishman

PO Box 39789

Los Angeles, CA 90039

*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, 2016

*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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 3429 GLENDALE BLVD, LOS ANGELES

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Store

B4. Present Use: Unknown

*B5. Architectural Style: Mediterranean Revival

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

City of Los Angeles building permits: Build stores in 1922. Build surface parking in 1941. Parapets altered near Glendale Blvd exits in 1956.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

Historical Context

The commercial building was constructed in 1922 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Santa Fe Railroad (SFRR) in the neighborhood of Atwater Village. The area which 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 much of the residential areas were subdivided by 1924. Revival style single-family homes originally constructed for working class families are typical for this neighborhood. (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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 3429 GLENDALE BLVD, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): 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. Lawrence Frank and Walter Van de Kamp, (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant in 1922 called Montgomery's Country Inn (now the Tam O'Shanter Inn, 2980 Los Feliz Boulevard) which helped establish Los Feliz Boulevard as a commercial thoroughfare. Commercial buildings were developed along Glendale Boulevard to serve the local neighborhoods, creating a local business district (Historic Resources Group and Galvin Preservation Associates 2012, 22-23).

As cities began to incorporate, many of the neighborhoods to the north and northeast of downtown Los Angeles became suburbs for downtown commercial and work centers (LSA Associates et.al. 2011, 12). The completion of transportation routes such as the Pacific Electric streetcars succeeded in attracting more residents and creating new development as they provided crucial links between cities and communities. In turn, scattered concentrations of commercial properties developed along or near these streetcar routes in order to serve their respective neighborhoods (Historic Resources Group and Galvin Preservation Associates 2012, 21). In addition to the already established San Fernando Road commercial and industrial corridor, streets such as Eagle Rock, Los Feliz, Glendale, and Brand Boulevards began to emerge as secondary commercial corridors (Historic Resources Group and Galvin Preservation Associates 2012, 21-24). Streetcar-related commercial buildings were often two stories in height and constructed out of masonry (Historic Resources Group 2014, 53). Frequently, the ground floor would be used for retail or commercial tenants, while the upper floor was used for housing or offices.

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). Commercial development increased accordingly to meet growing demands for goods and services, resulting in a high concentration of commercial buildings during that time period. (Historic Resources Group 2014, 112).

Historic development trends within the region led to major building booms in the late 1800s, the 1920s, and late 1940s after World War II. Large quantities of commercial properties were built during each of these periods; however, many of the earliest commercial buildings were demolished and replaced with new buildings during the subsequent building booms and the later revitalization efforts of the 1960s.

The subject property was constructed during a phase of commercial development resulting from streetcar suburbanization in the 1920s. The earliest known occupant of the property was John A. Thomas notions, followed by Thompson Dry Goods. By 1932, the property was occupied by Seneca Pharmacy, and later the Burklyn Company. The building was constructed with Mediterranean Revival style influences that include arched openings – particularly arched focal windows, an eclectic combination of stylistic features from several countries of the Mediterranean, and stucco exterior.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Although the building was constructed during a phase of commercial development resulting from streetcar suburbanization, its relationship to this local trend appears to be mere association. It is one of many such properties within the region, and research did not reveal any evidence to suggest that this property was an individually significant resource within that context. Singular, streetcar commercial-related properties are ubiquitous and are unlikely to rise to the level of significance within that context as an individual resource, especially if the building has been altered or is not located within a streetscape or concentration of similar properties. No other significant trends or events were found to be associated with this property.

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 that any of the employees or owners made demonstrably important contributions to history at the local, state, or national level. The earliest known occupant of the property was John A. Thomas, who was listed as selling notions, followed by a business called Thompson Dry Goods. By 1932, the property was occupied by Seneca Pharmacy, and later the Burklyn Company. Research indicates that the Burklyn Company produced factory production parts. Research did not reveal any information to suggest that these individuals, businesses, or their owners made any significant contributions in history.

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 building also lacks high artistic value that would merit listing on a national or state register, and does not appear to be the work of a master architect or builder. 3429 Glendale Boulevard is a simple commercial building from the 1920s with Mediterranean Revival design influences that lacks architectural distinction. Furthermore, streetcar-related commercial buildings are primarily significant as a grouping or commercial strip. The commercial corridor surrounding the subject property includes a number of heavily altered properties as well as infill construction, to the point that it no longer reads as a commercial district from the 1920s. The subject property now lacks the context of a larger concentration of intact commercial buildings from the time period, and does not appear to contribute to a potential National Register eligible district. The surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 3429 GLENDALE BLVD, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location. The integrity of setting has been highly diminished by ongoing development in the area since the property's construction. Integrity of materials, design, and workmanship have been diminished by the replacement of all the windows on the street-facing elevations, installation of windows in original door openings, and changes to the primary entrance. These cumulative changes in turn have diminished its integrity of feeling and association and the building lacks historical significance.

B12. References (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

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

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 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 3421 GLENDALE BLVD, LOS ANGELES

P1. Other Identifier: Map Reference #: E1-10

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

c. Address 3421 GLENDALE BLVD **City:** LOS ANGELES CA **Zip** 90039-1814

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** 5435-006-002

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

The subject property, located on Glendale Boulevard west of its intersection with Seneca Avenue, is a two-story commercial building constructed in 1924 in no particular style. The unreinforced masonry building is generally rectangular in plan with a flat roof and raised parapet. Its primary elevation faces south towards Glendale Boulevard. The east and west elevations abut adjacent properties, and the north elevation is not visible from the public right-of-way. On the ground level, there are two recessed storefronts with partially-glazed wood doors, transoms, single-light display windows, and stuccoed bulkheads. The entrance to the second story is located at the west end of the south elevation and consists of a partially-glazed wood door with a transom. The tripartite windows on the second story consist of a central fixed wood window flanked by double-hung wood windows that have diamond-shaped muntins in their top sash. At the center of the south elevation, along the roofline, there is a small applied cast stone ornament.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 3421 Glendale Blvd looking NW, 7/6/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric
☐ Both

1924 Los Angeles County Assessor

***P7. Owner and Address:**

Kathleen and Carmen McGowan

1448 Hunters Trl

Glendora, CA 91740

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 3421 GLENDALE BLVD, LOS ANGELES

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Commercial

B4. Present Use: Commercial

*B5. Architectural Style: No Style

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

City of Los Angeles building permits: Stores and dwelling built in 1924. Parapet alterations in 1956.

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

*B8. Related Features:

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

Historical Context

The commercial building was constructed in 1924 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Santa Fe Railroad (SFRR) in the neighborhood of Atwater Village. The area which 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 much of the residential areas were subdivided by 1924. Revival style single-family homes originally constructed for working class families are typical for this neighborhood. (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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 3421 GLENDALE BLVD, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): 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. Lawrence Frank and Walter Van de Kamp, (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant in 1922 called Montgomery's Country Inn (now the Tam O'Shanter Inn, 2980 Los Feliz Boulevard) which helped establish Los Feliz Boulevard as a commercial thoroughfare. Commercial buildings were developed along Glendale Boulevard to serve the local neighborhoods, creating a local business district (Historic Resources Group and Galvin Preservation Associates 2012, 22-23).

As cities began to incorporate, many of the neighborhoods to the east and northeast of Los Angeles became suburbs for downtown Los Angeles commercial and work centers (LSA Associates et.al. 2011, 12). The completion of transportation routes such as the Pacific Electric streetcars succeeded in attracting more residents and creating new development as they provided crucial links between cities and communities. In turn, scattered concentrations of commercial properties developed along or near these streetcar routes in order to serve their respective neighborhoods (Historic Resources Group and Galvin Preservation Associates 2012, 21). In addition to the already established San Fernando Road commercial and industrial corridor, streets such as Eagle Rock, Los Feliz, Glendale, and Brand Boulevards began to emerge as secondary commercial corridors (Historic Resources Group and Galvin Preservation Associates 2012, 21-24). Streetcar-related commercial buildings were often two stories in height and constructed out of masonry (Historic Resources Group 2014, 53, 112). Frequently, the ground floor would be used for retail or commercial tenants, while the upper floor was used for housing or offices.

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). Commercial development increased accordingly to meet growing demands for goods and services, resulting in a high concentration of commercial buildings during that time period (Historic Resources Group 2014, 112).

Historic development trends within the region led to major building booms in the late 1800s, the 1920s, and late 1940s after World War II. Large quantities of commercial properties were built during each of these periods; however, many of the earliest commercial buildings were demolished and replaced with new buildings during the subsequent building booms and the later revitalization efforts of the 1960s.

The subject property was constructed during a phase of commercial development resulting from streetcar suburbanization. The earliest known owner of the property was Ben Klein, who was listed on the original permit for the multi-use commercial building. The building was occupied over the years by a number of retail and apartment tenants, including roofers, plumbers, a minor actress, and a music repair shop. The building is a good example of a streetcar-related commercial building that possesses a number of characteristics of the property type that include its mixed-use configuration, masonry construction, classical detailing, and multiple ground level storefronts.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Although the building was constructed during a phase of commercial development resulting from streetcar suburbanization, its relationship to this local trend appears to be mere association. It is one of many such properties within the region, and research did not reveal any evidence to suggest that this property was an individually significant resource within that context. Singular streetcar commercial-related properties are ubiquitous and are unlikely to rise to the level of significance within that context as an individual resource. The commercial buildings surrounding the subject building date from a range of development periods or have been significantly altered; therefore this building would not contribute to a larger area that could better represent this trend as a contributing property because there is not sufficient integrity of design, setting or association to streetcar suburbanization the area to constitute a historic district. No other significant trends or events were found to be associated with this individual property.

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 that any of the employees or owners made demonstrably important contributions to history at the local, state, or national level. The earliest known owner of the property was Ben Klein, who was listed on the original permit for the multi-use commercial building. The building was occupied over the years by a number of various retail and apartment tenants, including roofers, plumbers, a minor actress, and a music repair shop. Research did not reveal any information to suggest that these individuals, businesses, or their owners made any significant contributions to history.

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 building lacks high artistic value such that it would not merit listing on a national or state register, and it does not appear to be the work of a master architect or builder. Although 3421 Glendale Boulevard is a good example of a streetcar-related commercial building that possesses a number of characteristics of the property type typically, because streetcar commercial buildings are ubiquitous, they are primarily significant as a grouping or commercial strip. The commercial corridor surrounding the subject property includes a number of heavily altered properties as well as infill construction, to the point that it no longer reads as a commercial district from the 1920s. The subject property now lacks the context of a larger concentration of intact commercial buildings from the time period, and does not appear to contribute to a potential National Register eligible district. Individually, the building does not have the ability to convey its association to the streetcar suburbanization with its loss of setting and design as a 1920s commercial streetscape. The surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to

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

Primary #
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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 3421 GLENDALE BLVD, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

convey a concentration or linkage of properties with a shared significant context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship and feeling. Apparent alterations include the installation of metal security bars over a door and window. These alterations do not detract from the integrity of the property; however, the integrity of setting has been highly diminished by ongoing development in the area since the property's construction and the property's setting is essential to it being significant as part of a historical trend as a streetcar commercial property from the 1920s.

B12. References (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

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

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 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 351 S Avenue 17, Los Angeles

P1. Other Identifier: Map Reference #: E1-11

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

c. Address 351 S. AVENUE 17 **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, etc. as appropriate) **APN** 5447-028-004

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

The subject property spans the north side of Mozart Street between S Avenue 16 and S Avenue 17 and contains one industrial building. This one and one half-story daylight factory building was constructed in 1926 per County Assessor records. Its primary elevation faces east towards S Avenue 17. It has a rectangular plan with a metal, multi-monitor roof. The southeast corner portion of the building has a flat roof. The exterior is clad in painted stucco. A stucco surface with expansion joints was added to the primary elevation. All entrances and windows on the building are non-original, in some cases resized or added, and consist of multi-paned metal framing. Fenestration is asymmetrical. The primary elevation has five bays, each of which contain an entrance. All bays except the central bay consist of a centered set of double doors with a window on each side and a clerestory window above. The central bay consists of a centered door with transom, a window on the south side, a set of large double doors on the north side, and a clerestory window above. Horizontally-banded clerestory windows run alongside the side (south) elevation except for the two large, isolated clerestory windows on the east end of the elevation. The openings in the monitor roofs appear to be open to the air.

***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 looking NW at SE corner of building, 7/8/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1926 Los Angeles County Assessor

***P7. Owner and Address:**

338 South Avenue 16 LLC

2301 E 7th St #200

Los Angeles, CA 90023

***P8. Recorded by:**

Laura Groves

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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 351 S Avenue 17, Los Angeles

B1. Historic Name: MacMarr Store; Certified Chrome Furniture Co.

B2. Common Name: None

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: None

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

built 1926, alterations in 2016.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

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 subject property does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 industrial building on this property is located on S Avenue 17, just east of the Los Angeles River in the neighborhood of 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12).

(See Continuation Sheet)

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

*B12. References:

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

B13. Remarks: None

*B14. Evaluator: Laura Groves

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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 351 S Avenue 17, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). In general, 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 2016: 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as 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. A number of industrial properties in Los Angeles were more horizontally organized due to the abundance of available land (SurveyLA Industrial Development 2011: 178-179).

During the early 20th century, before the widespread use of electricity, harnessing the daylight into the interior of the industrial building was a necessary component of the design of manufacturing buildings in order to increase productivity (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). The daylight factory property type utilized a variety of methods to bring daylight into these buildings such as introducing expansive industrial sash windows, locating intensive hand work next to the exterior walls of the building, and using skylights and specialized roof forms in its design - such as the monitor roof seen on the subject property (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). This property type was generally constructed between 1910, when steel sash windows were first introduced, to 1940, when the controlled condition factory became the preferred industrial building type.

The subject property was owned by E.A. Morrison, Inc., and operated as the company's office and grocery warehouse by company president E.A. Morrison, when the current building was constructed in 1926 (City Directories). By 1930, the expanding grocery chain MacMarr Store, Inc. had acquired E.A. Morrison, Inc. and was operating the subject property as one of approximately 123 stores ("Grocery Chain Expanding" 1929; City Directories). By 1951, the subject property was operating as a manufacturing location for Certified Chrome Furniture Co., Inc. In 1953, the Los Angeles Times noted that Los Angeles County was the "third largest furniture producing area in the Unities States," with 500 furniture factories (Cohan, "Los Angeles Region Has 500 Furniture Factories" 1953). The furniture industry rose in the Los Angeles region following World War II and through the mid-20th century. Among the variety of styles produced, Certified Chrome Furniture Co. was described as "American Contemporary," a no-fuss design "without the usual sculptured lines," in 1961 (Cohan, "Los Angeles Region Has 500 Furniture Factories" 1953; "Southland Designers' Talents Well Displayed in New Styles" 1961). Research also revealed that the subject property was occupied by the California Table & Chair Co. in 1942 as well as Continental Wood Products, Inc. and Goldenberg Plywood & Lumber Co., Inc. in 1956 (City Directories). Building Permit Records revealed that by 1946, the subject property was owned by E.M. Ragan and operated as a furniture manufacturing facility. As a regarded member of the furniture-making community, Ragan was named vice-president of the Los Angeles Furniture Manufacturers Association that same year ("Furniture Men Elect" 1946).

Evaluation

The property at 351 S Avenue 17 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 6Z, indicating that it was found ineligible for the National Register, California Register, or local designation through survey evaluation. 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 6Z.

Under NRHP Criterion A or CRHR Criterion 1, this building is not significant for their association with important historic events. Research did 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 E.A. Morrison, Inc., MacMarr Store, Inc., or Certified Chrome Furniture Co., Inc. are historically significant. E.A. Morrison, Inc. and MacMarr Store, Inc. were two of several grocers in the Los Angeles area and were not long-established at the subject property. Certified Chrome Furniture Co. was one of some 500 furniture factories in the Los Angeles area during the time it was operating, by the 1950s.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have significant association with the lives of persons important to history. Research did not reveal that any of the employees or owners made demonstrably important contribution to history at the local, state, or national level. The only individual found to be associated with the subject property was E.A. Morrison, the company president for E.A. Morrison, Inc. - a grocer. He served as such when the building was constructed in 1926 but only until 1930, when MacMarr Store, Inc. acquired the property and added it to their collection approximately 123 grocery stores. Research did not reveal that he was a historically significant person.

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 (US Department of Interior 1995: 18). This is not the case with this building. Rather, it lacks high artistic value such that would not merit listing on a national or state register, and does not appear to be the work of a master architect or builder. It is an example of a daylight factory property type with monitor roofline; however, extensive surface alterations have been

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 351 S Avenue 17, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

implemented including the application of stucco with expansion joints on the exterior, the addition and resizing of door and window openings on the primary corner and east elevation of the property. Also, all windows have been replaced. As a result, this building has lost the integrity necessary to convey its original property type. The subject property is located in an area of industrial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

The subject property does not meet any of the criteria for listing in the NRHP or CRHR, and lacks integrity. While the location and setting aspects of integrity are intact, the property appears to have undergone a number of alterations, as noted in the 2011 evaluation. The windows and doors on all elevations have been replaced, and in some instances the openings were resized or new openings added, and a stucco surface with expansion joints was added to the primary elevation. As a result of these alterations, the integrity of materials, workmanship, feeling, and association are diminished. Therefore, the property does not retain integrity, and would not be able to convey any historic significance if any such associations were discovered.

B12. References (Continued from Page 2):

Cohan, Charles C. "Los Angeles Region Has 500 Furniture Factories," Los Angeles Times (July 12, 1953).

"Furniture Men Elect," Los Angeles Times (April 19, 1946).

"Grocery Chain Expanding," Los Angeles Times (April 2, 1929).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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).

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).

"Southland Designers' Talents Well Displayed in New Styles," Los Angeles Times (October 8, 1961).

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

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

Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 351 S Avenue 17, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update



View looking west at south elevation of subject building , 7/8/16



View looking south at east elevation of subject building, 7/8/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 1745 N Main St. Los Angeles

P1. Other Identifier: Map Reference #: E1-12

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

c. Address 1745 N MAIN ST **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, etc. as appropriate) APN 5447-028-012

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

The subject property spans the east side of Albion Street between N Main Street and S Avenue 16 and contains eleven buildings. These one-story buildings were constructed between 1906 and ca. 1956 in no particular style. The property includes the street addresses of 1735-1755 N Main Street, 1714-1736 N Albion Street, and 325 and 339 S Avenue 16.

The building within the southeast corner of the property has a primary elevation that faces south towards N Main Street with signage that reads "DTT Surveillance." It is associated with the address 1755 N Main Street and was constructed as a private garage for the L.A. Rock & Gravel Co. in 1931. It has a trapezoidal plan with a barrel roof and raised parapet. The exterior is clad in painted brick. The main entrance is centrally located on the primary elevation and consists of a metal roll-up door accessible by a driveway. There is a large window on the east side of the primary elevation that is concealed by a metal roll-up door, and a large opening on the west side has been infilled with concrete blocks. The side (west) elevation is accessible by a driveway leading from N Main Street and is not fully visible. From what can be seen, there is an opening concealed by a metal-roll-up door on the south side and north side of the elevation as well as two windows openings that have been infilled with concrete blocks within the central portion of the elevation. (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 1755 Main Street looking north, 7/8/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1906 Los Angeles County Assessor

***P7. Owner and Address:**

Harv W and Mary M Frazee Trust

17322 Raymer Street

Sherwood Forest, CA 91325

***P8. Recorded by:**

Laura Groves

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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 1745 N Main St, Los Angeles

B1. Historic Name: 1745 N Main St

B2. Common Name: 1745 N Main St

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: N/A

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

See Continuation Sheet

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

*B8. Related Features: N/A

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings and structures do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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 industrial buildings on this property are located on N Main Street, just east of the Los Angeles River in the neighborhood of 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). (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: Laura Groves

GPA Consulting

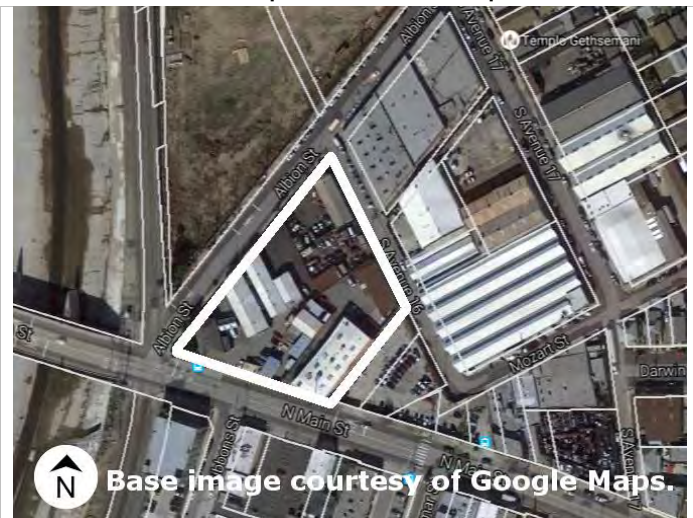
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 10/10/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



*Resource Name or #:(Assigned by Recorder) 1745 N Main St. Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): There is a row of four buildings that begins at the central portion of the south property line and runs northeast towards the central portion of the property. These buildings are not fully visible from the public right-of-way due to high property line fencing. From what can be seen, the two buildings closest to the property line each have a rectangular plan with a shed roof. The third building has a rectangular plan with a gabled roof, and the fourth has a rectangular plan with a flat roof. All of these buildings appear to be clad in metal paneling.

The building within the southwest corner of the property has a primary elevation that faces southwest towards the intersection of N Main Street and Albion Street. It is associated with the address 1735 N Main Street and was constructed as an office for the L.A. Rock & Gravel Co. in 1923. It has rectangular plan with a hipped roof. The roof is covered in asphalt shingles which are also wrapped around the overhanging eaves. The base of the building is clad in stacked rock, and the upper portion of the exterior is clad in stucco. The main entrance is centrally located on the primary elevation and is not fully visible due to property line fencing and overgrown foliage. From what can be seen, the main entrance projects from the building, marked by a centered extension of the sloped roof, and is concealed by a metal security gate. Fenestration along the primary elevation is symmetrical. There are two steel sash windows, each with interior metal security bars, on each side of the main entrance. Each side elevation has multi-light steel casement windows, each with interior metal security bars. The southeast elevation has six windows, and the northwest elevation has four windows.

The two buildings centrally located along the west property line share one façade with a dual boomtown parapet, and they were constructed as wood working buildings between 1920 and 1951 (Sanborn Maps). Their primary elevation faces west towards Albion Street. The southernmost of the two buildings is associated with the address 1716 Albion Street and has a trapezoidal plan with a gabled roof. It has a centrally located former vehicular entry that has been infilled with an aluminum frame storefront windows and door. A pent roof is located above the storefront and a large square window obscured by a metal security grille is located to the south. The northernmost of the two buildings is associated with the address 1718 Albion Street and has an irregular plan with a multi-gabled roof. The exterior is clad in corrugated metal panels. It has a centrally located vehicular entry with roll-up metal door and a slab door to the south. Immediately north of the main entrance is fencing clad in corrugated metal panels with a solid metal sliding gate and a metal security door. These buildings have no fenestration.

The building within the northwest corner of the property is located at the southwest corner of Albion Street and South Avenue 16. It has a primary elevation that faces northwest towards Albion Street with signage that reads "Toledo Towing Service." It is associated with the address 1736 Albion Street and was constructed ca. 1956 (Sanborn Maps, City Directories). It has a rectangular plan. There is a clear distinction in materials and style between the front and rear portions of the building, indicating that one of these portions was an addition. The front portion has a complex roof and an exterior clad in stucco. The rear portion has a gabled roof and an exterior clad in corrugated metal panels. The main entrance is centrally located on the primary elevation beneath a small metal pent roof and consists of a metal security door. Fenestration along the primary elevation is asymmetrical. There is a small window immediately south of the main entrance covered by metal security bars. There is a larger window on the north end of the elevation and a larger window opening on the south end of the elevation that has been infilled. Along the side (north) elevation that faces S Avenue 16, there are two centered corrugated metal sliding doors.

The building within the northeast corner of the property is not fully visible from the public right-of-way due to high property line fencing clad in corrugated metal panels. From what can be seen, it has a rectangular plan with a flat roof. Approximately half of the building footprint does not have walls. The roof appears to extend south to cover an open area. The exterior is clad in corrugated metal panels.

There is one building centered on the northeast side of the property that is not fully visible from the public right-of-way due to high property line fencing. It is only visible through aerial maps which only reveal that this building has a rectangular plan with a flat roof.

B6. Construction History (Continued from Page 2): 1755 N Main built in 1931, alterations; 1735 N Main built in 1923, alterations; 1716 and 1718 Albion built between 1920 and 1951, alterations; 1736 Albion built ca. 1956, alterations.

B10. Significance (Continued from Page 2): 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). 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 (Cornfield Arroyo Seco Specific Plan Area 2011: 12). In general, 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 2016: 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as Glendale and Burbank. Different types of industrial properties emerged as building technologies and the industries themselves evolved, including daylight factories and controlled conditions factories (SurveyLA Industrial Development 2011: 178-179). During the early 20th century, before the widespread use of electricity, harnessing the daylight into the interior of the industrial building was a necessary component of the design of manufacturing buildings in order to increase productivity (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). The daylight factory property type utilized a variety of methods to bring daylight into these buildings such as introducing expansive industrial sash windows, locating intensive hand work next to the exterior walls of the building, and using skylights and specialized roof forms in its design - such as the monitor roof seen on the subject property (Cornfield Arroyo Seco Specific Plan Area 2011: 16; Historic Resources Group 2016: 13). This property type was generally constructed between 1910, when steel sash windows were first introduced, to 1940, when the controlled condition factory became the preferred industrial building type.

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1745 N Main St. Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

With the development of better illumination through fluorescent lighting and closed ventilation systems, the earliest controlled conditions factories were hailed as "the pinnacle of modern design" by the mid-20th century (SurveyLA Industrial Development 2011:177). The controlled conditions factory property type is distinguished by the minimal use of windows for light and ventilation, instead relying on internal systems for circulation and climate control.

The L.A. Rock & Gravel Co. originally owned and operated the highest number of buildings within the subject property. Henry W. Hawley established the L.A. Rock & Gravel Co. shortly after he arrived in Los Angeles in 1913 and served as company president until his death in 1929, at which time Raymond L. Hawley began serving as president ("Builders' Supply Man Succumbs" 1929; City Directories).

The buildings associated with 1735 and 1755 N Main Street (the building within the southwest corner of the property and the building within the southeast corner of the property) were constructed to operate as an office and private garage for the L.A. Rock & Gravel Co., respectively, in 1923 and 1931. 1735 N Main was used as an office but is very residential in appearance; it has no clear architectural style and is highly altered, but may have originally been a vernacular hipped roof cottage. 1755 N Main appears to have been constructed as a closed conditions factory property type. According to City Directories, these buildings gained new uses following World War II. By 1956 and into the 1960s, 1735 Albion was operating as North Main Industrial Medical Group. By 1956, 1755 Albion was operating as a sales location for Airstream Trailers and by 1960, California Wire Screen & Iron Works. However, the address 1745 N Main Street remained associated with the L.A. Rock & Gravel Co. through the second half of the 20th century.

The building associated with the address 1736 Albion Street (the building within the northwest corner of the property) was occupied by Cloton Metals Co. by 1956, Rose-Mill Supply Co. by 1960, and Salazar Towing Service by 1987. It was constructed as a vernacular and simple utilitarian industrial building. The two buildings associated with the addresses 1716 and 1718 Albion Street (the buildings centrally located along the west property line that share one façade with a dual boomtown parapet) were constructed as daylight factories and purposed for wood working in 1951; by 1956, 1718 Albion was operating as Antista's Enterprises, and by 1960, 1716 Albion was operating as a metal sales office.

Evaluation

The property at 1745 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 6Z, indicating that it was found ineligible for the National Register, California Register, or local designation through survey evaluation. 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 6Z.

Under NRHP Criterion A or CRHR Criterion 1, these buildings are not significant for their association with important historic events. 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 contains a few of many such buildings constructed for similar uses in the area during the same period. Research did not reveal evidence to suggest that L.A. Rock & Gravel Co., the primary owner and occupant, or other occupants within the subject property are historically significant.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have significant association with the lives of persons important to history. Research did not reveal that any of the employees or owners made demonstrably important contribution to history at the local, state, or national level. The only individuals found to be associated with the subject property are Henry W. Hawley, founder and president of the L.A. Rock & Gravel Co., and his successor, Raymond L. Hawley. Research did not reveal any further information to suggest that either of these persons made any historically significant contributions.

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 (US Department of Interior 1995: 18). These buildings are altered examples of ubiquitous property types. They are not important examples of their respective property types: daylight factory, closed conditions factory, vernacular hipped roof cottage (potentially), and other simple, utilitarian industrial buildings. These buildings also lack high artistic value that would merit listing on a national or state register, and do not appear to be the work of a master architect or builder. The subject property is located in an area of residential and industrial properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the early 1900s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

These buildings do not meet any of the criteria for listing in the NRHP or the CRHR, and also lack integrity. While the aspects of location and setting are maintained, the aspects of materials, workmanship, feeling, and association have been diminished by alterations over time. Such alterations include resized or infilled window and door openings, replaced windows and doors, later additions to the individual buildings and the addition of new buildings to the site, and changes in roof and exterior cladding.

B12. References (Continued from Page 2):

"Builders' Supply Man Succumbs," Los Angeles Times (February 16, 1929).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
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***NRHP Status Code 6Z**

***Resource Name or #:**(Assigned by Recorder) 1745 N Main St, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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).

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).

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

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DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:**(Assigned by Recorder) 1745 N Main St, Los Angeles

Recorded By Laura Groves

Date: 10/10/2016

☒ Continuation

☐ Update



View of central buildings looking south, 7/8/16



View of 1736 Albion Street looking southwest, 7/8/16



View of 1735 N. Main Street looking north, 7/8/16



View looking northeast at rear of 1716 Albion Street, 7/8/16



View of 1716 Albion Street looking south, 7/8/16



View of 1755 Main Street looking northeast, 7/8/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 4209 CHEVY CHASE DR. LOS ANGELES

P1. Other Identifier: Map Reference #: E1-13

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

c. Address 4209 CHEVY CHASE DR **City:** LOS ANGELES CA **Zip** 90039-1274

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 5593-021-023

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

The subject property, located on Chevy Chase Drive west of the Southern Pacific Railroad Tracks, is a one-story commercial brick building constructed in 1949 with Moderne influences.

The unreinforced masonry building is generally rectangular in plan with a bow truss roof and raised parapet. The building steps back a few feet along its east elevation along the railroad tracks. There is a large linear rectangular addition to the rear with a gabled roof as well as a smaller addition onto the west elevation with a sloping roof. The building's primary elevation faces south towards Chevy Chase Drive. The north elevation of the property is not visible from the public right-of-way. The building is characterized in part by its rounded southeast corner and decorative brick string course. The main entrance is generally centered on the primary elevation and consists of a single wood slab door sheltered under a canvas awning. Fenestration on the primary elevation consists of multi-light steel sash windows and glass block; the remainder of the windows on the building are not visible or are obscured behind metal security bars. Signage consists of a colorful blade sign on the primary elevation and a rooftop sign, both of which read "PIONEER DIECASTERS." (see continuation sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 4209 Chevy Chase Dr facing NW, 7/1/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1949 Los Angeles County Assessor

***P7. Owner and Address:**

Spahr Carl H TR et al Winders Hildegar S

4209 Chevy Chase Dr

Los Angeles, CA 90039

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 4209 CHEVY CHASE DR. LOS ANGELES

B1. Historic Name: none

B2. Common Name: Pioneer Diecasters

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: Moderne

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

City of Los Angeles building permits: Brick tool and die shop built in 1948. Standard steel mill building addition in 1954. 40' x 60' addition in 1957.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

Historical Context

The commercial building was constructed in 1949 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Santa Fe Railroad (SFRR) in the neighborhood of Atwater Village. The area which 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 much of the residential areas were subdivided by 1924. Revival style single-family homes originally constructed for working class families are typical for this neighborhood. (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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 4209 CHEVY CHASE DR. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): At the rear of the property, there is a gabled addition that abuts the north elevation of the masonry building. A roof monitor runs along the ridge of the front-gabled roof. The exterior of the shed is clad in corrugated metal. The windows on the addition are obscured by metal security bars; doors are sliding metal. On the west elevation, there is a pent roof addition clad in corrugated metal.

On the south elevation of the addition, facing Chevy Chase Drive, there is a metal tilt-up door.

B10. Significance (Continued from Page 2): The area north of Chevy Chase Drive was developed with commercial and industrial uses, especially along the Southern Pacific Railroad tracks and San Fernando Road. Lawrence Frank and Walter Van de Kamp, (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant in 1922 called Montgomery's Country Inn (now the Tam O'Shanter Inn, 2980 Los Feliz Boulevard) which helped establish Los Feliz Boulevard as a commercial thoroughfare. Commercial buildings were developed along Glendale Boulevard to serve the local neighborhoods, creating a local business district. (Historic Resources Group and Galvin Preservation Associates 2012, 22-23).

While specialized concentrations of particular industries existed within this area, there is also a great variety of other types of industrial uses. Some industrial buildings that were constructed for a particular manufacturing process or business continued to be used for the same purpose or business for many years. However, it is far more common for industrial buildings to have hosted many different uses within their lifetimes. While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie. (Historic Resources Group 2016, 14).

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities (LSA Associates, Inc. 2011, 10). The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system.

The subject property is typical of the "controlled conditions factory" industrial property type, which first appeared in the mid-1930s and became the standard for industrial design following World War II. The controlled conditions factory is distinguished by its minimal use of windows for light and ventilation, instead relying on internal lighting and ventilation systems. They are typically one- to two-stories in height, and sometimes included architecturally notable entrances or overall designs, which may include some windows (LSA Associates, Inc. 2011, 177). In the case of the subject property, Late Moderne influences are incorporated in to the factory's design, such as the horizontal orientation, flat roof, steel sash window "punched" into walls with no surrounds, and unadorned wall surfaces with minimal ornament.

The subject property was constructed during a phase of postwar infill within an established industrial area. The earliest known owner of the property was Louis Betzhold, who had the building constructed for use as a tool and die shop. The current occupants, Pioneer Diecasters, have occupied the property beginning as early as 1987.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Although the building was constructed during a phase of postwar infill within an established industrial area, infill development within this area is not considered to be a significant event and it was one of several such buildings that replaced earlier buildings or were developed on previously vacant land. The more significant trend in this area would have occurred at least thirty to forty years prior with the first wave of industrial development in this area. Research did not reveal any evidence to suggest that this property was an individually significant resource within the context of mid-century infill development. No other significant trends or events were found to be associated with this property.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have significant association with the lives of persons important to history. Research did not reveal that any of the employees, tenants, or owners made demonstrably important contributions to history at the local, state, or national level. The earliest known owner of the property was Louis Betzhold, who had the building constructed for use as a tool and die shop. The current occupants, Pioneer Diecasters, have occupied the property as early as 1987. Research did not reveal any information to suggest Mr. Betzhold or any other these businesses or owners made any significant contributions to history.

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. Rather, 4209 Chevy Chase Drive is a typical and undistinguished example of a late 1940s/early 1950s industrial building that possesses some of the characteristics of a controlled conditions factory. This building also lacks high artistic value that would merit listing on a national or state register, and does not appear to be the work of a master architect or builder.

However, by the time the subject property was constructed in 1949, the controlled conditions factory was the standard for most industrial design and construction, making this a late example of that industrial building type that does not represent the innovation of the prewar years. The subject property is located in a neighborhood of properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the 1960s. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

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

Primary #
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Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 4209 CHEVY CHASE DR. LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. Apparent alterations include the installation of metal security bars over the west side of the primary elevation and the construction of a rear gabled addition, visible by aerial map. These alterations do not detract from the integrity of the property; however, the integrity of setting has been diminished by ongoing development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

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

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

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

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).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #

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***NRHP Status Code 6Z**

***Resource Name or #:**(Assigned by Recorder) 4209 CHEVY CHASE DR, LOS ANGELES

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update



View of west elevation, facing east from Alger Street, 7/1/16



View of south and west elevations facing north, 7/1/16



View of main entrance on south elevation facing north, 7/1/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 4116 Goodwin Ave. Los Angeles

P1. Other Identifier: Map Reference #: E1-14

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

c. Address 4116 GOODWIN AVE City: LOS ANGELES CA Zip 90039-1112

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 5593-022-004

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

The subject property, located on Goodwin Avenue between Brunswick Avenue and Alger Street, contains two residential buildings; only one is visible from the public right-of-way. 4116 Goodwin Avenue was constructed in 1925 with modest Craftsman style influences. The one-story residence is rectangular in plan with a cross-gabled composition shingle roof, open eaves, and exposed rafter tails. The exterior is clad in horizontal wood clapboards. Its primary elevation faces north towards Goodwin Avenue. The main entrance, a partially-glazed wood door, is sheltered under a partial-width projecting porch. The porch is supported by wood posts and accessed by a set of concrete steps. Visible fenestration on the residence consists of double-hung wood windows with geometric muntins in the top sash. There is an exterior brick chimney on the east elevation. The side yards are enclosed by a wood dogear fence, obscuring the rear building on the property from view. Aerial views indicate that there is an addition to the rear of the residence.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property

***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 subject building facing south, 7/1/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric
☐ Both

1925 Los Angeles County Assessor

***P7. Owner and Address:**

Arturo Oviedo

4116 Goodwin Ave

Los Angeles, CA 90039

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 4116 Goodwin Ave, Los Angeles

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Residential

B4. Present Use: Residential

*B5. Architectural Style: Craftsman

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

City of Los Angeles building permits: Residence built in 1925. Garage built in 1926. Second residence constructed in 1927.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they historical resources 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 primary residence was constructed in 1925 (Los Angeles County Assessor). The parcel is located in the Northeast Los Angeles Community Plan Area, between the Golden State Freeway (I-5) and the Santa Fe Railroad (SFRR) in the neighborhood of Atwater Village. The area which 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 much 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 Drive was developed with commercial and industrial uses, especially along the Southern Pacific Railroad tracks and San Fernando Road. (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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 4116 Goodwin Ave. Los Angeles

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): 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. In general, 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. (LSA Associates, Inc. 2011, 12; Historic Resources Group 2016, 13-14).

As a result, industrial development in the vicinity of the subject property flourished during the 1920s. Industrial development is concentrated along the rail lines and river channel that pass through Lincoln Heights, among other Los Angeles neighborhoods such as Chinatown, Elysian Valley, Cypress Park, Glassell Park, and Atwater Village as well as Glendale and Burbank.

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. 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 and Galvin Preservation Associates 2012, 18-19). An overwhelming majority of these homes were Craftsman in style, and were often pre-fabricated (Historic Resources Group 2014, 42, 49-51).

The Craftsman style emerged from the 19th century English Arts and Crafts movement. The Arts and Crafts movement, a reaction to increasing industrialization, promoted the importance of hand-craftsmanship, simplicity of design, and a return to nature. The movement reached the United States, and the resulting architecture is considered to have reached its apex in Pasadena, California with the work of architects Greene and Greene. The style was introduced to the general public through magazines and style catalogs, contributing to its widespread popularity. The Craftsman style was most frequently applied to the bungalow, a one to one-and-a-half story residence. Lumberyards and catalogs for companies like Aladdin, Pacific Ready-Cut and Sears & Roebuck Co. manufactured thousands of prefabricated homes in the 1910s and 1920s, contributing to the high concentration of Craftsman bungalows in streetcar suburbs throughout Southern California (Historic Resources Group 2014, 51).

Despite its popularity, the Craftsman style had generally fallen out of favor by the late 1920s in this area. Influenced in part by the film industry and large expositions such as the Panama-California Exposition in San Diego, newer breezy and exotic styles like Spanish Colonial Revival and Mediterranean Revival became the preferred residential styles in Southern California in the 1930s.

The two buildings on the subject property were constructed during a 1920s real estate boom in Atwater Village. The earliest residents identified with this property were William and Mary Huth, a trench digger and homemaker, respectively, who constructed the home for themselves.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. Although the residences were constructed during a 1920s real estate boom in Atwater Village, their relationship to this local trend is mere association. This is one of several such properties within the vicinity, and this property does not appear to be an individually significant resource within that context. No other significant trends or events were found to be associated with this property. Although the subject property shares this historic context with several other residential buildings within the general vicinity, the area immediately surrounding the subject buildings lack sufficient integrity for the area to be considered historically significant as a historic district within this context. Therefore, these buildings would not qualify as contributing properties to a large resource such as a historic district, as a historic district does not exist.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have a significant association with the lives of persons important to history. Research did not reveal that any of the residents or owners made demonstrably important contributions to history at the local, state, or national level. The earliest residents identified with this property were William and Mary Huth, who constructed the home for themselves. Research did not reveal any information to suggest that William, a trench digger, and Mary, a homemaker, were important individuals or that they made any significant historical contributions.

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). That is not the case with these two buildings. Rather, the primary residence that is visible from the public right of way is a typical example of a vernacular cottage with modest Craftsman style influences that lacks individual architectural merit. The second building on the property was not visible from the public right of way and therefore could not be adequately judged under this criterion. The primary building lacks high artistic value such that it would not merit listing on a national or state register, and it does not appear to be the work of a master architect or builder. The subject property is located in a neighborhood of properties that are varied in scale and style, and appear to date from a range of different time periods spanning from the late 1890s to the early 1960s. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared significant context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 4116 Goodwin Ave. Los Angeles

Recorded By Amanda Duane

Date: 7/29/2016

☒ Continuation

☐ Update

history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, the primary residence visible from the public right of way retains integrity of location, materials, design, workmanship, feeling, and association. Since its original construction in 1925, the driveway on the east side of the property has been repaved. This alteration does not detract from the integrity of the property; however, the integrity of setting has been diminished by ongoing development in the area since the property's construction. For a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

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

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

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

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 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) Webers Bread/Millbrook Bread, Glendale

P1. Other Identifier: Map Reference #: E1-11

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

c. Address 6841 SAN FERNANDO RD City: GLENDALE CA Zip 91201-1606

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 5624-018-028

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

The subject property, located on the southern corner of San Fernando Road and Linden Avenue, contains four industrial buildings, three of which, share party walls such that it appears to be one large building constructed in different stages. The entire parcel is surrounded by a concrete block wall and a surface parking lot.

The northernmost building (located on the corner) was constructed in 1936 and expanded in 1954 as a food processing plant for the Weber Baking Co. The 1936 portion is located on the corner of San Fernando Road and Linden Avenue and has two stories and the 1954 addition to the southwest along Linden Avenue is one-story in height. Two other buildings wrap around the south and southeast of the 1936 building, along San Fernando Road that were added sometime between 1966 and 1972. The buildings are all interconnected. The primary elevation for the buildings faces northwest towards Linden Avenue. (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 1954 building looking northeast, 7/1/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1936 Los Angeles County Assessor

***P7. Owner and Address:**

Cyclops Mills LLC

1211 Air Way

Glendale, CA 91201

***P8. Recorded by:**

Laura Groves

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

***P9. Date Recorded:** 8/9/2016

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) Webers Bread/Millbrook Bread, Glendale

B1. Historic Name: Weber Baking Co.

B2. Common Name: none

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: No Style

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

Constructed 1936. Expanded 1954.

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

*B8. Related Features: Ancillary building, surface parking area.

B9a. Architect: Grant and Bruner

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they historical resources 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

This industrial bakery building located at 6841 San Fernando Road was constructed in 1936 and expanded in 1954 and again in the late 1960s; an ancillary building was constructed on the rear portion of the property more recently (Los Angeles County Assessor). The parcel is located in the southernmost part of Glendale, which was originally known as Tropic. The Southern Pacific Railroad established the Tropic Station (no longer extant) in 1883. Four years later, the nearby townships of Tropic and Glendale were established. Glendale incorporated in 1906, followed by Tropic in 1911, and by 1918, Glendale had annexed Tropic (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) 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: Laura Groves

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 8/9/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) Webers Bread/Millbrook Bread, Glendale

Recorded By Laura Groves

Date: 8/9/2016 ☒ Continuation ☐ Update

P3a. Description (Continued from Page 1):

The 1936 corner building has a rectangular plan with a flat roof and raised parapet that steps up at the corner. It is clad in stucco. There are two solid metal pedestrian doors on the building; one on the northwestern elevation and one on the San Fernando Road elevation that also faces northwest. Fenestration on this building consists of horizontal band of three fixed windows on the Linden Avenue elevation and six fixed windows on the San Fernando Road elevation. Each band of windows is located on the upper half of the building and are surrounded by a wide protruding stucco rectangular surround. This building is otherwise devoid of windows or ornamentation except for a geometric scored finish in the pattern of rectangular blocks on the San Fernando elevation.

The 1954 portion of the building along Linden Avenue was added in 1954. It is a rectangular building that is covered in narrow stack bond brick in a mid-century industrial style. Fenestration is asymmetrically arranged on the elevation facing onto Linden Avenue, consisting of a group of eleven fixed windows within horizontally-oriented, rectangular banding that are centered between two fixed windows on the southwest end and one fixed window on the northeast end of the brick portion of the building. There is a small addition to the south of this building, along Linden Avenue, that consists of an open covered area. The wall along Linden Avenue is clad with stacked bond brick.

A third building is located to the east of the 1936 building, along San Fernando Road. It consists of a large square warehouse building that connects to the two other buildings on the site. It is a one-story building with a flat roof and parapet that has a stucco and brick exterior. It has some vehicular bays that open to the parking area on the southwest and east elevations. The elevation that faces northeast onto San Fernando Road has no entrances or fenestration. It consists of six bays of stacked bond brick separated by stucco pilasters between. From what can be seen from public right of way, there is a metal paneled door centered between four garage doors. There is an additional larger garage door on the southwest end of the elevation. Tall concrete walls run along the property line.

The fourth and southernmost building was constructed as an ancillary building for the Weber Baking Co., a one-story industrial building in no particular style. Its primary elevation faces northwest towards Linden Avenue. It has a rectangular plan with a flat roof and raised parapet. The exterior is clad in stucco. The main entrance is not fully visible due to a metal security gate fixed between high concrete walls that run along the property line. From what can be seen, there is a metal paneled door centered between four garage doors. There is an additional larger garage door on the southwest end of the elevation.

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 Center boosted industrial development within the surrounding area. In Glendale, industrial development was directly attributable to San Fernando Road and efforts by the Greater Glendale Development Association (GGDA, 1920) to designate land alongside it as an industrial area (Harland Bartholomew & Associates 1996: 3.8; Historic Resources Group 2014: 156, 158-159). By the 1950s, early residences that had been built along or in the vicinity of San Fernando Road were demolished and replaced with commercial or industrial establishments (Harland Bartholomew & Associates 1996: 3.8; Historic Resources Group 2014: 159).

Food processing facilities represent some of the earliest industrial development in the region, performing exceedingly well during the 1910s and 1920s to eventually becoming part of a dominant industry (Historic Resources Group 2016: 13). They are associated with the once-prosperous agricultural sector and represent the region's oldest industrial endeavors. The food processing industry represented a shift in social history toward purchasing more pre-processed, manufactured food instead of preparing raw ingredients from home (Cornfield Arroyo Seco Specific Plan Area 2011: 16).

The subject property is an industrial bakery building originally constructed for the Weber Baking Company in 1936 and expanded in 1954 and again in the 1960s. Weber Baking Co. was established in 1908 by R. Dale Weber at 5849 S. Crocker Street in Los Angeles (the original bakery building is extant at 5849 S. Crocker Street in Los Angeles). Weber Baking Company was an innovative commercial bakery; in 1903, the company was the first to wrap bread commercially and in 1926, the company was the first to slice bread on a commercial scale. By 1958, there were seven bakeries in addition to the original Los Angeles location; one of the seven bakeries was the subject property located at 6841 San Fernando Road. The building was originally constructed in 1936 by an unknown architect and expanded in 1954 with a design by Grant & Bruner, an architecture and engineering firm. Grant & Bruner also designed the Helms Bakery in Culver City.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. Although they were constructed during a phase of postwar infill within an established industrial area, its relation to this local trend is mere association. It is one of several such properties within the region, they were constructed decades after the initial boom of industrial development for food processing in this area, and research did not reveal any evidence to suggest that this property was an individually significant resource within that context. The subject property is an industrial bakery building originally constructed for the Weber Baking Company in 1936 and expanded in 1954. Weber Baking Co. was established in 1908 by R. Dale Weber at 5849 S. Crocker Street in Los Angeles (the original bakery building is extant). The Weber Baking Co. is a company that made many significant contributions to the history of the food processing industry; however, those achievements occurred prior to the construction of the subject property at other locations associated with the Weber Baking company. These other locations, including the extant original location at 5849 S. Crocker Street in Los Angeles, better represent the significant contributions of the Weber Baking Co. to the history of the food processing industry. By 1958, there were seven bakeries in addition to the original Los Angeles location. One of the seven bakeries was the subject property at

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

Primary #
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*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) Webers Bread/Millbrook Bread, Glendale

Recorded By Laura Groves

Date: 8/9/2016 ☒ Continuation ☐ Update

6841 San Fernando Road. Therefore, although this building is associated with a bakery business that developed innovative techniques within its industry, this was one of seven such buildings associated with that company. Further, the extant 1908 building, located at 5849 S. Crocker Street in Los Angeles, would be a better association to that company as the first of the seven commercial bakery buildings in the Southern California area. No other significant trends or events were found to be associated with this property.

Under NRHP Criterion B or CRHR Criterion 2, these buildings do not have a significant association with the lives of persons important to history. Research revealed that R. Dale Weber was the founder of the Weber Baking Company, originally located at 5849 S. Crocker Street in Los Angeles. He is known for the founding of this company that "grew to become one of the nation's largest baking concerns." However, research did not reveal that his association with the subject property was of demonstrably important contribution to history at the local, state, or national level.

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 bakery building at 6841 San Fernando Road is a common condition controlled warehouse building. Although it has some elements of a mid-century manufacturing building, it has no unique architectural distinction and has been substantially enlarged from its original design. The buildings also lack high artistic value such that would not merit listing on a national or state register, and does not appear to be the work of a master architect or builder. The building was originally constructed in 1936 by an unknown architect and expanded in 1954 with a design by Grant & Bruner, an architecture and engineering firm. Neither partner is listed in AIA directories for the period. The firm is not distinguished by work that is recognized as unique or trendsetting within the discipline; therefore, Grant and Bruner are not considered master architects and the subject property is not an example of a master architect's architectural design. The subject property is located in a neighborhood of properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although this property does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. Since its original construction in 1936, there was an expansive one-story additions constructed in 1956 and ca. 1966-1970 as well as a one-story covered area constructed on the rear portion of the property at an undetermined later date. These alterations do not detract from the integrity of the original property but rather demonstrate how the building was enlarged and expanded over time; however, the integrity of setting has been diminished by ongoing development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

"Crash Fatal to Bakery Executive R.D. Weber Jr.," Los Angeles Times, April 7, 1955.

"Extensive Expansion at Plant Completed," Los Angeles Times, August 29, 1954.

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).

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 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).

"Model Houses Being Shown," Los Angeles Times, August 29, 1954.

"R. Dale Weber, Bakery firm Founder, Dies," Los Angeles Times, July 17, 1959.

"Weber Feted for 50 Years as L.A. Baker," Los Angeles Times, April 30, 1958.

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

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #

Page 5

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) Webers Bread/Millbrook Bread, Glendale

Recorded By Laura Groves

Date: 8/9/2016

☒ Continuation

☐ Update



View of the northernmost building (constructed in 1936), looking southeast, 7/1/16



View of ancillary building, looking northeast, 7/1/16

CONTINUATION SHEET

Page 1 of 4

*Resource Name or # (Assigned by recorder) Jos Feigelbaum Building

Recorded By: Amanda Duane, GPA Consulting

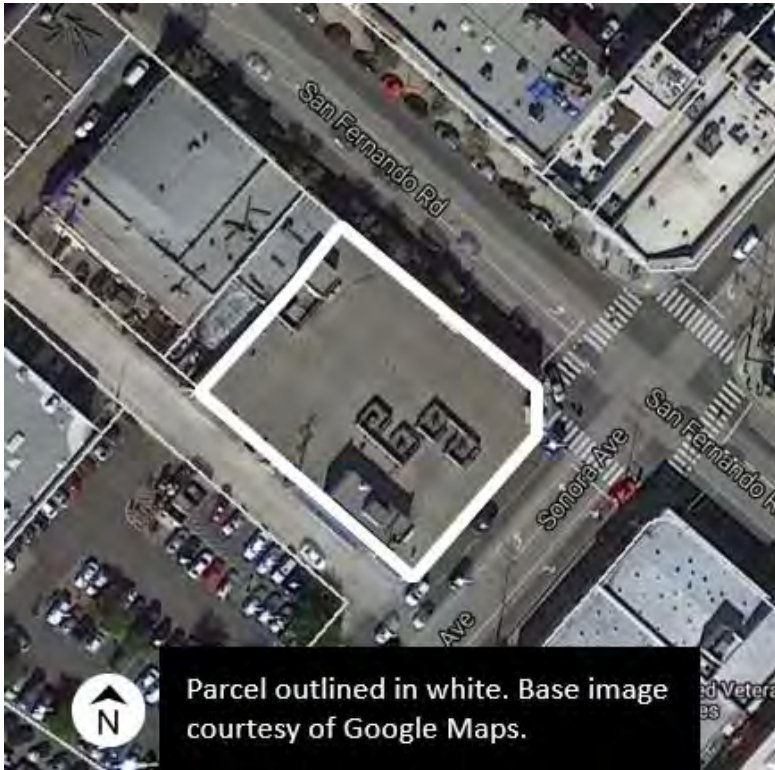
Date: 10/5/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-16

P2. Location: 6401-6409 San Fernando Road, Glendale CA 91201

*NRHP Status Code: 6Z

Sketch Map:



P3a. Description

Since the time of the prior survey in 1995, visual observation indicates that the property has undergone additional alterations. The primary entrance for the building has been relocated from the corner of San Fernando Road and Sonora Avenue to the center of the northeast elevation, facing San Fernando Road. The canted windows described in the 1995 survey are no longer extant, and have been replaced with contemporary ribbons of full-height metal windows, sheltered by rounded metal awnings. The exterior has been clad in a textured stucco that further obscures detailing and evidence of historic features, such as the arched windows described in the December 1995 DPR form set.

B10. Significance

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 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, with

CONTINUATION SHEET

Page 2 of 4

some commercial uses fronting onto San Fernando Road, such as the subject property (Harland Bartholomew & Associates 1996, 3.3-3.6).

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). 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 2014, 112).

According to the 1995 DPR Form set prepared by Harland Bartholomew & Associates, the subject property was constructed in 1925 as a warehouse. In 1929, it was converted into a public market, and in 1938 a beauty shop opened in the building (DPR Form Set). This information was corroborated by Glendale City Directories dated 1930 through 1939. The property was listed as "Grand Central Market" from 1930 to 1953. In 1953, the property is listed as a liquor store (Glendale City Directories). The original owner was indicated as Jos (likely Joseph) Feigelbaum in the 1995 evaluation. Research in City Directories, census records, and newspaper archives did not reveal any additional information about Feigelbaum or the Grand Central Market.

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 (Gleye 1981, 120-121). The style is characterized by its decorative features, smooth stucco surfaces, geometric ornament, and an emphasis on verticality. Art Deco detailing often incorporated imagery of new technology and conveyed a sense of movement (Gleye 1981, 129-130). The 1995 evaluation describes Art Deco-inspired architectural elements on the subject building, including its clock tower, angled windows, and distinctive corner entry.

Evaluation

The Jos Feigelbaum Building is located at 6401-6409 San Fernando Road in Glendale. The property 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. At that time, it was assigned a status code of 3S for its "local architectural significance" 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 does not concur with the prior survey's conclusion due to a lack of integrity caused by alterations since the time of the prior survey, and recommends a status code of 6Z.

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 property was constructed during a period of widespread commercial development in the region. Research does not indicate that this property has a direct or important association with the pattern of development in the Glendale area or San Fernando Road corridor, but that it is one of many such buildings constructed for a similar use in the area during the same time period.

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 known owners, including Jos (likely Joseph) Feigelbaum. This lack of information indicates that they are unlikely to have made any demonstrably important contributions to history at the local, state, or national level. While many individuals have worked at the subject building since its construction in 1925, collaborative efforts like these are typically best evaluated under Criterion A/1.

The prior evaluation found the property eligible under Criterion C as a "good example of an Art Deco Moderne warehouse/commercial structure," citing distinctive design elements such as the clock tower, corner entrance and angled display windows; however, in the time since the prior survey, the angled windows and corner entrance have been removed, and the entire exterior has been clad in a textured stucco that further obscures any Art Deco features that may have originally existed. As such, the property no longer retains the essential physical features to convey any architectural significance, and 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. Furthermore, the property lacks high artistic value, is unlikely to be the work of a master, and would not contribute to a historic district due to its extensive alterations and those of the buildings that surround it.

CONTINUATION SHEET

Page 3 of 4

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 subject property does not meet any of the criteria for listing in the NRHP or CRHR, and lacks integrity. At the time of the prior survey, window openings had been infilled, the clock tower faces had been boarded up, and the arched openings above the storefront windows had been infilled and replaced with louvered vents. In the time since the prior survey, additional alterations have occurred. The entry has been moved from the corner to the northeast elevation, the angled storefront windows have been removed and replaced with contemporary metal windows, incompatible, rounded metal awnings have been installed over windows, and a coating of incompatible textured stucco has been applied to the entire exterior. As such, the integrity of design, materials, workmanship, feeling, and association have all been compromised. The integrity of location is intact, but the integrity of setting has been diminished by continued development in the area. As such, the property does not retain integrity, and would not be able to convey any historic significance if any such associations were discovered.

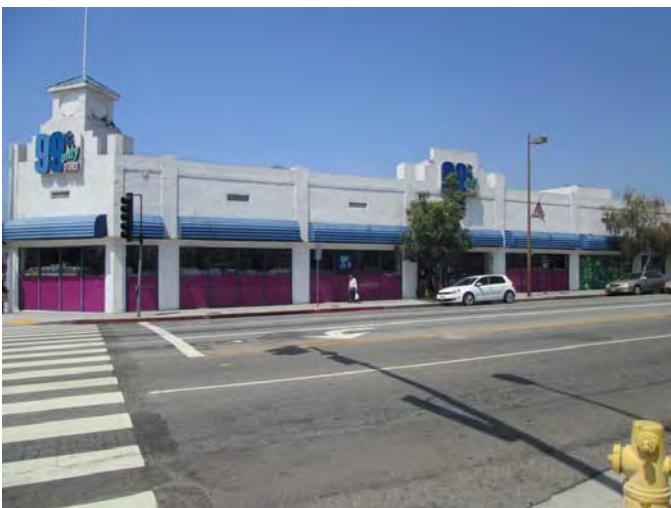
P5a. Photograph:



7/19/16, view looking northwest at southeast elevation and east corner



7/19/16, view looking west at southeast elevation, northeast elevation, and east corner



7/19/2016, view looking southwest at northeast elevation and east corner

CONTINUATION SHEET

Page 4 of 4

B12. References:

Ancestry. *U.S. City Directories: Glendale, California*. www.ancestry.com (accessed October 5, 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: 6401-6409 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.

Sanborn Fire Insurance Company. Glendale, CAL. Vol 2-A. 1949. New York: Sanborn Fire Insurance Company.

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 3

*Resource Name or #: (Assigned by recorder) HBA-23

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 6401-09 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)

Northwest corner of San Fernando Road and Sonora Avenue.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This large, one-story, poured-in-place reinforced-concrete commercial building has a rectangular footprint and occupies a corner lot at the intersection of San Fernando Road and Sonora Avenue. The building has a flat roof and concrete parapets. The building has six bays along the San Fernando Road elevation (east) and five bays along the Sonora Avenue elevation (south). The bays are divided by pilasters that project up above the top of the parapets, creating a punctuated silhouette. There are plate-glass display windows filling the bays. The windows and the walls below the windows slant inward toward the bottom. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial 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 #) General view, toward northwest, 12/19/95, R-3-24

*P6. Date Constructed/Age and Source: ☒ Historic

☐ Prehistoric ☐ Both

1925/building permit

*P7. Owner and Address: _____

*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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S, 5

Page 2 of 3

*Resource Name or # (Assigned by recorder) HBA-23

B1. Historic Name: Jos Feigelbaum Building

B2. Common Name: Public Market

B3. Original Use: Commercial

B4. Present Use: Vacant

*B5. Architectural Style: Art Deco Moderne

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

Building permits indicate 6401-09 San Fernando Road was constructed in 1925 as a warehouse. The owner at the time was Jos Feigelbaum. In 1929, the building became a public market; and in 1938 a beauty shop was opened in the building. According to architectural evidence, there have been no significant additions to the building and only minor alterations. Some of the windows on the south elevation have been closed (boarded). When central air was introduced, the arched openings above the display windows were closed and rectangular vents inserted. Marks on the parapets show where these arched openings used to be located. On the interior, the south end of the building was converted to a commercial store space, but the remainder of the interior still preserves its open plan and mushroom columns.

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

*B8. Related Features:

B9a. Architect: _____

b. Builder: Ray S. Fox

*B10. Significance: Theme Commercial

Area Glendale

Period of Significance 1925-45

Property Type Commercial

Applicable Criteria C

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

This Art Deco Moderne mixed-use warehouse/commercial building has undergone only minor alterations and still preserves a high degree of architectural integrity. It is an unusual and significant example in Glendale of early reinforced-concrete construction exemplified by its poured-in-place concrete structure and mushroom columns. Stylistically, it is also significant as a good example of an Art Deco Moderne warehouse/commercial structure featuring distinctive design elements such as the corner entrance and clock tower, angled display windows, and punctuated silhouette. Therefore, the building is recommended eligible for the National Register under Criterion C for its local architectural significance.

B11. Additional Resource Attributes: (List attributes and codes) HP6, Commercial building under 3 stories

*B12. References:

B13. Remarks:

*B14. Evaluator: Margarita J. Wuellner

*Date of Evaluation December 1995

(This space reserved for official comments.)



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

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 3

*Resource Name or # (Assigned by recorder) HBA-23

*Recorded by: M. J. Wuellner

*Date December 1995

☒ Continuation ☐ Update

***P3a. Description: (Continued)**

The main entrance is at the southeast corner of the building, set on the diagonal. It is flanked by paired pilasters. A decorative rosette is centered on the parapet between each pair of pilasters. A stepped clock tower above the front entrance completes the composition. It has a square base that steps up to a cupola that has round openings for clock faces (now boarded) on three sides of the cupola. The cupola is covered by a pyramidal hipped roof and has a tall antenna on top. On the interior, the flat concrete roof is supported by reinforced-concrete mushroom columns. The building is in good condition.

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

Rear (west) and side (south) elevations, view toward northeast, 12/19/95, R-3-25.



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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 6343 San Fernando Rd, Glendale

P1. Other Identifier: Map Reference #: E1-1I

***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'Qua** _____ **Date** _____ **T** _____ ; **R** _____ ; **1/4 of** _____ **1/4 of Sec** _____ ; _____ **B.M.**
c. Address 6343 SAN FERNANDO RD **City:** GLENDALE CA **Zip** 91201-2413
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** 5627-021-017

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

The subject property, located at the southwest corner of San Fernando Road and Sonora Avenue, contains one commercial building. There is a large surface parking lot behind the building. The building was designed in 1964 as a branch bank for the first Crocker-Citizens Bank. It is one story in height designed with elements of the Mid-Century Modern style. Its primary elevation faces northwest towards Sonora Avenue. It has a rectangular plan with a flat roof and raised parapet. The roof is elevated over a small portion of the building along the southeastern edge and the roof steps down over the southwestern portion of the building. The exterior is clad in narrow, common bond brick with a stucco band along the upper portion of each elevation. The main entrance is located on the northeast end of the primary elevation, centered between vertical bands of brick veneer and beneath a flat metal awning; it consists of a set of metal-framed double doors with glazing surrounded by storefront windows and transom. An identical awning is located on the southeast end of the other street-facing elevation on San Fernando Road. Fenestration is asymmetrical and consists of floor-to-ceiling metal framed glazing between vertical bands of brick veneer. The windows curve around the corner of San Fernando Road and Sonora Avenue.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 subject building facing south, 6/28/16

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

1964, Los Angeles County Assessor

***P7. Owner and Address:**

Disabled American Veterans Charities of Greater L
13550 Ramona Blvd
Baldwin Park, CA 91706

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 6343 San Fernando Rd. Glendale

B1. Historic Name: Crocker-Citizens Bank

B2. Common Name: Disabled Veterans Charities - Glendale

B3. Original Use: Bank

B4. Present Use: Commercial

*B5. Architectural Style: Mid-Century Modern

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

Constructed 1964. Building permit history not available from City of Glendale.

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

*B8. Related Features: None

B9a. Architect: Hunter & Benedict

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 commercial building located at 6343 San Fernando Road was constructed in 1964 (Los Angeles County Assessor). The parcel is located in the southernmost part of Glendale, which was originally known as Tropic. The Southern Pacific Railroad established Tropic Station (no longer extant) in 1883. The townships of Tropic and Glendale were developed nearby in 1887. Glendale incorporated in 1906, followed by Tropic in 1911, and by 1918, Glendale had annexed Tropic into its city limits (Harland Bartholomew & Associates 1995: 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) N/A

*B12. References:

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

B13. Remarks: None

*B14. Evaluator: Laura Groves

GPA Consulting

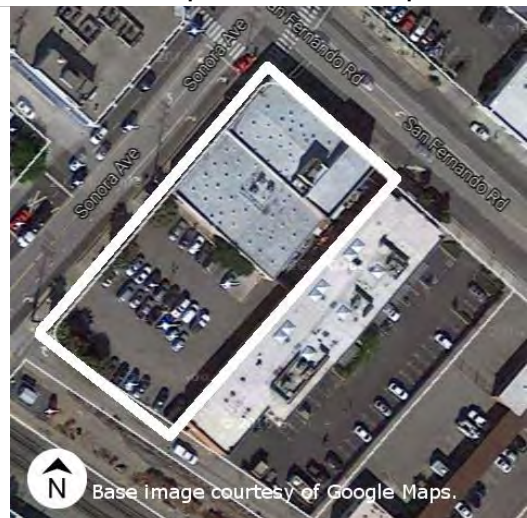
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 6343 San Fernando Rd. Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

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 Center boosted industrial development within the surrounding area.

As with much of Southern California, Glendale underwent a period of economic recovery and exponential growth as World War II came to an end. Thousands of workers and returning GIs relocated to the Southern California region with their young families, driving up demand for housing and retail goods. Widespread postwar prosperity provided an additional boost to the economy. In response, commercial properties were developed quickly and in large quantities (Historic Resources Group 2014: 131).

By this time, the personal automobile was firmly established as the preferred mode of transportation, allowing suburbs to expand even farther beyond centralized downtown areas. A large portion of new commercial development after the war was located in these suburbs. Not only were these businesses positioned to reach consumers living in new residential areas, but much of the land adjacent to the river and railroad tracks was already built out with industrial facilities prior to World War II (Galvin Preservation Associates 2009: 135; Historic Resources Group 2016: 10).

Historic development trends within the region led to major building booms in the late 1800s, the 1920s, and late 1940s after World War II. Large quantities of commercial properties were built during each of these periods; however, many of the earliest commercial buildings were demolished and replaced with new buildings during the subsequent building booms and the later revitalization efforts of the 1960s. During the 1960s and onward, many communities underwent a period of revitalization and urban renewal to address the detrimental effects of suburbanization on downtown commercial districts. In addition to new infill construction, many older commercial and residential buildings were torn down and redeveloped as a part of these efforts (Historic Resources Group 2014: 143).

The subject property was constructed in 1964 as the first Crocker-Citizens Bank branch following the merger of Crocker-Anglo and Citizens National banks. It was designed with elements of the Mid-Century Modern style, including direct expression of the structural system, a flat roof, horizontal massing, a simple geometric volume, the use of narrow brick veneer and expanses of vertical glass.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. The building was constructed in 1964 as the first Crocker-Citizens Bank branch following the merger of Crocker-Anglo and Citizens National banks. Research did not indicate this was a unique or rare business merger or of particular importance within the banking industry. This building is one of a number of commercial buildings constructed within the San Fernando Corridor, many of which were constructed many decades before the subject building. Therefore, this building does not have a specific association to any of the significant development trends for this area. No other important historical events are known to be associated with the subject property.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have significant association with the lives of persons important to history. This was a common bank branch building; research did not reveal that any of the employees or owners made demonstrably important contribution to history at the local, state, or national level.

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, rather, it was a common mid-century bank branch building designed with elements of similar buildings of its type from its period. The building lacks high artistic value such that would merit listing on a national or state register, and does not appear to be the work of a master architect or builder. The building was designed by Hunter & Benedict, Architects. There is no reason to believe they were master architects, as there is little information written about them indicating that the firm does not appear to have risen to the level of recognized greatness in their field. The building itself is remarkably intact and has elements of the Mid-Century Modern style, but it is not a distinctive example of a branch bank and does not rise to the level of significance within the context of Mid-Century Modern architecture. The subject property is located in an area with other commercial uses; however, the buildings were constructed over a range of years dating from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this building does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. There are no alterations visible from the public right-of-way. However, the integrity of setting has been diminished by ongoing development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 6343 San Fernando Rd. Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

B12. References (Continued from Page 2):

"Bank Bandit With 'Toy' Gets \$210," Los Angeles Times, June 23, 1965.

"Chamber to Seat Officers Jan. 24," Los Angeles Times, January 11, 1970.

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).

"Glendale Bank Branch Slated," Los Angeles Times, March 29, 1964.

"Glendale Bank Robber Sought," Los Angeles Times, July 29, 1969.

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).

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

"New Bank Office," Los Angeles Times, September 24, 1964.

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

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 1411 Air Way, Glendale

P1. Other Identifier: Map Reference #: E1-18

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

c. Address 1411 AIR WAY City: GLENDALE CA Zip 91201-2409

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 5627-023-002, 5627-023-008

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

The subject property, located on Air Way between Sonora and Grandview avenues, contains one large industrial building and a surface parking lot. The one-story building was constructed between 1949 and 1950 as a commercial building in no particular style. Its primary elevation faces southwest towards Air Way. It has a rectangular plan with a flat roof and raised parapet. This building has approximately doubled in size due to an addition constructed on the north side of the property. The exterior is painted concrete block with a brick detail surrounding the main entrance on the southeast end of the primary elevation. The main entrance is slightly recessed, accessed by three concrete steps, and consists of a set of wood paneled double doors with a single light on top and large fixed window above. The secondary entrance is located on the northwest end of the primary elevation and consists of a wood battened door. Fenestration is asymmetrically arranged and consists of a multi-paned narrow window on each side of the main entrance, two sets of a group of four multi-paned windows with each set beneath a metal awning, seven sets of a group of three single light windows with an awning centered between two fixed windows, and two fixed windows with single lights. There is a large metal tilt-up vehicular door at the southwest corner of the façade.

***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 subject warehouse facing north, 6/28/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1949 Los Angeles County Assessor

***P7. Owner and Address:**

Walt Disney Parks and Resorts US

PO Box 313

Glendale, CA 91209

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☒ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 1411 Air Way, Glendale

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: No Style

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

Constructed 1949. Building permit history not available from City of Glendale.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 industrial building at 1411 Air Way was constructed between 1949 and 1950 (Los Angeles County Assessor) adjacent to the former Grand Central Air Terminal. The parcel is located in the southernmost part of Glendale, originally known as Tropic. The Southern Pacific Railroad first established Tropic Station (no longer extant) in 1883; the nearby townships of Tropic and Glendale were later established in 1887. Glendale incorporated in 1906, followed by Tropic in 1911, and by 1918, Glendale had annexed Tropic (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) N/A

*B12. References:

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

B13. Remarks: None

*B14. Evaluator: Laura Groves

GPA Consulting

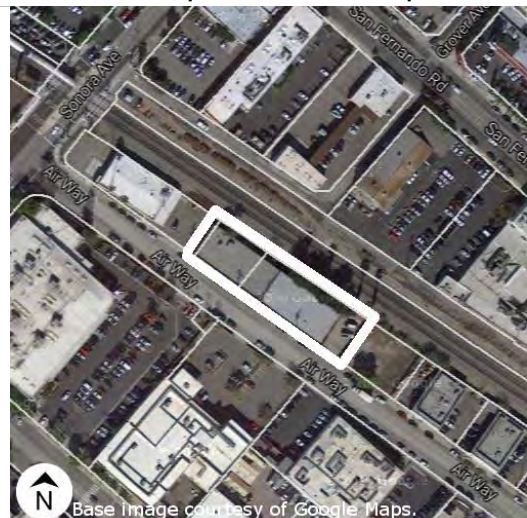
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 7/29/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1411 Air Way, Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

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 Center boosted industrial development within the surrounding area.

In Glendale, industrial development was directly attributable to San Fernando Road and efforts by the Greater Glendale Development Association (GGDA, 1920) to designate land alongside it as an industrial area (Harland Bartholomew & Associates 1996: 3.8; Historic Resources Group 2014: 156, 158-159). By the 1950s, early residences that had been built along or in the vicinity of San Fernando Road had been demolished and replaced with commercial or industrial establishments (Harland Bartholomew & Associates 1996: 3.8; Historic Resources Group 2014: 159). Industrial development also surrounded the Grand Central Air Terminal (1310 Air Way, Glendale), which opened in 1929 as the first airport to offer flights between Los Angeles and New York. Utilized by several major airlines, Grand Central Air Terminal "quickly became the premier airport in Southern California," nurturing "the seeds of the aircraft industry" in the region (Historic Resources Group 2014: 20). Glendale experienced another boost in industrial development in 1955 when the Grand Central Air Terminal was closed to air traffic, subdivided for development, and reopened as the Grand Central Industrial Center (Historic Resources Group 2014: 159). It started with four industrial buildings and has since spanned the former airport's 112-acre site (Historic Resources Group 2014: 159).

While specialized concentrations of particular industries existed within this area, there is also a great variety of other types of industrial uses. Some industrial buildings that were constructed for a particular manufacturing process or business continued to be used for the same purpose or business for many years. However, it is far more common for industrial buildings to have hosted many different uses within their lifetimes: "While industries evolved over time, the area maintained its character as an industrial center, with one processing or manufacturing operations simply replacing another. Over the course of the 20th century a single manufacturing facility might house the production of everything from dog food to pie," (Historic Resources Group 2016: 14).

The subject property was constructed as a household utility and coffee warehouse between 1949 and 1950 within the Grand Central Air Terminal complex. However, as previously mentioned, by 1955 the Terminal was closed to air traffic, and the land it occupied was repurposed as the Grand Central Industrial Center. The specific uses within this industrial context continued to develop and redevelop in the years to follow.

For at least the duration of the 1960s, this building was occupied by ANRI Wood Carving, Inc. and Schmid Brothers, Inc. ANRI Wood Carving was founded by Josef Anton Riffeser in 1912, a maker of wood carved figurines and toys ("History of ANRI Wood Carving 2016"; Glendale City Directories). Its main distribution center was the Alpine region of Europe, but American distribution centers were later established by the mid-20th century ("History of ANRI Wood Carving 2016"; Glendale City Directories). Anton Adolf Riffeser took over the company in 1945 and transformed it by adopting a more industrious business model for "better quality control and distribution to new markets," presumably when the company began considering its move towards Los Angeles ("History of ANRI Wood Carving 2016"; Glendale City Directories). Schmid Brothers was an importer company for international gifts (Glendale City Directories).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. The building was constructed as a household utility and coffee warehouse within the Grand Central Air Terminal complex, a site significant for its roots in aviation for Glendale and Southern California. It was the first airport to offer flights between Los Angeles and New York. Despite the terminal's significance, the terminal is no longer extant. Furthermore, the subject property was constructed approximately 20 years after the terminal's opening in 1929 and is not directly related to its initial use.

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 that any of the tenants or owners made demonstrably important contribution to history at the local, state, or national level. For at least the duration of the 1960s, this building was occupied by ANRI Wood Carving, Inc. and Schmid Brothers, Inc. Research did not reveal any evidence to suggest that the ANRI Wood Carving was an important or influential or pioneering brand in the industry, nor that the property or brand have any associations with historical events or persons. Although it appears that Riffeser was a successful businessman, research into Mr. Riffeser did not indicate that he had specific historical associations or was significant for reasons other than his connection to the ANRI Wood Carving company. Likewise, the Schmid Brothers appear to be importers, but research did not reveal that they were particularly significant within the import industry.

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 building on site is typical of an industrial property, with its concrete block construction, flat roof with a parapet and minimal industrial windows. The most distinctive characteristic of the site is the brick detailing around the main entrance to the building. However, the building does not exhibit a particular type, period or method of construction and it is not of high artistic value. It does not appear to have been designed by a significant architect. Rather, the building is a typical example of an industrial building that lacks distinction. The subject property is located in an area with other industrial uses; however, the buildings were constructed over a range of years dating from the 1920s to the 1970s. Although this building was constructed within the boundaries of the Grand Central Air Terminal complex, its association to the Air Terminal does not appear to be direct; rather it

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 1411 Air Way, Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

was originally used as a household utility and coffee warehouse, which does not share a significant context with adjacent air-related buildings. Therefore, this building does not appear to contribute to a National Register eligible historic district, as the area surrounding the building lacks a concentration of buildings that share a significant historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this building does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. Since its original construction between 1949 and 1950, apparent alterations are limited to boarding up of windows. These alterations do not detract from the integrity of the of the property; however, the integrity of setting has been diminished by ongoing industrial development in the area since the property's construction. However, for a property to qualify for the NRHP, the property must have significance as well as retain integrity. Although it retains integrity, it does not have historical significance- therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA or a historical resource for the purpose of CEQA.

B12. References (Continued from Page 2):

Grand Central Air website (accessed August 3, 2016) http://grandcentralair.glendaleca.gov/pages/photo_album/1950s.htm.

"Grand Central's Grand Past," Los Angeles Times, July 17, 1988.

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).

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

Historic Resources Group, Central City North Community Plan Area Historic Resources Survey Report, report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources (May 2016).

"History of ANRI Wood Carving," ANRI Wood Carvings & Nativity website (accessed August 25, 2016) <http://www.anri-woodcarvings.com/history-of-anri-woodcarving/>.

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

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

Primary #
HRI #

Page 5

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 1411 Air Way, Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update



View of subject warehouse, facing east, 6/28/16

CONTINUATION SHEET

Primary # _____

HRI _____

Page 1 of 3

*Resource Name or # (Assigned by recorder) 5846 San Fernando Road, Glendale, CA, 91202

Recorded By: Amanda Duane, GPA Consulting

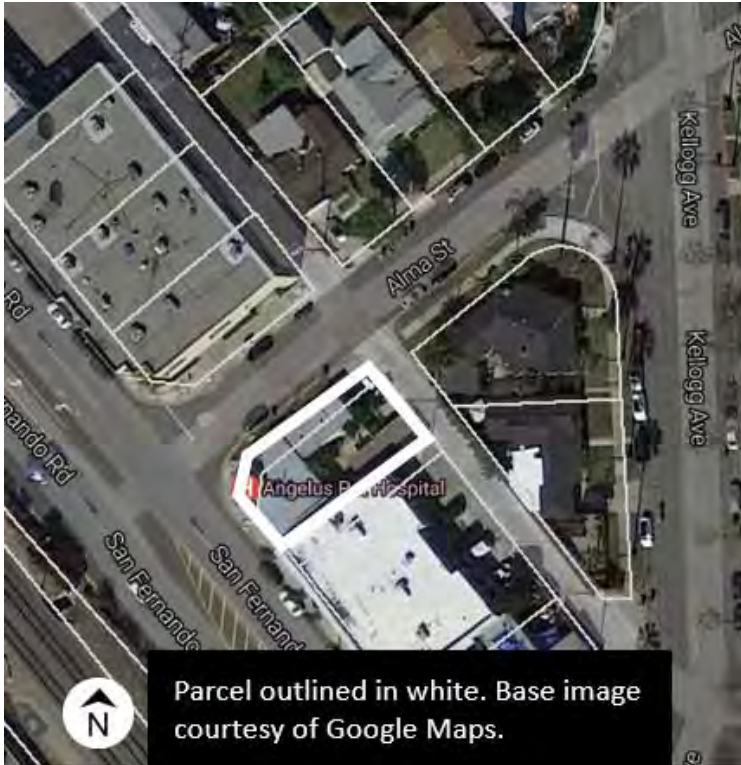
Date: 10/17/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-19

P2. Location: 5846 San Fernando Road, Glendale, CA, 91202

*NRHP Status Code: 6Z

Sketch Map:



B10. Significance

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 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 is primarily industrial in nature, with some commercial uses fronting onto San Fernando Road, such as the subject property (Harland Bartholomew & Associates 1996, 3.3-3.6).

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). Commercial development

CONTINUATION SHEET

Page 2 of 3

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 2014, 112).

The building boom and rapid growth of the 1920s was slowed by the onset of the Great Depression. New commercial construction was sparse and sporadic, and many existing businesses were forced to close during the nationwide economic slump (Historic Resources Group, 124). While building activity slowed, communities were able to stay afloat thanks in part to the relatively stable film and aviation industries, as well as the stimulus of New Deal job creation. Although commercial growth was limited, a number of municipal buildings and civic improvements were completed during this time period through programs like the Works Progress Administration (WPA) and the Public Works Administration (PWA) (Galvin Preservation Associates, 104).

Glendale City Directories indicate that the building was associated with a veterinary surgeon, H.E. Sawyer, as early as 1948 and was called "Dr. Sawyer's Small Animal Hospital" as early as 1951 (Glendale City Directories). Sawyer specialized in the veterinary treatment of cats and dogs, and also offered boarding and grooming services ("Pet Shop"). The 1995 DPR Form set indicates that a Howard Sawyer still owned the property at that time, and that it was initially constructed in 1936.

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 (Gleye 1981, 120-121). The style is characterized by its decorative features, smooth stucco surfaces, geometric ornament, and an emphasis on verticality. Art Deco detailing often incorporated imagery of new technology and conveyed a sense of movement; 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 emphasis on horizontality through sweeping, aerodynamic lines (Gleye 1981, 129-130).

Evaluation

The property at 5846 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. At that time, the property was assigned a status code of 6Y, indicating that it was determined ineligible for the National Register by consensus through the Section 106 process, and not evaluated for the California or Local registers. However, inquiries with the State Office of Historic Preservation in October 2016 indicated that there was no record of concurrence by the State Historic Preservation Officer on this finding. 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 6Z.

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 property was constructed during a period of economic recovery and commercial development in the region. Research does not indicate that this property has a direct or important association with the pattern of commercial development in the Glendale area or San Fernando Road corridor, but that it is one of many such buildings constructed for a similar use in the area during the same time period.

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 indicate any reason to believe that Dr. H.E. Sawyer made any demonstrably important contributions to the veterinary field or history at the local, state, or national level.

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. Furthermore, the property lacks high artistic value, is unlikely to be the work of a master, and would not contribute to a historic district due to the extensive alterations to the subject property and the buildings that surround it. While the subject property does possess some Art Deco and Streamline Moderne features, such as smooth stucco surfaces, curved corners, and geometric detailing, it is a typical and modest example that lacks any outstanding architectural distinction. An excellent example of Art Deco architecture might feature more highly detailed geometric ornamentation, sculptural bas relief motifs, polychromatic cladding, and even the application of gold to exterior architectural features; an excellent example of Streamline Moderne architecture might have smooth, bright stucco cladding, uninterrupted horizontal ribbons of windows, and more of an emphasis on sweeping, aerodynamic lines. The subject property has rough, textured stucco, small non-original windows, and simplistic detailing that is limited to horizontal and vertical scoring of the stucco. The

CONTINUATION SHEET

Page 3 of 3

modest Art Deco and Streamline Moderne characteristics on the subject building are of their period, but they are not applied in a masterful or innovative way, and have been diminished by alterations over time. A superior example of the style within the study area is the Glendale Municipal Light and Power building at 6135 San Fernando Road; it features Egyptian-inspired bas relief panels, smooth stucco cladding, horizontal ribbons of windows, and decorative metal door surrounds.

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 subject property does not meet any of the criteria for listing in the NRHP or CRHR, and lacks integrity. The property appears to have undergone a number of alterations, some of which were noted in the 1995 evaluation. The windows and doors on the primary elevation have been replaced, the exterior stucco has been retextured, and non-original signage has been installed, diminishing the integrity of materials, workmanship, feeling, and association. The integrity of location is intact, but the integrity of setting has been diminished by continued development in the area. As such, the property does not retain integrity, and would not be able to convey any historic significance if any such associations were discovered.

P5a. Photograph



6/29/2016, view looking east towards west corner of property.



6/29/2016, view looking southeast at west corner and northwest elevation.

B12. References:

Ancestry. *U.S. City Directories: Glendale, California*. www.ancestry.com (accessed October 17, 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: 5846 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.

"Pet Shop." Display Ad. *Los Angeles Times*. June 15, 1941. 115.

Sanborn Fire Insurance Company. Glendale, CAL. Vol 2-A. 1949. New York: Sanborn Fire Insurance Company.

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 3 *Resource Name or #: (Assigned by recorder) HBA-6

P1. Other Identifier: _____

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

*b. USGS 7.5' Quad Burbank Date 1994 T 1 R 1 ¼ of 1 ¼ of Sec 1 B.M.

c. Address 5846 San Fernando Road City Glendale Zip _____

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

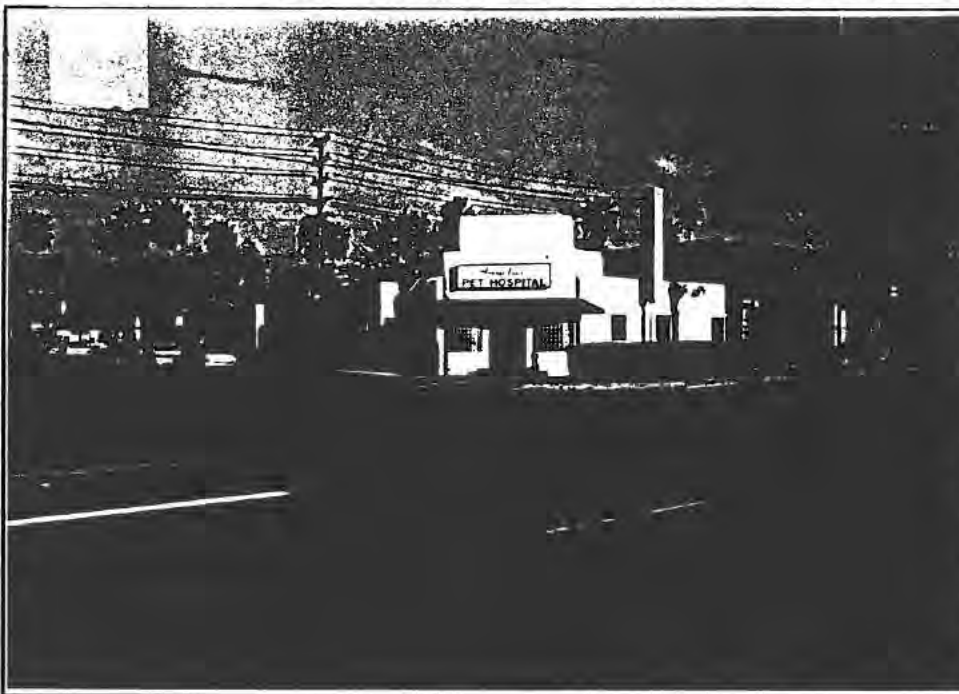
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Corner of San Fernando Road and Alma Street.

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

This one-story, Art Deco-style commercial building is located on the corner of San Fernando Road and Alma Street facing northwest toward San Fernando Road. The entrance facade is three-bays wide, set on a diagonal to the corner. The San Fernando Road elevation is three bays long; the Alma Street elevation is five-bays long (the last two bays are part of the rear addition). The building is stuccoed (new stucco applied recently), has a flat roof, and features a stepped Art Deco-style corner tower. Raised band courses above and below the windows on the side elevations are also part of the Art Deco-style design. (See Continuation Sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building

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



P5b. Description of Photo: (view, date, accession #) Angelus Pet Hosp., general view toward south-east, 12/15/95, R-1-19.

*P6. Date Constructed/Age and Source: ☒ Historic

☐ Prehistoric ☐ Both
1936/building permit;
renovated 1939 (owner)

*P7. Owner and Address: _____

*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.") _____

*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): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y

Page 2 of 3

*Resource Name or # (Assigned by recorder) HBA-6

- B1. Historic Name: _____
B2. Common Name: Angelus Pet Hospital
B3. Original Use: Commercial B4. Present Use: Veterinary Hospital
*B5. Architectural Style: Art Deco
*B6. Construction History: (Construction date, alterations, and date of alterations)
Building permits indicate the building was constructed in 1936. According to Howard Sawyer, owner, the building was renovated for a small animal hospital and kennel in 1939. At that time a building permit was issued for a billboard only.

- *B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features:
Hedge plantings along foundation. Concrete sidewalk. Alley behind building.

- B9a. Architect: _____ b. Builder: J. M. Lamb
*B10. Significance: Theme Commercial Area Glendale
Period of Significance 1936-1945 Property Type commercial Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

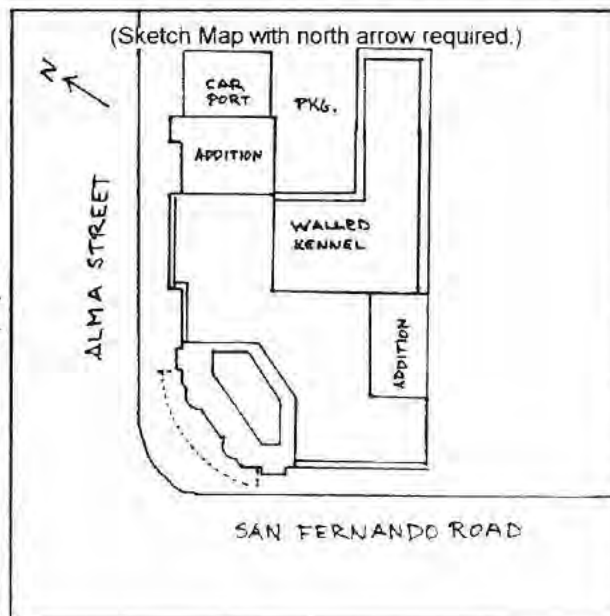
The small Art Deco-style commercial building at 5846 San Fernando Road is in good condition, having been recently renovated. The building preserves a relatively high degree of integrity. The construction of a rear addition, alteration of the fenestration, and the application of a new stucco finish do not detract significantly from the building's overall architectural character. However, the building is a typical example of an Art Deco commercial building constructed on a corner site. Although it is a good example of its type within the San Fernando Road project area, it is not an outstanding example in Glendale and therefore it is recommended not eligible for the National Register.

- B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial building under three stories
*B12. References:
Building permits; interview with owner.

B13. Remarks:

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

(This space reserved for official comments.)



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

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3

*Resource Name or # (Assigned by recorder) HBA-6

*Recorded by: M. J. Wuellner

*Date December 1995

☒ Continuation ☐ Update

***P3a. Description:** (Continued)

The building has a parapet on the side (east and north) elevations, indicating it is probably of masonry construction (brick or concrete). The building is built on a concrete foundation and has a concrete floor. Stylized pilasters are located on each side of the three-bay front entrance. The two bowed bays flanking the front door contain rectangular window openings that have been filled recently with glass brick, replacing the original window treatments. The remaining windows on the building are fixed, and are also recent installations. The existing paneled wood front door appears to be original. Concrete steps provide for the change in grade from the sidewalk to the entrance of the building. There is a canvas canopy sheltering the front entrance which appears to be a recent installation. There are signs over the front entrance and on the west elevation of the building. The rear addition on the building appears to be recent construction or recently renovated. There is a flat-roofed, open-bay carport on the rear elevation. The interior has been renovated but appears to still retain its original wood paneled doors.

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) 440 W Los Feliz Rd. Glendale

P1. Other Identifier: Map Reference #: E1-20

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

c. Address 440 W LOS FELIZ RD **City:** GLENDALE CA **Zip** 91204-2738

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 5640-021-016

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

The subject property, located at the southwest corner of Los Feliz Road and Gardena Avenue, contains one industrial building. The one-story building has elements of the Mid-Century Modern style and was constructed in 1960 as an office and manufacturing building. Its primary elevation faces northeast towards Gardena Avenue. It has a trapezoidal-shaped plan with a flat roof and slightly raised parapet. The building is constructed out of concrete and the exterior is clad in stucco. Its façade has a concrete and red clay tile block detail facing Gardena Avenue. A raised porch that spans the primary elevation is enclosed by a flat metal awning supported by rectangular concrete columns and staggered red clay tile block screen. The main entrance is centrally located, marked by a slight projection in the awning, and is accessed by a four-step stairway and ramp – both with metal railings. The main entry door consists of a metal framed door with glazing and a sidelight. Windows are not fully visible behind the porch enclosure but appear to span the width of the elevation. Windows along the side elevation consist of two, large asymmetrically-arranged multi-light aluminum windows and three fixed square aluminum framed windows. (See Continuation Sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 subject building facing south, 7/1/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1960 Los Angeles County Assessor

***P7. Owner and Address:**

Mark Sandelson, Sandelson Trust

328 21st St

Santa Monica, CA 90402

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 440 W Los Feliz Rd, Glendale

B1. Historic Name: Genge Industries, Inc.

B2. Common Name: none

B3. Original Use: Office

B4. Present Use: Office

*B5. Architectural Style: Mid-Century Modern

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

Constructed 1960. Building permit history not available from City of Glendale.

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

*B8. Related Features: None

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 industrial building located at 440 W Los Feliz Road was constructed in 1960 (Los Angeles County Assessor) as the headquarters for Genge Industries, Inc., an electronics and technical publications firm. The parcel is located in an industrial area in the southernmost part of Glendale, which was originally known as Tropic. The Southern Pacific Railroad established the Tropic Station (no longer extant) in 1883. The townships of Tropic and Glendale were established nearby in 1887. Glendale incorporated in 1906, followed by Tropic in 1911, and by 1918, Glendale had annexed Tropic (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) N/A

*B12. References:

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

B13. Remarks: None

*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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 440 W Los Feliz Rd, Glendale

Recorded By Laura Groves

Date: 7/29/2016 ☒ Continuation ☐ Update

P3a. Description (Continued from Page 1): The rear of the building has one large tri-partite glazed window/door configuration that filled in a former vehicular loading bay, two, solid metal doors that are accessed from a small concrete stoop with metal railing, and two small, square fixed aluminum windows (one has been filled in with stucco).

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 Center boosted industrial development within the surrounding area. In Glendale, industrial development was directly attributable to San Fernando Road and efforts by the Greater Glendale Development Association (GGDA, 1920) to designate land alongside it as an industrial area (Harland Bartholomew & Associates 1996: 3.8; Historic Resources Group 2014: 156, 158-159). By the 1950s, early residences that had been built along or in the vicinity of San Fernando Road had been demolished and replaced with commercial or industrial establishments (Harland Bartholomew & Associates, 3.8; Historic Resources Group 2014: 159).

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities (SurveyLA Industrial Development 2011: 10). Additionally, following World War II and preceding the Cold War, aerospace companies in the Los Angeles region won defense contracts to research and develop more sophisticated propulsion, navigation, and missile technology and aircraft manufacturers turned out new models of aircraft for the Department of Defense. The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system.

The subject property was one such industrial building constructed in this area at the time. It was constructed in 1960 as the headquarters for Genge Industries, Inc., an electronics and technical publications firm. Genge Industries, Inc. was founded by Gordon M. Genge who also served as president of the firm. In 1966, only six years after this building's construction, Genge Industries relocated its headquarters to Oxnard.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building lacks a significant association with important historic events. Although the building was constructed during a phase of postwar infill within an established industrial area, its relation to this local trend is mere association. It is one of several such properties within the region, and research did not reveal any evidence to suggest that this property was an individually significant resource within that context. No other significant trends or events were found to be associated with this property.

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 that any of the employees, tenants, or owners made demonstrably important contribution to history at the local, state, or national level. The building on the subject property was constructed in 1960 as the headquarters for Genge Industries, Inc., an electronics and technical publications firm. It was founded by Gordon M. Genge who also served as president of the firm. Research did not reveal any information to suggest that this business or its owner or later tenants made any significant contributions to history. This was not the first location associated with Genge Industries, nor did it have a long association with it. In 1966, only six years after construction, Genge Industries relocated its headquarters to Oxnard.

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. Rather, 440 Los Feliz Road is a typical example of postwar industrial building. The clay tile block screen at the façade is a typical example of a Mid-Century Modern design element applied to building otherwise lacking in architectural distinction; this design element is distinctly appliqué and not integral to the building's design. No information could be found on the architect of the building. The subject property is located in a neighborhood of properties that are varied in scale, style, and use, and appear to date from a range of different time periods spanning from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, this building 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 that are otherwise well documented.

Although this building does not meet any of the criteria for listing in the NRHP or the CRHR, it retains integrity of location, materials, design, workmanship, feeling, and association. Since its original construction in 1960, the windows along Railroad Avenue appear to have been replaced with fixed aluminum windows at an unknown date and the vehicular loading bay on the rear of the building has been filled in with glazed windows. Overall, the façade facing onto Gardena Avenue retains integrity of design, materials, workmanship, feeling, and association. The building retains integrity of location. However, the integrity of setting has been diminished by ongoing development in the area since the property's construction. Windows along the side elevation consist of two, large asymmetrically-arranged multi-light aluminum windows and three fixed square aluminum framed windows. The rear of the building has one large tri-partite glazed window/door configuration that filled in a former vehicular loading bay, two, solid metal doors that are accessed from a small concrete stoop with metal railing, and two small, square fixed aluminum windows (one has been filled in with stucco).

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 440 W Los Feliz Rd. Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

B12. References (Continued from Page 2):

"Business and People," Los Angeles Times, October 16, 1960.

"Firm Will Move to Oxnard Site," Los Angeles Times, May 8, 1966.

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).

Historic Resources Group, City of Glendale: South Glendale Historic Context Statement, report prepared for City of Glendale Planning Division (September 2014).

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).

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

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

Primary #
HRI #

Page 5

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) 440 W Los Feliz Rd, Glendale

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update



View of Green Industries, Inc. office and manufacturing building from Railroad Street, facing north, 7/1/16

CONTINUATION SHEET

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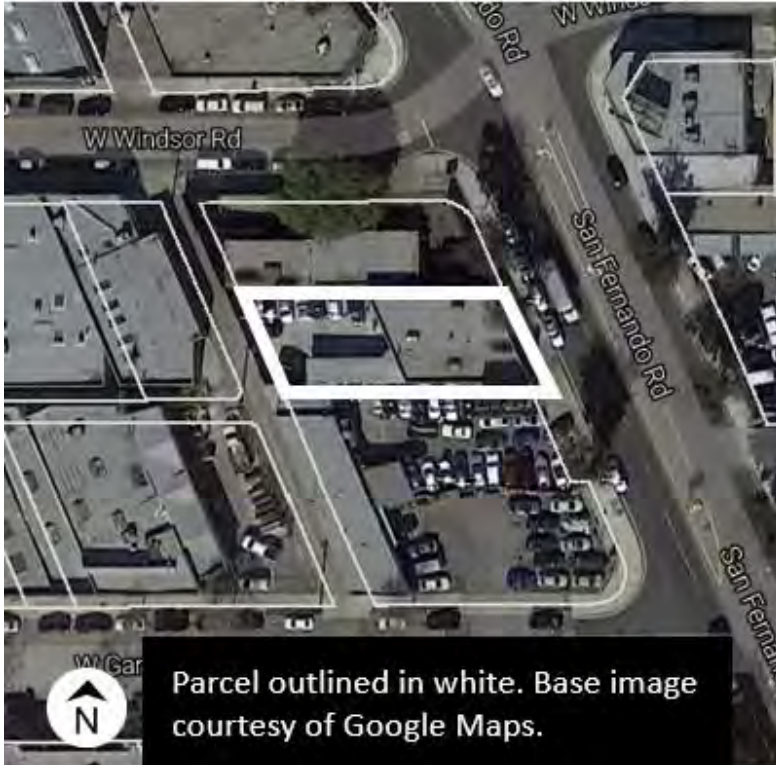
Recorded By: Amanda Duane, GPA Consulting ***Resource Name or #** (Assigned by recorder) 4611 San Fernando Road, Glendale, CA, 91204
Date: 10/18/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-21

P2. Location: 4611 San Fernando Road, Glendale, CA, 91204

***NRHP Status Code:** 6Z

Sketch Map:



B10. Significance

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 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, with some commercial uses fronting onto San Fernando Road, such as the subject property (Harland Bartholomew & Associates 1996, 3.3-3.6).

CONTINUATION SHEET

Page 2 of 4

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). 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 2014, 112). Auto-related businesses began to emerge in the 1920s as automobile ownership became the norm for an increasing number of Californians. Cities like Glendale and Burbank in particular were home to a number of early car dealerships, as residents often traveled by car to the business centers in downtown Los Angeles (Historic Resources Group 2014, 117).

The building boom and rapid growth of the 1920s was slowed by the onset of the Great Depression. New commercial construction was sparse and sporadic, and many existing businesses were forced to close during the nationwide economic slump (Historic Resources Group, 124). While building activity slowed, communities were able to stay afloat thanks in part to the relatively stable film and aviation industries, as well as the stimulus of New Deal job creation. Although commercial growth was limited, a number of municipal buildings and civic improvements were completed during this time period through programs like the Works Progress Administration (WPA) and the Public Works Administration (PWA) (Galvin Preservation Associates, 104).

Glendale City Directories indicate that the subject building was associated with a company called Olmstead Poultry Co. as early as 1939, but by 1948 was occupied by a war surplus shop run by F.J. Lovko. Beginning in the 1950s until at least 1956, the property was occupied by the LJ Polishing Co. The property was converted to an auto repair shop sometime after 1995, as it was still occupied by LJ Polishing Co at the time of the prior evaluation (Glendale City Directories; Harland Bartholomew & Associates 1995). Additional research in the City Directories reveals that Olmstead Poultry Co. was run by Clarence and Earl Olmstead, who appear to have been brothers; they lived in separate houses with their respective wives as of 1940. FJ Lovko—or Frank J. Lovko—ran the Army surplus store at the subject property in 1948, but by 1955 was working as a tire salesman (Glendale City Directories).

Evaluation

The property at 4611 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. At that time, the property was assigned a status code of 6Y, indicating that it was determined ineligible for the National Register by consensus through the Section 106 process, and not evaluated for the California or Local registers. However, inquiries with the State Office of Historic Preservation in October 2016 indicated that there was no record of concurrence by the State Historic Preservation Officer on this finding. 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 6Z.

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 property was constructed during a period of economic recovery and commercial development in the region. Research does not indicate that this property has a direct or important association with the pattern of commercial development in the Glendale area or San Fernando Road corridor, but that it is one of many such buildings constructed for a similar use in the area during the same time period.

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 indicate any reason to believe that Clarence or Earl Olmstead or Frank Lovko made any demonstrably important

CONTINUATION SHEET

Page 3 of 4

contributions to history at the local, state, or national level. Research did not reveal any information about the owners or employees of the Olmstead Poultry Co. or LJ Polishing Co. While many individuals have worked at the subject building and the various businesses it has housed since its construction in 1939, 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. Furthermore, the property lacks high artistic value, is unlikely to be the work of a master, and would not contribute to a historic district due to the extensive alterations to the subject property and the buildings that surround it. The 1995 evaluation concluded that the building was a typical example of a late 1930s Art Deco building that lacked architectural significance. The project team concurs with this conclusion. Apart from the scored stucco along the roof line, there is no indication of any architectural distinction or formal design; the building consists of simple, rectilinear volumes clad in stucco. It would be more accurately described as utilitarian or commercial vernacular than Art Deco. An example of Art Deco architecture would feature highly detailed geometric ornamentation, sculptural bas relief motifs, polychromatic cladding, and even the application of gold to exterior architectural features.

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 subject property does not meet any of the criteria for listing in the NRHP or CRHR, and lacks integrity. The property was converted to an auto repair shop sometime after 1996. In addition, the multi-light wood garage doors described in the prior evaluation appear to have been replaced by metal roll-up doors at an unknown date, somewhat diminishing the integrity of materials, workmanship, feeling, and association. The integrity of location is intact, but the integrity of setting has been diminished by continued development in the area. As such, the property does not retain integrity, and would not be able to convey any historic significance if any such associations were discovered.

P5a. Photograph:



7/01/2016, view looking southwest towards north and east elevations

CONTINUATION SHEET

Page 4 of 4



7/01/2016, detail view of north elevation

B12. References:

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

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: 4611 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 3

*Resource Name or #: (Assigned by recorder) HBA-17

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 1/4 of 1/4 of Sec B.M.

c. Address 4611 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)

West side of San Fernando Road, near corner of Windsor Road.

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

This one-story, three-bay commercial building faces east toward San Fernando Road; there are two small trees planted at the front of the lot. The building is constructed of stretcher-bond brick and has a flat roof. The front elevation is stuccoed and features Art Deco streamline detailing on the brick parapet. The three large rectangular openings on the front elevation have 18-panel wood garage doors (the top row of panels are filled with glass). There is an open-bay, shed-roofed porch that encompasses the rear elevation; it has a rolled-asphalt roof. (See continuation sheet).

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial 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 #) Front elevation, view toward west, R-2-23, 12/18/95.

*P6. Date Constructed/Age and

Source: ☒ Historic

☐ Prehistoric ☐ Both

1938/building permit

*P7. Owner and Address:

*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) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y

Page 2 of 3

*Resource Name or # (Assigned by recorder) HBA-17

B1 Historic Name: _____

B2 Common Name: L. J. Publishing Co.

B3 Original Use: Market (commercial)

B4 Present Use: Commercial/Industrial

*B5. Architectural Style: Art Deco

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

Building permits indicate the building was originally constructed in 1938, and remodeled in 1942. The architectural evidence corroborates these dates. The owner in 1938 was Clarence O. Olmstead.

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

Original Location: _____

*B8. Related Features:

Yard behind building enclosed by concrete-block wall and metal gate. Alley behind building.

B9a Architect: _____

b. Builder: George Sproul

*B10. Significance: Theme Commercial

Area Glendale

Period of Significance 1938-1945

Property Type Commercial

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 Art Deco-style commercial/industrial building located at 4611 San Fernando Road preserves a high degree of architectural integrity despite the 1942 remodeling. However, it is a typical example of a late 1930s Art Deco building and has no distinctive or outstanding features. Therefore, it is recommended not eligible for listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes) HP6. Commercial building under three stories.

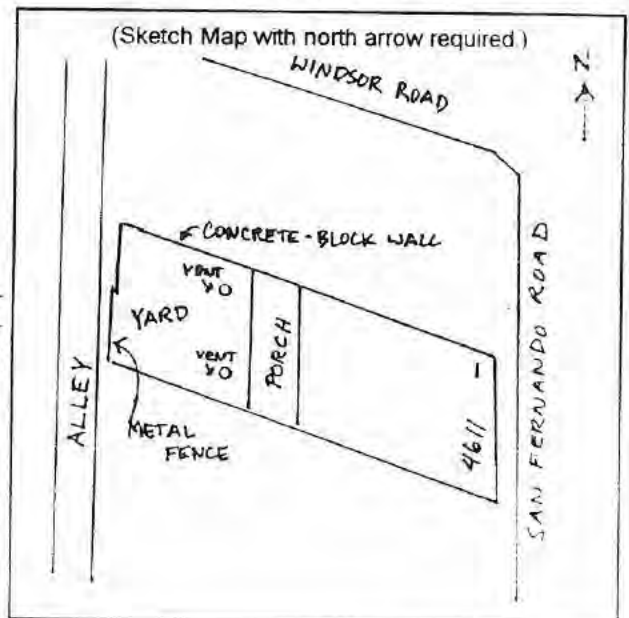
*B12. References:

B13. Remarks:

*B14. Evaluator: Margarita J. Wuellner

*Date of Evaluation: December 1995

(This space reserved for official comments.)



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

Primary # _____

HRI # _____

Trinomial _____

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*Resource Name or # (Assigned by recorder) HBA-17

*Recorded by: M. J. Wuellner

*Date December 1995

☒ Continuation ☐ Update

***P3a. Description: (Continued)**

There are two large metal exhaust vents in the yard behind the building. The yard is enclosed by a tall concrete-block wall. A tall metal gate secures the rear entrance to the lot, which is accessed by an alley that runs behind the lot from Windsor Road to Garfield Avenue.

P5b. Description of Photo: (Continued)

Rear elevation, view toward west, 12/18/95, R-2-24.



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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) City of Glendale Public Works Corporation Yard

P1. Other Identifier: Map Reference #: E1-22

***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'Qua** _____ **Date** _____ **T** _____ ; **R** _____ ; **1/4 of** _____ **1/4 of Sec** _____ ; _____ **B.M.**
c. Address 525 W CHEVY CHASE DR **City:** GLENDALE CA **Zip** 91204
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 5696-021-900

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

The subject property, located on W. Chevy Chase Drive between Alger Street and San Fernando Road, contains two government buildings and a surface parking lot. Both buildings were constructed in 1961 as the City of Glendale's Public Works Corporation Yard.

The easternmost building is two stories in height with a minimalist design and Mid-Century Modern style influences. It is actually two buildings that were constructed with a singular party wall, but appears as one building from the public right-of-way. Its primary elevation faces south towards W. Chevy Chase Drive and has no fenestration. It has an irregular plan with a flat roof and raised parapet. There is a vehicular ramp on the side of the building that leads to a parking lot on the roof of the building. The first floor of the exterior is clad in stucco with heavily scored brick detail on the second floor. There is raised lettering on the first floor that states "City of Glendale Public Works Corporation Yard" in Century Gothic font. The western half of the building has an entirely brick façade; the second floor is slightly cantilevered over the first floor and nearly the entire façade is covered with vines. (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 of easternmost building facing NE, 7/1/16

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

1961 Los Angeles Times Archive

***P7. Owner and Address:**

City of Glendale
633 E. Broadway
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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☒ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) City of Glendale Public Works Corporation Yard

B1. Historic Name: City of Glendale Public Works Corporation Yard

B2. Common Name: City of Glendale Public Works Corporation Yard

B3. Original Use: Public Utility

B4. Present Use: Public Utility

*B5. Architectural Style: Mid-Century Modern

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

Constructed 1961. Building permit history not available from City of Glendale.

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

*B8. Related Features: Parking areas

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

These two buildings do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they historical resources 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 City of Glendale's Public Works Corporation Yard located at 525 W Chevy Chase Drive was constructed in 1961 (Los Angeles Times). The parcel is located in the southernmost part Glendale, originally known as Tropic. The Southern Pacific Railroad established the Tropic Station (no longer extant) in 1883. A few years later the townships of Tropic and Glendale were established nearby in 1887. Glendale incorporated in 1906, followed by Tropic in 1911, and by 1918, Glendale had annexed Tropic (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) N/A

*B12. References:

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

B13. Remarks: None

*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.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) City of Glendale Public Works Corporation Yard

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): The main entrance is located on the south end of the west elevation. It is not fully visible from the public right-of-way due to a metal security gate and foliage, but from what can be seen it is centered between two metal pilasters with surrounding metal framed windows. There are no other visible windows.

The westernmost building is one story in height designed with no apparent particular style. It is not fully visible from the public right-of-way due to a surrounding high concrete block wall, but from what can be seen it has a long, rectangular plan, a flat roof, and an exterior clad in corrugated metal. It appears to operate as a vehicular maintenance bay with open sides to shade the vehicles under a large canopy. There are no visible entrances or windows due to the large canopy.

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 Center 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 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. Government investments shifted to the war effort during World War II, but after the war, government infrastructure was built at a rapid pace to keep up with the population growth.

The subject property was constructed in 1961 as the City of Glendale's Public Works Corporation Yard during the post WWII era to maintain the City's vehicles and store equipment and materials used by the Public Works department to maintain the City's infrastructure. It was a utilitarian building that was purpose built and continues to be used as such.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these buildings lack a significant association with important historic events. They were built as the City of Glendale's Public Works Corporation Yard during the post WWII era to maintain the City's vehicles and store equipment and materials used by the Public Works department to maintain the City's infrastructure, and it has continued to be used for this municipal purpose. They are utilitarian buildings that were purpose built. Although they were constructed as part of the City's organizational build out, the Glendale Public Works Corporation Yard merely functions as a standard municipal storage facility for maintenance, improvement, and services and does not have a critical or influential purpose within the City's municipal governance such as the City Hall, new police station, etc. Therefore, it does not appear to have had a direct or specific impact on the historical development of the City, state or region.

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 is associated with a public use, and not any one individual. Research did not indicate that the public works yard represents the significant work of any individual.

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 these buildings. Although there are not many such buildings in the City of Glendale, nearly every city in Southern California has similar type buildings; it is not an excellent, unique, or rare example of its type within the region, and it is not a particularly representative example of civic or institutional development reflecting the growth of Glendale in the post-World War II era. It was one of many municipal buildings constructed during this period to support local government, of which there are much better examples architecturally elsewhere in the city. The property is not distinguished architecturally and does not appear to have been constructed by a master architect, engineer, or builder. The subject property is located in an area with other industrial uses; however, the buildings were constructed over a range of years dating from the 1920s to the present. In addition, many have been altered. As such, the subject property does not appear to contribute to a potential National Register eligible district, as the surrounding area does not appear to have the cohesion to constitute a historic district, or sufficient integrity to convey a concentration or linkage of properties with a shared historic context.

Under NRHP Criterion D or CRHR Criterion 4, these buildings are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise well documented.

Although these buildings do not meet any of the criteria for listing in the NRHP or the CRHR, they retain integrity of location, materials, design, workmanship, feeling, and association. Since its original construction in 1961, apparent alterations include the installation of a security gate and the overgrowth of foliage. These alterations do not detract from the integrity of the property; however, the integrity of setting has been diminished by ongoing industrial development in the area since the property's construction. Windows along the side elevation consist of two, large asymmetrically-arranged multi-light aluminum windows and three fixed square aluminum framed windows. The rear of the building has one large tri-partite glazed window/door configuration that filled in a former vehicular loading bay, two, solid metal doors that are accessed from a small concrete stoop with metal railing, and two small, square fixed aluminum windows (one has been filled in with stucco).

B12. References (Continued from Page 2):

DPR 523L (09/2013)

*Required Information

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

Primary #
HRI #

Page 4

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) City of Glendale Public Works Corporation Yard

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update

"Council to Receive Final Plans for Glendale Public Works Yard," January 3, 1960.

"Glendale Approves Plans of \$1.25 Million Works Yard," Los Angeles Times, April 24, 1960.

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).

"Peters Reviews Years on Council," Los Angeles Times, March 18, 1973.

"Public Works," City of Glendale, CA website (accessed September 2, 2016) <http://www.glendaleca.gov/government/departments/public-works>.

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

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

Primary #
HRI #

Page 5

***NRHP Status Code 6Z**

***Resource Name or #:** (Assigned by Recorder) City of Glendale Public Works Corporation Yard

Recorded By Laura Groves

Date: 7/29/2016

☒ Continuation

☐ Update



View of parking entrance, facing northwest, 7/1/16



View of loading dock facing north, 7/1/16

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) Victory Place Underpass (Caltrans Bridge #53C0591)

P1. Other Identifier: Map Reference #: E1-23

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

c. Address N/A City: BURBANK Zip 91502

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 N/A, Northwest of Victory Pl/Lake St

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

The subject bridge is a standard steel girder and floor beam system bridge located in the City of Burbank. It is located to the west of the Golden Gate Freeway (I-5). The bridge crosses over Victory Place, just north of Lake Street at Latitude 34.18685, Longitude -118.32291. The bridge deck is covered with ballast and dual track standard gauge rails. The bridge sits on steel seats upon the top of concrete abutments. The abutment pillars have Art Deco fluting and a decorative circular emblem at the top with a Southern Pacific Railroad logo that reads "Southern Pacific Lines." The wing walls of the abutment have a zigzag pattern that furthers the Art Deco theme of the bridge design. The bridge carries the Southern Pacific Railroad line (now the Union Pacific Railroad). The bridge number in the Caltrans Historic Bridge Inventory is 53C0591 and the official name of the bridge is Victory Place Underpass. The structure has an approximate length of 18 meters and a width of 10 meters.

***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, accession #)

View looking north, 11/9/2016

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1932, Caltrans

***P7. Owner and Address:**

Union Pacific Railroad

1400 Douglas Street

Omaha, NE 68179

***P8. Recorded by:**

Amanda Duane

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

***P9. Date Recorded:** 12/2/2016

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) Victory Place Underpass (Caltrans Bridge #53C0591)

B1. Historic Name: Victory Place Underpass

B2. Common Name: Victory Place Underpass

B3. Original Use: Bridge

B4. Present Use: Bridge

*B5. Architectural Style: Art Deco

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

Bridge Constructed in 1932.

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

*B8. Related Features: N/A

B9a. Architect: Unknown

B9b Builder: SPRR

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This structure does not meet the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This structure 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 Victory Place Overpass was constructed in 1932 to carry Southern Pacific Railroad (SPRR) tracks over Victory Place in Burbank. The SPRR line was the first railroad to be constructed in the Los Angeles area. 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 course of the Los Angeles River and through land then 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). The SPRR line was previously determined eligible for the National Register of Historic Places (National Register) in 1999 (Primary #19-186110 and #19-186112) under Criterion A for its direct association with transporting goods to ports and for the migration of a large number of people to Los Angeles, and for Criterion B for its association with a number of historical figures, including the "Big Four" (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker).

(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: 12/2/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) Victory Place Underpass (Caltrans Bridge #53C0591)

Recorded By Amanda Duane

Date: 12/2/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): Evaluation

The Victory Place Overpass was previously evaluated as a part of the Caltrans Historic Bridge Inventory. As a part of that survey, the bridge was assigned a category 5, indicating that it did not appear to be eligible for the NRHP. 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 6Z.

This structure does not have specific, important associations with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The structure was constructed in 1932 to carry SPRR tracks over Victory Place in Burbank. Based on the construction date, it can be inferred that this bridge may have been a replacement for a previous structure, as the SPRR tracks were completed through the area in the 1870s. Research did not reveal any evidence to indicate that this structure has a direct or indirect association with the pattern of development of the railroad system. The bridge was constructed several decades after the railroad line was completed in 1877, and does not share the same historic associations.

Under NRHP Criterion B or CRHR Criterion 2, this structure does not have a significant association with the lives of persons important to history. Research did not reveal any specific or significant associations with persons that made demonstrable contributions to history at the local, state, or national level.

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 the Interior, 18). This structure was built using materials and techniques common to the time period. Research did not reveal any evidence to suggest that this bridge was in any way influential to the future development of railroad bridge construction. The structure lacks high artistic value, and there is no reason to believe that it is an important example of the work of a master. The bridge exhibits some elements of the art deco style, but does not possess sufficient distinctive characteristics to be considered a true representation of the style.

Under NRHP Criterion D and CRHR Criterion 4, this structure 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 structure retains its integrity of location, as it has not been moved since the time of its construction. The integrity of setting has been somewhat diminished by continued development in the area. Based on visual observation, there have been no major alterations to the structure; as such, the integrity of materials, workmanship and design remain intact. In turn, the integrity of feeling and association are also intact, as the structure is still able to convey the feeling of a 1930s railroad crossing.

B12 References (Continued from Page 2)

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.

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

Lovret, Ruben. National Register of Historic Places Inventory Form: Los Angeles Union Passenger Terminal. 1978.

Mullaly, Larry, and Bruce Petty. The Southern Pacific in Los Angeles, 1873-1996. San Marino, CA: Golden West Books and the Los Angeles Railroad Heritage Foundation, 2002.

Sachse, Richard. Report on Railroad Grade Crossing Elimination and Passenger and Freight Terminals in Los Angeles. Los Angeles: Wayside Press, 1920.

US Department of the Interior. National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington DC: National Park Service, 1998.

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) SPRR Bridge over Verdugo Wash

P1. Other Identifier: Map Reference #: E1-24

*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'Qua Glendale Date 1928 T 1N ; R 13W ; 1/4 of 1/4 of Sec ; San Bern. B.M.

c. Address N/A City: GLENDALE CA Zip 91202

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 N/A, Northwest of Fairmont Av/San Fern. Rd

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

The subject bridge is a standard steel girder and floor beam system bridge located in the City of Glendale. It is located at Latitude 34.154786, Longitude -118.276394 to the north of State Route 134 over the Verdugo Wash, just west of San Fernando Road. The bridge is covered with ballast and a dual track standard gauge rails and has a wood post and cable railing. The bridge sits on steel seats upon the top of the concrete lined Verdugo channel below. The bridge carries the Southern Pacific Railroad line (now the Union Pacific Railroad). The railings appear to be replacement railings. The bridge number and the official name of the bridge are not known. The structure has an approximate length of 40 meters and a width of 10 meters.

*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, accession #)

View looking northwest, 8/17/16

*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric

☐ Both

c. 1938 Historic photos/aerials

*P7. Owner and Address:

Union Pacific Railroad

1400 Douglas Street

Omaha, NE 68179

*P8. Recorded by:

Andrea Galvin

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*P9. Date Recorded: 8/26/2016

*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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List):

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) SPRR Bridge over Verdugo Wash

B1. Historic Name: Unknown

B2. Common Name: SPRR Bridge over Verdugo Wash

B3. Original Use: Bridge

B4. Present Use: Bridge

*B5. Architectural Style: No Style

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

Constructed c. 1938.

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

*B8. Related Features: UPRR (former SPRR) railroad track, Verdugo Wash

B9a. Architect: None

B9b Builder: SPRR

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This structure does not meet the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This structure 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 Southern Pacific Railroad Bridge over the Verdugo Wash was constructed around 1938 in the Glendale area. The southernmost part of Glendale within the APE 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. Glendale incorporated in 1906, followed by Tropico in 1911, and by 1918, Glendale had annexed Tropico (Harland Bartholomew & Associates, 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. 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 project area.

(see continuation sheet)

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

*B12. References:

See Continuation Sheet

B13. Remarks: None

*B14. Evaluator: Andrea Galvin

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 8/26/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) SPRR Bridge over Verdugo Wash

Recorded By Andrea Galvin

Date: 8/26/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): Constructed around 1938, the primary function of the subject bridge was to provide railroad service across the Verdugo Wash. The Verdugo Wash is a tributary to the Los Angeles River primarily located in Glendale. Following a heavy flood in 1934, plans were put in place to channelize rivers in the Los Angeles Area beginning in 1935. Officials of the Los Angeles County Flood Control District (LACFCD) appealed for federal aid in the undertaking; the US Army Corps of Engineers later provided the funding. (Environmental Science Associates). The Verdugo Wash channelization project was underway during the spring of 1938 when a devastating flood washed away bridges, ongoing construction, and nearby homes. The plans for the Verdugo Wash channelization were revised in order to increase the capacity of the channel, and the project was ongoing as late as the 1950s ("Temporary Debris Basins"). The portion of the Verdugo Wash within the APE appears to have been completed prior to the subject bridge.

The subject bridge was constructed around 1938 as a replacement for a previous bridge in the same location. The previous bridge was constructed in the 1870s to serve the original Southern Pacific Railroad (SPRR) Line; the bridge was presumably destroyed during the 1934 or 1938 flood. The majority of the SPRR line was constructed between 1869-1877. The SPRR line was the first railroad to be constructed in Los Angeles. 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 course of the Los Angeles River and through land then 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). The SPRR line was previously determined eligible for the National Register of Historic Places (National Register) in 1999 under Criterion A for its direct association with transporting goods to ports and for the migration of a large number of people to Los Angeles, and for Criterion B for its association with a number of historical figures, including the "Big Four" (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker).

Evaluation

This structure does not have specific, important associations with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The structure was constructed as a replacement railroad crossing in the 1930s, during a period of flood control efforts and bridge reconstruction following a series of damaging floods. Research does not indicate that this structure has a direct or indirect association with the pattern of development in the Glendale area, the development of the railroad system, or the expansion of flood control measures in the region. The bridge was constructed several decades after the railroad line was completed in 1877, presumably in order to replace an existing bridge that was likely damaged during the severe flood of 1934 or 1938. While the original bridge would have contributed to the development of Glendale and the completion of the railroad system, this replacement bridge dates from a different time period and does not share the same historic associations. Research indicates that the bridge had already been completed as the plans for the Verdugo Wash channelization were being revised. While this section of the Verdugo Wash was likely channelized by this time, research did not indicate that the subject bridge was a specific part of these new plans; it is more likely that the Verdugo Wash bridge was replaced out of necessity rather than as part of a larger, master plan.

Under NRHP Criterion B or CRHR Criterion 2, this structure does not have a significant association with the lives of persons important to history. Research did not reveal any specific or significant associations with persons that made demonstrable contributions to history at the local, state, or national level.

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 the Interior, 18). This structure was built using materials and techniques common to the time period. Research did not reveal any evidence to suggest that this bridge was in any way influential to the future development of railroad bridge construction, and is rather an example of prevailing techniques, technologies, and trends. The structure lacks high artistic value, and there is no reason to believe that it is an important example of the work of a master.

Under NRHP Criterion D and CRHR Criterion 4, this structure 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 structure retains its integrity of location, as it has not been moved since the time of its construction. The structure of setting has been somewhat diminished by continued development in the area, including the completion of State Route 134. Based on visual observation, there have been no major alterations to the structure. As such, it retains its integrity of materials, design, and workmanship. The integrity of feeling and association are intact, as the bridge still conveys the sense of a 1930s railroad crossing.

B12. References (Continued from Page 2)

Environmental Science Associates. Department of Parks and Recreation (DPR) Form Set: #P-19-188007 (San Fernando Road). December 2011.

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.

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

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

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

Primary #
HRI #

Page 4

***NRHP Status Code** 6Z

***Resource Name or #:**(Assigned by Recorder) SPRR Bridge over Verdugo Wash

Recorded By Andrea Galvin

Date: 8/26/2016

☒ Continuation

☐ Update

US Department of the Interior. National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington DC: National Park Service, 1998.

Wilkins, Coe. "Temporary Debris Basins, Seeding Planned to Reduce Flood Dangers." Los Angeles Times. October 7, 1956.

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) Mission Junction Bridge

P1. Other Identifier: Map Reference #: E1-25

***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'Qua** Los Angeles **Date** 1928 **T** 1S **R** 13W ; 1/4 of 1/4 of Sec ; San Bern. **B.M.**

c. Address N/A City: LOS ANGELES CA 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, etc. as appropriate) APN N/A. Southeast of Lerov St/Bolero Ln

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

The subject bridge is a through double-track riveted truss bridge, built in 1903 and altered in 1938. It is located in the City of Los Angeles over the Los Angeles River at Latitude 34.062259, Longitude -118.226671 between North Main Street Bridge to the north and Cesar Chavez Viaduct (formerly Macy Street) to the south. It is located northeast of the Men's Central Jail and southeast of the William Mead Homes. The San Antonio Winery is located to the northeast of the bridge, across the river. The Los Angeles River is carried under the bridge. The bridge number is not known. The official name for the bridge is Alhambra Avenue-Southern Pacific Bridge, however, today it is known as the Mission Junction Bridge. The structure has an approximate length of 102 meters, a minimum width of 12.5 meters and a maximum width of 21.5 meters. It was originally constructed as a three-span Through Pratt Truss bridge to carry the Southern Pacific Railroad over the river to the East. Since its original construction, it has been modified. The two eastern through trusses were removed to accommodate widening and the addition of a spur to the northeastern bank of the river. The original rails were replaced with steel paneled and riveted railings and the supporting piers were elongated with long concrete fins to deter scour from compromising the piers during heavy rains. The bridge originally carried two tracks over the river; today it carries only one track from the west bank of the river and then splits into a spur on the eastern bank.

***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, accession #)

Looking south from Leroy St, 8/17/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1903 CA Railroad Commission archives

***P7. Owner and Address:**

Union Pacific Railroad

1400 Douglas Street

Omaha, NE 68179

***P8. Recorded by:**

Andrea Galvin

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

***P9. Date Recorded:** 8/26/2016

***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 Feature Record ☐ Milling Station Record ☐ Rock Art Record

Artifact Record ☐ Photograph Record Other (List):

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) Mission Junction Bridge

B1. Historic Name: Alhambra Avenue-Southern Pacific Bridge

B2. Common Name: Mission Junction Bridge

B3. Original Use: Bridge

B4. Present Use: Bridge

*B5. Architectural Style: No Style

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

Constructed 1903; two trusses removed and the bridge widened 1938.

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

*B8. Related Features: UPRR (former SPRR) railroad track, LA River

B9a. Architect: Unknown

B9b Builder: Unknown

*B10. Significance: Theme N/A

B10 Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

This structure does not meet the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA). This structure 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 Mission Junction Bridge (or Alhambra Avenue-Southern Pacific Bridge) over the Los Angeles River was constructed in 1903. The primary function of the subject bridge was to carry the Southern Pacific Railroad (SPRR) tracks across the Los Angeles River. The SPRR line was the first railroad to be constructed in Los Angeles. 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 course of the Los Angeles River and through land then 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). The SPRR line was previously determined eligible for the National Register of Historic Places (National Register) in 1999 under Criterion A for its direct association with transporting goods to ports and for the migration of a large number of people to Los Angeles, and for Criterion B for its association with a number of historical figures, including the "Big Four" (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker).

(see continuation sheet)

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

*B12. References:

(see continuation sheet)

B13. Remarks: None

*B14. Evaluator: Andrea Galvin

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 8/26/2016

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) Mission Junction Bridge

Recorded By Andrea Galvin

Date: 8/26/2016

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): In 1938, two trusses were removed from the bridge, one near the middle and one at the eastern end, and the entire bridge was widened in order to accommodate a new spur for trains traveling to and from San Francisco into the soon to be built Los Angeles Union Station Passenger Terminal (LAUS). The idea for LAUS in its present location (800 N Alameda Street, Los Angeles) was first proposed in 1922 as part of a larger Los Angeles Civic Center; however, legal complications delayed construction of the station until 1933 (Lovret).

LAUS was designed by John and Donald B. Parkinson in a monumental Spanish Colonial Revival style with Streamline Moderne detailing. The stylistic choices reflected Los Angeles' status as an emerging modern city, while evoking its past. The style was also a compliment to El Pueblo de Los Angeles directly across Alameda Street. Completed in 1939 during the heyday of rail travel in the United States, LAUS was one of the last train stations to be constructed on such a grand scale. LAUS has been in continuous use since its construction, and served a vital role in World War II. As many as one hundred trains could pass through in a single day during wartime (Lovret).

Evaluation

This structure does not have specific, important associations with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The structure was constructed in 1903 to carry the SPRR tracks over the Los Angeles River. Research does not indicate that this structure has a direct or indirect association with the pattern of development of the railroad system. The bridge was constructed several decades after the railroad line was completed in 1877, and does not share the same historic associations. While it was improved in 1938 to serve LAUS, it was not purpose-built for this use and does not share a historic association with the development of the passenger terminal.

Under NRHP Criterion B or CRHR Criterion 2, this structure does not have a significant association with the lives of persons important to history. Research did not reveal any specific or significant associations with persons that made demonstrable contributions to history at the local, state, or national level.

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 the Interior, 18). This structure was built using materials and techniques common to the time period. Research did not reveal any evidence to suggest that this bridge was in any way influential to the future development of railroad bridge construction. In addition, it has been substantially altered, and no longer accurately reflects the building techniques from the early 1900s. The structure lacks high artistic value, and there is no reason to believe that it is an important example of the work of a master.

Under NRHP Criterion D and CRHR Criterion 4, this structure 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 structure retains its integrity of location, as it has not been moved since the time of its construction. The structure of setting has been somewhat diminished by continued development in the area. Due to substantial alterations that occurred during the 1930s, the integrity of materials, workmanship, and design has been diminished, which in turn has affected the integrity of feeling and association.

B12 References (Continued from Page 2)

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.

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

"Huge Railway Job Under Way." Los Angeles Times, February 9, 1938.

Lovret, Ruben. National Register of Historic Places Inventory Form: Los Angeles Union Passenger Terminal. 1978.

Mullaly, Larry, and Bruce Petty. The Southern Pacific in Los Angeles, 1873-1996. San Marino, CA: Golden West Books and the Los Angeles Railroad Heritage Foundation, 2002.

Sachse, Richard. Report on Railroad Grade Crossing Elimination and Passenger and Freight Terminals in Los Angeles. Los Angeles: Wayside Press, 1920.

US Department of the Interior. National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington DC: National Park Service, 1998.

CONTINUATION SHEET

Primary #
HRI

19-187105, 19-187327, 19-187328, 19-187329, 19-187330 (Update)

Page 1 of 7

Recorded By: Laura Groves, GPA Consulting *Resource Name or # (Assigned by recorder) Burbank Bob Hope Airport
Date: 2/08/2017 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-26

P2. Location: Burbank Bob Hope Airport, 2627 Hollywood Way, Burbank (see Sketch Map, page 5)

*NRHP Status Code: 6Z

P3a. Description

The Burbank Bob Hope Airport (BUR) is located at 2627 N Hollywood Way between Empire Avenue and N San Fernando Boulevard. The airport site is developed with multiple structures, including two intersecting runways, a 232,000 square foot terminal with 14 gates, a Federal Aviation Administration (FAA) tower, parking areas, and associated development such as "maintenance, ground transportation, security and emergency response, aircraft fueling, cargo operations, and general aviation" (PCR Services Corporation, *Burbank Bob Hope Airport*, 2).

Numerous buildings on the site were previously evaluated as districts and individual resources in 1987 (Primary # 19-187105), 1994 (Primary # 19-186574), 1997 (Report # LA-6754), 2002 (Report # LA-8104, Primary # 19-187327, 19-187328, 19-187329, 19-187330), and 2016 (Historical Resource Assessment and Environmental Impacts Analysis, PCR Services). An approximately 20.3-acre portion of Burbank Bob Hope Airport, located at the northeast edge of the site, and an approximately 1.4-acres portion, located at the southeast edge, was re-surveyed as a part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report in December 2016. The 20.3-acre (northeast) portion contains no built structures, and the 1.4-acre (southeast) portion contains two fast-food restaurants constructed in 2008 (see Sketch Map, Page 5). These portions of the site are within the project's Area of Potential Effects (APE) and are documented on this update form.

B10. Significance

As summarized in the table below (see "Summary of Prior Evaluations of Burbank Bob Airport Site and Buildings" on page 2), two buildings on the Burbank Bob Hope Airport site, Hangars #1 and #2, were identified as individually eligible in a survey conducted by PCR Services Corporation in 2016. These two buildings are located at the southwest edge of the airport site, and are not within the Area of Potential Effects for the California High-Speed Rail Authority Burbank to Los Angeles Section and therefore were not re-evaluated. All other previously evaluated potential districts and individual buildings on the site were determined ineligible for listing in the National and California Registers.

The 20.3-acre (northeast) portion of the airport site that is within the Area of Potential Effects does not contain any built resources, and the 1.4 acre (southeast) portion contains fast-food restaurants constructed in 2008; therefore, these portions contain no individually eligible resources. Also, given that the airport property as a whole was previously evaluated as a potential district in 1986 and 2016 and found ineligible for listing, these portions of the airport site are not contributors to a district. Therefore, these portions of the airport site do not meet the Criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they 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.

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Summary of Prior Evaluations of Burbank Bob Airport Site and Buildings

Report/Primary #	HRI Property #	Resource Evaluated	Survey Date	Status Code
Primary # 19-187105	033711	United Airport District (15 buildings evaluated)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033696	Building #10 (Main Terminal Building)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033697	Building #9 (south wing of Main Terminal Building)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033698	Building #11 (east wing of Main Terminal Building)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033699	Building #22 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033700	Building #23 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033701	Building #24 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033702	Building #25 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033703	Building #26 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033704	Building #27 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033705	Building #30 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033706	Building #31 (part of former Martin Aviation facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033707	Hangar #28 (part of former Lockheed Aircraft facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033708	Hangar #29 (part of former Lockheed Aircraft facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033709	Hangar #34 (part of former Lockheed Aircraft facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-187105	033710	Hangar #35 (part of former Lockheed Aircraft facility)	1987	6 (at time of survey), 7R (in HRI)
Primary # 19-186574	084960	Hamilton Aero Hangar (Hangar #14)	1994	7L, demolished in 1994
Report # LA-6754	123921	Lockheed Martin B-6 site ("Skunk Works"), Buildings #309/310 and #360	1997	6Y, demolished by 2000
Report # LA-8104, Primary # 19-187327	N/A	Hangar #3 (part of former California Air National Guard facility)	2002	6Z
Report # LA-8104, Primary # 19-187328	N/A	Hangar #4/5 (part of former Jet Aviation facility)	2002	6Z
Report # LA-8104, Primary # 19-187329	N/A	Hangar #6/7/7a/7b	2002	6Z
Report # LA-8104, Primary # 19-187330	N/A	Hangar #22 (previously surveyed in 1987)	2002	6Z
EIR SCH # 2015121095	N/A	United Air Terminal District (11 buildings evaluated)	2016	6Z
EIR SCH # 2015121095	N/A	Building #10 (Main Terminal Building) (includes Building #9 and Building #11) (all previously surveyed in 1987)	2016	6Z
EIR SCH # 2015121095	N/A	Hangars #1 and #2 (former east and south wings of Main Terminal building, relocated in 1968 and 1967, respectively)	2016	3S, 3CS, 5S3
EIR SCH # 2015121095	N/A	Hangar #3 (previously surveyed in 2002)	2016	6Z
EIR SCH # 2015121095	N/A	Hangars #4 and #5 (previously surveyed in 2002)	2016	6Z
EIR SCH # 2015121095	N/A	Hangars #6, #7, and #7a (previously surveyed in 2002)	2016	6Z
EIR SCH # 2015121095	N/A	Hangars #34 and #35 (previously surveyed in 1987)	2016	6Z

Historical Context

The Burbank Bob Hope Airport is located at 2627 N Hollywood Way in the city of Burbank (the northern end of the property is located within the city of Los Angeles). The property is south of San Fernando Road and the Golden State Freeway (I-5). The Main Line of the former Southern Pacific (now Union Pacific) Railroad alignment borders the property on the north and the Coast Line runs along the southern edge. Burbank began as a small farming town at its founding in 1887, and following incorporation in 1911 the city quickly grew into a residential and industrial community. During the 1920s, the motion picture and aircraft industries flourished, which led to the creation of residential developments. The city's industries sustained Burbank through the difficult periods of the Great Depression and World War II, and the city experienced its biggest growth during the late 1940s and 1950s (Galvin Preservation Associates, *City of Burbank Citywide Historic Context Report*).

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

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some areas would more than triple in the decade between 1920 and 1930 (Historic Resources Group, *South Glendale Historic Context Statement*, 62). Commercial development increased accordingly to meet growing demands for goods and services, resulting in a high concentration of commercial buildings during that time period (Historic Resources Group, *South Glendale Historic Context Statement*, 112). The construction of the United Aircraft and Transportation Company airfield, also known as United Air Terminal, in 1929 was prompted by encouraged investment in the aviation industry due to the Kelly Air Mail Act (1926), the Air Commerce Act (1927), and the establishment of the Daniel Guggenheim Fund (1926) and helped to promote Burbank as a metropolitan center (PCR Services Corporation, *Burbank Bob Hope Airport*, 16).

The building boom and rapid growth of the 1920s was slowed by the onset of the Great Depression. New commercial construction was sparse and sporadic, and many existing businesses were forced to close during the nationwide economic slump (Historic Resources Group, *South Glendale Historic Context Statement*, 124). While building activity slowed, nearby communities were able to stay afloat thanks in part to the relatively stable film and aviation industries, as well as the stimulus of New Deal job creation. During the Great Depression years, the United Air Terminal became known as Union Air Terminal was serviced by several major airlines. The Terminal was then sold to Lockheed Aircraft in 1940 and continued to operate as Lockheed Air Terminal, "supporting passenger and airfreight operations, while utilizing the airfield to manufacture and test new aircraft," (PCR Services Corporation, *Burbank Bob Hope Airport*, 17). The airfield reached its peak of activity in 1946, with 1.25 million passengers, but was quickly overtaken by Los Angeles Municipal Airport (now Los Angeles International), which opened in December of that year. Lockheed maintained ownership until 1978, at which point it was transferred to the Hollywood-Burbank Airport Authority – later renamed the Burbank-Glendale-Pasadena Airport Authority.

Evaluation

As described above, numerous buildings on the Burbank Bob Hope Airport property were previously evaluated as a potential district and as individual resources. These prior surveys concluded that the property as a whole was not eligible for listing in the National or California Registers as a district. Among the 22 individual resources that were previously evaluated, two appeared eligible for listing in the National and California Registers. All other individual resources were found ineligible. None of the individual resources are located within the area re-surveyed as part of the California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report. The project team concurs with the conclusion that "the Airport does not appear eligible as a historic district," and recommends a status code of 6Z (PCR Services Corporation, *Burbank Bob Hope Airport*, 1).

Under NRHP Criterion A or CRHR Criterion 1, the property does have an association with important historic events. According to the 2016 evaluation, it is "significant for its association with commercial air travel, as Los Angeles' first trans-continental airport." However, "the Airport does not qualify as a historic district associated with early commercial air travel or events related to Lockheed Aircraft's history," due to significant alterations to the original Terminal buildings and to demolition of a majority of facilities related to Lockheed (PCR Services Corporation, *Burbank Bob Hope Airport*, 46-47).

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 has been associated with numerous aviation companies, and not individuals. Previous evaluation did not indicate that these companies represented the significant work of an individual. While organizations such as United Air Terminal and Lockheed Aircraft have occupied the subject property during its early existence, 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, or method of construction, it must be an

CONTINUATION SHEET

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important example – within its context – of building practices of a particular time in history (US Department of Interior, 1995: 18). The property does not represent the work of a master architect or possess high artistic values. It was constructed by the Austin Company, who specialized in factory design and construction and became “a pioneer in combining design, engineering, and construction under one roof” (PCR Services Corporation, *Burbank Bob Hope Airport*, 18). Because of significant alterations to the original Terminal, demolition of a majority of facilities related to Lockheed, and general ongoing development, the United Aircraft District does not embody distinctive characteristics of the specific context or period in time in which the original construction took place.

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.

To be eligible for listing in the National Register, a property must not only be shown to be significant under the criteria for evaluation, but it must also have integrity (US Department of Interior, 1995, 44). Despite its historic significance under Criterion 1/A, the property does not meet criteria for listing in the NRHP or CRHR, because it lacks integrity. The property was originally constructed as United Air Terminal in 1929. As the 2016 evaluation stated, only nine contributing Hangars (#1, #2, #4, #5, #6, #7, #7A, #34, and #35) remain from the period of significance associated with United Air Terminal (1929-1949). Following this period of significance, the Terminal (Building #10) underwent significant alterations, especially following a fire in 1966. It is still extant but has not functioned as the Airport’s control tower since 1992, when a new control tower was constructed. Furthermore, a majority of the buildings that had an association with Lockheed Aircraft, who purchased the Terminal in 1940, have been demolished. The property has also experienced ongoing general development. As a result, it retains integrity of location and setting but lacks integrity of design, materials, workmanship, feeling, and association.

B12. References

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.

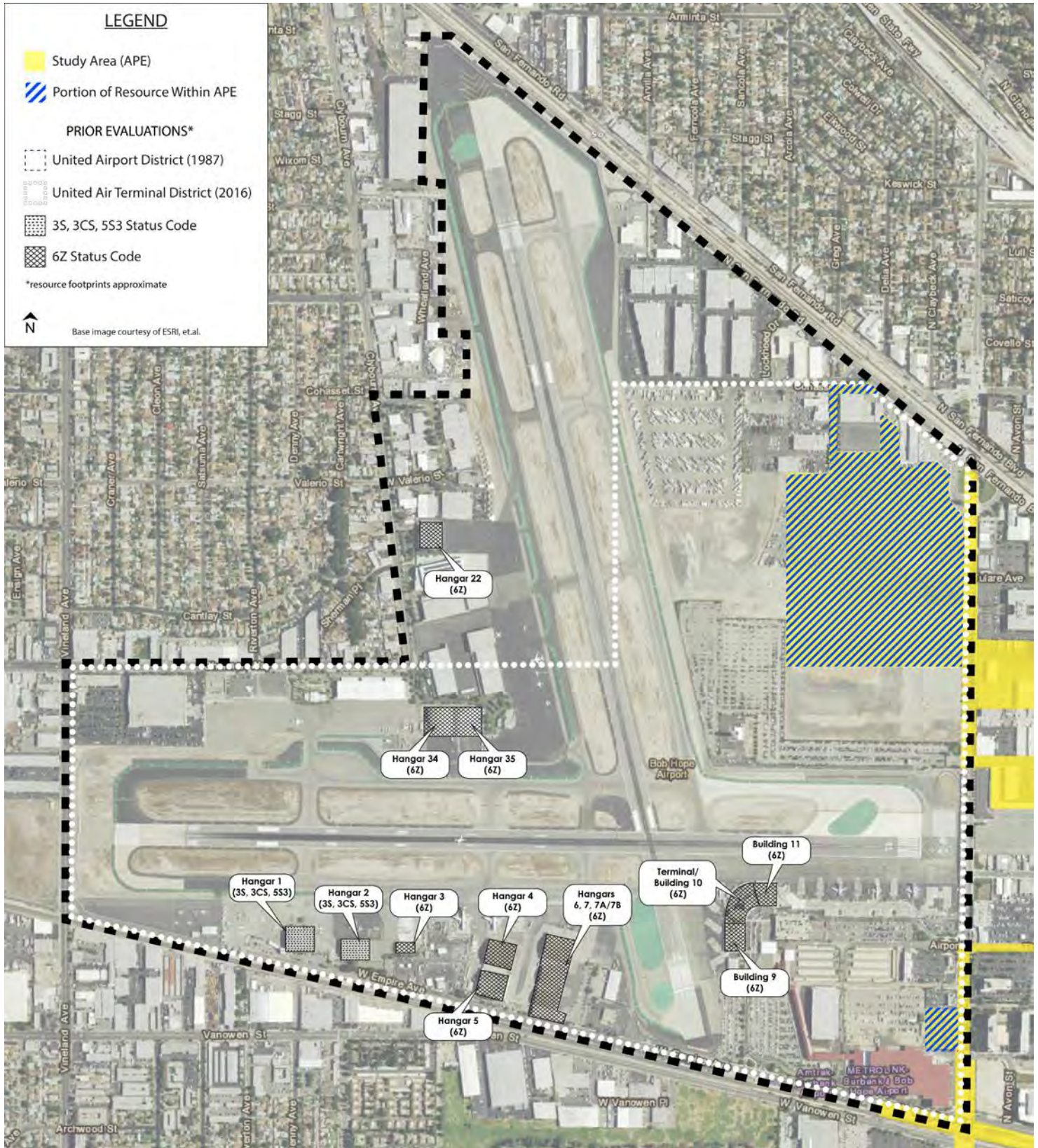
Historic Resources Group. *City of Glendale: South Glendale Historic Context Statement*. Report prepared for City of Glendale Planning Division. August 2014.

Historic Resources Group. *Central City North Community Plan Area Historic Resources Survey Report*. Report prepared for the City of Los Angeles Department of City Planning Office of Historic Resources. May 2016.

PCR Services, *Historical Resources Assessment and Environmental Impacts Analysis for Burbank Bob Hope Airport*, report prepared for Burbank-Glendale-Pasadena Airport Authority (April 2016).

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

Sketch Map:



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

19-187105, 19-187327, 19-187328, 19-187329, 19-187330 (Update)

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P5a. Photograph



12/13/2016, view looking northwest towards the south elevation of the main terminal building's east wing (Building #11). (Not in APE, for illustrative purposes)



12/13/2016, view looking west towards the south and southeast elevations of the main terminal's east wing (Building #11) (right) and tower (Building #10) (center), respectively. A parking garage is pictured at left. (Not in APE, for illustrative purposes)



12/13/16, view looking west towards southeast elevation of the main terminal building (Building #10). (Not in APE, for illustrative purposes)



12/13/16, view looking east towards the Intermodal Regional Transportation Center at the southeast quadrant of the airport site. (Not in APE, for illustrative purposes)

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Primary #
HRI

19-187105, 19-187327, 19-187328, 19-187329, 19-187330 (Update)



June 2016 (Google Street View), view looking west towards the southeast quadrant of the airport site. This is the location of the 1.4-acre portion of the airport site that is within the APE. The fast-food restaurant buildings (center and right) on this portion of the site were constructed in 2008.



12/13/16, view looking southwest towards the northeast quadrant of the airport site, featuring the new air traffic control tower (built 1992) (right) and the main terminal building's tower (Building #10) (left) in the background. In the foreground in the location of an approximately 20.3-acre vacant portion of the property is within the APE.

**HISTORICAL RESOURCES ASSESSMENT
AND ENVIRONMENTAL IMPACTS ANALYSIS**

**BURBANK BOB HOPE AIRPORT
2627 N. HOLLYWOOD WAY
BURBANK, CALIFORNIA**



PREPARED FOR:

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
2627 Hollywood Way, Terminal A, 2nd Floor
Burbank, California 91505**

Prepared by:

Margarita C. Jerabek, Ph.D.
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APRIL 2016

I. INTRODUCTION

A. EXECUTIVE SUMMARY

The purpose of this Historic Resources Assessment and Environmental Impact Analysis ("Report"), completed by PCR Services Corporation (PCR), is to identify and evaluate historical resources that may be affected by the implementation of the Burbank Bob Hope Airport ("Airport") Replacement Terminal Project. The Airport is located, at 2627 North Hollywood Way, in Burbank, California ("subject property"). This Report was prepared to comply with the California Environmental Quality Act (CEQA), to assess the existing buildings, hangars, and landscapes on the subject property for eligibility as historical resources at the federal, state, and local levels, both as individual structures and as contributors to a potential historic district, and to analyze the potential impacts of the three proposed development options on identified historical resources. The Report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, the identification and evaluation of the subject property, and an impacts analysis.

In this Report, PCR analyzed the potential for a historic district comprised of facilities associated with the former United Air Terminal. Although historic research determined that the United Air Terminal was significantly associated with early commercial air travel, the facility has lost a majority of its character defining features associated with that historic context. Features commonly associated with historic air terminals are Hangars/Aircraft Shelters, Passenger Terminals, Control Towers, Ground Service Facilities, Administration Facilities, and Flight Training Facilities. In the case of United Air Terminal, only Hangars (Hangar 1, 2, 4, 5, 6, 7, 7A, 34, and 35) remain from the period of significance (1929-1949) and convey high enough integrity to be considered contributors to a potential historic district. Although the original Terminal (Building 10) completed in 1929 remains on the site, the building has experienced significant alterations dating from after the period of significance, including near total devastation from a fire in 1966. Due to the alterations, the Terminal (Building 10), which also acted as the Airport's control tower and administration offices until a new control tower was constructed in 1992, lacks enough integrity to be considered a contributor to the potential historic district. Furthermore, the Airport has also been associated with Lockheed Aircraft but a majority of those facilities related to that historic association have been demolished. Therefore, based on these findings PCR has determined that the Airport does not qualify as a historic district associated with early commercial air travel or events related to Lockheed Aircraft's history.

While the Airport does not appear eligible as a historic district, PCR evaluated the individual eligibility of eleven (11) hangars and buildings over 45 years in age. Based upon our evaluation, PCR found the Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 ineligible at the federal, state, and local levels. Furthermore, Terminal (Building 10), Building 3, Hangars 4 and 5, and Hangars 6, 7 and 7A were also recommended ineligible in previous evaluations from 1987 and 2002. Therefore, PCR recommends the Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 be assigned a California Historical Resources ("CHR") Status Code of 6Z, "Found ineligible for National Register, California Register or Local designation through survey evaluation." However, PCR found Hangars 1 and 2 eligible for the National Register, California Register and local listing. As such, PCR recommends Hangars 1 and 2 be assigned a CHR Status Codes of 3S, 3CS and 5S3.¹

¹ 3S: Appears eligible for the National Register as an individual property through survey evaluation.

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 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 3

P1. Other Identifier: n/a

P2. **Location:** ☐ Not for Publication ☒ Unrestricted

a. **County:** Los Angeles

b. **USGS 7.5' Quad:** Burbank

Date: 1966 (photorev. 1972); T1N R14W, SE ¼ sec. 5, S.B.M.

c. **Address:** 2627 Hollywood Way

City: Burbank

Zip: 91505

d. **UTM:** Zone 11 ; NAD 27 ; 374588 mE/3784498 mN

e. **Other Locational Data:** Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description:** Hangar 3 is a rectangular hangar with a low-pitched gable roof comprised of steel girders and horizontal trusses; roofing material is unknown. The west, main face has a multi-leaf crossover hangar door; each leaf holds twelve rectangular twelve-light windows. The north face is comprised of corrugated metal sheets with two large vents centered on the facade. On the east face, two large sliding metal doors offer access, though an overhang and a set of tracks on the ground indicate that this face also once was comprised of a multi-leaf crossover hangar door. On the north and south ends of the hangar space are vertical steel beams with cross-bracing and a section of subdivided Warren truss along the upper section of the interior walls. The southern end of the structure consists of an attached, two-story concrete structure which extends slightly east and west of the hangar. Various single panel metal doors and a set of double glass doors connect the hangar with the concrete structure and a spiral metal staircase leads from the floor to two single panel metal doors on the concrete structure's second story; two nine-light fixed windows face into the hangar. The east face of the concrete portion carries a single panel door as well as a centered double door entrance beneath a horizontal wood awning supported by metal posts. Two fixed windows are set on the second story, as is a multi-light aluminum frame window above a large metal garage door.

P3b. **Resource Attributes:** HP6. Commercial Building

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

P5a. **Photograph or Drawing:**

P5b. **Description of Photo:** West face, looking northeast

P6. **Age and Sources:** ☒ Historic ☐ Prehistoric
☐ Both

P7. **Owner and Address:**

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by:**

Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131



P9. **Date Recorded:** 23 July 2002

P10. **Survey Type:** Pedestrian, Interior and Exterior

P11. **Report Citation:** Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

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:

19-187327

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

Primary #: _____
Trinomial: _____

LOCATION MAP

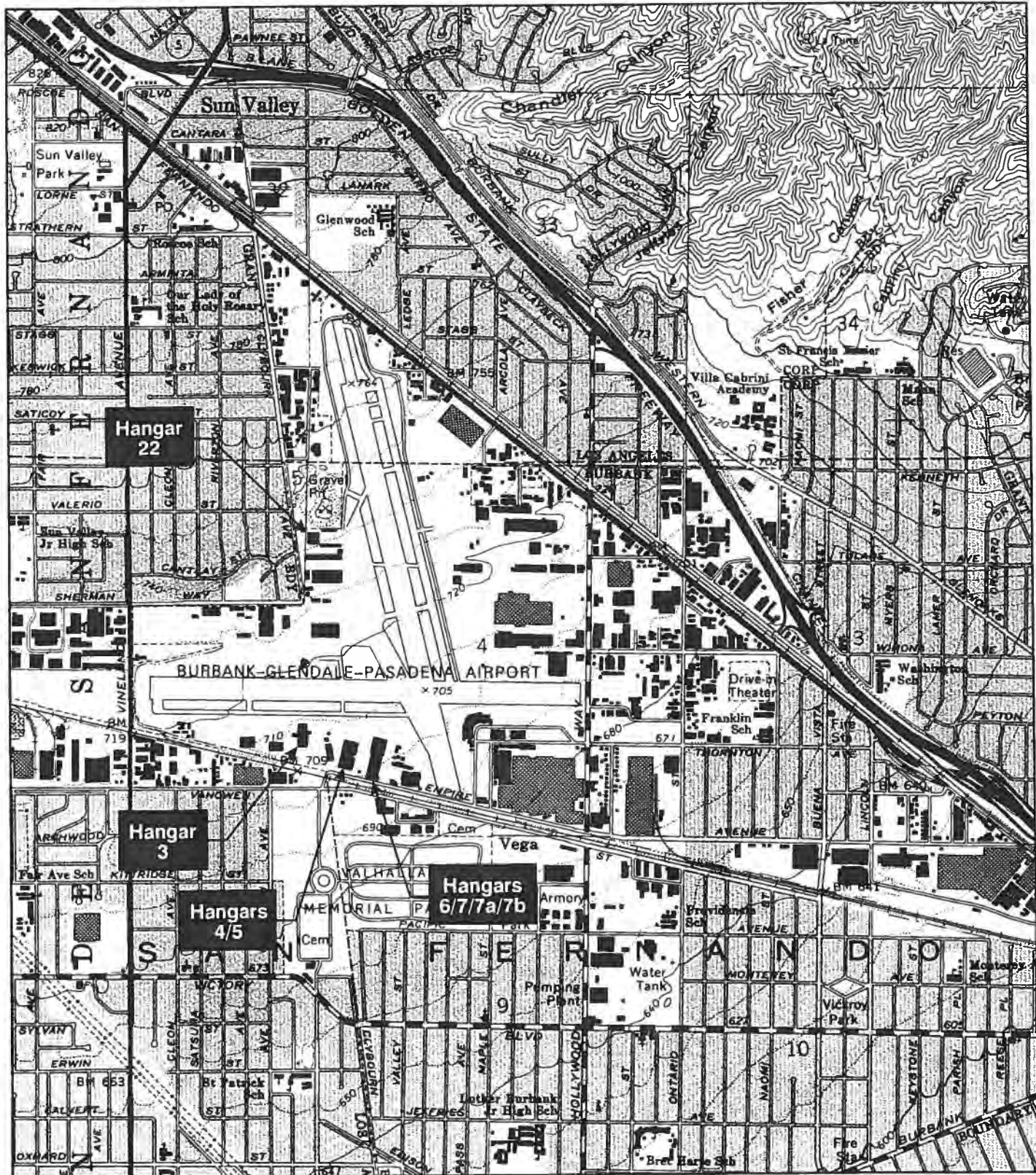
Page 2 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA

Scale: 1:24,000

Date of Map: 1994



19-187327

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT
RECORD**

Primary #: _____
Trinomial: _____

NRHP Status Code: 6z

Page 3 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 3

B1. Historic Name: n/a

B2. Common Name: Hangar 3

B3. Original Use: National Guard Facility; private aviation facility

B4. Present Use: Abandoned

B5. Architectural Style: Vernacular military aircraft hangar

B6. **Construction History:** The structure was built in 1941 as a facility for the California Air National Guard. The hangar served as an air support and storage facility, and the concrete portion of the structure served initially as the drill hall, locker room, and office facility. Originally open through both stories, the drill hall was eventually closed, as was the locker room, to enable the construction of more office space once the building no longer served the National Guard. The structure later served as part of Avjet's private aviation facilities.

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: n/a

B8. Related Features: None

B9a. Architect: Unknown b. Builder: U.S. Government/California Air National Guard

B10. **Significance:** Theme: World War II Aviation Architecture Area : Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft hangar
Applicable Criteria: N/A

Application of criteria (a) and (b) to this 1941 California Air National Guard facility indicates that it is not associated with significant events nor is it associated with the lives of significant persons. While the hangar was part of World War II construction and training efforts undertaken at the airfield, the history of the building is one of shifting occupation and extensive physical modification. A number of different squadrons were based at the Burbank-Glendale-Pasadena airport for periods of time and no specific event, owner, or occupant lends the buildings significance. In the context of mid-twentieth-century military aviation, the airport infrastructure and facilities themselves prevented this building from playing a significant role. Jet engine technology and the increased size of transport aircraft made the airports role as a military air base untenable. Applying criterion (c), field observation and historical research indicate that the hangar does not represent the work of a master architect or builder, and is not of high artistic value. This standardized, utilitarian building was constructed by the federal government to serve its purpose as efficiently as possible. Its design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction. Further, Hangar 3 does not represent a source of significant historical or architectural information. Information regarding the development of military aviation in the mid-twentieth century is well documented in historical and archival literature, and the hangar itself does not constitute an important information resource which can contribute to this theme. Therefore, Hangar 3 does not qualify for NRHP eligibility under criterion (d). The construction of new facilities at the airport as a whole has compromised the integrity of setting and feeling of Hangar 3 as a World War II-related structure. As a result, it no longer reflects its historic context. As seen above, Hangar 3 is not distinguished in any way according to criteria set forth in 36 CFR 60.0 and therefore is not considered eligible for the National Register of Historic Places.

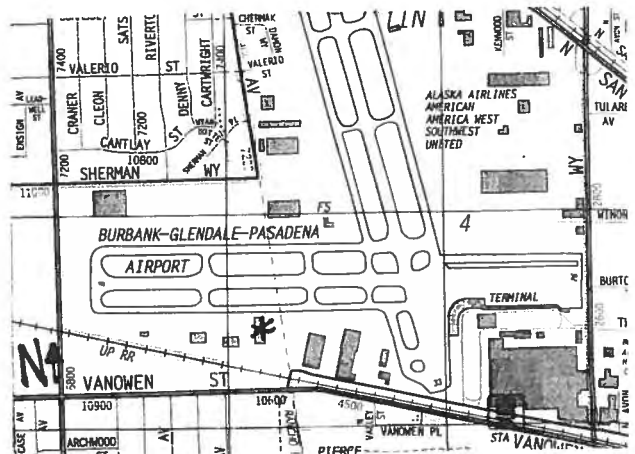
B11. Additional Resource Attributes: N/A

B12. **References:** Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.

B13. Remarks:

B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



Required information is bold

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 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars 4/5

P1. Other Identifier: n/a

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County: Los Angeles

b. USGS 7.5' Quad: Burbank

Date: 1966 (photorev. 1972); T1N R14W, SW ¼ sec. 4, S.8.M.

c. Address: 2627 Hollywood Way City: Burbank Zip: 91505

d. UTM: Zone 11 ; NAD 27 ; 374791mE/3784417mN

e. Other Locational Data: Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. Description: Hangars 4 and 5 are immediately adjacent rectangular Quonset hangars, constituted of corrugated metal sheeting over Warren truss stress arch metal girders. Large sliding symmetrical or outrigger doors comprise the east and west faces of both hangars. The sliding leaves sit under a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends of each hangar. Each extension has a single panel door. The facades of the hangars also have projecting central portions extending from the apex of the arch to the top of the door awning; the lower portion of this section accommodates a square tailgate.

P3b. Resource Attributes: HP6. Commercial Building

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

P5a. Photograph or Drawing:

P5b. Description of Photo: West faces, looking east

P6. Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both

P7. Owner and Address:

Burbank-Glendale-Pasadena Airport Authority
 2627 Hollywood Way
 Burbank, California 91505

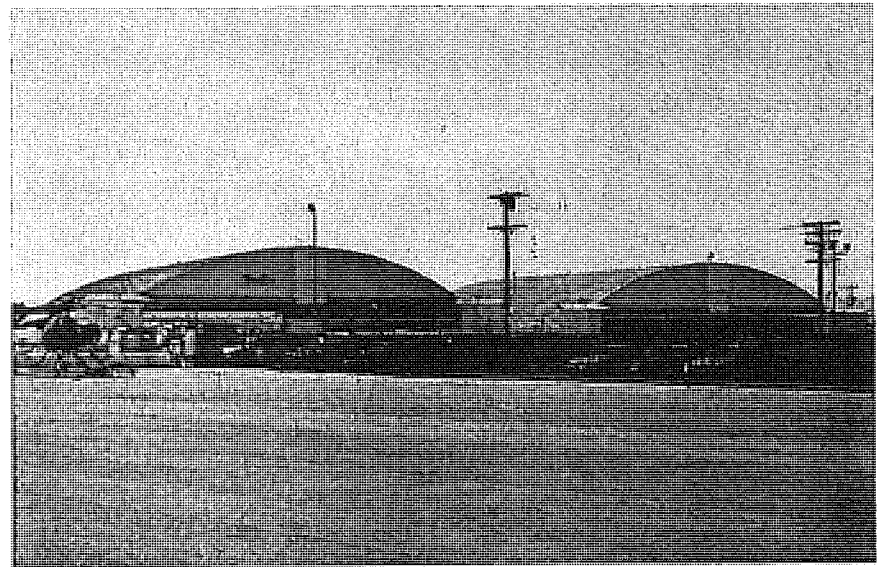
P8. Recorded by:

Stacey C. Jordan
 Mooney & Associates
 9903-B Businesspark Avenue
 San Diego, CA 92131

P9. Date Recorded: 23 July 2002

P10. Survey Type: Pedestrian, Interior and Exterior

P11. Report Citation: Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.



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:

19-187328

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

Primary #: _____
Trinomial: _____

LOCATION MAP

Page 2 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA

Scale: 1:24,000

Date of Map: 1994



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT
RECORD**

Primary #: _____
Trinomial: _____

NRHP Status Code: 6z

Page 3 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 4/5

- B1. Historic Name: n/a
- B2. Common Name: Hangars 4 and 5
- B3. Original Use: Airplane hangars
- B4. Present Use: Hangar 4 currently serves as a warehouse supporting Federal Express' air cargo business and hangar 5, presently abandoned, once served as a facility of Jet Aviation, a business aviation service company.
- B5. Architectural Style: Vernacular aircraft hangar
- B6. Construction History: Both hangars were constructed in 1946.
- B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
- B8. Related Features: None
- B9a. Architect: Unknown b. Builder: Unknown
- B10. Significance: _____ Theme: Aviation Architecture Area: Los Angeles County
Period of Significance: 1940-1990 Property Type: Aircraft Hangar
Applicable Criteria: N/A

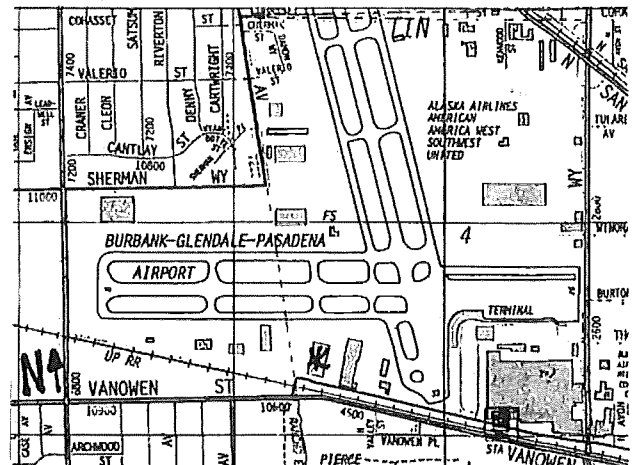
Erected in 1946, Hangars 4 and 5 are on the cusp of wartime construction at the Burbank-Glendale-Pasadena Airport. Archival and documentary research indicates, however, that these structures have no association with wartime air efforts or with events or persons important in regional, state, or national history. As such, they do not qualify for significance under either criterion (a) or (b).

Criterion (c) applies to architectural design and construction, and includes not only the architecture itself, but the importance of the architect and the presence or absence of artistic values. These simple structures were built as aircraft storage facilities, though one now serves as a warehouse support facility for Federal Express and one is abandoned. Fundamentally utilitarian buildings, these hangars are representative of functional, low-cost structures and lacks architectural or engineering distinction. No architect is known, and their architectural style and method of construction are not distinctive. As such, they do not qualify under criterion (c).

Further, the lack of historical and architectural distinction of Hangars 4 and 5 preclude them from having the potential to yield significant information relating to wartime or post-war general aviation and private flying. Therefore, the buildings do not represent a principal source of significant information under criterion (d).

- B11. Additional Resource Attributes: N/A
- B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.
- B13. Remarks:
- B14. Evaluator: Stacey Jordan, 7/23/02

(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: _____

Other Listings: _____
Review Code: _____ Reviewer: _____ Date: _____

Page 1 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars 6/7/7a/7b

P1. Other Identifier: n/a

P2. Location: ☐ Not for Publication ☒ Unrestricted

a. County: Los Angeles

b. USGS 7.5' Quad: Burbank Date: 1966 (photorev. 1972); T1N R14W, SW ¼ sec. 4, S.B.M.

c. Address: 2627 Hollywood Way City: Burbank Zip: 91505

d. UTM: Zone 11 ; NAD 27 ; 374903mE/3784397mN

e. Other Locational Data: Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. Description: Hangar 6 is a rectangular Quonset hangar, constituted of corrugated metal sheeting over Warren truss stress arch metal girders. Large sliding symmetrical or outrigger doors comprise the east and west faces. The sliding leaves sit within a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends. Each extension has a single panel door. The facades also have projecting central portions extending from the apex of the arch to the top of the door awning; the lower portion of this section accommodates a square tailgate. Hangar 6 is connected to Hangar 7 to the south by a flat-roofed, corrugated metal passageway running the length of the structures. On the western entry of the passage, a sliding door sits on the left and a once-story enclosed porch with a glass doorway sits to the right; on the southern end of the porch is a small shed-roofed, corrugated metal addition.

Hangars 7 and 7A are rectangular structures with arched roofs supported by interior stress arch metal girders. Roofing material appears to be corrugated metal sheeting. Large sliding symmetrical or outrigger doors comprise the east and west faces. The sliding leaves sit within a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends. A single panel metal door is set into of the left and right leaves of Hangar 7 and into the penultimate leaves of Hangar 7A. Hangars 7 and 7A are connected by a one-story corrugated metal passage comprised of two eaves which meet in the center between the hangars, creating an inverted gable roof. Structure 7B is a small rectangular two-story warehouse attached to the south end of Hangar 7A. Directly to the west is a small rectangular, one-story, shed-roofed storage building.

P3b. Resource Attributes: HP6. Commercial Building

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

P5a. Photograph or Drawing:

P5b. Description of Photo: Hangar 6, west face, looking northeast
Hangars 7, 7A, 7B, west face, looking southeast

P6. Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both

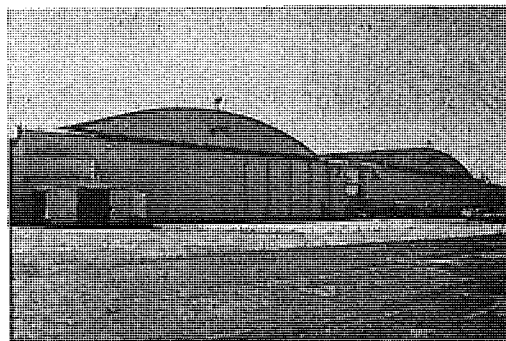
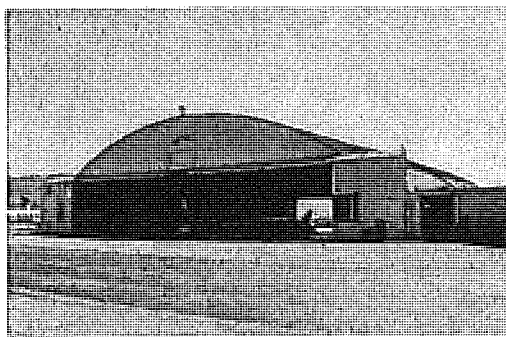
P7. Owner and Address:
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. Recorded by:
Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131

P9. Date Recorded: 23 July 2002

P10. Survey Type: Pedestrian, Interior and Exterior

P11. Report Citation: Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.



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:

19-187329

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

Primary #: _____
Trinomial: _____

LOCATION MAP

Page 2 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA

Scale: 1:24,000

Date of Map: 1994



19-187329

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT
RECORD**

Primary #: _____
Trinomial: _____

NRHP Status Code: 6z

Page 3 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 6/7/7a/7b

- B1. Historic Name: n/a
- B2. Common Name: Hangars 6, 7, 7A, and 7B
- B3. Original Use: aircraft hangars
- B4. Present Use: private aviation hangars and support facilities
- B5. Architectural Style: Vernacular aircraft hangar
- B6. Construction History: According to the Engineering Department records of the Burbank-Glendale-Pasadena Airport, Hangars 6 and 7 were constructed in 1942. Construction on Hangar 7A and the associated structure 7B began in 1950.
- B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
- B8. Related Features: Enclosed passageways between hangars; small rectangular storage facility directly west of 7B
- B9a. Architect: Unknown b. Builder: Unknown
- B10. Significance: Theme: Aviation Architecture Area: Los Angeles County
Period of Significance: 1940-1990 Property Type: Aircraft Hangars and associated office space
Applicable Criteria: N/A

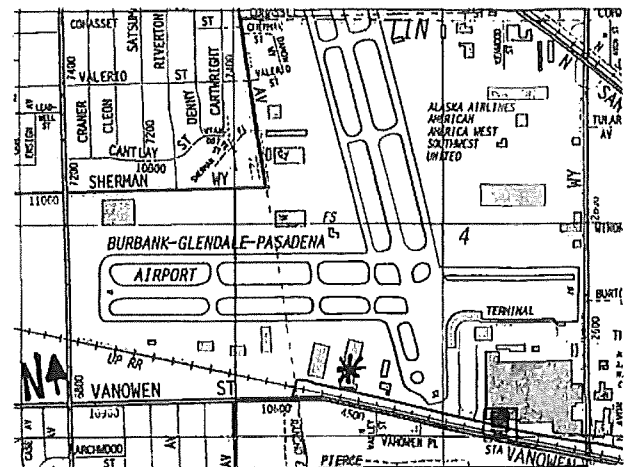
Constructed between 1942 and 1950, this complex of structures represent the burgeoning of the Burbank-Glendale-Pasadena Airport during wartime and the early post-war era. Research conducted for this study, however, indicates that while contributing to the general development of aviation technology and related facilities in the area, the buildings are not clearly associated with any particular events or individuals important in regional, state, or national history. As such, they do not qualify as significant under National Register criteria (a) or (b).

This complex of hangars does not represent the work of a master architect or builder, and is not of high artistic value under criterion (c). Standardized hangar construction was employed and, while efficient and functional, the design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction.

Further, this complex does not represent a source of significant historical or architectural information. Information regarding the development of aviation in the mid-twentieth century is well documented in historical and archival literature, and these hangars do not constitute an important information resource which can contribute to this theme. Therefore, Hangars 6-7B do not qualify for NRHP eligibility under criterion (d).

- B11. Additional Resource Attributes: N/A
- B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.
- B13. Remarks:
- B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



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

19-187330
Primary #: _____
HRI #: _____
Trinomial: _____
NRHP Status Code: _____

Other Listings: _____
Review Code: _____ Reviewer: _____ Date: _____

Page 1 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 22

P1. Other Identifier: n/a

P2. **Location:** ☐ Not for Publication ☒ Unrestricted

a. **County:** Los Angeles

b. **USGS 7.5' Quad:** Burbank

Date: 1966 (photorev. 1972); T2N R14W, SE ¼ of SE ¼ of SE ¼ sec. 32, S.B.M.

c. **Address:** 2627 Hollywood Way

City: Burbank

Zip: 91505

d. **UTM:** Zone 11 ; NAD 27 ; 374649mE/3785372mN

e. **Other Locational Data:** Northwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description:** Hangar 22 is a square hangar with a medium pitch gable roof on a gabled steel girder frame; regularly spaced rectangular skylights punctuate the roof. The roofing material is unknown. Large sliding single-side outrigger doors comprise the east face. The door leaves are set under the gable and open into a flush facade extension on the north end. A similar extension is present on the south end. Centered under the gable is a square tailgate. The hangar is enclosed on the west side.

P3b. **Resource Attributes:** HP6. Commercial Building

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

P5a. Photograph or Drawing:

P5b. Description of Photo: East face, looking west

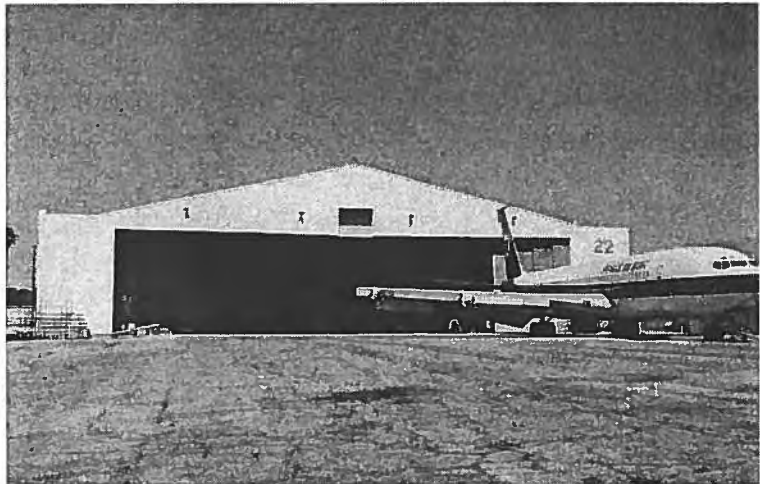
P6. **Age and Sources:** ☒ Historic ☐ Prehistoric ☐ Both

P7. **Owner and Address:**

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by:**

Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131



P9. **Date Recorded:** 23 July 2002

P10. **Survey Type:** Pedestrian, Interior and Exterior

P11. **Report Citation:** Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

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:

19-187330

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

Primary #: _____
Trinomial: _____

LOCATION MAP

Page 2 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA

Scale: 1:24,000

Date of Map: 1994



19-187330

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION**BUILDING, STRUCTURE, AND OBJECT
RECORD**Primary #: _____
Trinomial: _____

NRHP Status Code: 6z

Page 3 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 22

- B1. Historic Name: n/a
- B2. Common Name: Hangar 22
- B3. Original Use: Aircraft hangar
- B4. Present Use :Private aircraft hangar
- B5. **Architectural Style:** Vernacular aircraft hangar
- B6. **Construction History:** According to the Engineering Department of the Burbank-Glendale-Pasadena Airport, Hangar 22 was constructed in 1955. It currently serves as a private aircraft maintenance facility.
- B7. **Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** _____ **Original Location:** n/a
- B8. **Related Features:** None.
- B9a. Architect: Unknown b. Builder: Unknown
- B10. **Significance:** _____ **Theme:** Aviation Architecture **Area:** Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft Hangar
Applicable Criteria: N/A

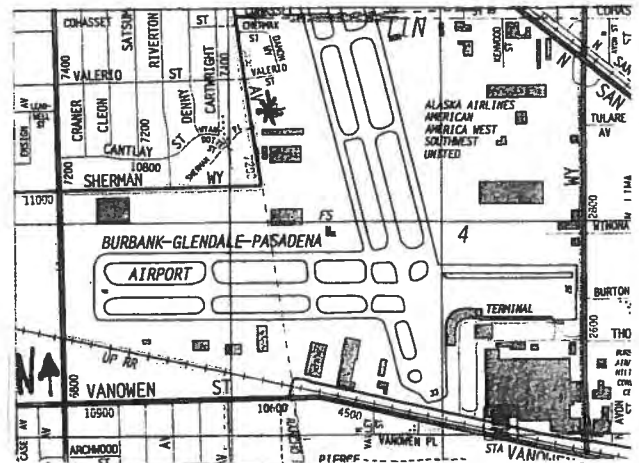
Constructed in 1955, Hangar 22 represents the post-World War II development of the Burbank-Glendale-Pasadena Airport. While the growth of commercial and freight aviation helped maintain the airport's utility through the second half of the twentieth century, research conducted for this study does not indicate that the building is associated with any particular events or individuals important in regional, state, or national history. As such, it does not qualify as significant under National Register criteria (a) or (b).

This hangar does not represent the work of a master architect or builder, and is not of high artistic value under criterion (c). A traditional vernacular aircraft hangar, this structure is efficient and functional. However, the design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction.

In addition, Hangar 22 does not represent a source of significant historical or architectural information and does not constitute an important information resource which can contribute to this theme. Therefore, it does not qualify for NRHP eligibility under criterion (d).

- B11. Additional Resource Attributes: N/A
- B12. **References:** Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.
- B13. Remarks:
- B14. **Evaluator:** Stacey Jordan, 7/23/02

(This space reserved for official comments.)



LA 6754

Cell.

STATE OF CALIFORNIA — THE RESOURCES AGENCY

PETE WILSON, Governor

OFFICE OF HISTORIC PRESERVATION

RECEIVED

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896
 SACRAMENTO 94296-0001
 (916) 653-6624
 FAX: (916) 653-9824

MAY - 7 1999

OHE

Date August 26, 1997

Arthur Cherilyn Wide
 pas2
 AC: 1110+05-

Reply to: FAA910128A

David Kessler, Environmental Protection Specialist
 Planning Section
 Federal Aviation Administration
 Western-Pacific Region Airports Division
 P.O. Box 92007
 Worldway Postal Center
 LOS ANGELES CA 90009

RECEIVED

SEP 2 1997

AIRPORTS DIVISION
WAS-613

Subject: Burbank-Glendale-Pasadena Airport, National Register of
 Historic Places Eligibility Evaluation for the
 Lockheed-Martin B-6 Site, Los Angeles County

Dear Mr. Kessler:

Thank you for seeking my comments regarding the significance of the Lockheed-Martin B-6 Site also known as the "Skunk Works" in accordance with 36 CFR 800.

The FAA submittal details a property that was the site of great importance in the research and development of aircraft instrumental to the security of the United States and its territories, possessions, and allies. The property most closely aligns in its importance with National Register criteria A and B for its importance in history and individuals with important roles in that history. The FAA evaluation considered the "Skunk Works" significance in terms of an historic district and the individual remaining buildings 309/310 and 360.

The FAA carefully considered the importance of integrity in its assessment of the "Skunk Work's" significance. The agency is of the opinion that Lockheed's lawful removal of internal components, objects, and equipment in 1990, and the subsequent demolition and near-demolition of various buildings located at the site, has severely compromised the property's historic integrity. The FAA determined that although the "Skunk Works" met National Register criteria, it no longer retains sufficient integrity to be determined eligible for listing on the National Register of Historic Places. Therefore, the FAA concluded that historic properties will not be effected by the undertaking. Given the diminished integrity of the property, I do not object with the FAA determination that the "Skunk Works" is not an historic property,

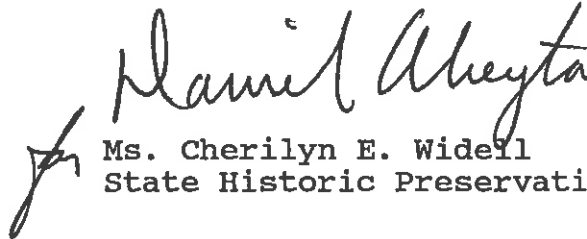
Quad: Burbank #1111
 Type: National Register
 evaluation (4)
 Dev: Specific Plan (23)

Mr. Kessler
August 26, 1997
Page two

and that the undertaking will not effect such properties.

Still, I believe it is key to tell the story of the "Skunk Works" and the history that occurred on this site through State Landmark designation and incorporation of exhibits in airport planning. I will contact you in the near future regarding these recommendations. If you have questions, please do not hesitate to call me at (916) 653-6624.

Sincerely,

A handwritten signature in cursive script, appearing to read "Hannah Alheyta". The signature is written in dark ink and is positioned above the typed name and title.

Ms. Cherilyn E. Wideell
State Historic Preservation Officer



August 27, 2010

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Re: LAN-060 Hamilton Aero Hangar, 2761 Hollywood Way, Burbank

Dear Mr. Donaldson,

As part of our development of an Environmental Assessment (EA) for the proposed Runway 33 Runway Safety Area Restoration and Regional Intermodal Transportation Center (RITC) project at the Bob Hope Airport in Burbank, California, we contacted the South Central Coastal Information Center (SCCIC) to request a records search to identify any known historic, archaeological, architectural, or cultural resources within a ½-mile radius of the project site. The SCCIC notified our consultant that one property, the Hamilton Aero Hangar at 2761 Hollywood Way, is still listed as a California Point of Historical Interest, but that the property has not been evaluated for historical significance (please see attached SCCIC Records Search Number 10776.7578 summary report).

The SCCIC summary report notes that the Hamilton Aero Hangar was one of four hangars, along with the terminal building, that comprised the original United Airport facility dedicated in 1930. The Hamilton Aero Hangar was noted as a California Point of Historical Interest because of the Bob Hope Airport's association with Jack Northrop, Western Air Express, United Airlines, and Trans World Airlines (TWA). The Hamilton Aero Hangar was reported to have been used to prepare planes for record breaking flights by Amelia Earhart, Charles Lindbergh, Howard Hughes, and others.

The Hamilton Aero Hangar was built partly with wood and steel and unreinforced masonry. It was severely damaged by the January 18, 1994 Northridge earthquake. Subsequent aftershocks caused new damage and exacerbated existing damage from the initial temblor. Following the earthquake, the City of Burbank inspected the hangar and declared the hangar fit for "Limited Entry" only, requiring extensive repair work prior to re-use. On February 18, 1994, the hangar was designated a California Point of Historical Interest by the Office of Historic Preservation. The City of Burbank required that the owner of the hangar (the Burbank-Glendale-Pasadena Airport Authority) obtain a building permit for demolition or repair by March 4, 1994.

The Burbank-Glendale-Pasadena Airport Authority (Airport Authority) explored three options for addressing the City of Burbank's requirement regarding the damage to the Hamilton Aero Hangar: 1) repair the hangar; 2) relocate and repair the hangar; or 3) demolish the hangar. The height and location of the Hamilton Aero Hangar adjacent to Runway 8-26 caused it to penetrate the imaginary surfaces prescribed by Title 14, Code of Federal Regulations, Part 77, *Objects Affecting Navigable Airspace*. These imaginary surfaces identify navigable airspace requirements and provide for the safe operation of aircraft into and out of airports. The location of the hangar building also conflicted with various FAA Airport Design Standards used for safety.

Mr. Milford Wayne Donaldson
August 27, 2010
Page two

These included runway separation standards, including both the runway object free area and building restriction line of Runway 8-26 (also delineated to provide for the safe operation of aircraft). After careful considerations of these factors, the Airport Authority staff determined it was not feasible to repair the building and leave it in its existing location. The Airport Authority also examined the feasibility of relocating and repairing the hangar, but determined that it would cost a minimum of \$765,000, not including land acquisition, to relocate and repair the structure, and that there was no then-available location to relocate this hangar to. Based on the high costs and impracticality associated with relocating and repairing the structure, the Airport Authority applied for a demolition permit with the City of Burbank.

Prior to issuing a demolition permit, the City of Burbank contacted the Office of Historic Preservation on March 7, 1994 to determine whether Section 5028 of the State Resources Code applied to California Points of Historical Interest. On March 23, 2004, the Office of Historic Preservation replied that at that time, Section 5028 of the State Resources Code did not apply to California Points of Historical Interest. Copies of both letters are attached. Based on this determination, the City of Burbank issued a demolition permit and the Hamilton Aero Hangar was demolished in 1994. The Airport Authority retained and continues to store some architectural features of the building for potential use in a future monument dedicated to the history of the airport.

~~We respectfully request that you update your records to show this structure was demolished in 1994.~~ If you have any questions or need further documentation, please contact John Hatanaka at 818-840-8840.

Sincerely,



Dan Feger
Executive Director

Attachments:

1. South Central Coastal Information Center Records Search Summary
2. March 7, 1994 Letter from Greg Hermann, City of Burbank to Cheryl Widdell, SHPO
3. March 23, 1994 Letter from Cheryl Widdell, SHPO, to Greg Hermann, City of Burbank

cc: Ms. Stacy St. James, Coordinator, SCCIC
Mr. David Kessler, Federal Aviation Administration

19-187095

POINT OF HISTORICAL INTEREST

COUNTY Los Angeles County NAME Hamilton Aero Hangar, United Airport
COMPLETE ADDRESS 2761 Hollywood Way, Burbank, CA 91505

Historical Significance (summary paragraph only):

This building is the last of four hangars that, along with the terminal building, comprised the original United Airport facility at Burbank, CA., dedicated in 1930. Jack Northrop, Western Air Express, United Airlines and TWA all made early history at this airport. Amelia Earhart, Howard Hughes, Charles Lindbergh, Bobbi Trout and Roscoe Turner flew from this airport. Many received their airplanes from the Lockheed Company two miles to the East, then came to this facility to prepare them for their record breaking runs. Howard Hughes modified his H-1 Racer for a trans continental record run in this building. Charles Lindbergh used this building while he worked on his Lockheed 'Sirius' airplane. The first transcontinental flight by the Woman's Air Reserve left from this building in 1934. Varney Speed Lines began international air service to Mexico City from this building in 1934.

This hangar is possibly the last unaltered building remaining from the Golden Age of Aviation in the Eastern San Fernando Valley, Glendale, Pasadena area.

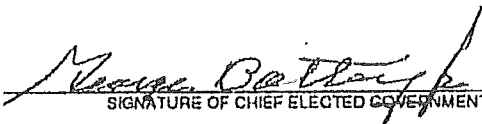
Assessor's Parcel Number: 2466-11-902

THIS POINT OF HISTORICAL INTEREST IS NOT A CALIFORNIA
REGISTERED HISTORICAL LANDMARK

RECOMMENDED:

OR

RECOMMENDED:


MAYOR
SIGNATURE OF CHIEF ELECTED GOVERNMENT OFFICIAL

SIGNATURE OF CHAIRPERSON, COUNTY BOARD OF SUPERVISORS

City of Burbank, California

NAME OF MUNICIPAL AGENCY

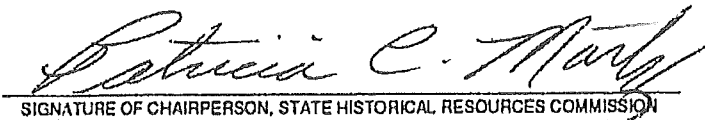
Date: January 3, 1994

Date:

RECOMMENDED:

AND

APPROVED:


SIGNATURE OF CHAIRPERSON, STATE HISTORICAL RESOURCES COMMISSION


SIGNATURE OF DIRECTOR, CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

FEBRUARY 18, 1994

Date:

Date:

3/25/94

PLEASE USE TYPEWRITER. OBTAIN APPROPRIATE SIGNATURES. TRANSMIT AN ORIGINAL TO:

STATE HISTORICAL RESOURCES COMMISSION
DEPARTMENT OF PARKS AND RECREATION
POST OFFICE BOX 942896
SACRAMENTO, CA 94296-0001

MASTER FILE

HISTORIC RESOURCES DATA ENCODING SHEET

NOTE: The numbers in parentheses indicate either the number of characters (letters, numbers, punctuation marks, spaces) that may be entered or the number of lines that may be checked.

1. Ser. No. 1510 - 2 - 9999
City Zip (4) Form No. (1-4) Prop. No. (0-4)

USGS Quad Map No. (4) 1111

2. UTM Zone (2) Easting (6) Northing (7)
A _____
B _____
C _____
D _____

3. Property Name:
Common Name (30):
Burbank, Glendale, Pasadena Airport
Historic Name (40):
United Airport (District)
Parcel No. (0-17) 11A

4. Address:
2627 Hollywood Way
Number (0-5) Street Name (4-20)
Nearest Cross Street (0-20)
Burbank
City/Town (3-20)
91505
Zip code (5) Vicinity of
City/Town (✓)
County 3-letter designator (3) LAN

5. Type of Ownership (1-7):
____ 1) unknown ____ 4) private
____ 2) federal ____ 5) county
____ 3) state ____ 6) city
____ 7) special district

6. Present Use (1-6):
____ 1) unknown ____ 4) private non-comm.
____ 2) commercial ____ 5) public
____ 3) residential ____ 6) none

7. Year of Initial Construction:
Individual Property (4) _____
District (8) 1929 - 1926

8. Architect(s) (0-25):
W. L. ...
Builder(s) (0-25):
...

9. Year of Survey (2): 1986

10. Registration Status (1):
____ 1) listed - date (6) / / ____ 4) may become eligible
____ 2) determined eligible - ____ 5) eligible local listing
year (2) ____ 6) ineligible for above
____ 3) appears eligible ____ 7) undetermined

11. Property Given Registration Status as (1):
____ 1) part of district
____ 2) individual property
____ 3) both of above

12. NR Class Category (1):
____ 1) district - No. of properties (0-3) 15
____ 2) site
____ 3) building
____ 4) structure
____ 5) object

13. Other Registration (0-9)
____ 1) Historic Am. Bldg. Survey ____ 6) Cal. Historical Landmark
____ 2) Historic Am. Eng. Rec. ____ 7) County Pt. of Hist. Interest
____ 3) National Hist. Landmark ____ 8) Local Listing
____ 4) State Historic Park ____ 9) County/Regional Park
____ 5) other

14. Property Attributes:
____ 1) unknown ____ 22) lake/river/reservoir
____ 2) sing. family prop. ____ 23) ship
____ 3) mult. family prop. ____ 24) lighthouse
____ 4) ancillary bldg. ____ 25) amusement park
____ 5) hotel/motel ____ 26) monument/mural/gravestone
____ 6) comm. bldg. 1-3 st. ____ 27) folk art
____ 7) comm. Bldg. over 3 st. ____ 28) street furniture
____ 8) industrial bldg. ____ 29) landscape archit.
____ 9) public utility bldg. ____ 30) trees/vegetation
____ 10) theatre ____ 31) urban open space
____ 11) engineering struct. ____ 32) rural open space
____ 12) civic auditorium ____ 33) farm/ranch
____ 13) cmnty cntr/soc. hall ____ 34) military property
____ 14) government bldg. ____ 35) CCC/WPA structure
____ 15) educational bldg. ____ 36) ethnic minority property
____ 16) religious bldg. ethnic group (5-20)
____ 17) R/R depot
____ 18) train ____ 37) highway/trail
____ 19) bridge ____ 38) women's property
____ 20) canal/aqueduct ____ 40) cemetery
____ 21) dam ____ 39) other

15. Architectural Plans and Specifications: ____ Yes ____ No

HISTORIC RESOURCES INVENTORY

19-187105

Ser. No. 1310-2-1

HABS HAER Loc SHL No. NR Status 6

UTM: A B C D

IDENTIFICATION

1. Common name: Burbank, Glendale, Pasadena Airport Building #10
2. Historic name: United Airport
3. Street or rural address: 2627 Hollywood Way
City Burbank Zip 91505 County Los Angeles
4. Parcel number: N/A
5. Present Owner: Burbank Glendale Pasadena Airport Address: 2627 Hollywood Way
City Burbank Zip 91505 Ownership is: Public X Private
6. Present Use: Airport Original use: Airport

DESCRIPTION

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

Building #10, the main terminal building, consists of a two story L-shaped structure, with a central four story control tower. The structure is built of steel reinforced concrete, and is designed in a utilitarian manner. The main entrance consists of a slightly raised and inset area located in the east elevation. Wall surfaces on this elevation are simply detailed in tile and concrete. The structure has been entirely remodeled and although it retains some of its original massing it retains none of its original detailing. Additions to the original unit include an expanded and enlarged control tower, a one story concourse, and a security building. Associated features include Buildings #9 and #11. These structures are also of utilitarian design.

(continued)

Attach Photo Envelope Here

See attached

8. Construction date: 1929
Estimated Factual 1966
9. Architect Austin Company,
Charles Stickney
10. Builder Austin Company
11. Approx. property size (in feet)
Frontage N/A Depth
or approx. acreage
12. Date(s) of enclosed photograph(s)
November 1986

Building # 10.

Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___

19-187105

Alterations: Major--Entire remodel in 1966

Surroundings: (Check more than one if necessary) Open land X Scattered buildings X Densely built-up ___
Residential ___ Industrial X Commercial ___ Other: Runway

Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: New Construction

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

Related features: Airport Facility

IMPORTANCE.

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

Building #10, the main terminal building, was designed and built by the Austin Company in 1929. United Airport was officially opened on Memorial Day weekend, May 30, 1930. The original structure consisted of a two story airway station with a large three-story central tower. It was constructed of steel reinforced concrete and was designed in what has been described as a "pseudo-Spanish colonial style of architecture". The Austin Company actually designed and built the entire airport complex including landing areas, hangars, and administrative facilities. The firm had offices in Los Angeles and San Francisco, and was considered a leader in airport design at the time of construction. In 1966, the building was heavily damaged by a fire

(continued)

Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture ___ Arts & Leisure ___
Economic/Industrial X Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

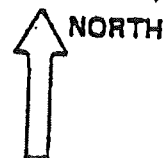
Sources (List books, documents, surveys, personal interviews and their dates).

See Technical Report

Form prepared January 1987
by (name) R. Hatheway
Organization SRS
Address: 5232 Bolsa
Huntington Beach Zip 92649
Phone: (714) 898-7877

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

See attached



HISTORIC RESOURCES INVENTORY

19-187105

Ser. No. 1010 - 2 - 2, 3

HABS _____ HAER _____ Loc _____ SHL No. _____ NR Status 6
UTM: A _____ C _____
B _____ D _____

IDENTIFICATION

1. Common name: Burbank, Glendale, Pasadena Airport Building #9 and #11
2. Historic name: United Airport
3. Street or rural address: 2627 Hollywood Way
City Burbank Zip 91505 County Los Angeles
4. Parcel number: N/A
5. Present Owner: Burbank Glendale Pasadena Airport Address: 2627 Hollywood Way
City Burbank Zip 91505 Ownership is: Public X Private _____
6. Present Use: Airport Original use: Airport

DESCRIPTION

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

Building #9 consists of a two story structure built in a rectangular building plan. It is designed in a strictly utilitarian manner and is built of concrete and stucco. Major architectural features include an offset entrance in the south elevation, and a flat roof. Architectural details include flat wood frame window openings and stucco siding. The structure is otherwise devoid of significant architectural detail. It is associated with a one story wing and concourse, and provides office and administrative space. The structure has been altered by the addition of a one story adjacent concourse, but otherwise retains its architectural integrity. Building #11 consists of a one story unit built of concrete. It is designed in a utilitarian

(continued)

Attach Photo Envelope Here

See attached

8. Construction date: 1956
Estimated _____ Factual 1974
1983
9. Architect Charles Stickney
Pedersen and Wesley
Pedersen and Stice
10. Builder _____
11. Approx. property size (in feet)
Frontage N/A Depth _____
or approx. acreage _____
12. Date(s) of enclosed photograph(s)
November 1986

19-187105

- Condition: Excellent ☐ Good ☒ Fair ☐ Deteriorated ☐ No longer in existence ☐
14. Alterations: Windows, doorways, and wall surfaces
17. Surroundings: (Check more than one if necessary) Open land ☒ Scattered buildings ☒ Densely built-up ☐
Residential ☐ Industrial ☒ Commercial ☐ Other: Runway
18. Threats to site: None known ☐ Private development ☐ Zoning ☐ Vandalism ☐
Public Works project ☐ Other: New Construction
19. Is the structure: On its original site? ☒ Moved? ☐ Unknown? ☐
- Related features: Airport Facility

SIGNIFICANCE

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

Building #9 and Building #11 are associated with the main terminal complex. They are designed in a strictly utilitarian manner, and are non-historic additions. Building #9 was designed by Charles E. Stickney, a Los Angeles engineer, in October of 1956. At this time Stickney's offices were located on Silverlake Blvd. in Los Angeles. His firm had completed earlier projects at Burbank Airport beginning as early as 1950, and it appears that his firm operated on a continuing contract basis at the airport as he also designed the remodeling of Building #10 in 1966. The one story concourse adjacent to and leading off of Building #9 was designed by the Los Angeles firm of Pedersen and Wesley in September and October of 1983. Building #11, the PSA terminal,

(continued)

Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture ☐ Arts & Leisure ☐
Economic/Industrial ☒ Exploration/Settlement ☐
Government ☐ Military ☐
Religion ☐ Social/Education ☐

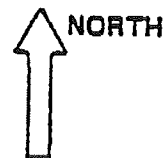
Sources (List books, documents, surveys, personal interviews and their dates).

See Technical Report

Date form prepared January 1987
By (name) R. Hatheway
Organization SRS
Address: 5232 Bolsa
City Huntington Beach Zip 92649
Phone: (714) 898-7877

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

See attached



HISTORIC RESOURCES INVENTORY

19-187105

Ser. No. 1510 - 2 - 4-11

HABS _____ HAER _____ Loc _____ SHL No. _____ NR Status 6
UTM: A _____ C _____
B _____ D _____

IDENTIFICATION

1. Common name: Burbank, Glendale, Pasadena Airport Bldg's 22-27, 30, 31
2. Historic name: United Airport
3. Street or rural address: 2627 Hollywood Way
City Burbank Zip 91505 County Los Angeles
4. Parcel number: N/A
5. Present Owner: Burbank Glendale Pasadena Airport Address: 2627 Hollywood Way
City Burbank Zip 91505 Ownership is: Public X Private _____
6. Present Use: Airport Original use: Airport

DESCRIPTION

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

Buildings #22-27 and #30 and #31 are associated with the Martin Aviation facility. They consist of a set of one and two story utilitarian structures. They are primarily designed in rectangular building plans and are built of various combinations of concrete, metal and wood. The buildings have no architectural detailing of significance. The central facility is modestly landscaped with shrubs and mature palm trees.

The buildings are substantially unaltered although there have been minor modifications to several windows and doorways. The structures include several small hangar units, a large hangar, temporary T-hangars, a paint shed, a small business office,
(continued)

Attach Photo Envelope Here

See attached

8. Construction date:
Estimated 1960's Factual _____
9. Architect ----
10. Builder ----
11. Approx. property size (in feet)
Frontage N/A Depth _____
or approx. acreage _____
12. Date(s) of enclosed photograph(s)
November 1986

Burbank, Glendale, Pasadena Airport Bldg's 22-27, 30, 31.

19-187105

Condition: Excellent _____ Good ☒ Fair _____ Deteriorated _____ No longer in existence _____

Alterations: Minor--windows, doorways and structural openings

Surroundings: (Check more than one if necessary) Open land ☒ Scattered buildings ☒ Densely built-up _____
Residential _____ Industrial ☒ Commercial _____ Other: Runway

Threats to site: None known _____ Private development _____ Zoning _____ Vandalism _____
Public Works project _____ Other: New Construction

Is the structure: On its original site? ☒ Moved? _____ Unknown? _____

Related features: Airport Facility

IMPORTANCE

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

A number of support buildings and hangars are associated with the present Martin Aviation facility complex. These include buildings #22-26 and buildings #30 and #31. According to a plot plan prepared in August of 1967 these buildings were originally designated as buildings 52, E, D, F, C, K, and A. They were originally built for Pacific Airmotive, a firm which had moved to United Airport from Mines Field in Los Angeles in October of 1931. The majority of the buildings appear to have been built in the 1960's, and they serve in much their original capacity. Building #27 is also associated with this complex, although it appears to date from a somewhat earlier period of construction, possibly as early as the mid-1950's.

(continued)

Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture _____ Arts & Leisure _____
Economic/Industrial ☒ Exploration/Settlement _____
Government _____ Military _____
Religion _____ Social/Education _____

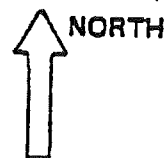
Sources (List books, documents, surveys, personal interviews and their dates).

See Technical Report

Form prepared January 1987
By (name) R. Hatheway
Organization SRS
Address: 5232 Bolsa
City Huntington Beach Zip 92649
Phone: (714) 898-7877

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

See attached



HISTORIC RESOURCES INVENTORY

19-187105

Ser. No. 1510-2-12,13

HABS _____ HAER _____ Loc _____ SHL No. _____ NR Status 6
UTM: A _____ C _____
B _____ D _____

IDENTIFICATION

1. Common name: Burbank, Glendale, Pasadena Airport Hangars #28 and #29
2. Historic name: United Airport
3. Street or rural address: 2627 Hollywood Way
City Burbank Zip 91505 County Los Angeles
4. Parcel number: N/A
5. Present Owner: Burbank Glendale Pasadena Airport Address: 2627 Hollywood Way
City Burbank Zip 91505 Ownership is: Public X Private _____
6. Present Use: Airport Original use: Airport

DESCRIPTION

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

Hangars #28 and #29 consist of twin units which are rectangular in plan. They are utilitarian in design with corrugated metal siding. The structures consist of a large steel truss which forms an arch. Sliding doorways at either end of each unit are designed to recess into shallow wings. The structure is also comprised of a steel frame with steel stringers. Architectural features include skylights and small personnel access doorways. The hangars are one of several similar pairs which are found throughout the airport complex. The hangars have been altered by the addition of offices in the interior of each unit. In addition, the two structures were adjoined in a 1950 remodeling.

(continued)

Attach Photo Envelope Here

See attached

8. Construction date:
Estimated 1940's Factual _____
9. Architect ----
10. Builder ----
11. Approx. property size (in feet)
Frontage N/A Depth _____
or approx. acreage _____
12. Date(s) of enclosed photograph(s)
November 1986

Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___

Alterations: Minor--office additions, skylights

Surroundings: (Check more than one if necessary) Open land X Scattered buildings X Densely built-up ___
Residential ___ Industrial X Commercial ___ Other: Runway

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

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

Related features: Airport Facility

SIGNIFICANCE.

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

Hangars #28 and #29 are twin utilitarian structures originally built as hangars and maintenance facilities. They were built by the Lockheed Aircraft Corporation as part of the expansion of the airport for both military and civilian purposes following Lockheed's purchase of the facility in 1940. Hangar #28 was originally designated Hangar #27, and Hangar #29 was originally designated Hangar #37. Hangar #28 was built as one of two units prior to 1946. Hangar #29 was built at some point between 1946 and 1950. In 1950, Hangars #28 and #29 were joined in accordance with plans prepared by Charles E. Stickney, a Los Angeles engineer. The hangars continue to be used in much their original capacity, although some interior offices have been added.

(continued)

Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture ___ Arts & Leisure ___

Economic/Industrial X Exploration/Settlement ___

Government ___ Military ___

Religion ___ Social/Education ___

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

See Technical Report

Date form prepared January 1987

By (name) R. Hatheway

Organization SRS

Address: 5232 Bolsa

City Huntington Beach Zip 92649

Phone: (714) 898-7877

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

See attached



HISTORIC RESOURCES INVENTORY

19-187105

Ser. No. 1510 - 2 - 141
HABS HAER Loc SHL No. NR Status

UTM: A C
B D

IDENTIFICATION

1. Common name: Burbank, Glendale, Pasadena Airport Hangars #34 and #35

2. Historic name: United Airport

3. Street or rural address: 2627 Hollywood Way

City Burbank Zip 91505 County Los Angeles

4. Parcel number: N/A

5. Present Owner: Burbank Glendale Pasadena Airport Address: 2627 Hollywood Way

City Burbank Zip 91505 Ownership is: Public ☒ Private ☐

6. Present Use: Airport Original use: Airport

DESCRIPTION

7a. Architectural style: Utilitarian

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

Hangars #34 and #35 consist of twin units which are rectangular in plan. They are utilitarian in design with corrugated metal siding. The structures consist of a large steel truss which forms an arch. Sliding doorways at either end of each unit are designed to recess into shallow wings. The structure is also comprised of a steel frame with steel stringers. Architectural features include skylights and small personnel access doorways. The hangars are one of several similar pairs which are found throughout the airport complex. The hangars have been altered by the addition of offices in the interior of each unit. In addition, the two structures were adjoined in a 1950 remodeling.

(continued)

Attach Photo Envelope Here

See attached

8. Construction date:
Estimated 1940's Factual

9. Architect ----

10. Builder ----

11. Approx. property size (in feet)
Frontage N/A Depth
or approx. acreage

12. Date(s) of enclosed photograph(s)
November 1986

Burbank, Glendale, Pasadena Airport Hangars #34 and #35.

Condition: Excellent _____ Good ☒ Fair _____ Deteriorated _____ No longer in existence _____

19-187105

Alterations: Minor--office additions, skylights

Surroundings: (Check more than one if necessary) Open land ☒ Scattered buildings ☒ Densely built-up _____
Residential _____ Industrial ☒ Commercial _____ Other: Runway

Threats to site: None known _____ Private development _____ Zoning _____ Vandalism _____
Public Works project _____ Other: New Construction

Is the structure: On its original site? ☒ Moved? _____ Unknown? _____

Related features: Airport Facility

SIGNIFICANCE

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

Hangars #34 and #35 are twin utilitarian structures originally built as hangars and maintenance facilities. They were built by the Lockheed Aircraft Corporation as part of the expansion of the airport for both military and civilian purposes following Lockheed's purchase of the facility in 1940. Hangar #34 was originally designated Hangar #26, and Hangar #35 was originally designated Hangar #38. Hangar #34 was built as one of two units prior to 1946. Hangar #35 was built at some point between 1946 and 1950. In 1950, Hangars #34 and #35 were joined in accordance with plans prepared by Charles E. Stickney, a Los Angeles engineer. The hangars continue to be used in much their original capacity, although some interior offices have been added.

(continued)

Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture _____ Arts & Leisure _____
Economic/Industrial ☒ Exploration/Settlement _____
Government _____ Military _____
Religion _____ Social/Education _____

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

See Technical Report

Date form prepared January 1987
By (name) R. Hatheway
Organization SR3
Address: 5232 Bolsa
City Huntington Beach Zip 92649
Phone: (714) 898-7877

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

See attached



CONTINUATION SHEET

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Recorded By: Amanda Duane, GPA Consulting ***Resource Name or #** (Assigned by recorder) San Fernando Road (segment) **Date:** 12/11/2018 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-27

P2. Location: One segment of San Fernando Road between Figueroa Street in the City of Los Angeles and Alameda Avenue in the City of Burbank (See Sketch Map, pages 7-16)

***NRHP Status Code:** 6Z (segment)

*P3a. Description

Portions of San Fernando Road (P-19-188007) were previously recorded and evaluated for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility by:

- Jeanette A. McKenna et al., as part of the *Results of a Phase I Cultural Resources Investigation for the Proposed Los Angeles Department of Water and Power Taylor Yard Park Water Recycling Project* in 2006;
- Environmental Science Associates (ESA), as part of the *Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project: Phase I Cultural Resources Assessment* in 2011.

The previously recorded segments are as follows:

- 2006 (McKenna et al.) an approximately 2-mile long segment of San Fernando Road between Glendale Avenue and Elm Street within the cities of Los Angeles and Glendale.
- 2011 (ESA) four segments:
 - Segment A: San Fernando Road between Sierra Highway to the north end of Truman Street in Sylmar
 - Segment B: San Fernando Road between the south end of Truman Street in San Fernando to N. Lincoln Street/Victory Place in Burbank
 - Segment C: San Fernando Road between Allen Avenue and Goodwin Avenue in Glendale
 - Segment D: San Fernando Road between Garfield Avenue in Glendale to N. Main Street in Los Angeles

These previous evaluations did not receive SHPO concurrence.

This update form, prepared as part of the *California High-Speed Rail Authority Burbank to Los Angeles Section Historic Architectural Survey Report*, addresses one segment of San Fernando Road (see Sketch Map, pages 7-16):

- An approximately 8-mile segment of San Fernando Road between W. Alameda Avenue in Burbank and Figueroa Street in Los Angeles, traversing the cities of Burbank, Glendale, and Los Angeles.

This form updates Segments C and D that were previously recorded by ESA in 2011, as well as portions of the resource that were not previously evaluated. The property is an urban roadway with multiple lanes. It also comprises part of the alignment for former US Highway 99 (US 99), a highway that stretched from Mexico to Canada through the state of California. Research indicates that the segment of San Fernando Road within the APE is part of the original Highway 99 alignment in Los Angeles, Glendale, and Burbank (Provost, 192-193). Research indicates that San Fernando Road in Glendale and Burbank also served as part of the alignment for former US Highway 6 (US 6), a highway that stretched from California to Massachusetts ("Grand Army Highway Soon to Go Freeway"). California was added to this route in 1937. US 6 was technically a transcontinental highway by this time, although portions of it were not paved, particularly near the Utah-Nevada Border (Weingroff). San Fernando Road comprised part of US 99 ten years earlier in 1926 (Masters).

San Fernando Road was established as early as the 1870s (the route was likely used by Spanish explorers and Native Americans prior to this), runs adjacent to the Southern Pacific/Union Pacific Railroad alignment, and is located northeast of the Los Angeles River. Alterations include: macadamized portions of the Los Angeles-Burbank thoroughfare in 1896, the Los Angeles-Burbank portion completely macadamized in 1910, initial steps taken to widen and improve the road within Glendale and Burbank between 1924 and 1926, 25 miles widened and paved with "asphaltic concrete" from Dayton Avenue (now N Figueroa Street) to Newhall Pass between 1927 and 1929, the addition of accessory roads, and continuous improvements and modifications in general. Currently, the segment within the APE is generally five to seven lanes wide and paved with asphalt, and has striping, standard contemporary signage, two to three lanes of traffic traveling in each direction and a dedicated center lane for turns. Portions of the segment within the City of Glendale have landscaped medians.

P11. Report Citation: California High-Speed Rail Authority, *Burbank to Los Angeles Project Section Historic Architectural Survey Report*

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*B10. Significance

The segment recorded as a part of this study is only a small percentage of San Fernando Road, a part of former US 99. Former US 99 was a major north-south route that allowed for the transportation of agricultural goods, oil, and the connection of population centers throughout California. As such, it is unlikely that this segment would be able to convey the same level of significance without the context of the larger resource. As more fully described below, San Fernando Road/former US 99 appears to be significant under Criterion A/1 at the state level for its role as a major transportation corridor. The route may also have significance under Criterion C/3 as an early example of a state highway that may have influenced the design of highways and interstate freeways that came after it.

However, assessing the integrity of the entire former US 99 route across several states to make a conclusive determination of eligibility is beyond the scope of a reasonable level of effort for this undertaking. Full evaluation of the entire route is precluded by its large size. Therefore, for the purposes of this evaluation, San Fernando Road/former US 99 is presumed to be eligible for listing in the NRHP and CRHR. The following discussion addresses whether the segment in the project's Area of Potential Effects (APE) retains sufficient integrity to be able to contribute to the historic significance of the larger linear resource, rather than evaluating the segment as an individual resource. As more fully explained below, the segment of San Fernando Road between Figueroa Street in Los Angeles and Alameda Avenue in Burbank does not retain sufficient integrity to contribute the significance of the linear resource. The segment is not a historic property for the purposes of Section 106, nor is it 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.

Historical Context

The subject property is a segment of San Fernando Road between Figueroa Street and Alameda Avenue, moving north from Figueroa Street through the neighborhoods of Cypress Park, Glassell Park, and Atwater Village in the city of Los Angeles, through the city of Glendale, and through the city of Burbank ending at Alameda Avenue. The property is adjacent to the Southern Pacific/Union Pacific Railroad alignment. It is located northeast of the Los Angeles River. Prior to the completion of I-5, the primary automobile route between downtown Los Angeles and the San Fernando Valley was San Fernando Road. The route was first recorded in 1871, but was likely used by Native Americans and Spanish Explorers even earlier. Portions of the road were macadamized starting in 1896. In order to keep pace with booming populations, San Fernando Road underwent near-constant improvements through the late 19th and early 20th centuries. The road formed a portion of US Highway 99, also known as US Highway 99 (US 99), which linked Mexico and Canada and became the "busiest truck route in the nation" after its designation in 1926 (Environmental Science Associates, San Fernando Road, 14; Provost, 192).

US Highway 99 (US 99) was a major north-south highway that crossed the center of California, spanning from Mexico to the south, to the northern border of California through Oregon and Washington to Canada. The portion between Sacramento and Los Angeles was popularly known as the Golden State Freeway. Research indicates that the California Highway Commission began work on this portion as early as 1912. The overall route generally followed early trails and wagon roads that traversed the state (Wallace, 10). The United States Numbered Highway System was adopted in 1926, at which point research indicates the route was given its "99" number (Masters). The original asphaltic concrete paving along US 99 was just 15 feet wide and 4 inches thick. By 1930, much of it had been widened to at least 20 feet (Wallace, 12). The route served as a "main artery" that allowed for the transportation of agricultural goods and oil across the state, as well as providing a connection between numerous major population centers and recreational areas (Wallace, 10). It has been compared to Route 66 in importance (Caltrans, 146) and in 1993, portions of the old US Highway 99 were declared "Historic US Highway 99" by the State Legislature in order to recognize its state and local significance as the "main street of many California cities and towns" and allowing for the installation of highway markers indicating this designation ("Assembly Concurrent Resolution No. 19 Relative to Historic U.S. Highway 99"). Research indicates this designation is largely honorific and does not represent or constitute an official listing such as those in the NRHP or CRHR (Caltrans, 10). Eventually, with the completion of the federal Interstate Highway System, US 99 had been largely bypassed and was decertified as US Highway 99 in 1968 (Flood, 8). In the project APE, the route was bypassed by Interstate 5 (I-5). Though it is no longer designated as US 99, the San Fernando Road route is still extant in the APE.

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 addition, early land use ordinances established industrial uses along the rail and river corridor. In general, efforts were made to eliminate residential development in the downtown Los Angeles area; the City re-zoned the area in 1922 to accommodate the construction of more offices, retail, and manufacturing facilities (LSA Associates et al., *Cornfield Arroyo Seco Specific Plan Area*, 12; Historic Resources Group, *Central City North Historic Resources Survey Report*, 13-14). The flourishing industrial development during the 1920s resulted in concentrations of industrial use adjacent to the rail lines and river alignment in the northern half of Elysian Valley, along San Fernando Road between the rail lines and Cypress Avenue in

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Cypress Park and Glassell Park, between the river and the railroad in north Atwater Village, and along the rail lines and San Fernando Road in Glendale and Burbank. In the post-war years, conversion of the former airfields to the Grand Central Industrial Park further boosted industrial development within the area.

By the end of World War II, the personal automobile was firmly established as the preferred mode of transportation, allowing suburbs to expand even farther beyond centralized downtown areas. A large portion of new commercial development after the war was located in these suburbs. Not only were these businesses positioned to reach consumers living in new residential areas, but also much of the land adjacent to the river and railroad tracks was already built out with industrial facilities prior to World War II (Galvin Preservation Associates, *City of Burbank Citywide Historic Context Report*, 135; Historic Resources Group, *Central City North Historic Resources Survey Report*, 10). Automobiles also shaped the types of businesses that were established. The rise in auto tourism created a demand for roadside, auto-related services such as drive-thru restaurants, car washes, service stations, motels, and diners along popular thoroughfares, including Route 66 and San Fernando Road (US 99) (Historic Resources Group, *South Glendale Historic Context Statement*, 132-133).

Despite the improvements, traffic on San Fernando Road reached a saturation point after World War II. City officials looked to the proposed new Interstate 5 (I-5) freeway for relief (Environmental Science Associates, San Fernando Road, 14). The freeway route was to run generally parallel with San Fernando Road, and would serve to replace it as the primary automobile thoroughfare for the area (Galvin Preservation Associates, *City of Burbank Citywide Historic Context Report*, 133). The section of I-5 that connected Los Angeles, Glendale, and Burbank opened to traffic in 1957. Each community had respective on-ramps and off-ramps to facilitate access and mobility through the area (Historic Resources Group, *South Glendale Historic Context Statement*, 80). I-5 was effective for relieving traffic congestion on San Fernando Road/US-99, which was decommissioned as a highway in 1968 (Environmental Science Associates, San Fernando Road, 14; Flood, 8).

In the midst of ongoing improvements and modifications to San Fernando Road since the completion of I-5, major alterations include the construction of the Burbank Media Center Mall in 1991 and the recent permanent road closure beneath I-5 in Burbank, near Empire Avenue ("I-5 Corridor Improvements Burbank: Magnolia Boulevard to Buena Vista Street"). The mall was constructed over the right-of-way, causing San Fernando Road to "dead end" to the north and south of the development. These interventions have cut off San Fernando Road as a continuous thoroughfare. Other improvements and modifications include widening, repaving, and the creation of accessory roads. San Fernando Road's construction is typical of urban roadways and consists of asphaltic concrete.

Evaluation

Segments of the linear resource were surveyed in 2006 by Jeanette A. McKenna and in 2011 by Environmental Science Associates. As a part of the 2011 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 at the state level "for its contribution to the development to the state of California, the City of Los Angeles, and the San Fernando Valley" (Environmental Science Associates, San Fernando Road, 15). The prior evaluations did not receive SHPO concurrence. 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 does not concur with the 2011 evaluation because that evaluation only considered small segments of a larger resource, and its determination was only based on just two out of seven aspects of integrity: location and setting. Design, materials, and workmanship were not thoroughly addressed, but were referred to as follows: "The materials and construction style of this resource is consistent with typical construction of roadways, which consisted of asphaltic concrete" (Environmental Science Associates, San Fernando Road, 15). The project team will presume NRHP and CRHR eligibility of San Fernando Road/former US 99 for the purposes of this evaluation, but recommends a status code of 6Z for the segment in the APE due to a lack of integrity.

San Fernando Road/former US 99 is presumed eligible under NRHP Criterion A and CRHR Criterion 1. It is presumed eligible for its significance in California history as a major north-south route that allowed for the transportation of agricultural goods and oil that connected major population centers throughout the state.

Under NRHP Criterion B or CRHR Criterion 2, San Fernando Road/former US 99 does not have a significant association with the lives of persons important to history. The property spans three cities and has been associated with numerous organizations commercial and public, and not individuals. Research did not indicate that these organizations represented the significant work of an individual. Resources such as 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, 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, 1998, 18). The segment within the APE are currently built using contemporary materials and techniques. The larger route may have significance as a

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type, period, or method of construction under NRHP Criterion C and CRHR Criterion 3; however, making this determination is beyond the scope of a reasonable level of effort for this undertaking due to the length of the route across several states.

Under NRHP Criterion D and CRHR Criterion 4, San Fernando Road/former US 99 is not significant as a source, or likely source, of important historic information. For a structure to be eligible under Criterion D, it must be the principal source of such information. As the history of road construction is so well-documented, this is unlikely to be the case.

The Caltrans Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California uses former US 99 as an example when considering integrity thresholds for this unique property type. Based on its age, former US 99 would be considered within the "Early-day Automobile Roads and Highways" context. Within the framework, Caltrans suggests:

"For example, an early-day automobile road and highway (1900–1940) should have, at a minimum, a high level of association, a high level of location, a high level of design, a medium level of setting, a medium level of materials, a medium level of workmanship, and a medium level of feeling. Using [former US 99] as an example, in order to be considered significant, a segment of the original highway should have a high level of association, such that the segment is clearly identifiable as a ca. - 1930s-era highway, the highway segment is in its original location or alignment, and its design elements are largely intact. The segment, however, may have some degree of diminished integrity of setting, materials, workmanship, and feeling, to a medium level. Unless roads and highways are in rural, largely undeveloped settings, some degree of infill can be expected, particularly on the peripheries of cities where suburban growth has occurred."

The Caltrans methodology for determining integrity was used in the following assessment. The segment retains integrity of location, as research indicates it follows the original alignment of the linear resource. The integrity of design has been diminished by the changes in width over time. The road was widened in sections as early as 1928 to 55 feet (Environmental Science Associates, 13) but has since been widened to at least 65 feet in width. Contemporary features such as gutters, curbs, and landscaped medians have been incorporated. In addition, the construction of intersecting accessory roads, intervening overhead grade separation structures, and road closures now prevent the roadway from serving as a continuous thoroughfare. The integrity of setting has been diminished by development along the corridor. Research indicates that former US 99 used to be dotted with businesses like motels and garages, particularly through Glendale (Provost 192, 193), and historic aerial imagery shows a narrow, tree-lined route through low-density neighborhoods of what appear to be residential and commercial properties. Today, the segment is densely lined with commercial and industrial properties. Furthermore, the completion of I-5 through the study area in the 1950s and 1960s caused further changes to the setting, and eventually led to the decommissioning of US 99 in 1968. The integrity of materials is generally intact; the segment within the study area is paved with asphalt, and research indicates that portions of the route were historically paved with "asphaltic concrete" (Environmental Science Associates, 13). While the materials themselves have been replaced, this type of maintenance is expected for this property type and does not necessarily constitute a loss of integrity. The integrity of workmanship has been lost over time due to changes to the resource, including widening and replacement of materials. Any physical evidence of engineering skill from the 1920s or 1930s has no doubt been lost to these continual improvements to the safety and efficiency of the road. The integrity of feeling has been lost. The segment no longer conveys the feeling of 1920s-1930s highway route and is generally indistinguishable from other major urban thoroughfares in the cities of Los Angeles, Glendale, and Burbank. The integrity of association has been lost, as the segment within the study area no longer possesses the physical features or feeling necessary to convey its historic character.

Based upon the integrity thresholds presented in the Caltrans framework for evaluating roads, a segment of former Route 99 should have a high level of location, association, and design, and a medium level of setting, materials, workmanship, and feeling. As discussed in the above analysis, the segment only retains location and materials. As such, the segment has diminished integrity such that it no longer conveys the significance of the larger San Fernando Road/former Route 99, and it would not contribute to the significance of the larger resource should it be fully evaluated in the future. However, full evaluation of the route is outside the scope of work for the current study as it extends through several states. The recorded segment has been assigned a status code of 6Z to indicate that it no longer retains sufficient integrity to convey historical significance and is not eligible as a contributing segment of the larger linear resource.

Lastly, research indicates that there are portions of former US 99 that are more intact, or completely intact. North of Los Angeles and south of Lebec, California, there is a segment of former US 99 known as "Dead Man's Curve" (Provost, 156). It was part of the Ridge Route that wound its way through the mountains in the area that is now colloquially called the Grapevine. The approximately 950-foot curve that remains is the original 15-foot wide concrete road in its original steeply curved configuration. This segment south of Lebec retains integrity of location, materials, workmanship, design, feeling, and association, and better represents the history of former US 99 than the segment in the project APE.

P5a. Photograph



Photo 1: 12/14/2016, view looking south towards subject road segment (San Fernando Road) in the city of Los Angeles with Figueroa St. Bridge in the background. Road improvements underway.



Photo 2: 12/14/2016, view looking south towards subject road segment (San Fernando Road in the city of Los Angeles with I-5 and Figueroa St. bridges in the background. Road improvements underway.



Photo 3: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the city of Los Angeles between Edward Avenue and Cazador Street.



Photo 4: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the city of Los Angeles between Edward Avenue and Cazador Street.

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Photo 5: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the city of Glendale between W Cypress Street and Los Felix Boulevard, showing new development on the left.



Photo 6: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the city of Glendale between W Elk Avenue and S Pacific Avenue. Road improvements underway.



Photo 7: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the City of Glendale between Grandview Avenue and Pelanconi Avenue, showing industrial development and landscaped median at left.

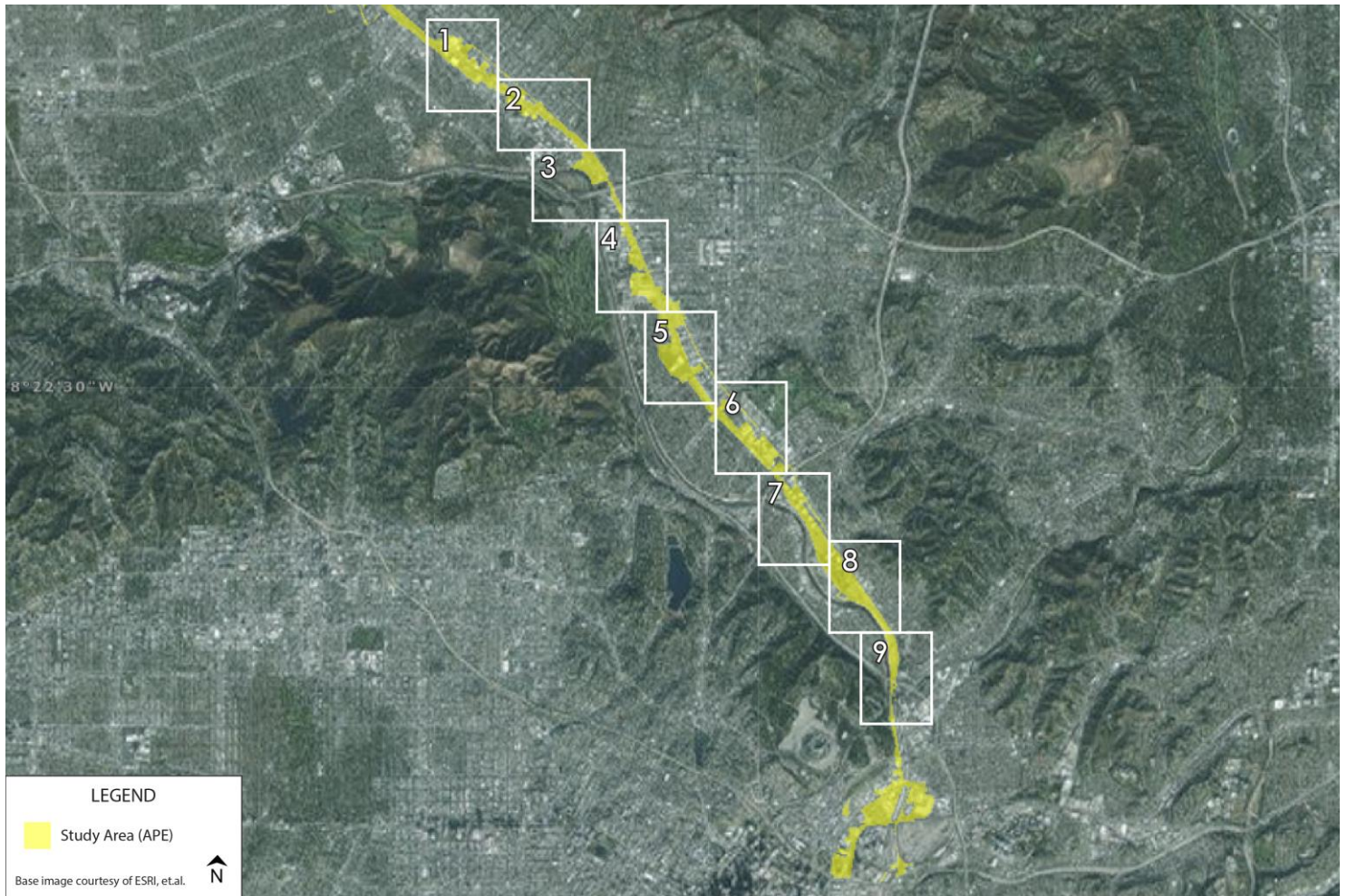


Photo 8: 12/14/16, view looking south towards subject road segment (San Fernando Road) in the city of Burbank between E Alameda Avenue and Allen Avenue.

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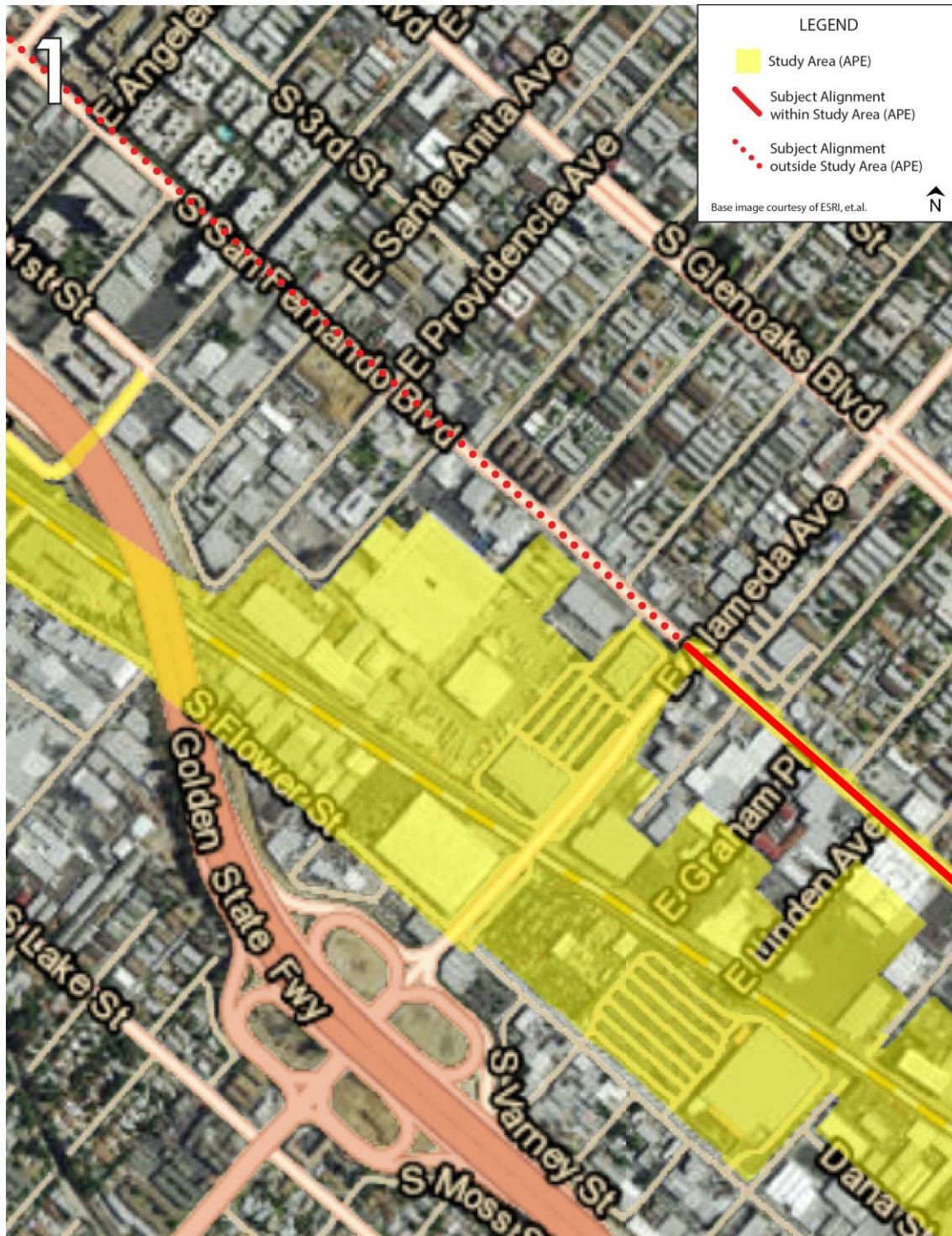
Sketch Map Overview



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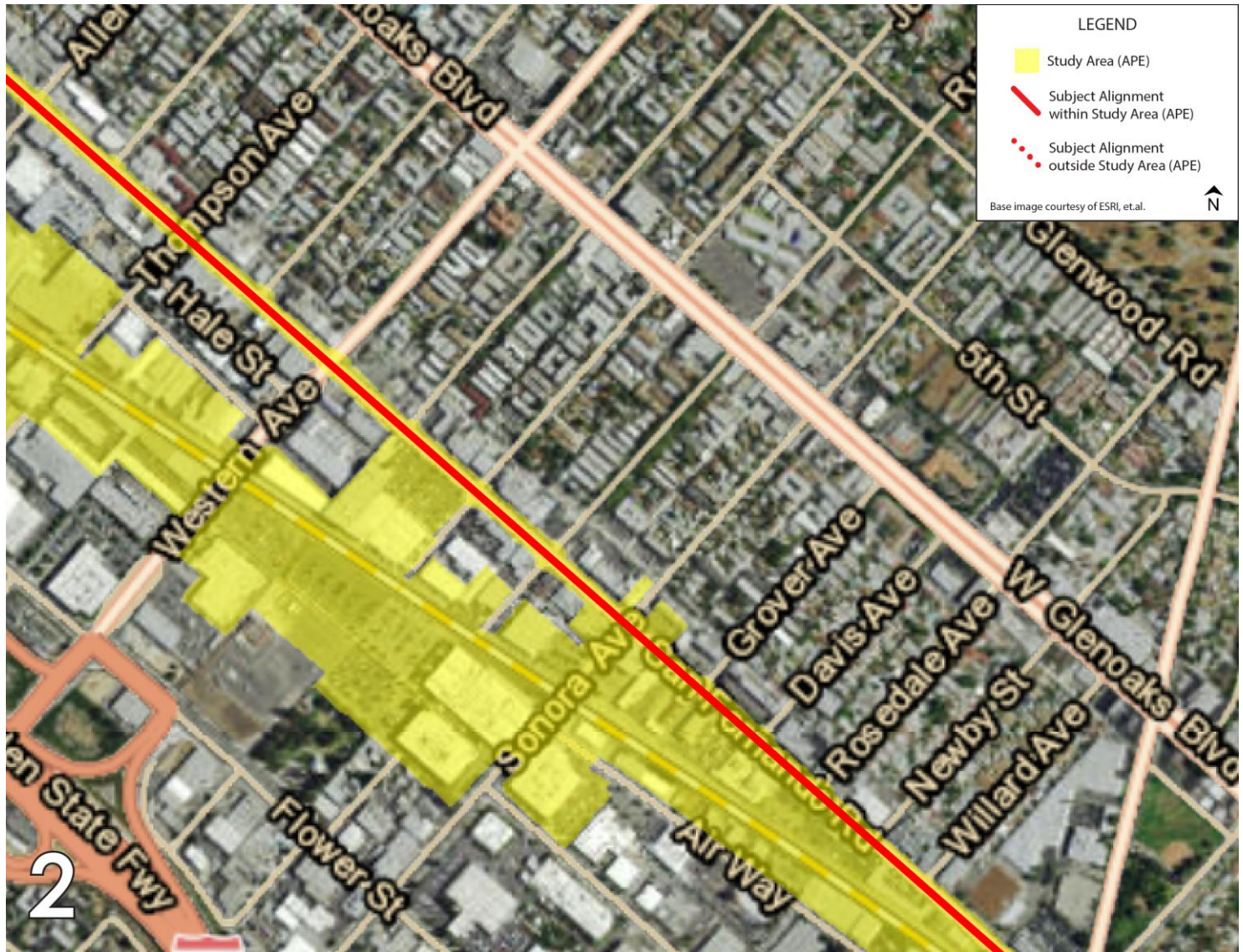
Sketch Map Page 1



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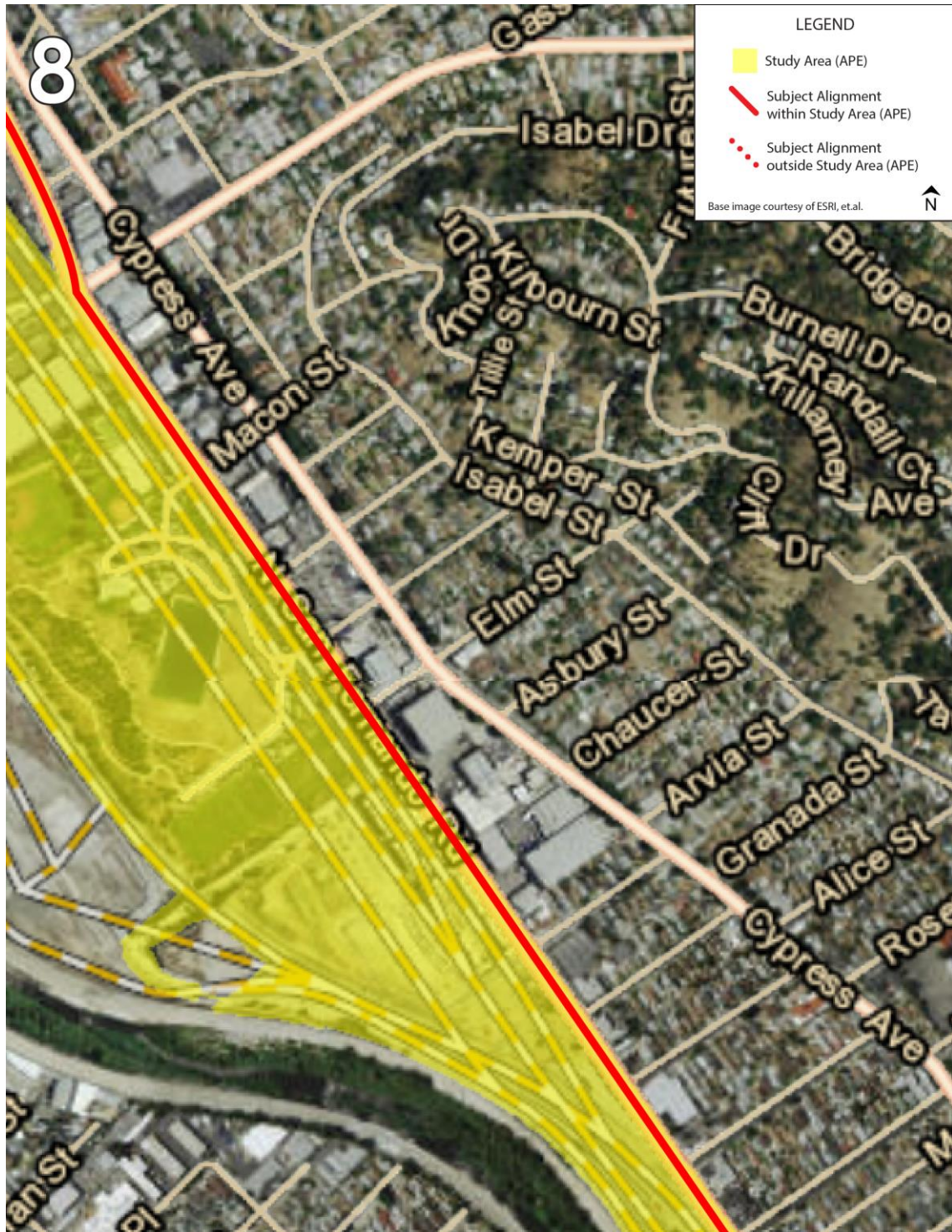
Sketch Map Page 7



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Sketch Map Page 8



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B12. References

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19-188007

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

Primary # _____
HRI# _____
Trinomial _____

Page 1 of 6 * Resource Name or # (Assigned by recorder) San Fernando Road

P1. Identifier: San Fernando Road

*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 Hollywood & Los Angeles Date 1981 & 1994 T 1S ; R 13W ; NA 1/4 of Sec. NA ; SB B.M.
c. Address Not Applicable City Glendale and Los Angeles Zip NA
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)

Alignment of a segment of San Fernando Road between Glendale Avenue (Glendale) and Elm Street (Los Angeles); Northeast of the Los Angeles River and adjacent to the Southern Pacific/Union Pacific Railroad alignment.

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

Urban roadway, multiple lanes, extending (in total) from Main Street in Downtown Los Angeles; along present-day Ave. 20; continuing northwest as San Fernando Road; extending to Simi Valley and Castaic. Also associated with the "Old Road" (Old Ridge Route) and the original alignments for U.S. Highway 99 and U.S. Highway 6.

*P3b. Resource Attributes: (List attributes and codes) HP-37 (Highway/Trail)

*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 #) On file, McKenna et al., Whittier, California

*P6. Date of Construction/Age and Source

☒ Historic ☐ Prehistoric ☐ Both
1880's to Present Day

*P7. Owner and Address:
City of Los Angeles and City of Glendale
N/A (see Public Works)

*P8. Recorded by: (Name, affiliation, and address)

Jeanette A. McKenna (McKenna et al.)
6008 Friends Avenue
Whittier, California 90601-3724
(562) 696-3852 (562) 693-4059 FAX

*P9. Date Recorded: Oct. 10, 2006

*P10. Survey Type: Phase I Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none".) McKenna, Jeanette A. (2006) - Results of a Phase I Cultural Resource Investigation for the Proposed Los Angeles Department of Water and Power Taylor Yard Park Water Recycling Project. Located in the Glendale and Glassell Park Areas of Los Angeles County, California. On file, McKenna et al., Whittier, California.

*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): Sketch Map

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

Primary # _____
HRI# _____
Trinomial _____

Page 2 of 6

* Resource Name or # (Assigned by recorder) San Fernando Road

L1. Historic and/or Common Name: Old Road/San Fernando Road

- L2. a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation: SR-99/SR-6
b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area has been field inspection on a Location Map.)

Approximately 2 miles of road between Glendale Avenue and Elm Street, Glendale and Los Angeles (Glassell Park).

- L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

Historic alignment of San Fernando Road, originally established in the 1880s and continuously improved, as needed. Currently identified as a multi-lane roadway in an urban setting.

- L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. Top Width _____
b. Bottom Width _____
c. Height or Depth _____
d. Length of Segment 2 mi.+

L4e. Sketch of Cross-Section (include scale) Facing:

Cross-section not available

- L5. Associated Resources:

Van de Kamp's Bakery; associated
Capitol Records Building; numerous other
historic period structures

- L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate): Urban Setting

L8a. Photograph, Map or Drawing

See attached figures

- L7. Integrity Considerations: Historic integrity lost; alignment intact.

L8b. Description of Photo, Map, or Drawing
(View, scale, etc.) On file, McKenna
Et al., Whittier, California.

- L9. Remarks: Alignment to be impacted by
proposed pipeline construction; possible
historic archaeological resources in
Area.

- L10. Form Prepared by (Name, affiliation, and address)

Jeanette A. McKenna (McKenna et al.)
6008 Friends Avenue
Whittier, California 90601
(562) 696-3852 (562) 693-4059 FAX

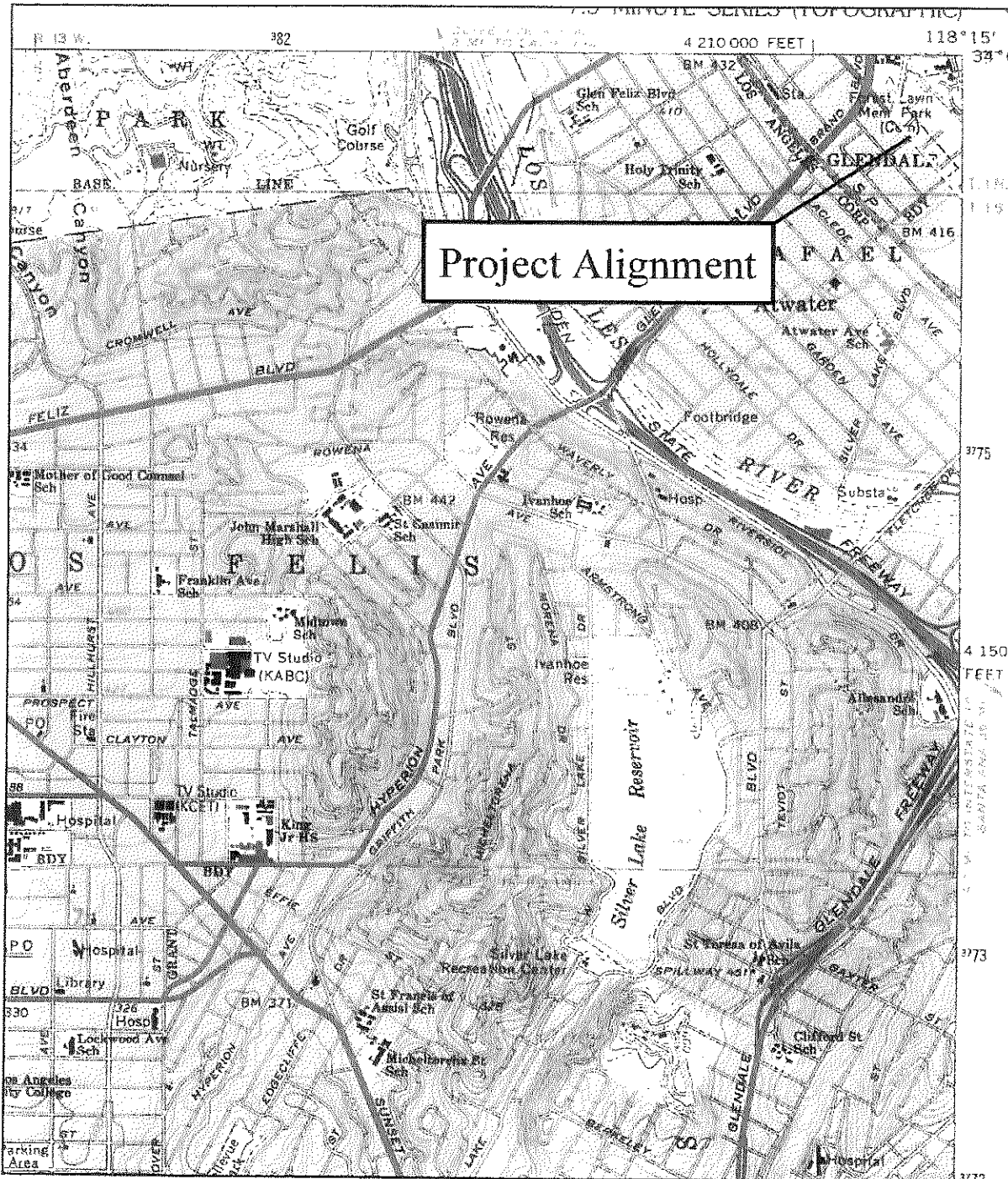
- L11. Date: October 10, 2006

19-188007

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

Primary # _____
HRI# _____
Trinomial _____

Page 3 of 6 * Resource Name or # (Assigned by recorder) San Fernando Road
*Name of Map: USGS Hollywood *Scale: 1:24000 *Date of Map 1981

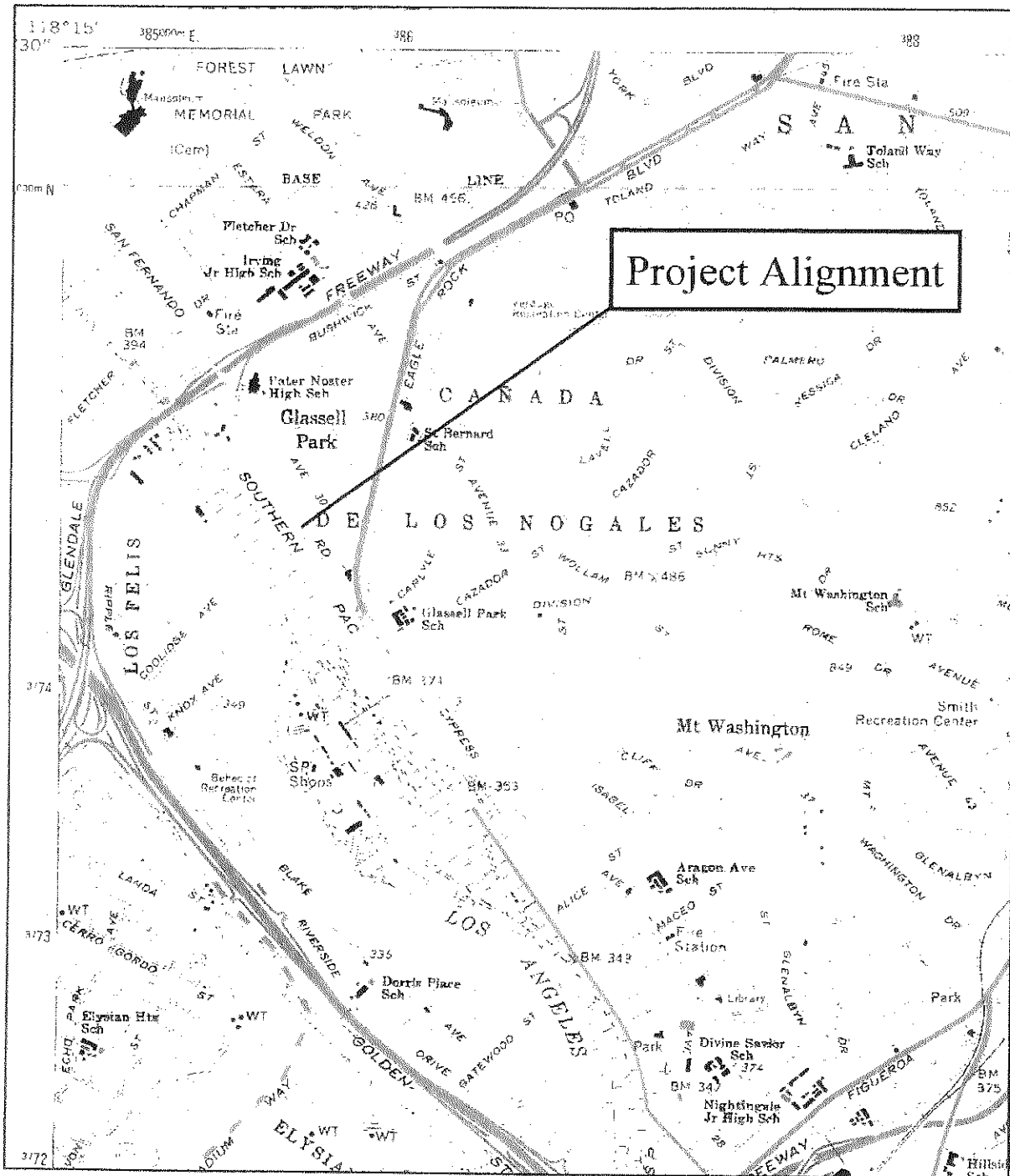


19-188007

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

Primary # _____
HRI# _____
Trinomial _____

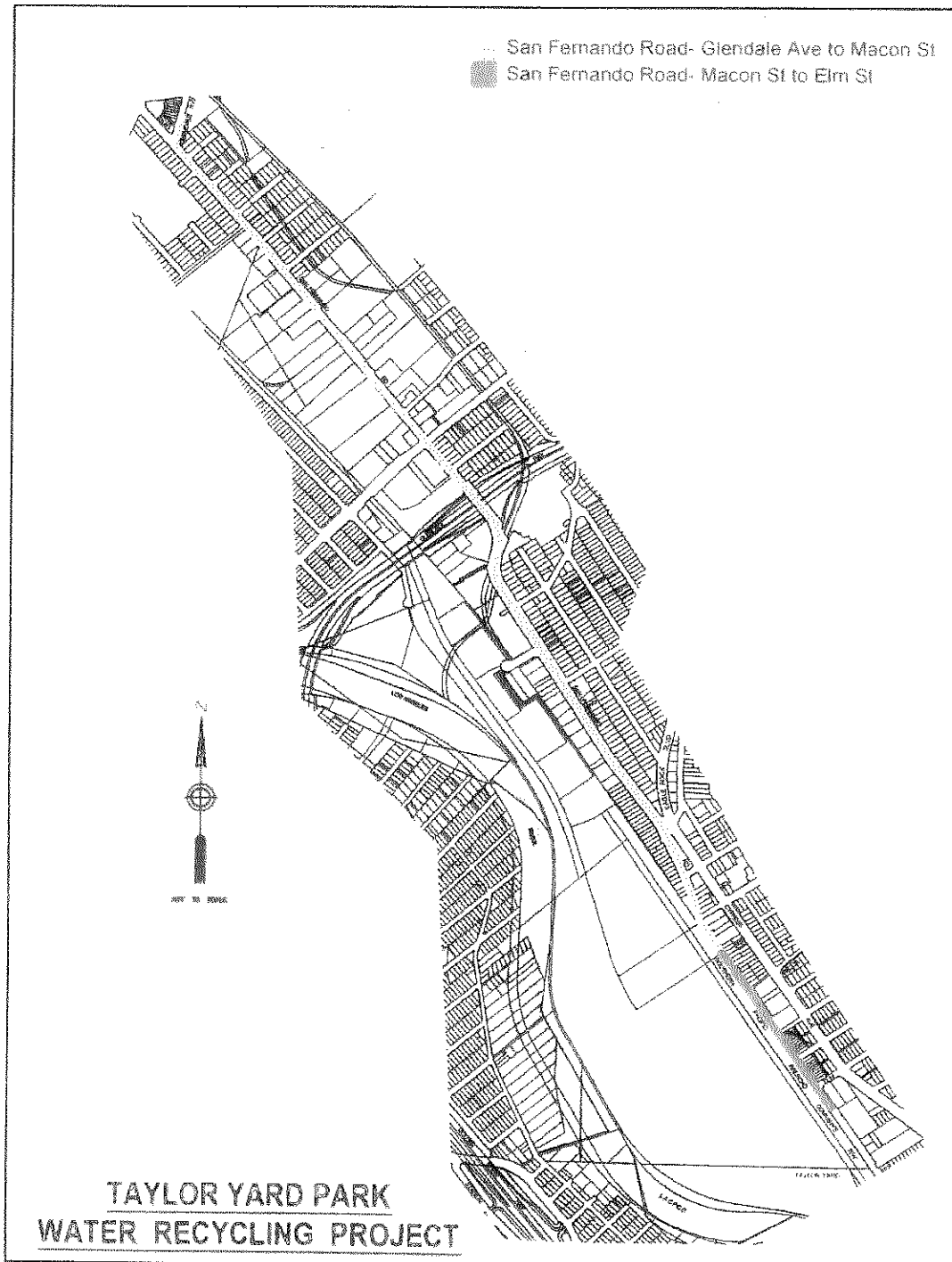
Page 4 of 6 * Resource Name or # (Assigned by recorder) San Fernando Road
*Name of Map: USGS Los Angeles *Scale: 1:24000 *Date of Map 1994



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

Primary # _____
HRI# _____
Trinomial _____

Page 5 of 6 * Resource Name or # (Assigned by recorder) San Fernando Road
*Name of Map: Taylor Yard Park Project *Scale: (No Scale) *Date of Map 2006



19-188007

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

Primary # _____
HRI# _____
Trinomial _____

Page 6 of 6 * Resource Name or # (Assigned by recorder) San Fernando Road

San Fernando Road is described (www.answers.com) as:

... a major street in the city and county of Las Angeles ... San Fernando Road passes through the Sylmar district of Los Angeles and the City of San Fernando ... It enters the City of Glendale ... closely follows that Los Angeles River through the Atwater Village and Glassell Park neighborhoods. San Fernando Road ends at Figueroa Street, where it becomes Avenue 20, and it finally ends at Main Street, northeast of Downtown Los Angeles.

Prior to the construction of Interstate 5, San Fernando Road was old U.S. Highway 99 and U.S. Highway 6 ... it was re-signed as Business Interstate 5 ... Today, San Fernando Road is used as an alterantive to the congested 5 Freeway between Lincoln Heights and the Newhall Pass ...

It should be noted that San Fernando Road, itself, is an historic roadway, dating to the 1880s and likely earlier (as a wagon road or foot path between Los Angeles and San Fernando). A review of historic maps confirmed the presence of San Fernando Road in 1896 and 1900. These two maps also illustrated the presence of structures along San Fernando Road, suggesting a potential for historic archaeological resources.

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

Primary # P-19-188007

HRI #

Trinomial

NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 21

*Resource Name or #: P-19-188007 (San Fernando Road)

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 and Date: Oat Mountain (1952, rev. 1969), San Fernando (1966, rev. 1988), Van Nuys (1966, rev. 1972), Burbank (1966, rev. 1972), Hollywood (1966, rev. 1981), and Los Angeles (1966, rev. 1981) T 1S, 1N, 2N, 3N; R 13W, 14W, 15W, 16W; ¼ of ¼ of Sec unsectioned; S.B.B.M.

c. Address:

City:

Zip:

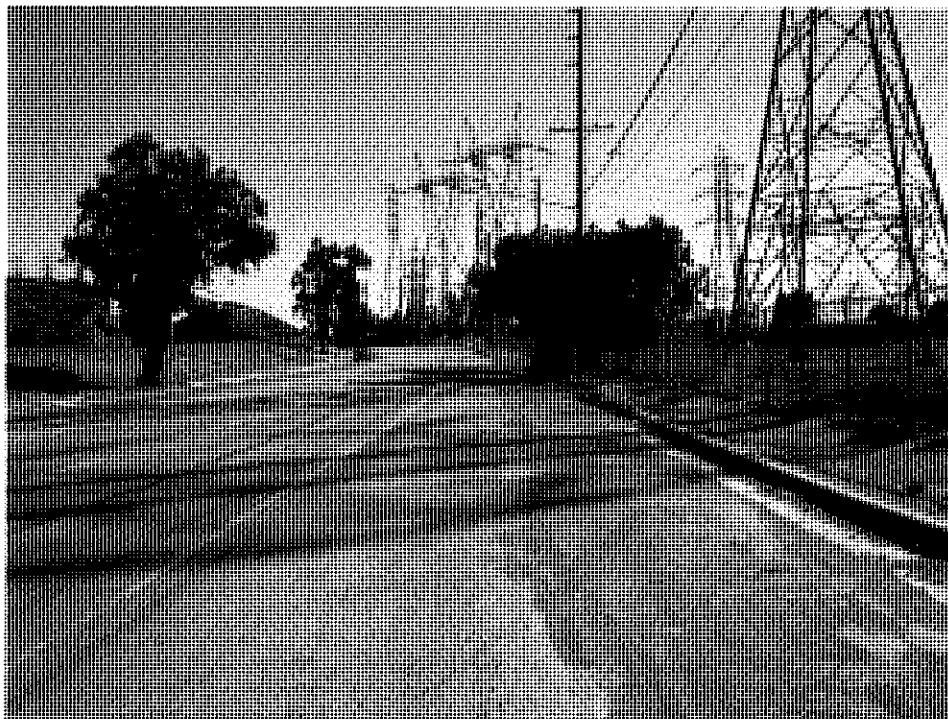
d. UTM: Zone:

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
San Fernando Road extends from Sierra Highway to its terminus at North Main Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The resource includes four segments (A-D) of the multi-lane, historic San Fernando Road which traverses the cities of Los Angeles, San Fernando, Burbank, and Glendale. A segment of the road was first recorded in 2006 (McKenna, 2006). The road currently extends from Sierra Highway to its terminus at North Main Street in Los Angeles. San Fernando Road was a major thoroughfare in southern California from at least the 1870s to 1963. In the 1920s, the road became part of U.S. Highway 99, which extended from the Mexican border to the Canadian border. The highway was decommissioned in the 1960s when I-5 was constructed. In 1993 California passed a resolution recognizing the roadway as historically significant and important to the development of the state and allowing for sections to be designated as "Historic U.S. Highway 99."

*P3b. Resource Attributes: (List attributes and codes) HP38: highway

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



P5b. Description of Photo: (View, date, accession #) Overview of San Fernando Road just south of Balboa Blvd, view to the southeast; December 7, 2011, Img_547.

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

*P7. Owner and Address:

Los Angeles County

*P8. Recorded by: (Name, affiliation, and address)

C. Ehringer, ESA

626 Wilshire Boulevard, Suite 1100
Los Angeles, California 90017

*P9. Date Recorded:

December 7, 2011

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Ehringer, Candace, and Michael Vader, *Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project: Phase I Cultural Resources Assessment*, prepared for the Santa Clarita Valley Sanitation District, prepared by Environmental Science Associates, January 2013.

*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):

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 21

*NRHP Status Code 3S

*Resource Name or # (Assigned by recorder) P-19-188007 (San Fernando Road)

B1. Historic Name: San Fernando Road/ Avenue 20

B2. Common Name: San Fernando Road

B3. Original Use: Transportation

B4. Present Use: Transportation

*B5. Architectural Style: industrial

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

1870s - First cleared

1896 - Portions macadamized

1910 - Los Angeles- Burbank section macadamized

1924 to 1926 - initial steps taken to widen and improve the road to its current condition within Glendale and Burbank

1927 to 1929 - 25 miles widened and paved with asphaltic concrete from Dayton Avenue (present-day North Figueroa Street) to Newhall Pass

1991 - Burbank Media Center Mall constructed

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

Original Location:

*B8. Related Features: Bridges CA53C-0226, CA53C-0300, and CA53C-0302

B9a. Architect: unknown

b. Builder: multiple

*B10. Significance: Theme: Transportation

Area: Los Angeles County

Period of Significance: ca. 1924-1963

Property Type: Road/Highway

Applicable Criteria: A/1

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

San Fernando Road extends from Sierra Highway to its terminus at North Main Street in Los Angeles. The road was first recorded in 1871, although the name of the road is mentioned at least as early as 1863 in Los Angeles newspapers (Los Angeles Star, 1863; Yamada, 2002). Prior to that, the road was likely a route used by Native American groups and, later, Spanish explorers who passed through the area traveling between Mexico and Northern California. When the road was recorded during the "Great Partition of 1871," the court ordered San Fernando Road remain a public road indefinitely (Yamada, 2002).

The road, not more than a dirt trail at the time, was first cleared and packed by Remi Nadeau, to facilitate the transport of silver ore wagons from Owens Valley to Los Angeles) in the 1870s. (Roderick, 2001: 40; West Adams Heritage Association, 2012).

(see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP38:highway

*B12. References: (see continuation sheet)

B13. Remarks:

(Sketch Map with north arrow required.)
See attached map

*B14. Evaluator: C. Ehringer

*Date of Evaluation: May 2012

(This space reserved for official comments.)

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

Primary # P-19-188007
HRI #
Trinomial

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Resource Name or #: (Assigned by recorder) P-19-188007 (San Fernando Road)

L1. Historic and/or Common Name: San Fernando Road

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Segments A-D

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) Segment A extends from the northern terminus of San Fernando at Sierra Highway to the northern end of Truman Street. Segment B extends from the southern end of Truman Street to North Lincoln Street/Victory Place (presently referred to as North San Fernando Boulevard at this location). Segment C extends from Allen Avenue to Goodwin Avenue (at this point the historical route of San Fernando Road doglegged along present-day Los Angeles Street and Garfield Avenue). Segment D extends from Garfield Avenue to its terminus at North Main Street.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The resource includes four segments (A-D) of the multi-lane, historic San Fernando Road which traverses the cities of Los Angeles, San Fernando, Burbank, and Glendale.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width:

b. Bottom Width: varies from 55-65 feet in width

c. Height or Depth:

d. Length of Segment: Segment A: 4.35 miles;
Segment B: 8.05 miles; Segment C: 2.99 miles;
Segment D: 4.5 miles

L5. Associated Resources:

Bridges CA53C-0226, CA53C-0300, and CA53C-0302

L4e. Sketch of Cross-Section (include scale) **Facing:**

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) The resource traverses urban areas of the cities of Burbank, Glendale, and Los Angeles.

L7. Integrity Considerations: The alignment of San Fernando Road has changed little in the past 90 years and the setting remains largely industrial/commercial.

L8a. Photograph, Map or Drawing:



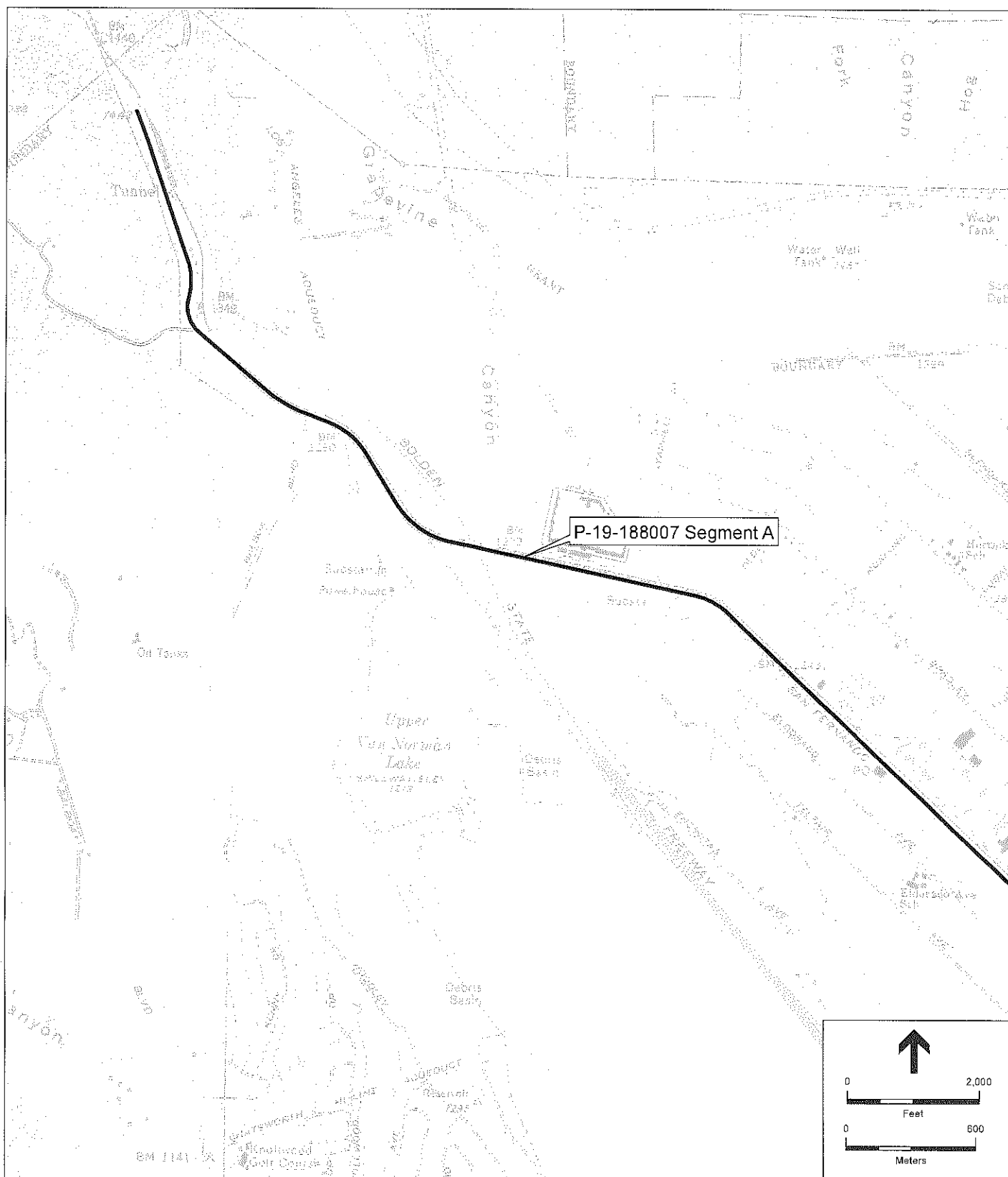
L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
San Fernando Road at Ratner, view to the southeast

L9. Remarks:

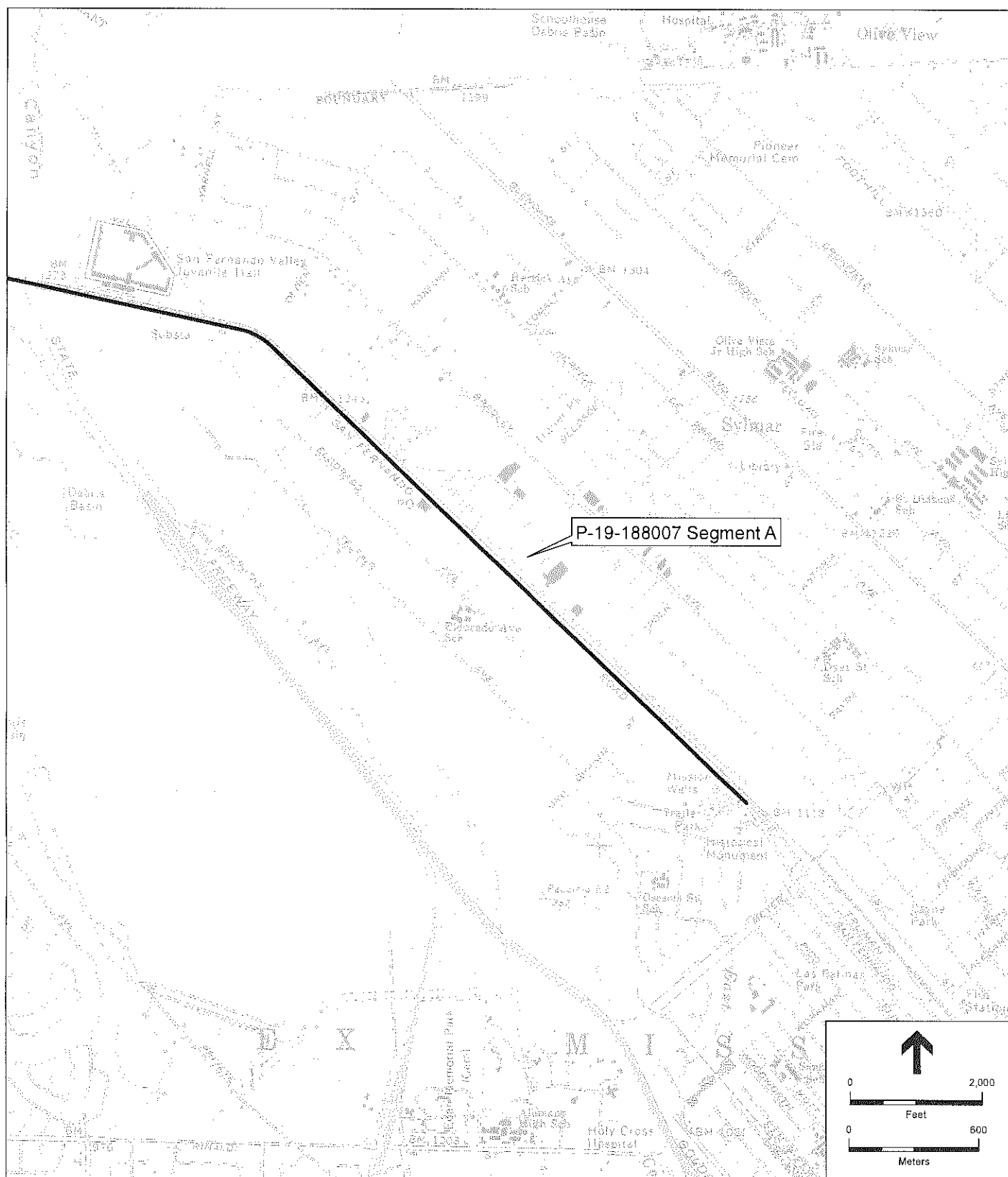
L10. Form Prepared by: (Name, affiliation, and address)
M. Vader
ESA
626 Wilshire Boulevard, Suite 1100
Los Angeles, California 90017

L11. Date: January 7, 2013

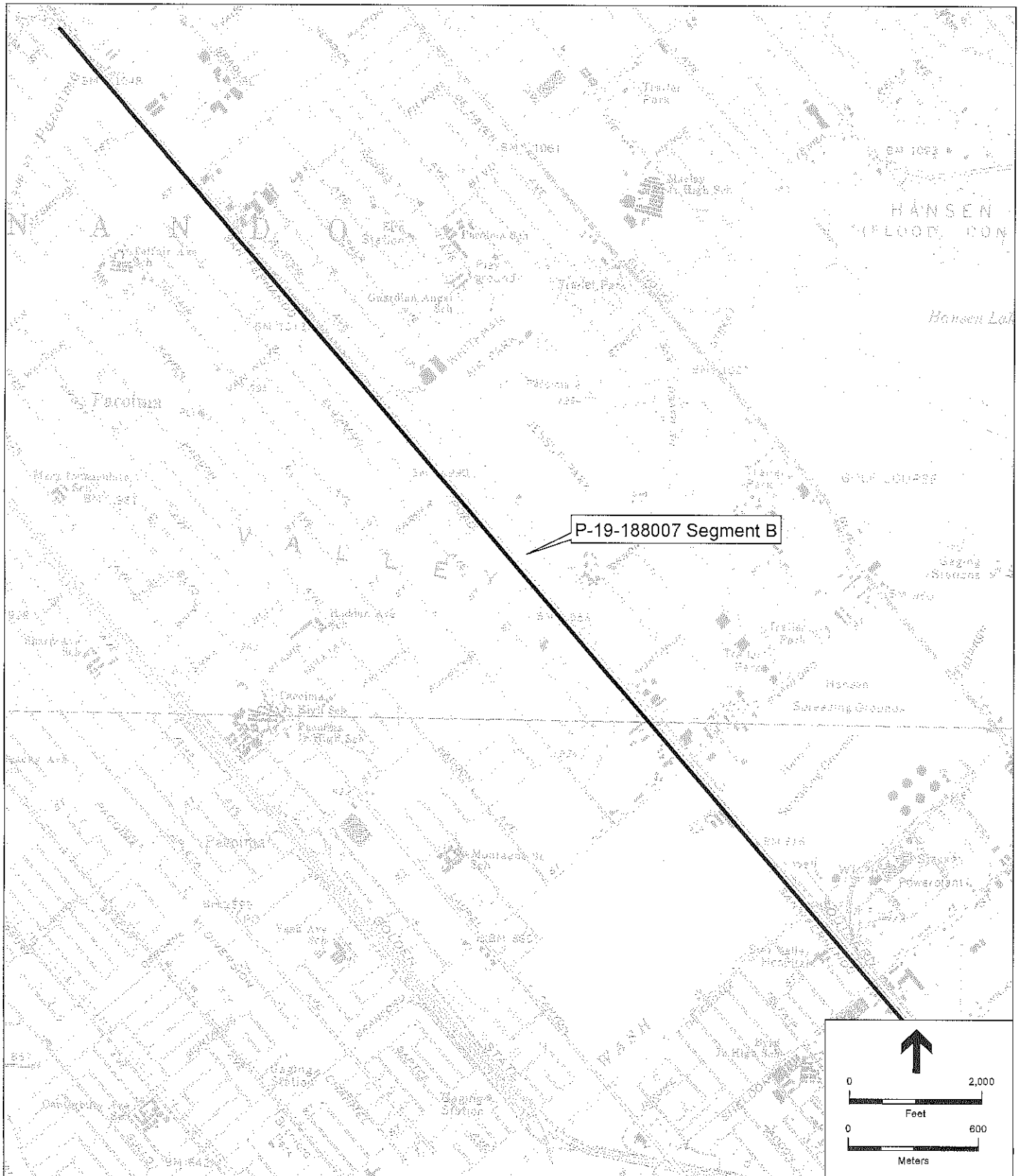
LOCATION MAP



LOCATION MAP



LOCATION MAP



LOCATION MAP

Trinomial

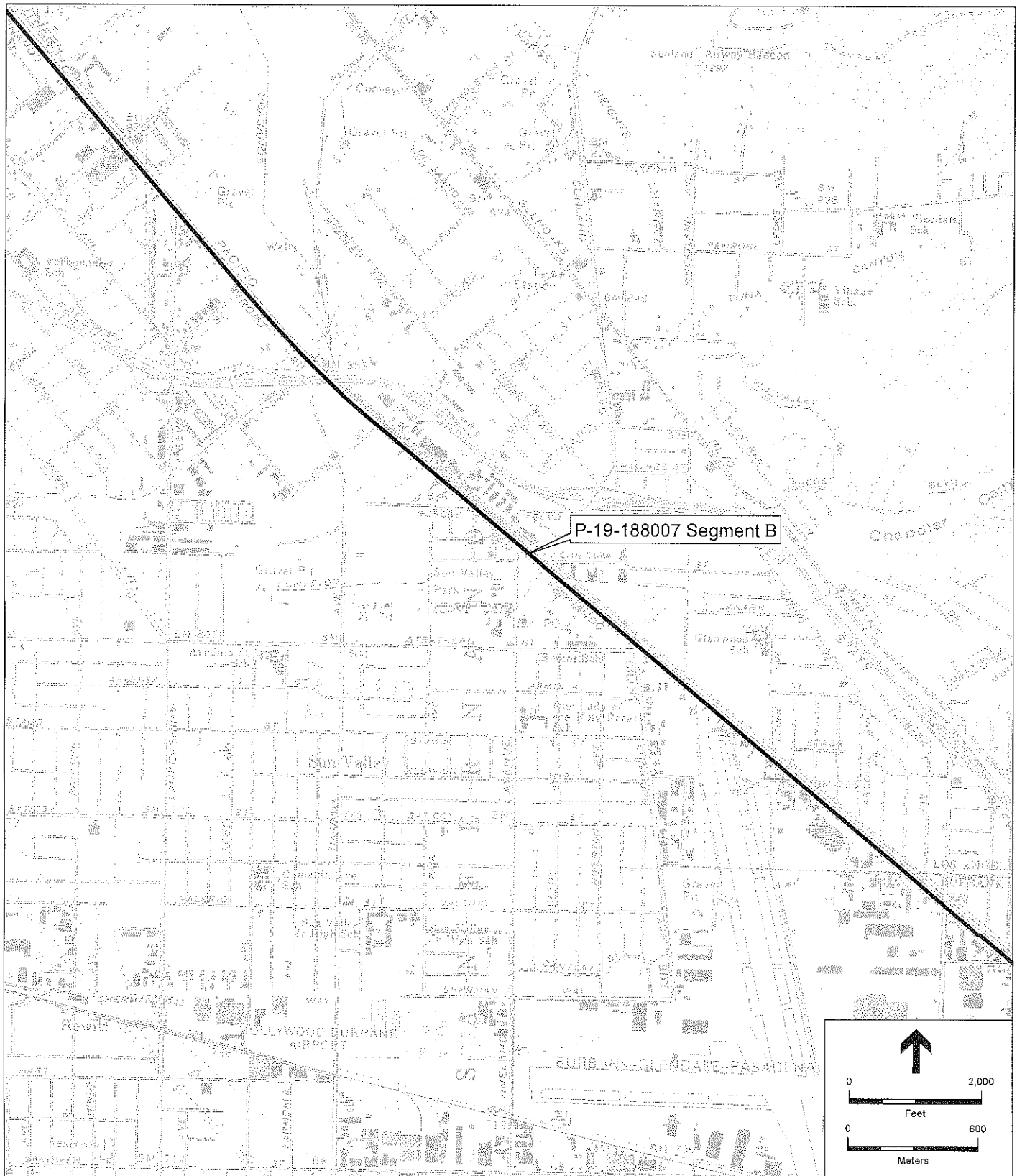
Page 7 of 21

* Resource Name or Number: P-19-188007 Segment B

*Map name: Van Nuys and Burbank

*Scale: 1:24000

*Date of Map: 1972, Photorevised 1978



LOCATION MAP

Trinomial

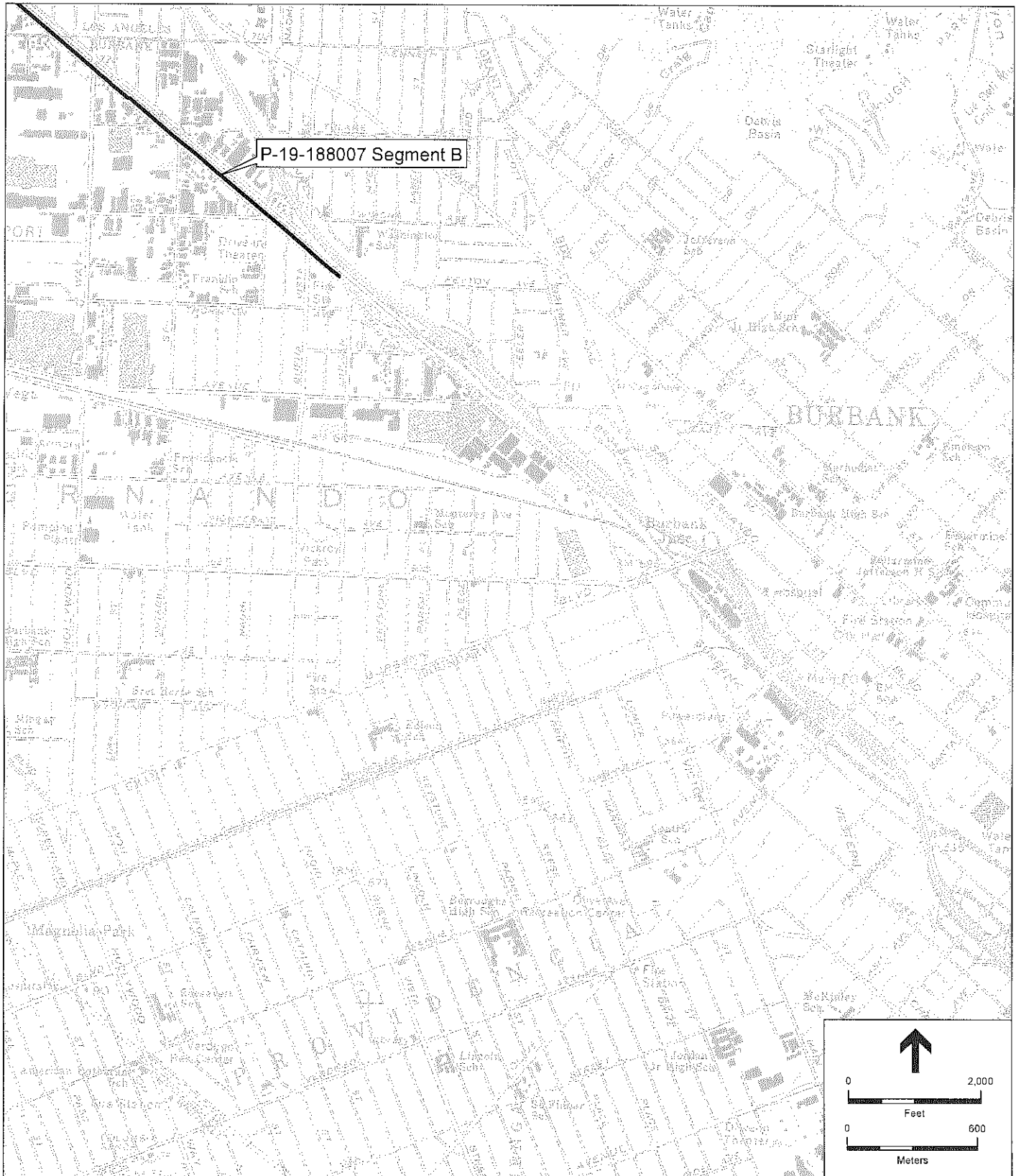
Page 8 of 21

* Resource Name or Number: P-19-188007 Segment B

*Map name: Burbank

*Scale: 1:24000

*Date of Map: 1972, Photorevised 1978



LOCATION MAP

Trinomial

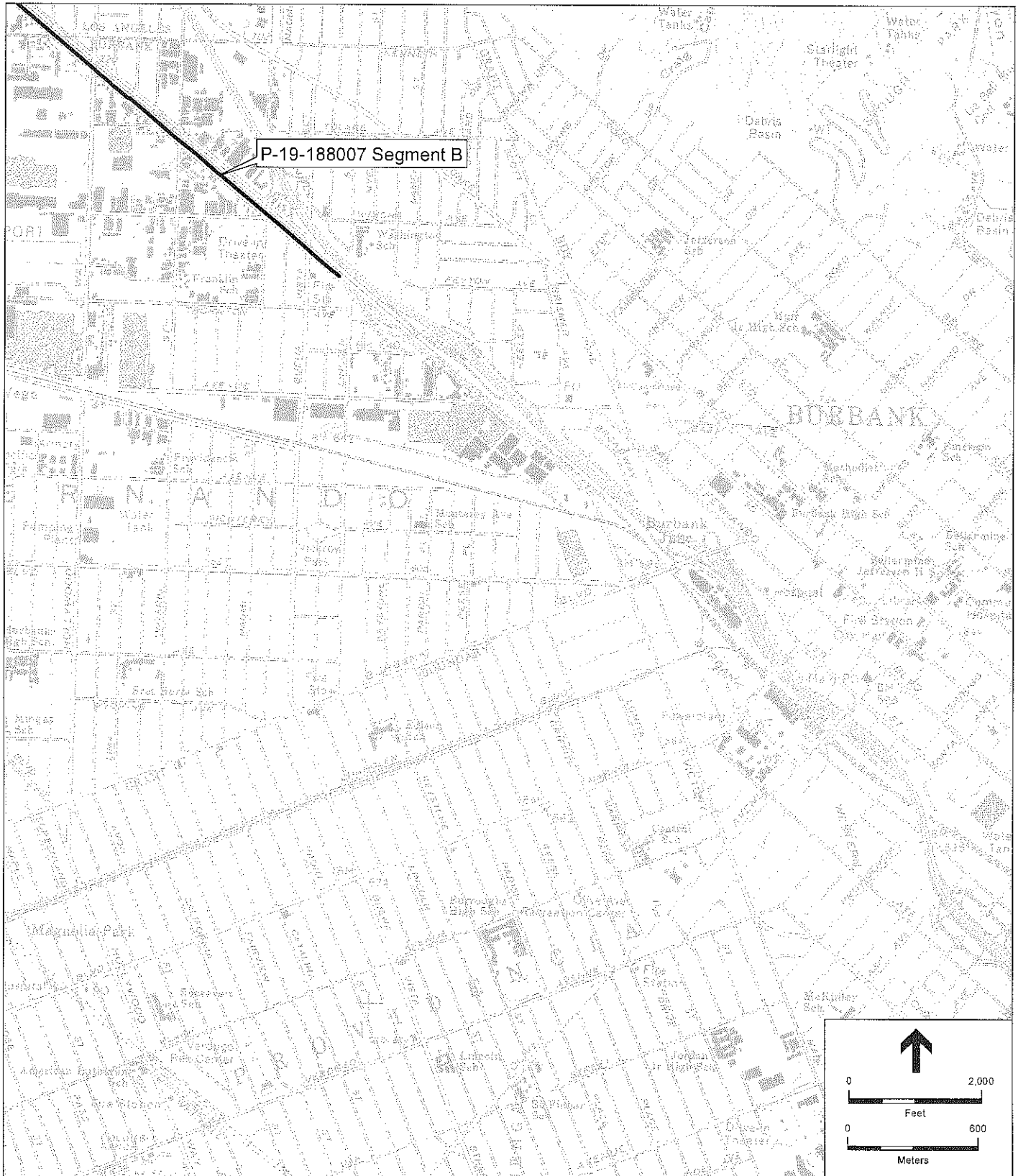
Page 8 of 21

* Resource Name or Number: P-19-188007 Segment B

*Map name: Burbank

*Scale: 1:24000

*Date of Map: 1972, Photorevised 1978



LOCATION MAP

Trinomial

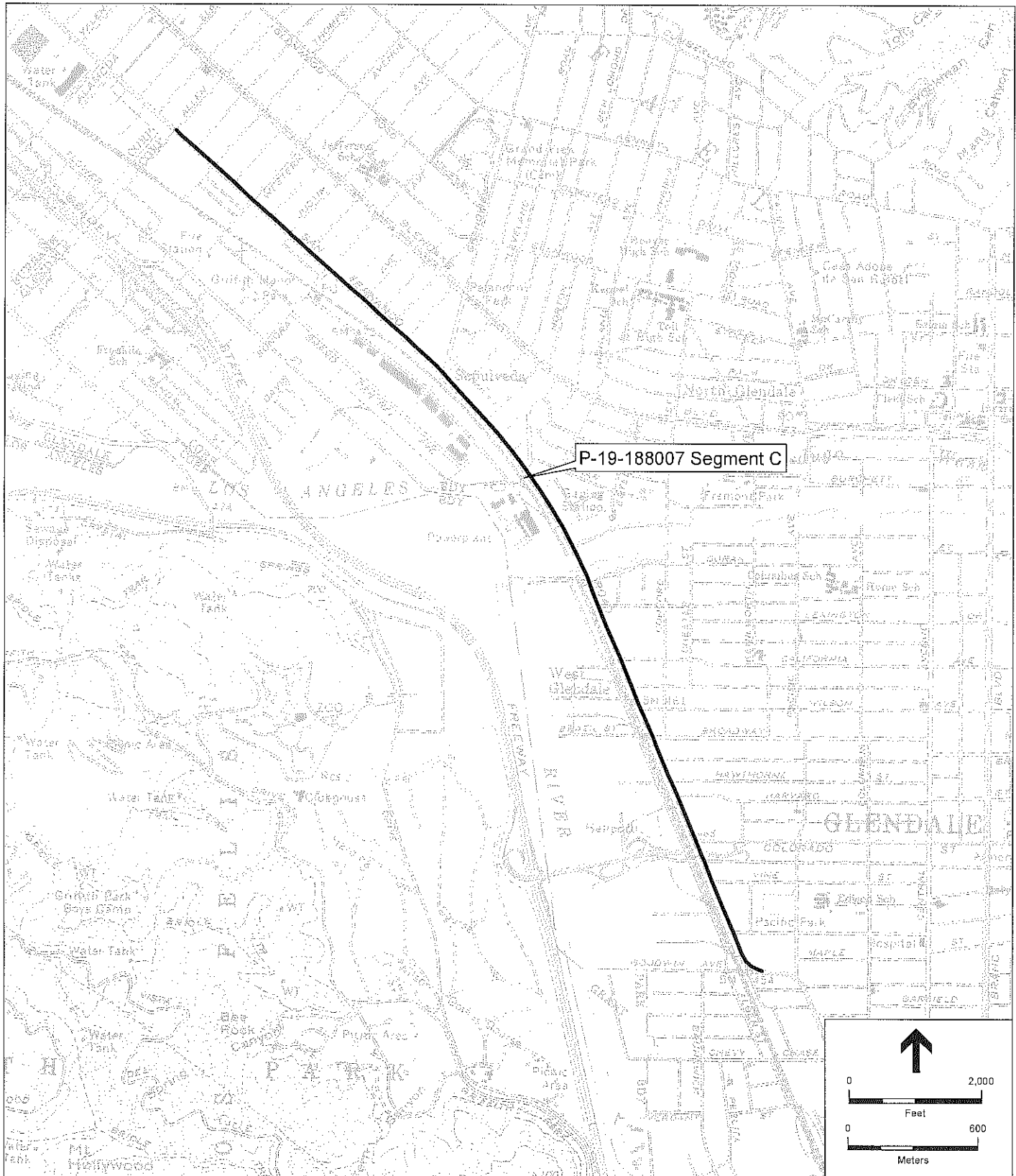
Page 9 of 21

* Resource Name or Number: P-19-188007 Segment C

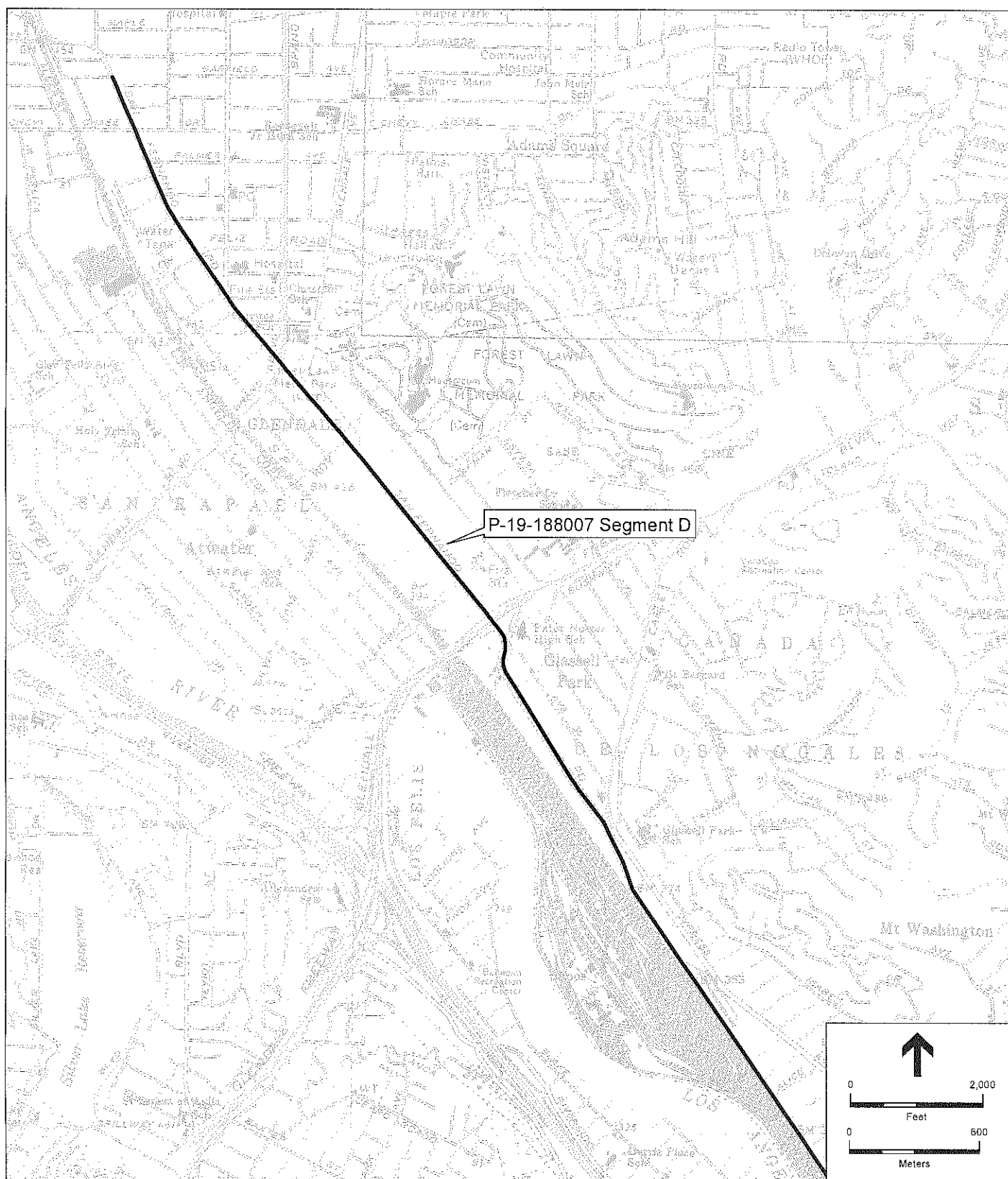
*Map name: Burbank

*Scale: 1:24000

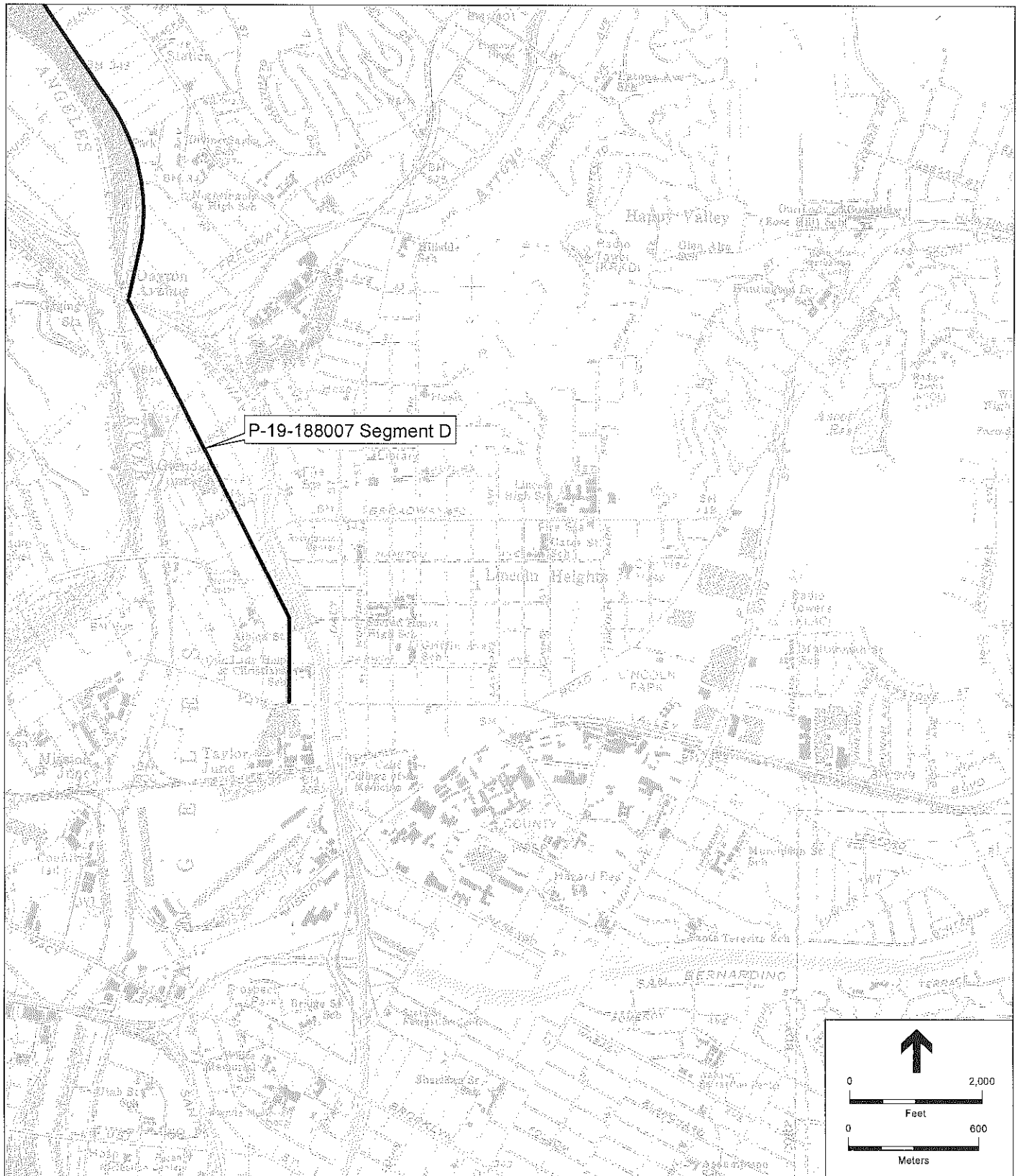
*Date of Map: 1972, Photorevised 1978



LOCATION MAP



LOCATION MAP



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

Primary # P-19-188007
HRI#
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*Resource Name or # (Assigned by recorder) P-19-188007 (San Fernando Road)

*Recorded by: C. Ehringer

*Date: December 7, 2012 ■ Continuation □ Update

***B10. Significance:**

By 1890, the unpaved roadway was one of the most frequently used routes in Los Angeles County. Its upkeep was of concern to area residents, who relied on it for transporting agricultural products from the valley to city markets (Sherer, 1890; LAT, 1892a). The portion within the city limits of Los Angeles was perhaps the worst-kept part of the route. By July of 1892, several improvements had been made. The road was widened and holes filled. Also, an agreement was struck between the County of Los Angeles and residents to sprinkle the road - the County would sprinkle, if residents supplied the water (LAT, 1892b; 1892c).

The state of the road continued to improve and by 1896 newspaper accounts were declaring San Fernando Road "one of the best in the district" (LAT, 1896). The road was touted as one of the best for cycling from Los Angeles to Burbank, and at least part of it had been macadamized (LAT, 1897). Macadamization was named after John Loudon MacAdam, a Scotsman who invented the process circa 1820. The first macadam road in the United States was constructed in 1823 (curbstone, 2009). These roadbeds were built by laying down large, then medium, and then small crushed, angular rocks. Water was often used as a binder, though asphalt could be used as well. Macadamized roads drained well, meaning wagons were less likely to get stuck in the mud. Their smoother surface also required less horse power. Farming became more productive and profitable in areas with macadamized roads (McNichol, 2005: 30; Stilgoe, 2001). Bicyclists preferred them as well.

However, as one of the most used roads in the county, San Fernando Road required constant maintenance and improvement to keep pace with increased traffic as Southern California's population grew. The segment of San Fernando Road within the city limits remained the worst-kept portion (Goode, 1903). In a 1905 letter to the Los Angeles Times, Mr. Eshelman noted "perhaps no other public road entering the city is so extensively used." Trade between the San Fernando Valley and Los Angeles relied on this route. The author reported, "One morning seventy-three wagon loads of melons came into the city over this road" (Eshelman, 1905). A more permanent solution than gravel was needed to keep the traffic (and commodities) flowing.

In 1904, Jim Hanley was elected Street Superintendent for the City of Los Angeles, in part because during his previous tenure as Los Angeles County Supervisor (1892 to 1902), he had built San Fernando road into "one of the finest roadbeds in the State" transforming a dusty track into a fine road using decomposed granite for roadbed (LAT, 1904a). Hanley, known as the "road builder," was needed to improve streets throughout the City of Los Angeles, as he had done for the county (Los Angeles Herald, 1905).

By 1908, plans were underway to improve roads throughout Los Angeles County with macadam or asphalt (LAT, 1908; 1910a; 1914a). The completion of San Fernando Road, over which "San Fernando Valley products are nearly all brought to Los Angeles by team... will interest more people directly than almost any other piece of work" (LAT, 1910b). Improvement of San Fernando Road would allow for increased travel and trade (Wilson, 1910). By December 1910 almost all of San Fernando Road from Los Angeles to Burbank had been paved, using crushed rock from the Pacoima quarry (LAT, 1910c; 1910d). The macadam center was to be 16 feet wide, but that width was later found insufficient and modified to 20 feet wide. The entire project was completed by 1914, with San Fernando Road being the most costly roadway improved at \$528,599 (LAT, 1914a).

Despite these improvements, by November 1911 some portions of San Fernando Road were already undergoing repairs, specifically in Los Angeles and from the city limits to Burbank (LAT, 1911). These repairs must have been successful because by November of 1912, San Fernando Road was being advertised as "an excellent macadam driveway extending from Los Angeles through the entire valley" (LAT, 1912).

This road remained the choice of transport for valley farmers to get their product to Los Angeles, as shipment by rail was more costly. The recent creation of an auto trucking industry also cut costs and allowed farmers to remain in the fields while someone else transported their goods to market overnight. The city was thus provided with the freshest produce, and the farmer could command the highest prices (LAT, 1912). During the same timeframe, San Fernando Road was chosen by gas and oil companies to convey natural resources from the San Joaquin Valley to the City of Los Angeles. Pipelines had been laid within the street right-of-way. These main pipelines would also serve growing communities north of Los Angeles, such as Burbank (LAT, 1912).

Prior to about 1910, most waterways along the road were not spanned by bridges. Intermittent watercourses, such as the Pacoima Wash, Tujunga Wash, and Verdugo Wash, were usually impassable during inclement weather, making travel along San Fernando Road difficult if not impossible during the wet season. The Los Angeles Times reported that "there are half a dozen channels through which a great deal of water runs just below the town of San Fernando and the washing out of the roadbed here has often tied up traffic for several days" (LAT, 1910b). Bridges were the much-needed solution that would keep San Fernando Road open year-round.

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

Primary # P-19-188007
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*Resource Name or # (Assigned by recorder) P-19-188007 (San Fernando Road)

*Recorded by: C. Ehringer

*Date: December 7, 2012 ■ Continuation □ Update

***B10. Significance:**

By 1910, several wooden pile trestle bridges with concrete abutments had been completed on San Fernando Road (LAT, 1910e). A concrete bridge had also been proposed for crossing the Verdugo Wash. This bridge would remove "one of the bad spots on the much-traveled thoroughfare to the north" (LAT, 1910b). These bridges would put an end to the "perilous fording of washes" on one of the busiest routes in Los Angeles County (LAT, 1910f).

Of exception was the crossing of the Arroyo Seco at San Fernando Road (often referred to as Avenue 20 after crossing Arroyo Seco), where a bridge was already in place by 1904. The bridge was the main route of trade from the San Fernando Valley to Los Angeles. In 1904, 566 San Fernando Valley ranching teams passed over the San Fernando Road (Avenue 20) Bridge in a 24-hour period, compared to 80 over Cahuenga Pass and 40 over Avenue 26 (LAT, 1904b). The bridge was damaged by floods in 1909 and eventually replaced by a concrete two-span structure in 1913 (LAT, 1909), which survived the floods of 1914 and is still standing (LAT, 1914b; Sachse, 1920: 220).

About ten years later, the call to widen and improve San Fernando Road was again heard, as the road remained the major business route from Los Angeles to the San Fernando Valley, as well as other points north (LAT, 1924a). The automobile had become the preferred mode of transport and the population of the region was increasing at a fast pace (Bottles, 1987: 58-59). "This highway, said to rival Harbor Truck Boulevard in tonnage carried, has been one of the most congested roads, and therefore one of the greatest obstacles, in the development of Northeastern Los Angeles" (LAT, 1927a). Petitions were circulated in December of 1923 urging agencies to widen the roadway to 60 feet, thereby relieving the congestion (LAT, 1923).

In 1924, the Los Angeles Times noted that the roadway was the original route from the north to Los Angeles and that it was too narrow to serve today's traffic. San Fernando Road's improvement was "essential to the intercommunity traffic of the valley as well as the flood of intercounty business northward from Los Angeles" (LAT, 1924b). Toward these improvements, the County appropriated \$60,000 for widening and paving the road within the city limits of Glendale. Burbank also began taking steps to widen and pave the segment of the roadway within its city limits, including the removal of a dangerous bend known as "Turkey Neck Curve" (LAT, 1924a; 1924c). However, work along the entire route would not be completed for several more years.

In August 1927, the Los Angeles City Council adopted the first of three ordinances required to proceed with widening and paving San Fernando Road from Dayton Avenue (present-day North Figueroa Street) to the Newhall Pass, a distance of 25 miles (LAT, 1927b). Completion of the project would "result in a wide, well-paved highway for the entire length of the San Fernando Valley, helping to develop the valley through making it more accessible by automobile" (LAT, 1928a). The total cost was projected to be \$1.2 million (LAT, 1928b). E. L. Fleming was awarded one contract worth \$578,331.01 and the George R. Curtis Paving Company another, valued at \$432,479 (LAT, 1928b).

The first section to be undertaken was between Burbank and the southern city limits of San Fernando, a distance of 6.8 miles. The existing pavement, which averaged about 22 feet in width, was widened to 55 feet. Both the street and shoulders were composed of an 8-inch-thick layer of asphaltic concrete (a mixture of asphalt and aggregate), chosen for its ability to withstand heavy traffic (LAT, 1928c).

The second section to be complete was the section from the northern city limits of San Fernando to the Newhall Pass. This portion of the road would be widened to 36 feet, with 5 foot gravel shoulders (LAT, 1928a). Contract for work was awarded in August 1928, with work to begin immediately (LAT, 1928d).

The final section, from Dayton Avenue to the Glendale city limits, had been held up by legal action by property owners (LAT, 1928e). It was completed in 1929 by contractor P.J. Akman. This portion was the final link in U.S. Highway 99, which had been designated in 1926 (LAT, 1929). U.S. Highway 99 extended from Mexico to Canada and was to become the "busiest truck route in the nation" (McWilliams, 1980).

Glendale widened and paved a 5-mile portion of San Fernando Road within the city limits in 1930 at a cost of \$223,000. Width of the new pavement varied from 62.5 to 66 feet and allowed the route to become "the fast traffic speedway for all motorists from San Fernando Valley en route to Los Angeles" (LAT, 1930). All of this work was successful and by 1949 the route continued as the main artery for traffic in Southern California, moving "more tonnage... by truck than over any other highway in the nation" (LAT, 1949).

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-19-188007
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*Resource Name or # (Assigned by recorder) P-19-188007 (San Fernando Road)

*Recorded by: C. Ehringer

*Date: December 7, 2012 ■ Continuation □ Update

***B10. Significance:**

Bridges carrying San Fernando Road over waterways were also in need of repair or replacement. The 1924 collapse of a wooden trestle bridge spanning the Arroyo Seco at Avenue 26 brought bridge rehabilitation to the fore. The wooden bridges were too narrow to accommodate widening efforts and unable to handle the weight of heavy, modern vehicular traffic (LAT, 1924d). One of the bridges identified for replacement was the San Fernando Road Bridge over the Pacoima Wash, whose collapse had been prevented by the installation of temporary posts. The new bridge would be 100 feet long and 40 feet wide. It would be placed so that a dangerous curve in the road would be eliminated, resulting in one of the few modifications made to the original alignment of San Fernando Road in its history (LAT, 1924e). The new concrete bridge was designed by John A. Griffin, City of Los Angeles, and constructed by Hogan Construction Company at a cost of \$37,500 (Caltrans, 2003a; LAT, 1926a).

Heavy rains in February of 1926 damaged the wooden trestle bridge that carried San Fernando Road across Tujunga Wash (LAT, 1926b). The bridge was repaired, but severely damaged again later that year by flooding in April (LAT, 1926c). However, the wooden bridge would not be replaced with a concrete bridge until the 1930s. In 1934, the San Fernando Road over Tujunga Wash was identified as one of 16 bridge projects to be funded by the Public Works Administration (LAT, 1934a). In 1935, the State opened bidding for the construction of the new bridge spanning the wash (LAT, 1935a). State and federal funds in the amount of \$225,000 were granted for its construction (LAT, 1935b). A contract from the State Department of Public Works was awarded to Griffith Company of Los Angeles in the amount of \$91,119 for the construction of a bridge on San Fernando Road across Tujunga Wash (LAT, 1935c). Replacement of the old bridge with a new, wider concrete bridge removed the last bottleneck impeding traffic along the widened San Fernando Road (LAT, 1936).

The existing San Fernando Road Bridge over Verdugo Wash was constructed part of a U.S. Army Corps of Engineers flood control project in the 1930s. After a disastrous flood on New Year's Day in 1934 took the lives of 30 individuals and caused \$5 million in damages, the Los Angeles County Flood Control District appealed to the Civil Works Administration for aid in controlling the Verdugo Wash run-off (LAT, 1934b; 1934c). The project was approved in 1935. Six miles of the existing Verdugo Wash conduit would be widened from 43 to 85 feet through Glendale to the washes' discharge into the Los Angeles River, just west of San Fernando Road (LAT, 1935d). Fernando Road Bridge over Verdugo Wash was completed in 1939.

Improvements were again needed to keep pace with the post-World War II boom. Seven miles of San Fernando Road from the city limits of San Fernando to Hollywood Way in Burbank needed to be widened to accommodate all the trucks (LAT, 1949). To alleviate the effects of truck traffic through the small San Fernando business district in 1952, the city completed Truman Street, parallel to San Fernando Road, and instituted one-way traffic through the area (LAT, 1964). But by 1958 the problem had gotten so bad that the City of San Fernando threatened to ban truck traffic entirely if the State did not help (LAT, 1958). Burbank had faced the same problem in 1943 and had re-routed truck traffic around the downtown business district (LAT, 1943). Glendale reported in 1956 that "truck traffic now on San Fernando has reached a virtual saturation point" (LAT, 1956). As in 1905, a more permanent solution was needed to keep the traffic (and commodities) flowing.

The solution was on the way – the Golden State Freeway (Interstate 5 [I-5]). The freeway was first proposed in 1953 and would extend from the Mexican border to the Canadian border, supplanting San Fernando Road (U.S. Highway 99) as the major inland thoroughfare in the region. The final San Fernando Valley section was completed in 1963 and the heyday of San Fernando Road came to an end (LAT, 1963). The City of San Fernando gladly welcomed two-way traffic through the City's business district again (LAT, 1964).

Most of the bridges within the San Fernando Road alignment required alterations to accommodate the widened roadway. The San Fernando Road Bridge over Pacoima Wash was improved in 1940, with assistance from the Works Progress Administration (LAT, 1940). The 1913 San Fernando Road Bridge over Arroyo Seco was modified in the late 1930s or early 1940s during the channelization of the Arroyo Seco when one of the two arch spans was backfilled (Caltrans, 2003a; Strauss et al., 2003). The San Fernando Road Bridge over Tujunga Wash was improved in 1951, possibly as part of the Tujunga Wash flood control project (LAT, 1950). Only the bridge over Verdugo Wash has not been altered since its original construction in 1939 (Caltrans, 2011).

In the late 1960s, 1970s, and 1980s, stretches of San Fernando Road were popular for cruising and drag racing (LAT, 1969; 1982; Chawkins, 1987; Nielsen, 1985; Stein 1979). In 1991, the Burbank Media Center Mall opened, which cut San Fernando Road in half. It is no longer a straight shot from Los Angeles to the Newhall Pass. Today, the road is about 25 miles long and is lined with commercial and light industrial businesses. The Metrolink tracks (former Southern Pacific Railroad tracks) run parallel to the route for about 60 percent of its length. Motorists often use the road as an alternative route for I-5 during busy commuting hours. As San Fernando Road remains a major thoroughfare in Los Angeles County, it continues to undergo improvement and modifications (City of Glendale, 2011; DPW, 2009).

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***B10. Significance:**

Evaluation

Resource P-19-188007 (San Fernando Road) is a historic-period road. As part of U.S. Highway 99, the roadway has been recognized historically significant and important to the development of the state (Assembly Concurrent Resolution No. 19, 1993). Research conducted as part of this assessment indicates that resource P-19-188007 (San Fernando Road) appears to be eligible for listing in the National Register and California Register at the state level. San Fernando Road was a major thoroughfare in southern California from at least the 1870s to 1963. Prior to the completion of I-5, the road was instrumental in the development of the City of Los Angeles and the San Fernando Valley, serving as a major transportation and trade route. Based on the 1993 resolution and the results of the archival research, San Fernando Road appears to be eligible for listing in the National Register and California Register under Criterion A/1 (associated with events that have made a significant contribution to the broad patterns of history) for its contribution to the development of the state of California, the City of Los Angeles, and the San Fernando Valley.

The resource does not appear to be eligible for listing in the National Register or California Register under Criteria B/2, C/3, or D/4. Research did not reveal that San Fernando Road is associated with any significant individuals. Therefore, this resource does not appear eligible for listing under Criterion B/2 as it is not associated with the lives of persons important in our past. The materials and construction style of this resource is consistent with typical construction of roadways, which consisted of asphaltic concrete. Therefore, this resource does not appear eligible for listing in the National Register or California Register under Criterion C/3 as it does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values. Nor does it appear to be eligible for listing in the National Register or California Register under Criterion D/4 as it is unlikely to yield information important in prehistory or history. For a resource to be considered eligible, it must maintain its integrity. The alignment of San Fernando Road has changed little in the past 90 years and, as such, the road maintains its integrity of location. In addition, the surrounding area has remained largely industrial/commercial and the road maintains its integrity of setting. Therefore, San Fernando Road appears to be eligible for the National Register and California Register under Criterion A/1 for its contribution to the development of California, the City of Los Angeles, and the San Fernando Valley. The period of significance for San Fernando Road has been defined as ca. 1924 to 1963, the date when initial steps were taken to widen and improve the road to its current condition to the date when I-5 was completed in the San Fernando Valley supplanting San Fernando Road as the major north-south thoroughfare.

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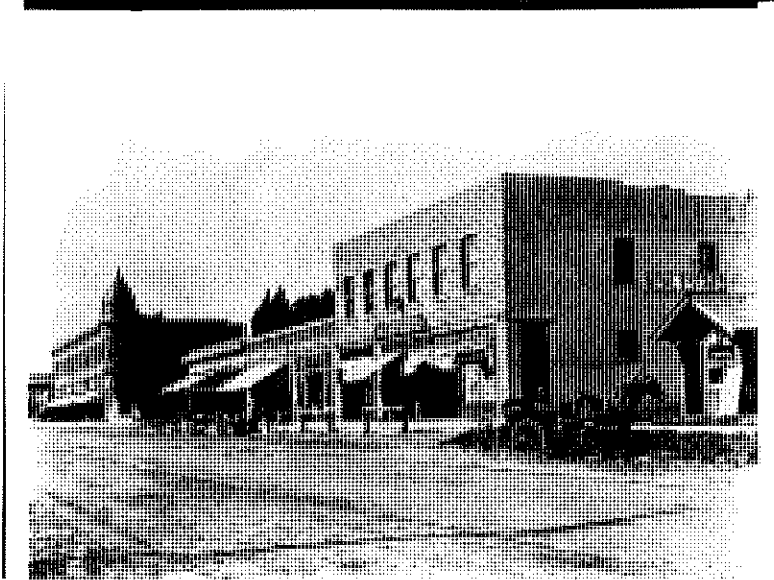
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L8a. Photograph, Map or Drawing :



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Unpaved San Fernando Road in Burbank, 1905
USC Digital Library - California Historical Society Collection



Gas line along San Fernando Road, 1910
CSUN Oviatt Library Digital Collection - San Fernando Valley History Digital Library

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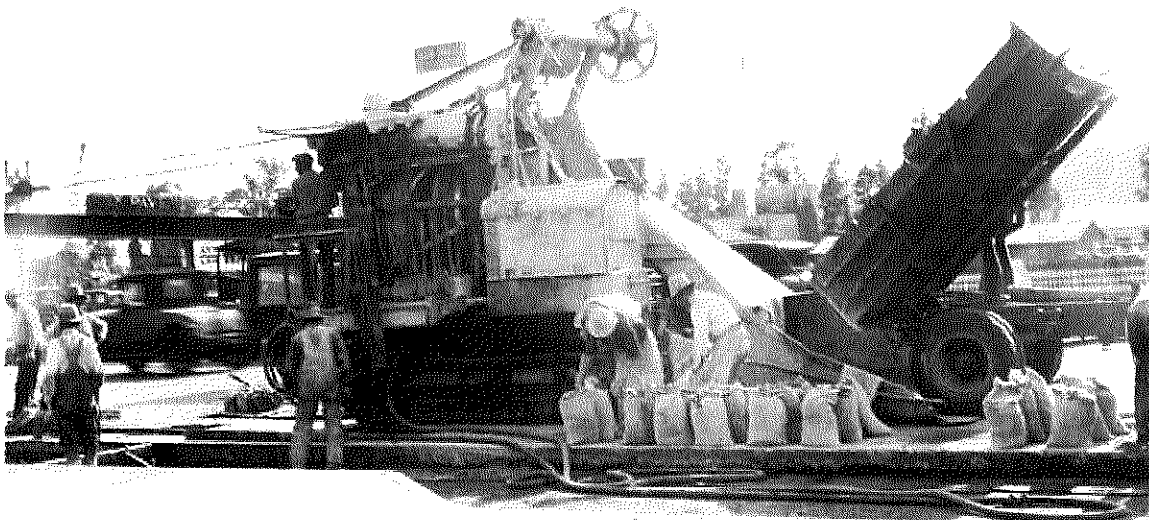
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*Date: December 7, 2012 ■ Continuation □ Update

L8a. Photograph, Map or Drawing:



San Fernando Road Flooded, 1914
CSUN Oviatt Library Digital Collection



San Fernando Road Paving circa early 1920s
CSUN Oviatt Library Digital Collection

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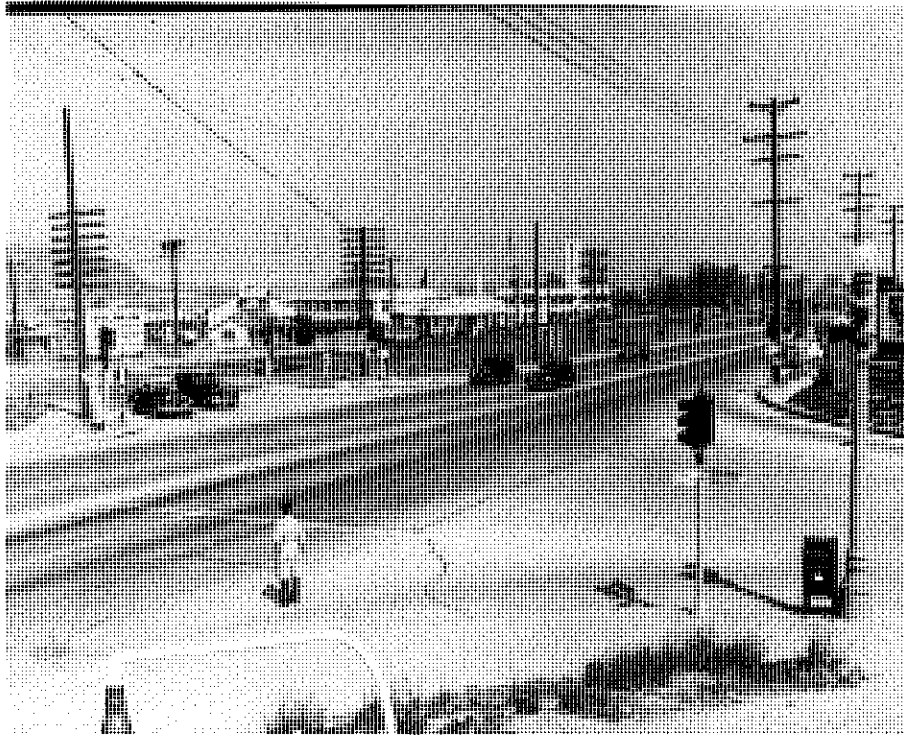
L8a. Photograph, Map or Drawing :



Digitally reproduced by the University of Southern California (Digital Archive), © 1990 Automobile Club of Southern California

San Fernando Road at Verdugo Wash, view to the north, 1938

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Intersection of San Fernando Road and Broadway in Glendale, 1942

CSUN Oviatt Library Digital Collection

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Recorded By: Amanda Duane, GPA Consulting *Resource Name or # (Assigned by recorder) East Bank Line
Date: 12/12/2018 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-28

P2. Location: See Sketch Map, pages 8-11.

***NRHP Status Code:** 6Z

***P3a. Description**

Portions of the Union Pacific Railroad (P-19-186110) through Los Angeles have been previously recorded and evaluated for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility by:

- Jones & Stokes Associates, Inc. as part of the *Cultural Resources Inventory Report for Williams Communications Inc. Proposed Fiber Optic Cable System Installation Project* in 1999
- Applied Earthworks, Inc. as a part of the *Alameda Corridor Hobart Tower 1926-2002 Project* in 2002
- Parsons Corporation as a part of the *Historical Resource Evaluation Report for the 6th Street Viaduct Seismic Improvement Project* in 2007

The previously recorded segments, portions of which comprise the East Bank Line (see map of East Bank line alignment, page 6), were historically associated with the Los Angeles & Salt Lake (LA&SL) railroad and later the Southern Pacific Railroad (SPRR) and the Union Pacific Railroad (UPRR). The previously recorded segments are as follows:

- 1999 (Jones & Stokes): Segment beginning directly south of North Broadway, continuing south to Redondo Junction before splitting east and west; the west fork veers west before turning south through Vernon and Huntington Park, then turning east, crossing the east fork of the segment, and continuing southeast through Whittier and ending in Anaheim. The east fork continues generally southeast through South Gate and into Los Alamitos.
 - The portions of this previously recorded segment within the Area of Potential Effects (APE) for the California High-Speed Rail Burbank to Los Angeles Project Section are limited to the following (See Sketch Map, pages 8-11):
 - an approximately 650-foot segment between the Riverside-Figueroa Bridge and the Figueroa Street Viaduct
 - an approximately .56-mile segment beginning north of the Main Street Bridge and ending south of the Mission Junction Bridge
 - an approximately 155-foot segment north of the Cesar Chavez Avenue Bridge.
- 2002 (Applied Earthworks): Hobart Tower, a railroad signal tower located on the east fork of the segment recorded by Jones & Stokes in 1999.
 - Hobart Tower is not within the project APE.
- 2007 (Parsons): a 450-foot long segment of the East Bank Line under the Sixth Street Viaduct.
 - This segment is not within the project APE.

These previous evaluations did not receive SHPO concurrence.

Portions of the East Bank Line were re-surveyed as part of the California High-Speed Rail Authority *Burbank to Los Angeles Section Historic Architectural Survey Report* in August 2016. This update addresses the previously recorded portions that are located within the project's APE. They consist of standard gauge railroad tracks with associated features such as railroad stations, sidings, spurs, and railyards. The material and configuration of the tracks was not specified in the 1999 evaluation; however, visual observation indicates that the tracks consist of wood or concrete ties, steel tracks, gravel ballast, and concrete crossing pads. This is typical for the property type and is unlikely to have been substantially changed since the time of the prior evaluation.

P11. Report Citation: California High-Speed Rail Authority, *Burbank to Los Angeles Project Section Historic Architectural Survey Report*

***B10. Significance**

The East Bank Line does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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.

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Historical Context

The subject alignment, eventually known as the East Bank Line, was originally constructed as part of the Los Angeles Terminal Railway's Y-shaped local line between Glendale, South Pasadena, Los Angeles, and San Pedro (see map on page 7). The Los Angeles Terminal Railway was organized in 1890 to provide passenger service from Los Angeles to the San Pedro harbor. Among its principal investors was Byron F. Hobart, who served as the corporation's director, president, and treasurer. Hobart used the railway to further develop local passenger service in the Los Angeles area. The following information is derived from John Signor's *Los Angeles & Salt Lake Railroad: Union Pacific's Historic Salt Lake Route* (San Marino, CA: Golden West Books, 1988), and is presented in a timeline format for clarity and conciseness. Page numbers are included in parentheses.

1891: On January 2, the Los Angeles Terminal Railway Company (LATRC) is incorporated, the result of the consolidation of several smaller rail lines. As a result of this merger, the LATRC has a local line that runs from Los Angeles' Downey Avenue (now N. Broadway) with branches that lead to Glendale and South Pasadena (18).

By November, the LATRC expands to Long Beach and later San Pedro's Rattlesnake Island, and builds a wharf and warehouses (20).

1899: Despite the line's potential to be a conveyor of freight, the LATRC was unable to develop the Rattlesnake Island portion of the San Pedro harbor as intended due to financial difficulties. By 1899, the line was operating 51 miles of track and conducting primarily passenger services, such as picnic or excursion trains (22).

1901: The directors of LATRC were successful in identifying investors to help them achieve their end-goal: extending a line to Salt Lake City. In 1901, the San Pedro, Los Angeles & Salt Lake Railroad Company (SP, LA&SL) is incorporated with investor W.A. Clark as President (26).

Work begins on improvements and reconstruction on the San Pedro Branch in April.

In June, new work commenced on the old Los Angeles Terminal Line (33).

Union Pacific purchases enough shares in Southern Pacific to hold 45.5 percent in March (27).

1902: SP, LA&SL were in direct competition with Southern Pacific on a route to Salt Lake City, and the companies eventually came to agreement that it would be more advantageous to collaborate on a route than to have two individual routes. On July 9, the leaders of both railroad companies agreed to a compromise that involved Southern Pacific purchasing a "one-half" interest in SP, LA&SL and its subsidiaries. In return, the two companies would collaborate on the construction of the line and use Southern Pacific's clout companies to gain trackage rights and reduce the amount of new construction needed to complete the route (35).

1905: The Salt Lake Route, which branched east off the San Pedro Branch from Hobart Station, is completed and opened to passenger service in May (39).

1907: Flooding and the financial panic cause hardships for the SP, LA&SL Railroad, but operations continue despite large debts. Early profits turned to net losses of nearly a million dollars a year (65).

1912: A legal suit was filed in 1908 "for the purposes of severing the connection" between Southern Pacific and Union Pacific, and for Union Pacific to "dispose of its holdings" in other railroads. The court interpreted one of these holdings to be the SP, LA&SL. In December, the Supreme Court ordered the separation of Southern Pacific and Union Pacific, but SP, LA&SL remains a part of Union Pacific.

1916: As San Pedro had been consolidated to Los Angeles in 1909, the company changed its name to the Los Angeles & Salt Lake Railroad (LA&SL) (86).

1921: In April, Union Pacific purchases the remaining shares in LA&SL and becomes full owner of the railroad line, and immediately begins plans to develop the Salt Lake Route (87).

1925: Union Pacific invests over twelve million dollars in improvement and new construction on the line, including upgrades of substandard track and the completion of an extension to Anaheim through Whittier in 1923. However, certain sections of rail line were abandoned in the 1920s and into the 1930s in favor of newer "motor coach services." The East Bank Line remained in service (107).

1931: Joint tracking along the East Bank Line commences to accommodate the Southern Pacific.

CONTINUATION SHEET

Page 3 of 12

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. This line is often referred to as the "main line." The new railroad tracks ran alongside the course of the Los Angeles River and through land owned by Dr. David Burbank (Galvin Preservation Associates, 19). Southern Pacific laid its tracks down beside San Fernando Road and then crossed over from the east to the west side of 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) and which was later known as "the Cornfields." It developed into a thriving commercial and industrial center, and much of the early growth in Los Angeles was made possible by the economic stimulus of the River Station industrial yard (LSA Associates et. al., 11). When the line was completed in the 1870s, Los Angeles had its first transcontinental shipping capability (Rand F. Herbert, 1), and waves of new settlers began arriving in Southern California (Historic Resources Group and Galvin Preservation Associates, 12). The tracks leaving the station curved to the southeast and crossed the Los Angeles River north of Mission Road, across a second truss bridge, today known as Mission Junction Bridge, before heading east.

Southern Pacific extended its tracks south down Alameda Street, toward San Pedro. The original passenger depot for the San Pedro line was located at the present-day intersection of Alameda and Commercial Streets (1874, no longer extant.) Southern Pacific's competitor, the Santa Fe Railroad, completed a second transcontinental line to California in 1886, and the ensuing "fare war" made travel west even more affordable for passengers, resulting in greater demands for the service (Historic Resources Group and Galvin Preservation Associates, 12-13). The Santa Fe tracks also ran along the east side of the Los Angeles River and crossed the river just south of the SPRR tracks at Dayton Avenue (present-day Riverside Drive/Figueroa Street). The two tracks ran parallel along the west side of the river until the SPRR River Station and then the Santa Fe tracks continued south along the western river bank to its own depot, located at Santa Fe Avenue between First and Fourth Streets (no longer extant). Eventually, four major railroads were operating in Southern California during the late nineteenth and early twentieth century, including Southern Pacific, Union Pacific, Santa Fe, and the Los Angeles and Salt Lake Railroad. Each line converged in downtown Los Angeles and had their respective passenger stations and tracks (Lee, et. al., 10).

As passenger traffic increased in the early 20th century, the existing infrastructure was proving inadequate to handle the influx of travelers. The California Railroad Commission made attempts to address the problem, including a formal 1917 plan for the joint use of the Southern Pacific's new Central Station on Alameda Street, near Fifth and Central, which was completed in 1914 (no longer extant). In exchange, Southern Pacific would get trackage rights over the Los Angeles and Salt Lake (LA&SL) East Bank Line, which ran along the east bank of the Los Angeles River between Humboldt Street and Butte Junction. The 1917 plan was delayed by the onset of World War I and the increasing need for a joint union terminal for all railroad companies to use; however, the Los Angeles Union Passenger Terminal (LAUPT) would not be completed until 1939. In the meantime, the California Railroad Commission agreed to grant trackage rights to Southern Pacific to use the East Bank Line in 1931. Railroad historian John R. Signor describes the transition on page 107 of his book *The Los Angeles and Salt Lake Railroad Company: Union Pacific's Historic Salt Lake Route*:

"... [Southern Pacific] freight traffic was allowed to be diverted to [Union Pacific] rails between Alhambra Avenue and Butte Street along the east bank of the river of the Los Angeles River. But between Alhambra and Dayton Avenues, an expenditure of over \$450,000 was required by the SP for over a mile and a half of new double-track, the raising of Santa Fe's Second District bridge, the construction of a bridge at Arroyo Seco, and an extensive interlocking plant at Dayton Avenue. At last, on June 30, 1931, SP freight traffic, entering Los Angeles from the north, began to pass over the new "East Bank Line" to Alhambra Avenue then east or south to Butte Street and a connection with the line to San Pedro."

Other sources claim the upgrades were completed on June 30, 1934 (Mullaly and Petty, 202). Southern Pacific eventually absorbed the majority of the smaller lines in the Los Angeles area; in the 1990s, Union Pacific acquired the rights to Southern Pacific's holdings (Jones and Stokes, 3).

Evaluation

A portion of the Union Pacific Railroad, including the segment that began as Los Angeles Terminal Railway in 1891 and would later become part of the Los Angeles & Salt Lake East Bank Line in 1905, was surveyed in 1999 by Jones & Stokes Associates as a part of the *Cultural Resources Inventory Report for Williams Communications Inc. Proposed Fiber Optic Cable System Installation Project*. As a part of that survey, the recorded portion of the UPRR was assigned a status code of 3S, indicating that it appeared to be eligible for the National Register under Criterion A for its association with the development of Los Angeles and the early transcontinental railroad. The evaluation also indicated that the property was eligible for its association with prominent railroad figures such as Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker (also known as the "Big Four"). This previous evaluation did not receive SHPO concurrence.

CONTINUATION SHEET

Page 4 of 12

Segments of the East Bank Line within the project APE were 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 recommends an updated ineligible status code of 6Z for the East Bank Line, because it was not part of the initial 1870s Southern Pacific Railroad alignment to build a transcontinental railroad into the Los Angeles area and was, rather, originally constructed as a comparatively minor passenger rail line of approximately 50 miles. This line was then transferred to the San Pedro, Los Angeles & Salt Lake Railroad company in order to expand. The San Pedro, Los Angeles & Salt Lake Railroad company later became a subsidiary to Southern Pacific as a necessary collaboration to finish their rail line to Salt Lake City. A court order resulted in the San Pedro, Los Angeles & Salt Lake becoming one of the holdings of Union Pacific, and Union Pacific eventually purchased the smaller company outright. As such, the East Bank Line lacks sufficient historical significance to be eligible for listing in the NRHP or the CRHR, despite retaining some aspects of integrity.

The East Bank Line is not importantly associated with historic events, patterns, and trends of development under NRHP Criterion A or CRHR Criterion 1. The railroad system in Los Angeles was integral to bringing new residents and economic growth to Los Angeles. It enabled the shipment of goods and passengers to and from the growing city, and helped it become an industrial epicenter in the early 20th century, particularly the initial Southern Pacific Railroad alignment constructed in the 1870s. However, the East Bank Line was not a part of the initial alignment constructed in the 1870s. What would later become known as the East Bank Line began in 1891 as part of the Los Angeles Terminal Railway, a minor line of approximately 50 miles that primarily conducted passenger service, such as weekend picnics and excursion trips between Los Angeles, Glendale, and South Pasadena. While the line extended to San Pedro's Rattlesnake Island, the company was not successful in becoming a conveyor of freight due to financial difficulties. Therefore, while the Los Angeles Terminal Railway is associated with the overall railroad development trend in Los Angeles, research did not reveal evidence to suggest that it was especially important within this context, especially when compared to the initial alignment completed in the 1870s, which brought transcontinental shipping capabilities and "waves" of settlers to the area. The Los Angeles Terminal Railway was completed nearly twenty years later, and did not have nearly so great an impact. As such, the East bank Line does not have sufficient associative significance to be considered eligible under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the East Bank Line does not have a significant association with the lives of persons important to history, as suggested in the prior evaluation. Although the 1999 evaluation found that the East Bank Line was significant for its association with the "Big Four" directors of the SPRR, research for the current evaluation did not find any evidence to support this conclusion. The East Bank Line was originally part of the Los Angeles Terminal Railway before eventually becoming part of the Southern Pacific (and later Union Pacific) network and was not originally associated with the "Big Four." The Los Angeles Terminal Railway was organized in 1890 to provide passenger service from Los Angeles to the San Pedro harbor. Among its principal investors was Byron F. Hobart, who served as the corporation's director, president, and treasurer. Although Hobart used the railway to further develop local passenger service in the Los Angeles area, research did not indicate that he made a singularly and demonstrably important contribution to this development. Railroad infrastructural features associated with the Los Angeles Terminal Railway (and later with the East Bank Line) represent the collective decisions of board directors, managers, and engineers of a large corporation, rather than the distinctive and direct contributions of any single individual. Thus, while Hobart played a role in organizing the Los Angeles Terminal Railway and expanding local passenger service, his efforts lack the level of singular importance required to meet Criterion B/2. Additionally, research did not indicate that the Los Angeles Terminal Railway or the East Bank Line possesses a strong association with any other individual whose contribution to the transportation and regional development of the Los Angeles area meets the level of significance required for listing in the NRHP under Criterion B or the CRHR under Criterion 2 at the local, state, or national levels.

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 the Interior, 18). The East Bank Line was built using materials and techniques common to the period, which have not substantially changed to the present day. Research did not reveal any evidence to suggest that this railroad segment was in any way influential to the future development of railroad construction. The structure lacks high artistic value, and there is no reason to believe that it an important example of the work of a master.

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

Integrity of location is the most critical aspect of integrity for a railroad segment. Regular replacement of materials such as tracks, ties, and ballast are part of regular and necessary maintenance for a railroad, and would not diminish the integrity such that it would not be eligible for the NRHP or CRHR.

CONTINUATION SHEET

Page 5 of 12

The integrity of location has been somewhat diminished, as review of historic maps indicates that the alignment of the East Bank Line was slightly altered between 1928 and 1953 (possibly when the line was configured for joint tracking in 1931) near Riverside Drive. The northernmost segment within the APE is a part of this alteration. The integrity of setting has been diminished by the continued development in the area, the removal of historically associated features, such as depots and rail yards, and the construction of numerous new buildings near the alignment in the hundred plus years since the railroad tracks were initially laid. In addition, the East Bank Line route was upgraded in the 1930s to allow joint use with the Southern Pacific. Research indicates that a double track was added at this time in order to accommodate more freight traffic. This has diminished the integrity of design for the East Bank Line; however, there are sufficient physical features remaining to reflect the property's historic function, aesthetic and technology. The wood railroad ties have been intermittently replaced with concrete within the segment and concrete crossing panels have been installed at grade crossings; however, this type of regular maintenance is expected and does not necessarily diminish the integrity of materials. The ongoing changes, however, have diminished the integrity of workmanship, as the evidence of workmanship from the period is unlikely to remain. Overall, the line retains some integrity of location, materials, and design to sufficiently convey its historic function as a late nineteenth-century railroad alignment.

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P5a. Photograph



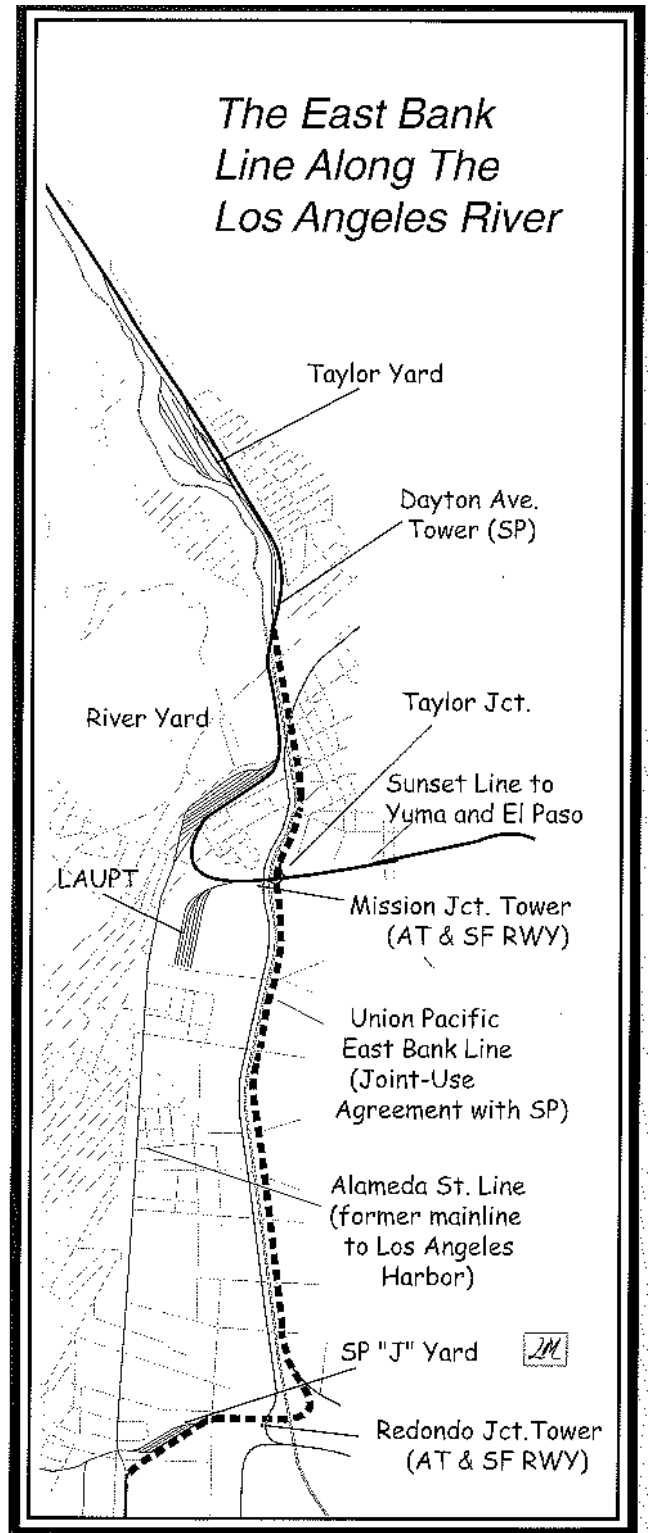
12/14/16, East Bank Line tracks, view looking north from Cesar Chavez Avenue Bridge; Los Angeles River at left.



12/14/16, East Bank Line tracks, view looking north from Cesar Chavez Avenue Bridge; Los Angeles River at left



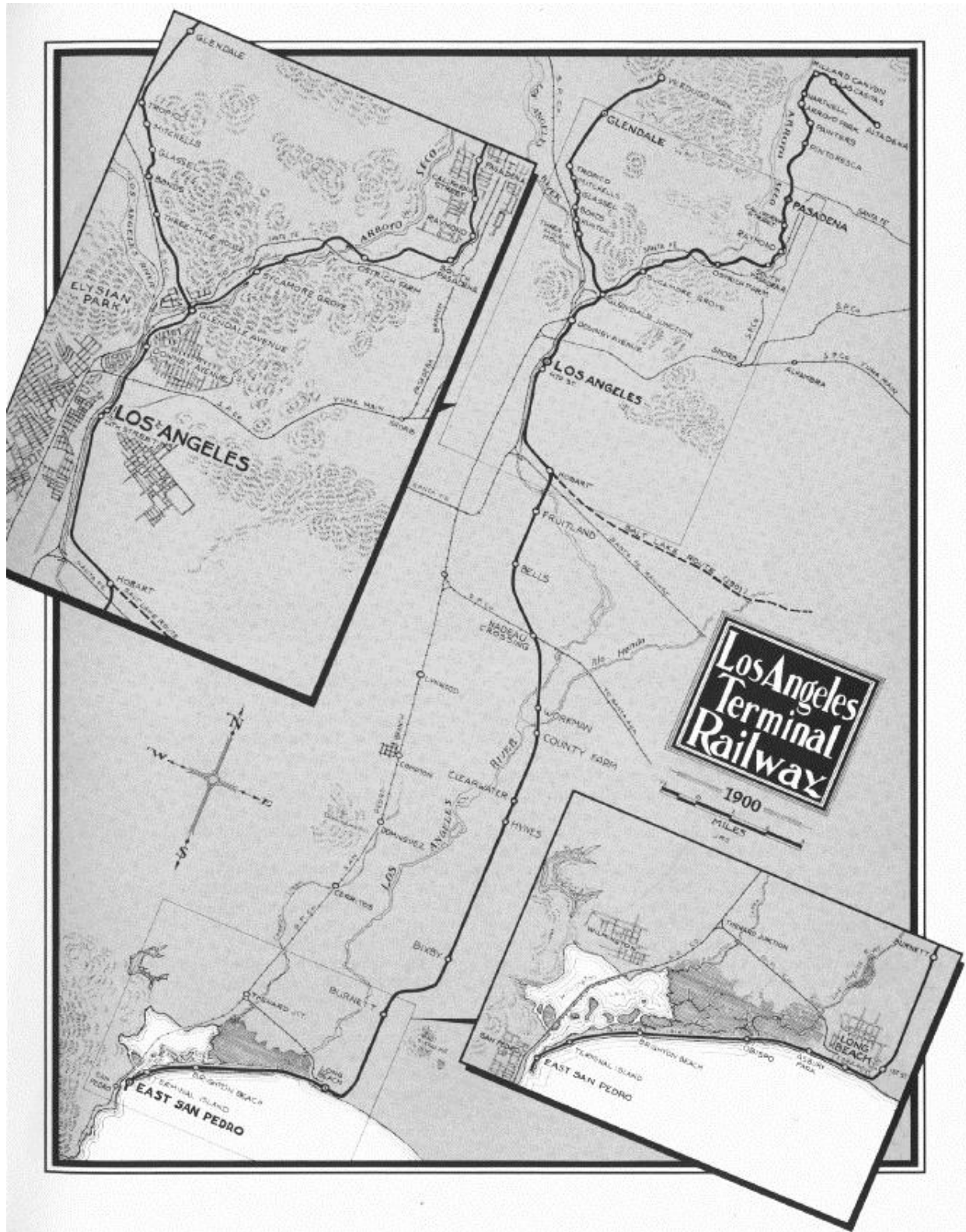
12/14/16, East Bank Line tracks, view looking northeast from Cesar Chavez Avenue Bridge; Los Angeles River at bottom left.



Map of the East Bank Line alignment (Mullaly and Petty, 2003).

CONTINUATION SHEET

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Map of the Los Angeles Terminal Railway (Signor, 19).

Sketch Map Overview:



CONTINUATION SHEET

Page 9 of 12

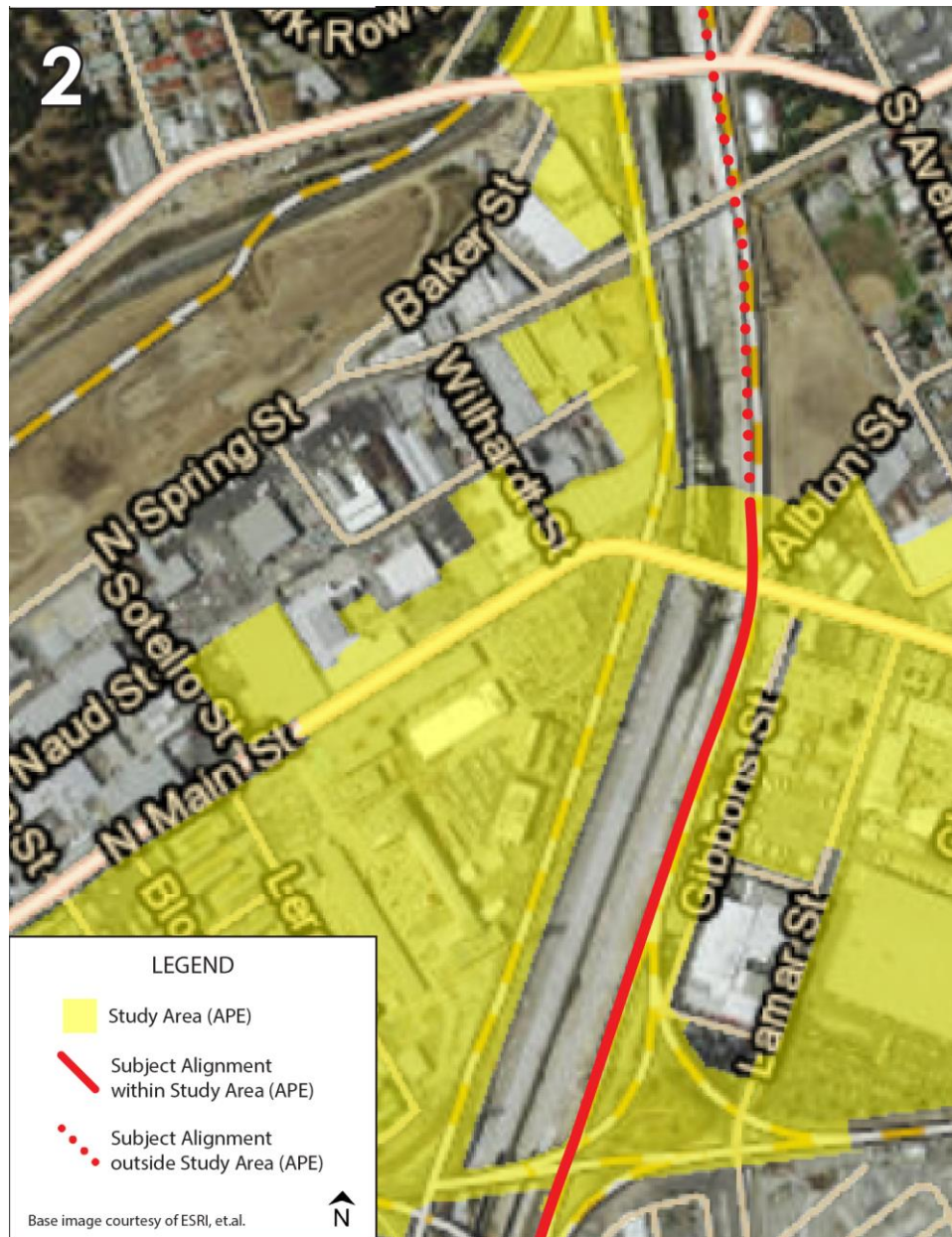
Sketch Map Page 1



CONTINUATION SHEET

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Sketch Map Page 2



CONTINUATION SHEET

Page 11 of 12

Sketch Map Page 3



CONTINUATION SHEET

Page 12 of 12

B12. References:

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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.

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Mullaly, Larry, and Bruce Petty. *The Southern Pacific in Los Angeles: 1873-1996*. San Marino, CA: Golden West Books, 2002.

Signor, John R. *The Los Angeles & Salt Lake Railroad: Union Pacific's Historic Salt Lake Route*. San Marino, CA: Golden West Books, 1988.

Smith, Francesca and Caprice D. Harper Parsons. Department of Parks and Recreation (DPR) Form Set: Union Pacific Railroad (No. 33, 34, and 100). 2007.

US Department of the Interior. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*. Washington DC: National Park Service, 1998.

STATE OF CALIFORNIA - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 100110
HRI # _____
Trinomial 30-176630
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 14 *Resource Name or #: (Assigned by Recorder) C-Los Angeles-A-1

P1. Other Identifier: Union Pacific Railroad

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles and Orange

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

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

c. Address _____ City _____ 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)

This segment of the railroad is located on the following USGS quads: Los Angeles (1966, PR 1981), South Gate (1964, PR 1981), Whittier (1965, PR 1981), Los Alamitos (1964, PR 1981), and Anaheim (1965, PR 1981).

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

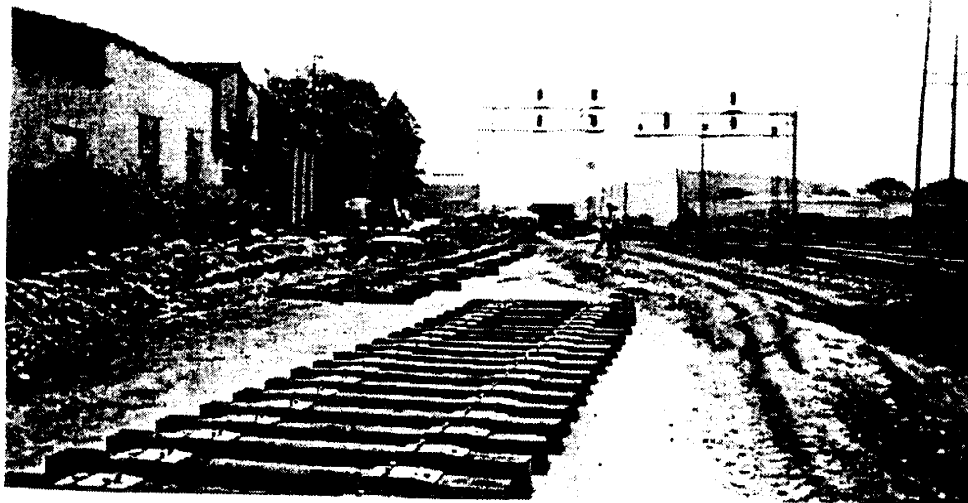
The Union Pacific Railroad is a standard gauge railroad which runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and railyards.

The rail lines that were included in our survey areas were all acquired by Union Pacific, but were originally other railroad lines. These include the Southern Pacific, the Pacific Electric, the Los Angeles and San Pedro railroad, and the Los Angeles and Salt Lake Railroad. The Southern Pacific through Los Angeles area was constructed in the 1870s, and originally ran south from Los Angeles through Watts and Compton to Wilmington, and east from Los Angeles through Alhambra, San Gabriel, Puente, Pomona and on through Colton before heading toward Yuma. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP39. Other - Railroad

*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 #) Railroad overview, Los Angeles

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1870s-present

*P7. Owner and Address:

Union Pacific Railroad

*P8. Recorded by: (Name, affiliation, and address) S. Ashkar

Jones & Stokes Associates, Inc.

2600 V Street, Suite 100

Sacramento, CA 95818

*P9. Date Recorded: 6/22/99

*P10. Survey Type: (Describe)

Cursory and intensive pedestrian surveys

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes, 1999. Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties

*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): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 14

*NRHP Status Code

*Resource Name or # (Assigned by recorder) C-Los Angeles-A-1

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: railroad

B4. Present Use: railroad

*B5. Architectural Style:

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

Major portion of track and associated spurs, sidings, and station were constructed between 1869 and 1905. The tracks are currently in use and maintenance and replacement continue.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date:

Original Location:

*B8. Related Features:

Numerous sidings, spurs, stations and railyards

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Railroad

Area: California, U.S.

Period of Significance: 1869 to present

Property Type: railroad

Applicable Criteria: A, B

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

Portions of this railroad are additions to the first transcontinental railroad. Other portions were instrumental in the development of Los Angeles as a major business center, or other communities. The modern Union Pacific Railroad system is made up of other, often smaller historic railroads that helped to form the economy and population of Southern California. The rail system enabled the transportation of goods to ports and the emmigration of large numbers of people. The railroad is also associated with a number of important historical figures, including the Big Four (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker). Therefore, the historic railroad is eligible for NRHP listing under Criteria A and B.

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

*B12. References:

B13. Remarks:

(Sketch Map with north arrow required.)

*B14. Evaluator: S. Ashkar Jones & Stokes

2600 V Street, Suite 100 Sacramento, CA 95818-1914

*Date of Evaluation: 6/22/99

(This space reserved for official comments.)

P3a. Description

Another Southern Pacific Line headed southeast from Watts through Norwalk and Buena Park to Santa Ana.

The Pacific Electric was formed in 1902 by Henry E. Huntington, the nephew of railroad mogul Collis P. Huntington. In direct competition with the Southern Pacific Railroad, the Pacific Electric connected 42 incorporated cities within a 35 mile radius of Los Angeles. The trains were known as the Big Red Cars, and prior to the popularization of automobiles provided the preferred means of transportation. At its peak in 1926, the company operated 1,164 miles of track throughout the Los Angeles area. Henry Huntington sold his share to Southern Pacific in 1910, and in 1911 Southern Pacific merged with other local railways to create the Pacific Electric Railway, which provided expanded service. With the rise of the automobile, the Pacific Electric sold its passenger service to Metropolitan Coach Lines, which operated busses in 1953. Service between Los Angeles and Long Beach officially ended on April 8, 1961, signaling the end of the Big Red Cars. The rail line located within our project areas included the portion that ran down the center of Alhambra Avenue, though some of the rails have been removed. (Crump 1970.)

The Los Angeles and San Pedro Railroad was incorporated in February 1868 to build the first railroad in Southern California and construction began in 1869. The line connected the port of Wilmington and the city of Los Angeles. When the Southern Pacific was built through Los Angeles, the Southern Pacific received subsidies and the stock of the Los Angeles and San Pedro Railroad. The Southern Pacific consolidated with the Los Angeles and San Pedro Railroad in 1874 and the track became the Harbor Division of the Southern Pacific. (Dunscomb 1967; Robinson 1978.)

The San Pedro, Los Angeles and Salt Lake Railroad Company was formed in 1901 for the purpose of constructing a rail line between Los Angeles and Salt Lake City. The line formally opened on May 1, 1905. The line extended north from Los Angeles to Las Vegas and on to Salt Lake City. Other lines ran from Los Angeles south to Wilmington via Bells and Workman, and east from Los Angeles through Pico, Clayton, paralleling the Southern Pacific line through Walnut, Sprada and Ontario and dipping south from there towards Riverside. The name was shortened to the Los Angeles and Salt Lake in 1916. In 1921, the line became the southwestern arm of the Union Pacific. (Fickewirth 1992; Hofsommer 1986; Myrick 1992.)

The Southern Pacific eventually absorbed the smaller rail lines and the Southern Pacific emerged as the name for the system in 1884 when the Southern Pacific Company of Kentucky was incorporated. In the 1990s, the Union Pacific acquired the holdings of the Southern Pacific Company.

LOCATION MAP

Primary #

19-186110

HRI #

30-176630

Trinomial

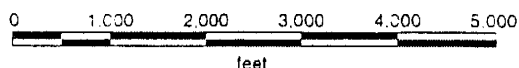
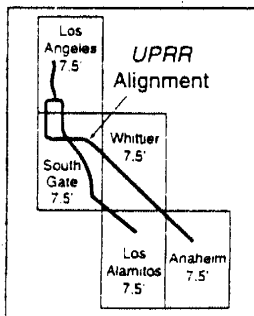
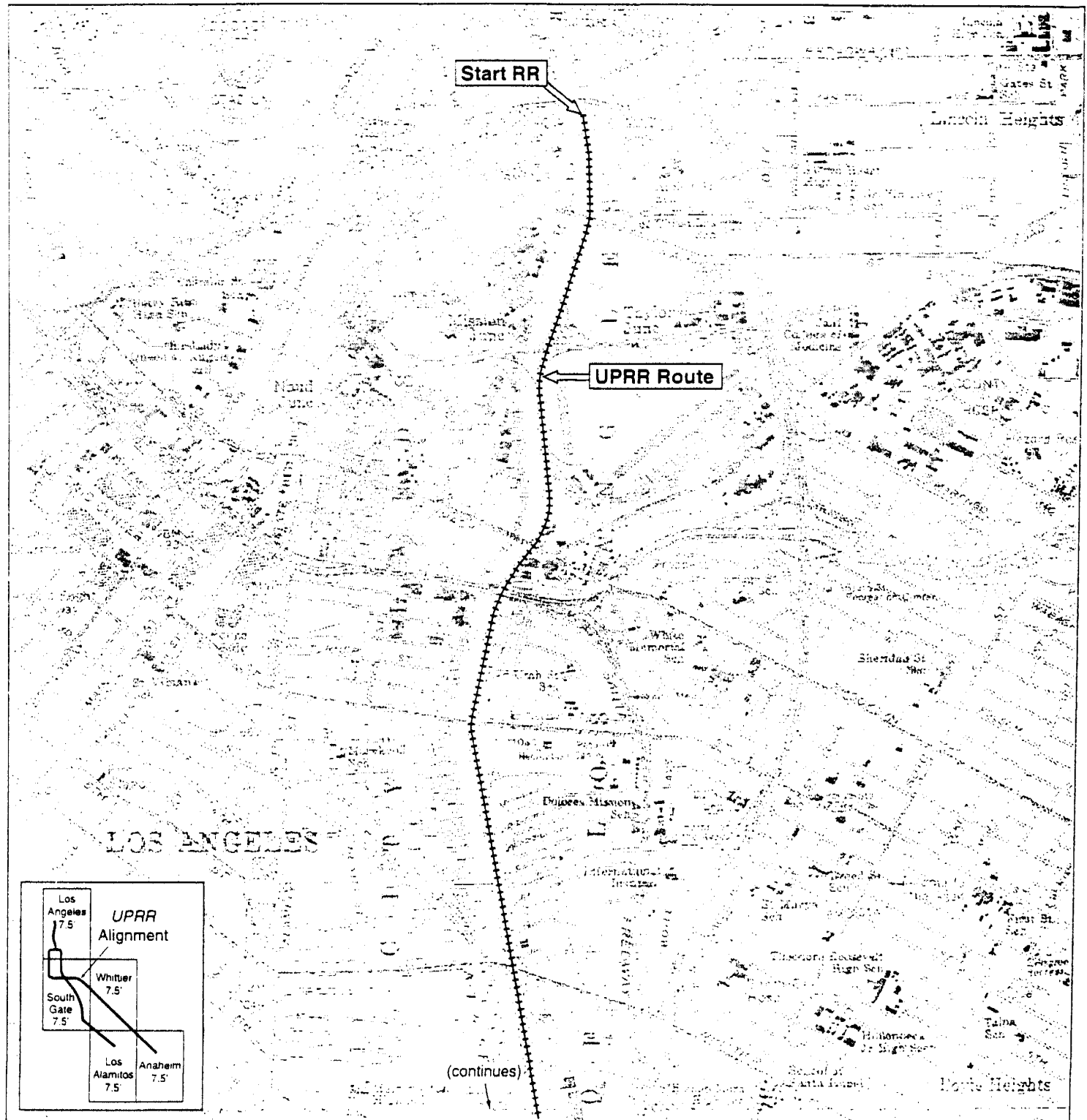
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*Date of Map: PR 1981



Scale = 1:24,000

Base map: USGS 7.5-series Los Angeles, California
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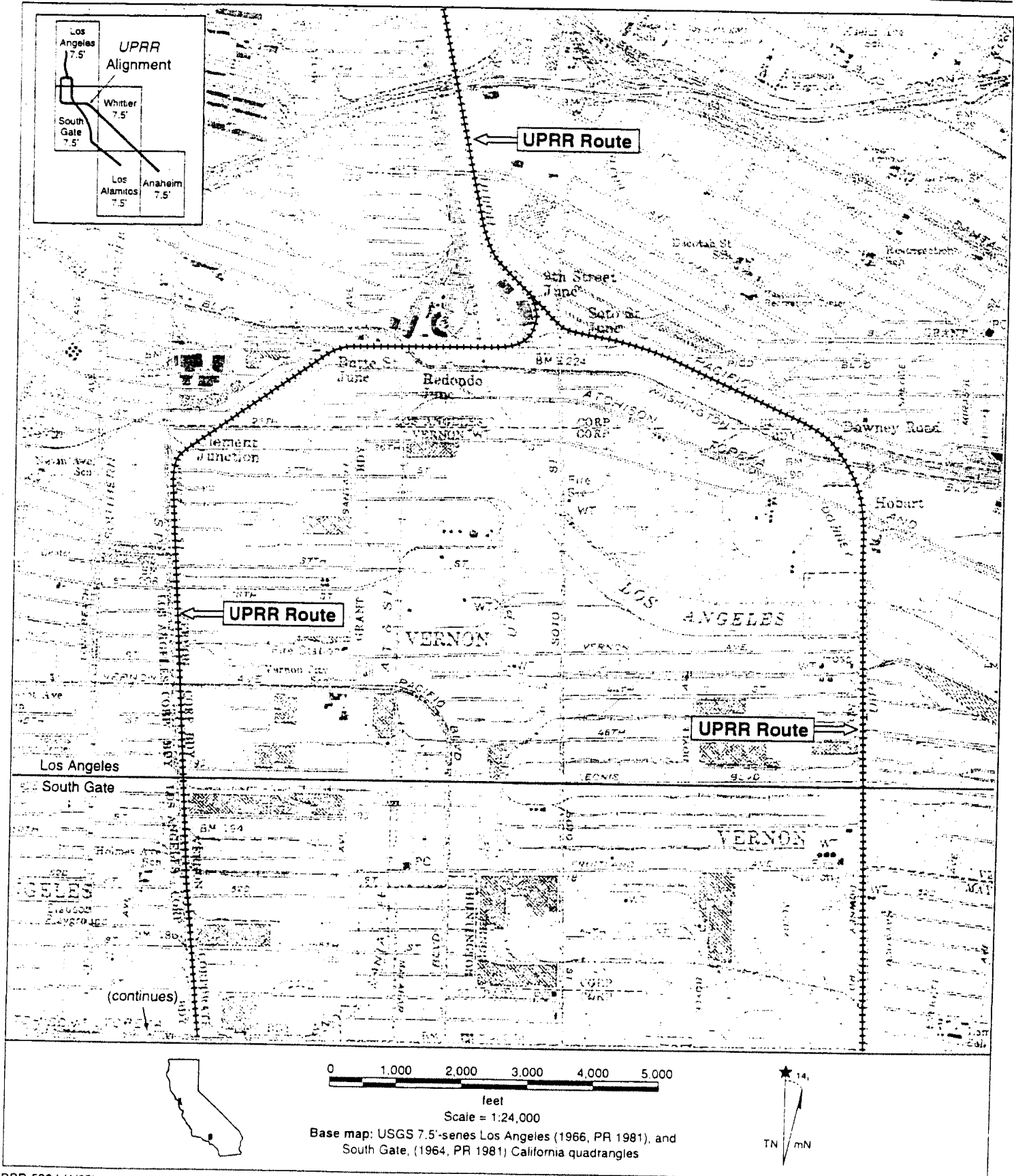
LOCATION MAP

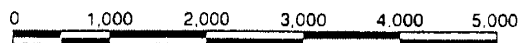
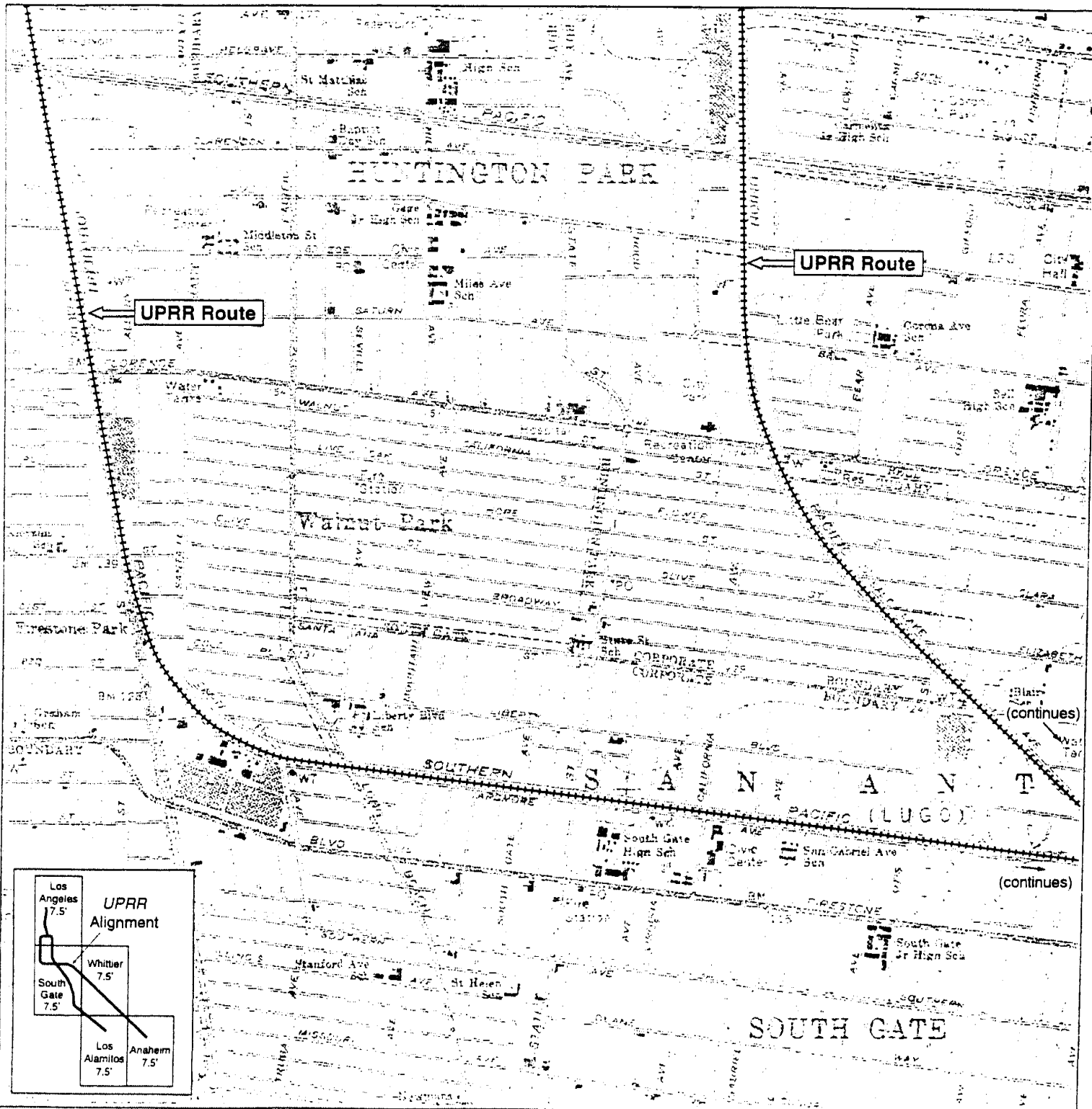
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Trinomial 30-176630

Page 5 of 14

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feet

Scale = 1:24,000

Base map: USGS 7.5'-series South Gate, California
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LOCATION MAP

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HRI # 30-176630

Trinomial 30-176630

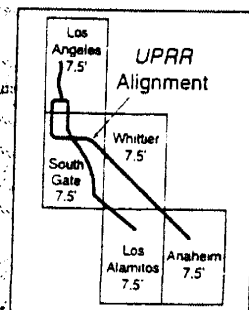
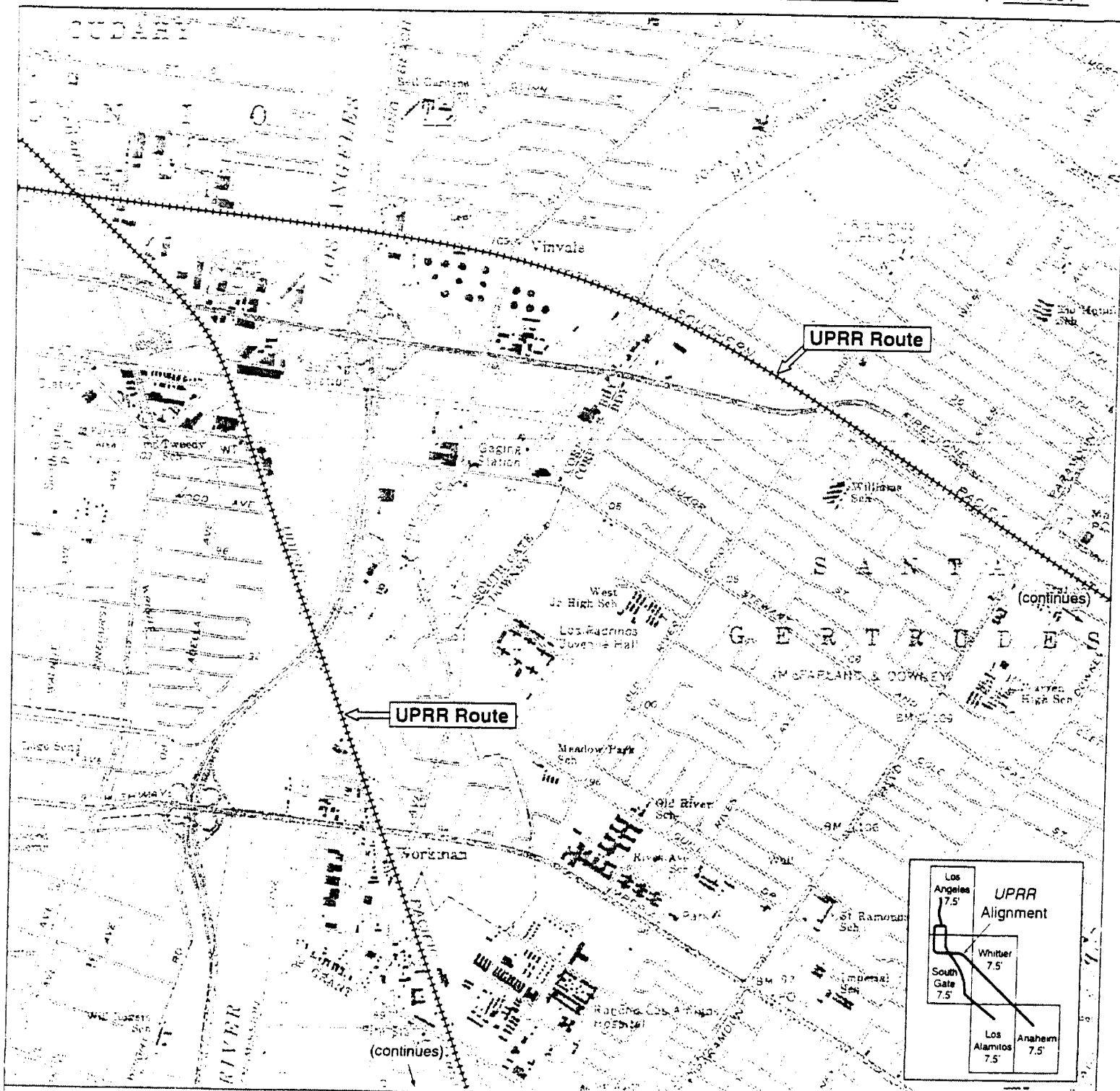
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*Map Name: South Gate, California

*Scale: 1:24,000 (1"=2,000')

*Date of Map: PR 1981



0 1,000 2,000 3,000 4,000 5,000
feet

Scale = 1:24,000

Base map: USGS 7.5'-series South Gate, California
quadrangle (1964, PR 1981)



19-186110

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

Primary #

HRI #

Trinomial

30-176630

LOCATION MAP

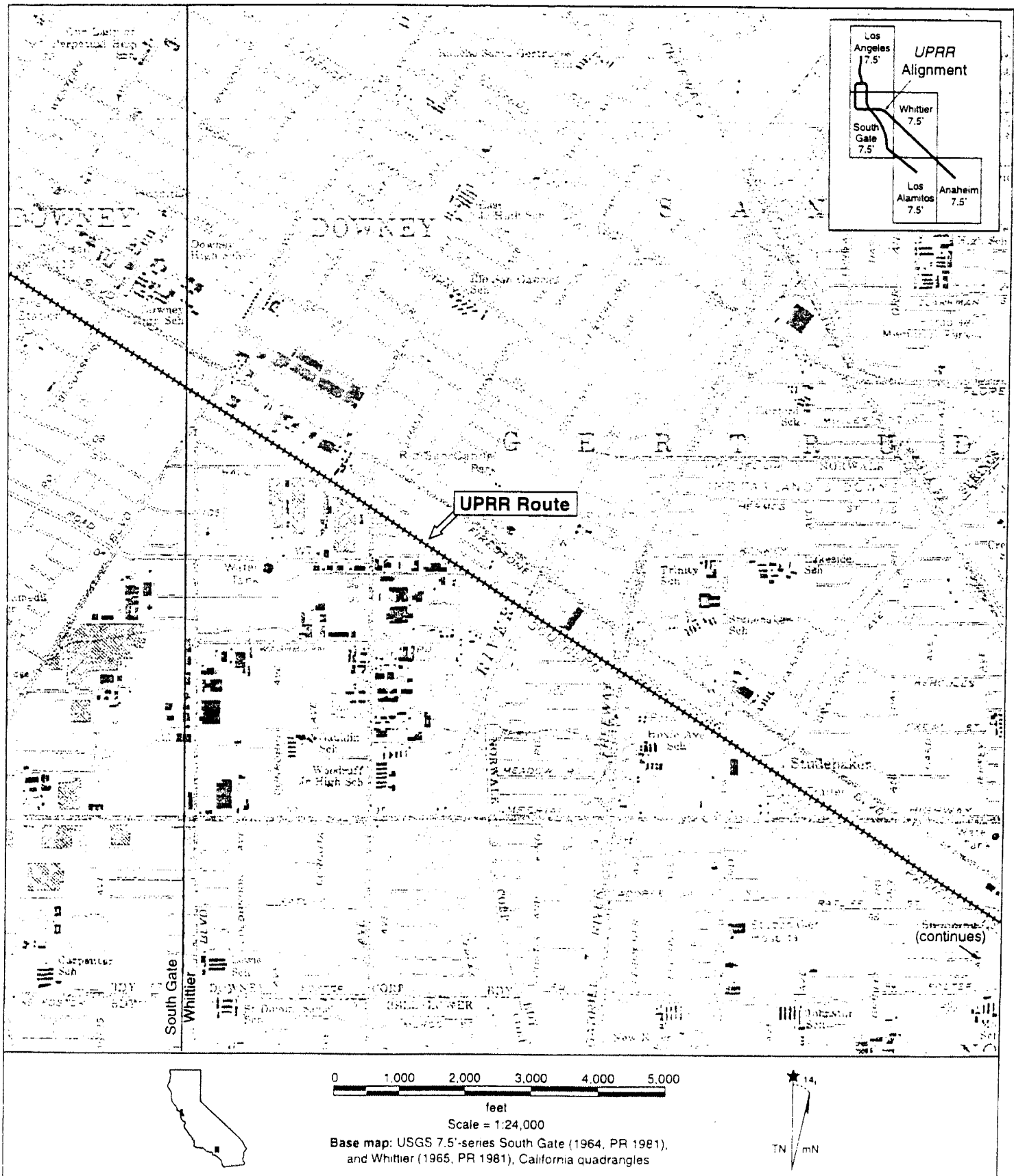
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LOCATION MAP

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Trinomial

19-186110
30-176630

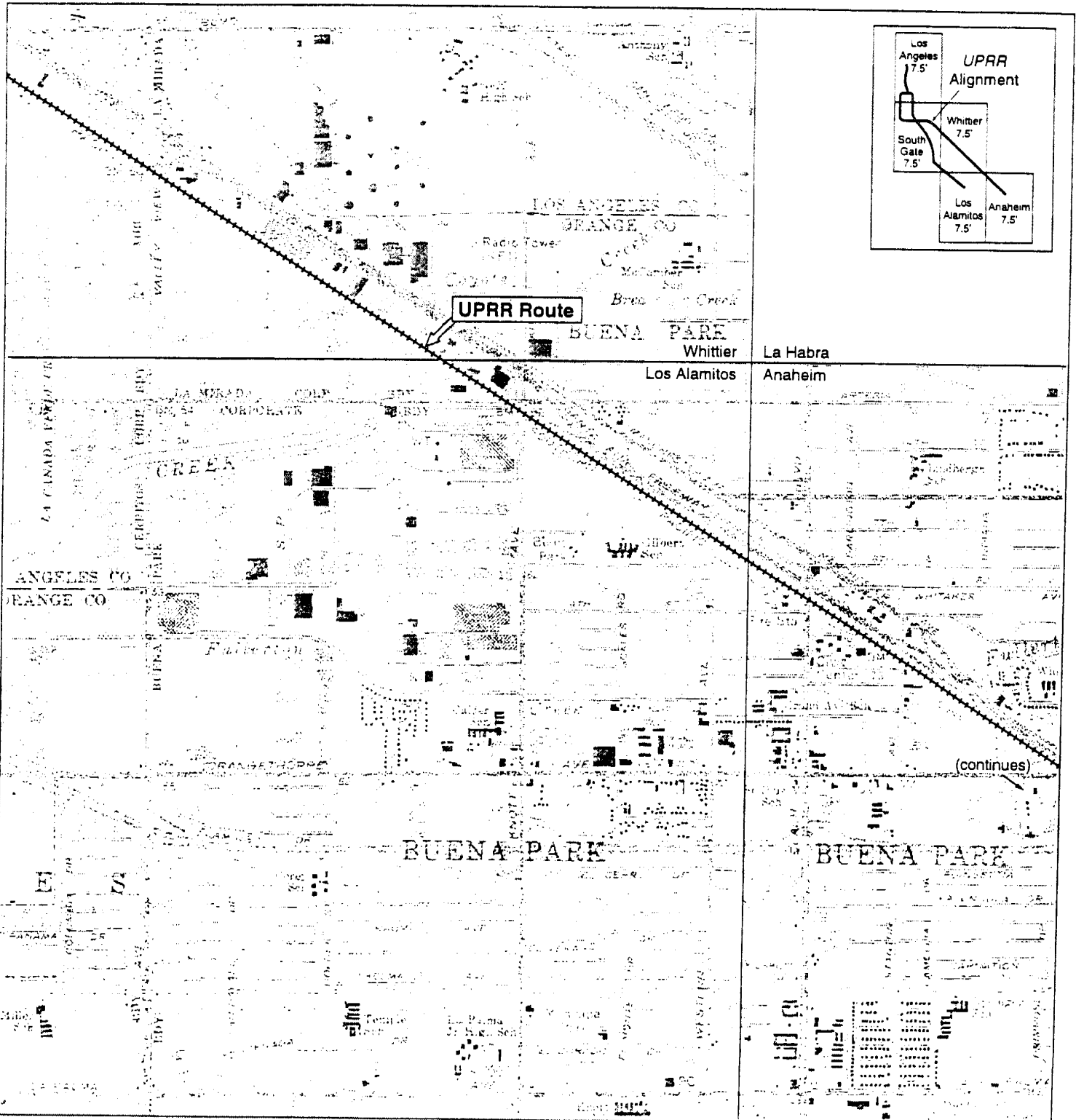
Page 10 of 14

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*Date of Map: PR 1981



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Scale = 1:24,000

Base map: USGS 7.5'-series Whittier, Los Alamitos, and
Anaheim, California quadrangles (PR 1981)



LOCATION MAP

Primary #

19-186110

HRI #

30-176630

Trinomial

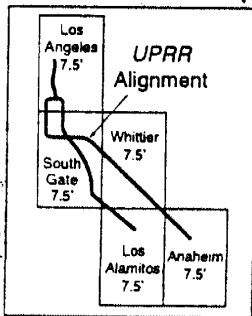
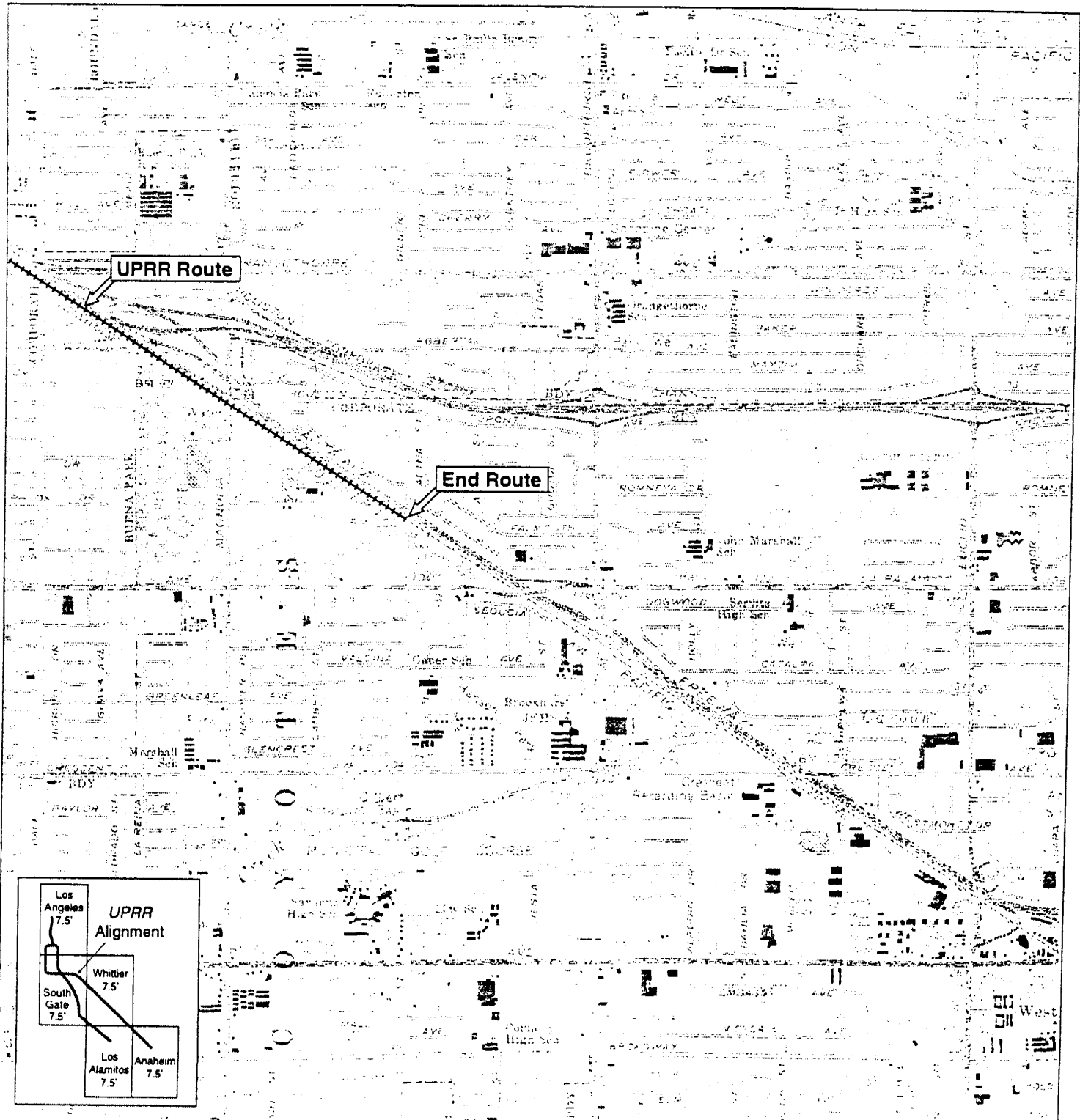
Page 11 of 14

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*Date of Map: PR 1981



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feet

Scale = 1:24,000

Base map: USGS 7.5'-series Anaheim,
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LOCATION MAP

Primary #

HRI #

Trinomial

19-186110

30-176630

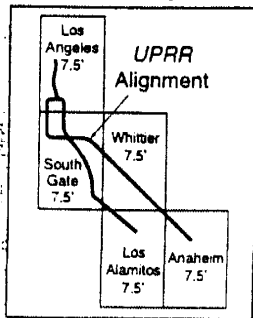
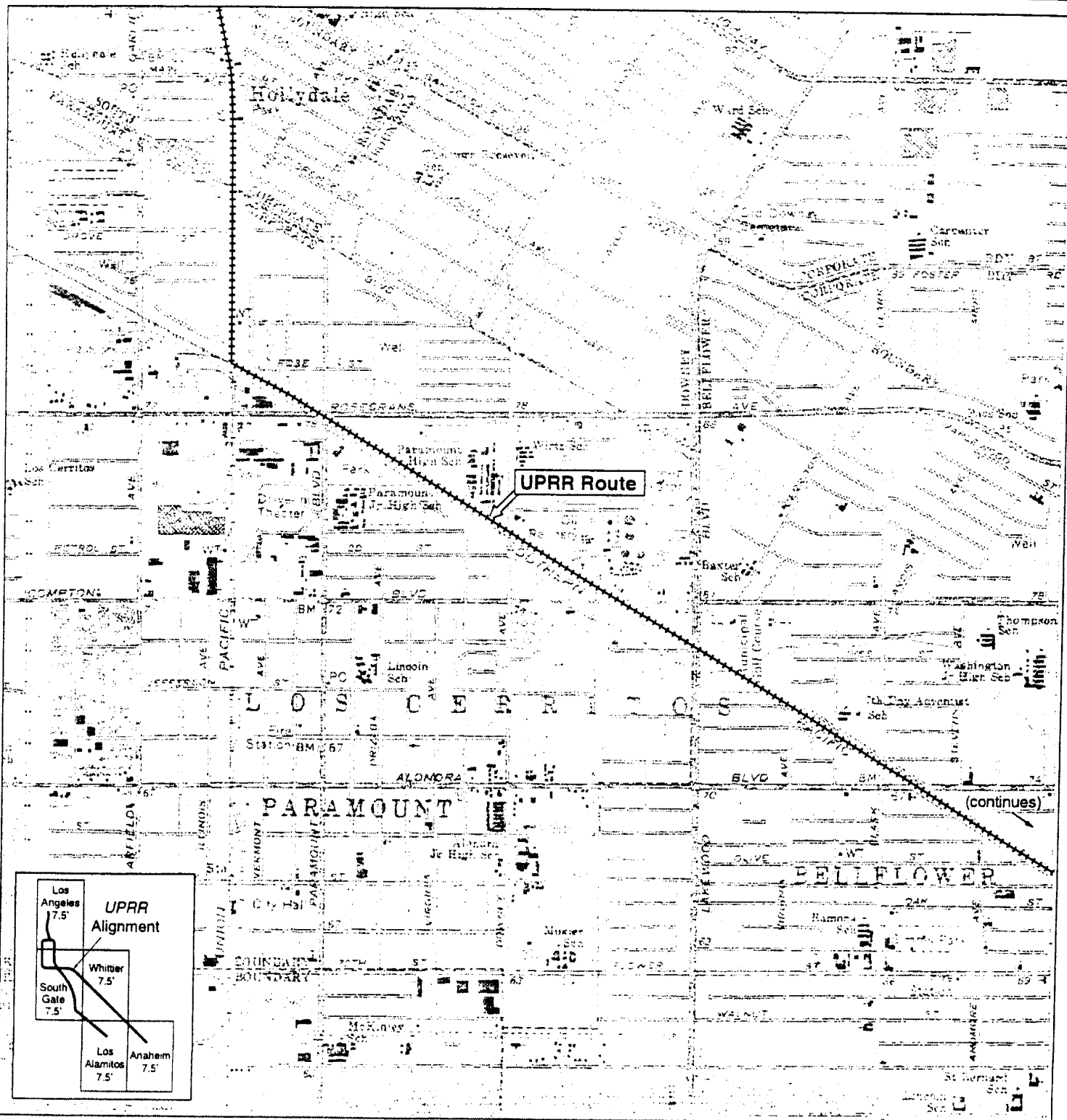
Page 12 of 14

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*Date of Map: PR 1981



0 1,000 2,000 3,000 4,000 5,000

feet

Scale = 1:24,000

Base map: USGS 7.5'-series South Gate, California
quadrangle (1964, PR 1981)



LOCATION MAP

19-186110
Primary # 30-176630
HRI #
Trinomial

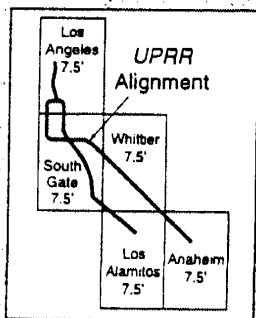
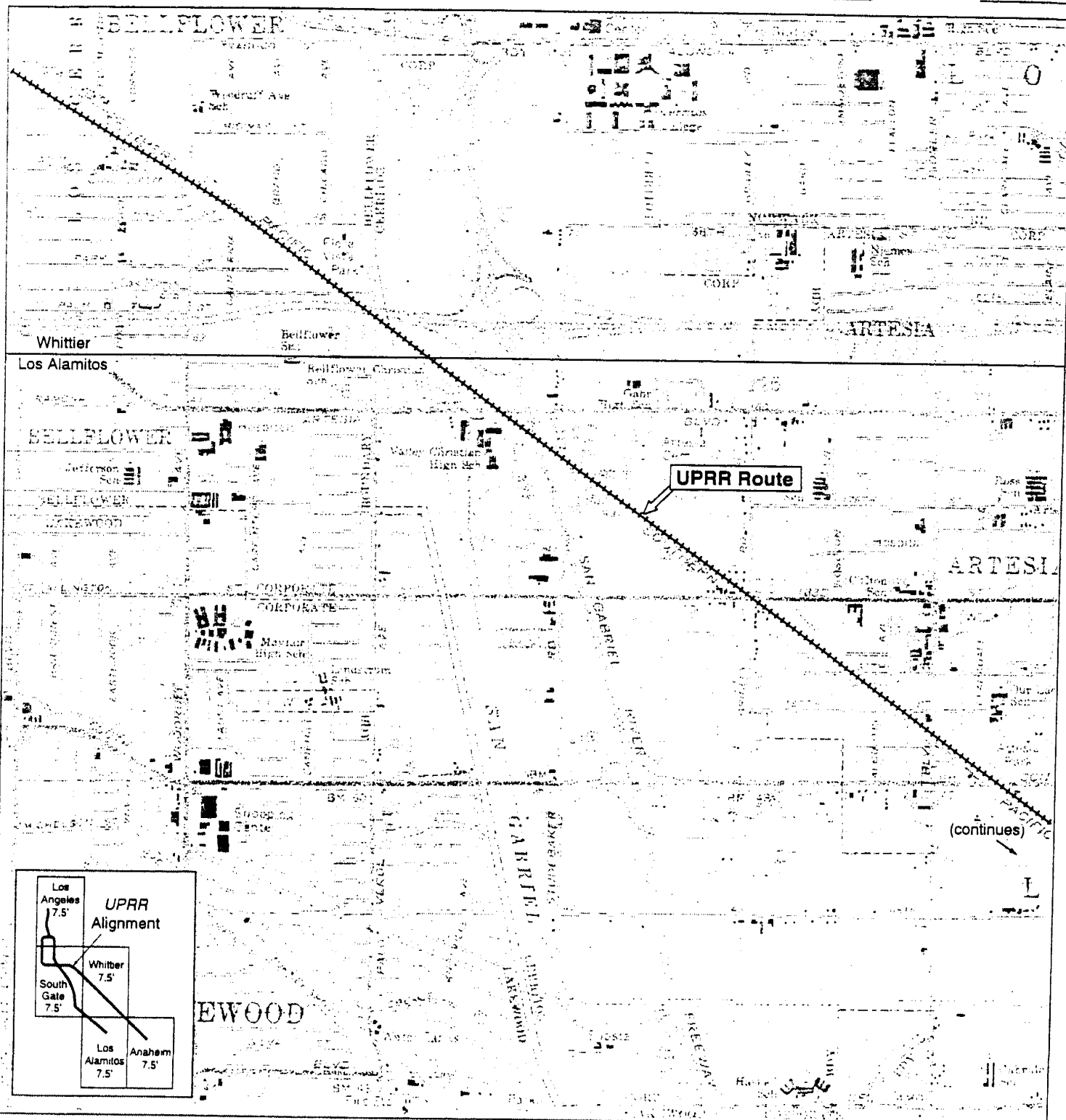
Page 13 of 14

*Resource Name or #: UPRR Route

*Map Name: Whittier and Los Alamitos, California

*Scale: 1:24,000 (1"=2,000')

*Date of Map: PR 1981



0 1,000 2,000 3,000 4,000 5,000

feet

Scale = 1:24,000

Base map: USGS 7.5'-series Whittier (1965, PR 1981),
and Los Alamitos (1964, PR 1981), California quadrangles



LOCATION MAP

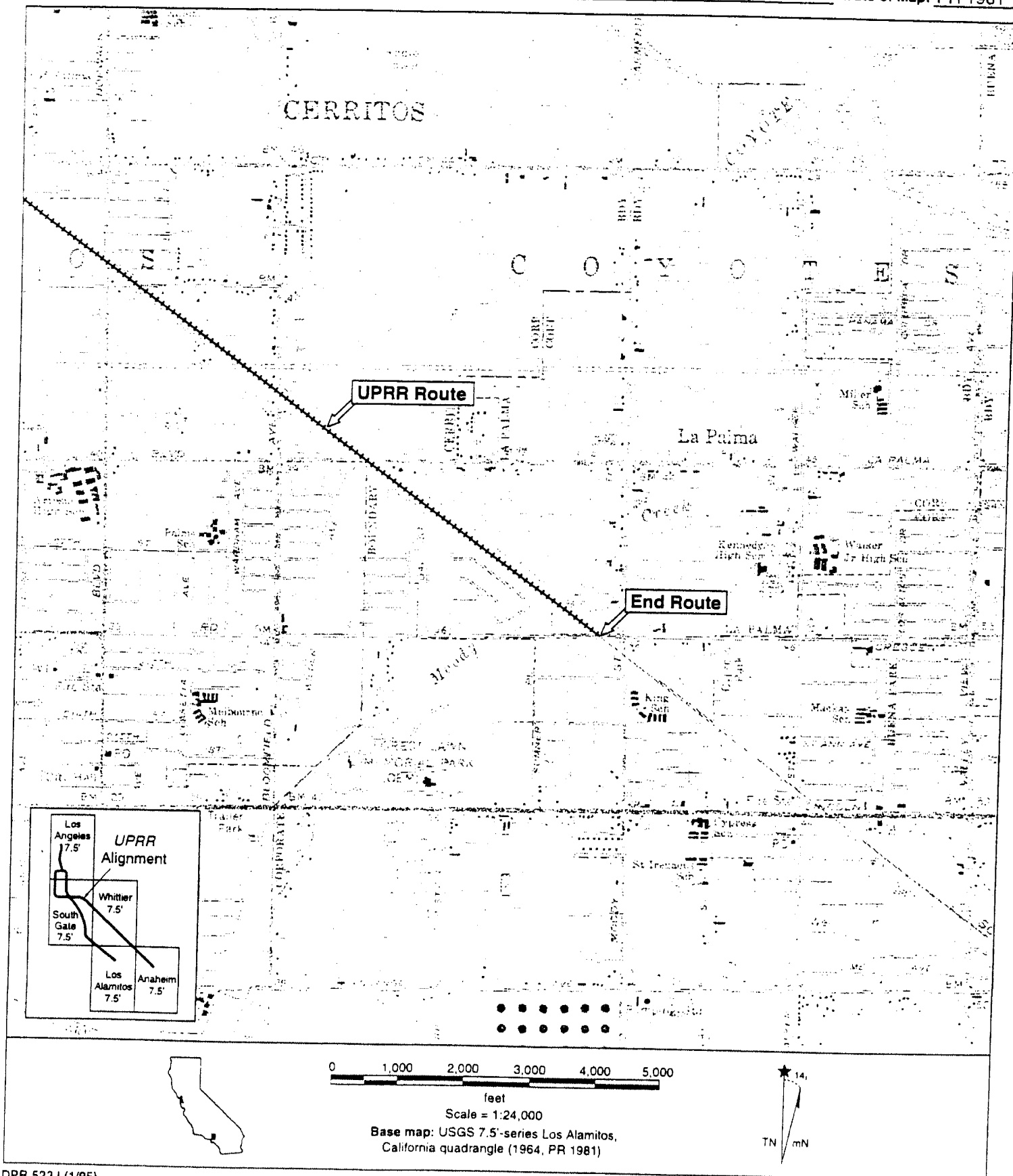
Page 14 of 14

*Resource Name or #: UPRR Route

*Map Name: Los Alamitos, California

*Scale: 1:24,000 (1"=2,000')

*Date of Map: PR 1981



Applied EarthWorks, Inc.
PRIMARY RECORD

Primary # 19-186110 Supplement
HRI # 30-176630
Trinomial
NRHP Status Code

Page 1 of 6

Other Listings Union Pacific Railroad/Hobart Tower
Review Code Reviewer Date

- P1. Temporary Number/Resource Name: Hobart Tower
- P2. Location: a. County Los Angeles, California ☐ Not for publication ☒ Unrestricted
b. USGS 7.5' Quad Los Angeles, CA. Date 1966, photorevised 1981, 1994
T. 2S, R. 13W; of of of Sec. Not sectioned
c. Address: City Zip
d. Zone 11, 3763940 mE/ 388860 mN
e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTM's, etc., when appropriate): The segment of the Union Pacific Railroad recorded previously under this Primary Number is located on the following USGS quads: Los Angeles, (1966, photorevised 1981); South Gate (1964, photorevised 1981); Whittier (1965, photorevised 1981); Los Alamitos (1964, photorevised 1981); and Anaheim (1965, photorevised 1981). The Hobart Tower is specifically located east of Downey Road and north of E. 26th St., west of the Hobart Yard and east of the Union Pacific Railroad line; the Burlington Northern Santa Fe Railroad is located south of the Hobart Tower.
- P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): The Union Pacific Railroad is a standard gauge railroad that runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and rail yards. This supplemental record is specifically for the Hobart Tower (see Building, Structure, Object Record).
- P3b. Resource Attributes (List attributes and codes): HP 39 – other: Railroad; HP 17– Railroad Switching Tower
- P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of district
☐ Other:
- P5. Photograph or Drawing: (Photograph required for buildings, structures, and objects.) See Site Record dated 6/22/99.
- P6. Date Constructed/Age and Source: ☐ Prehistoric ☒ Historic ☐ Both
- P7. Owner and Address: Union Pacific Railroad.
- P8. Recorded by (Name, affiliation, address): D. Livingstone and C. Hamilton, Applied EarthWorks, Inc. 3292 E. Florida Ave., Suite A, Hemet, CA 92544.
- P9. Date Recorded: 19 June 2002
- P10. Type of Survey: ☐ Intensive ☐ Reconnaissance ☒ Other:
Describe: Recordation of Hobart Tower.
- P11. Report Citation (Provide full citation or enter "none"): *The Alameda Corridor Hobart Tower 1926–2002, Hobart Junction, Los Angeles, CA.* Prepared by Applied EarthWorks, Inc. for the Alameda Corridor Transportation Authority, April 2002.

*Attachments: ☐ None ☒ Location Map ☒ Site 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: Building, Structure, and Object Record.

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # 19-186110

Trinomial/HR # 30-176630

Page 2 of 6

B1. Historic Name: Hobart Tower

B2. Common Name: Hobart Tower

B3. Original Use: Railroad Signal Tower

B4. Present Use: Signal Communication

*B5. Architectural Style: Mediterranean

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

Hobart Tower began operation in September 1926; it is the last operating signal tower west of Omaha, Nebraska. Hobart is an interlocking tower, so named for the interlocking machine or interlocker, an electro-mechanical device used to control signals and tracks switching. Hobart Tower retains the original interlocker, as well as its original architectural integrity.

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

Original Location:

*B8. Related Features: Features related to the Hobart Tower consisted of tracks, cantilever signal light bridges, and track switches, all of which were renovated or removed in 2001. The cantilever lights and track switches operated 350 to 1,000 ft north, south, east, and west of Hobart Tower. The original tracks abutted Hobart Tower approximately 12–15 ft to the west and 20–30 ft to the south and east.

B9a. Architect: Los Angeles & Salt Lake Railroad Co.

b. Builder: Los Angeles & Salt Lake Railroad Co.

*B10. Significance: Theme Railroad Transportation

Area Los Angeles, California.

Period of Significance 1926–2001

Property Type Railroad Tower

Applicable Criteria HP17

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

Hobart Tower is an architectural feature of the Union Pacific Railroad (Site No. 19-186110/30-17660), a historic railroad considered eligible for listing on the NRHP. Hobart Tower is the last officially operating signal tower west of Omaha, Nebraska. For more than 75 years, Hobart Tower controlled signal and switching operations for freight and passenger trains of the Los Angeles & Salt Lake, Union Pacific, Atchison Topeka & Santa Fe, Burlington Northern Santa Fe, Metrolink and Amtrak railways. With the closure of nearby Dayton, Mission, and Redondo Junction towers, Hobart Tower became the last of its kind. Beginning January 2002, Hobart's signal and switching functions shifted to the authority of the regional operating center in San Bernardino. Hobart's geographical scope included most of the main railroad lines between the Port of Los Angeles and Hobart Yard, freight shipping facilities considered to be among the busiest in North America.

B11. Additional Resource Attributes: (List attributes and codes) HP11 – Engineering Structure

*B12. References:

Gustafson, Lee, and Phil Serpico

1992 *Coast Lines Depots*. Omni Publications, Palmdale, California.

Robertson, Donald

1998 *Encyclopedia of Western Railroad History, Vol. 4*. Caxton Printers, Ltd., Idaho.

Alameda Corridor Transportation Authority (ACTA) and Applied EarthWorks, Inc. (Æ)

2002 *Hobart Tower, 1926–2002*. Alameda Corridor Transportation Authority, Carson, California.

Jones & Stokes

1999 Cultural Resources Inventory Report for Williams Communications, Inc. Site record for 19-186110/30-176630.

B13. Remarks: Hobart Tower ceased formal signaling operations January 2002. There is no immediate plan to preserve or relocate the building and its equipment. Hobart Tower is in imminent danger of neglect.

(This space reserved for official comments.)

B14. Evaluator: M.C. Hamilton, Senior Historical Archaeologist and Architectural Historian, Applied EarthWorks, Inc., 3292 East Florida Ave., Suite A, Hemet, CA 92544

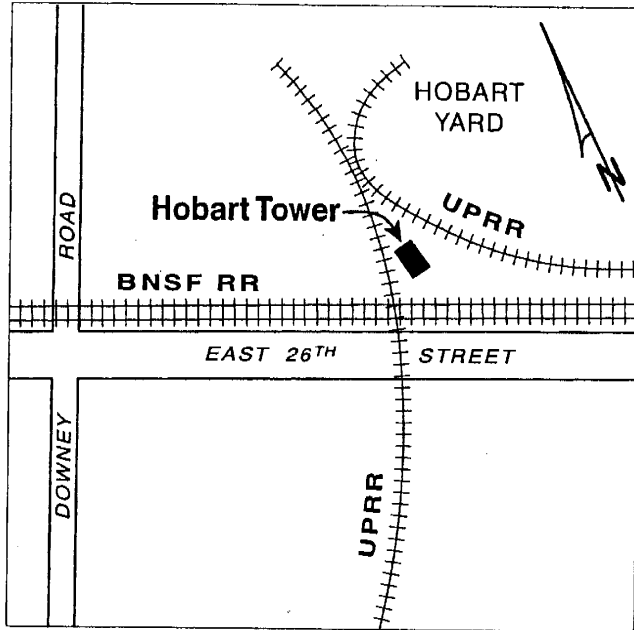
*Date of Evaluation: January 2002

Applied EarthWorks, Inc.
CONTINUATION SHEET

Primary # 19-186110
HRI #/Trinomial 30-176630

Page 3 of 36

Temporary Number/Resource Name: Hobart Tower



PHOTOGRAPH RECORD

Page 4 of 6

Temporary Number/Resource Name: Hobart Tower

Project Name: Alameda Corridor

Camera Format: 35 mm

Film Type and Speed: Color slide

Negatives Kept at: 3292 E. Florida Ave., Suite A, Hemet, CA 92544

Primary # 19-186110 Supplement

HRI #/Trinomial 30-176630

Roll # Hobart-1

Lens Size: 28 mm

Year: 2002

Photographer: D. Livingstone

Mo.	Day	Time	Exp./ Frame	Subject/Description	View Toward	Accession #
2	10	1150	2	Hobart Tower: oblique view of southeast corner of tower.	SW	
2	10	1155	3	Hobart Tower: oblique view of southeast corner of tower.	SW	
2	10	1210	14	Hobart Tower: frontal view of west side.	E	
2	10	1212	15	Hobart Tower: frontal view of west side.	E	

Applied EarthWorks, Inc.
SITE MAP SHEET

Primary # 19-186110 Supplement
HRI #/Trinomial 30-176630

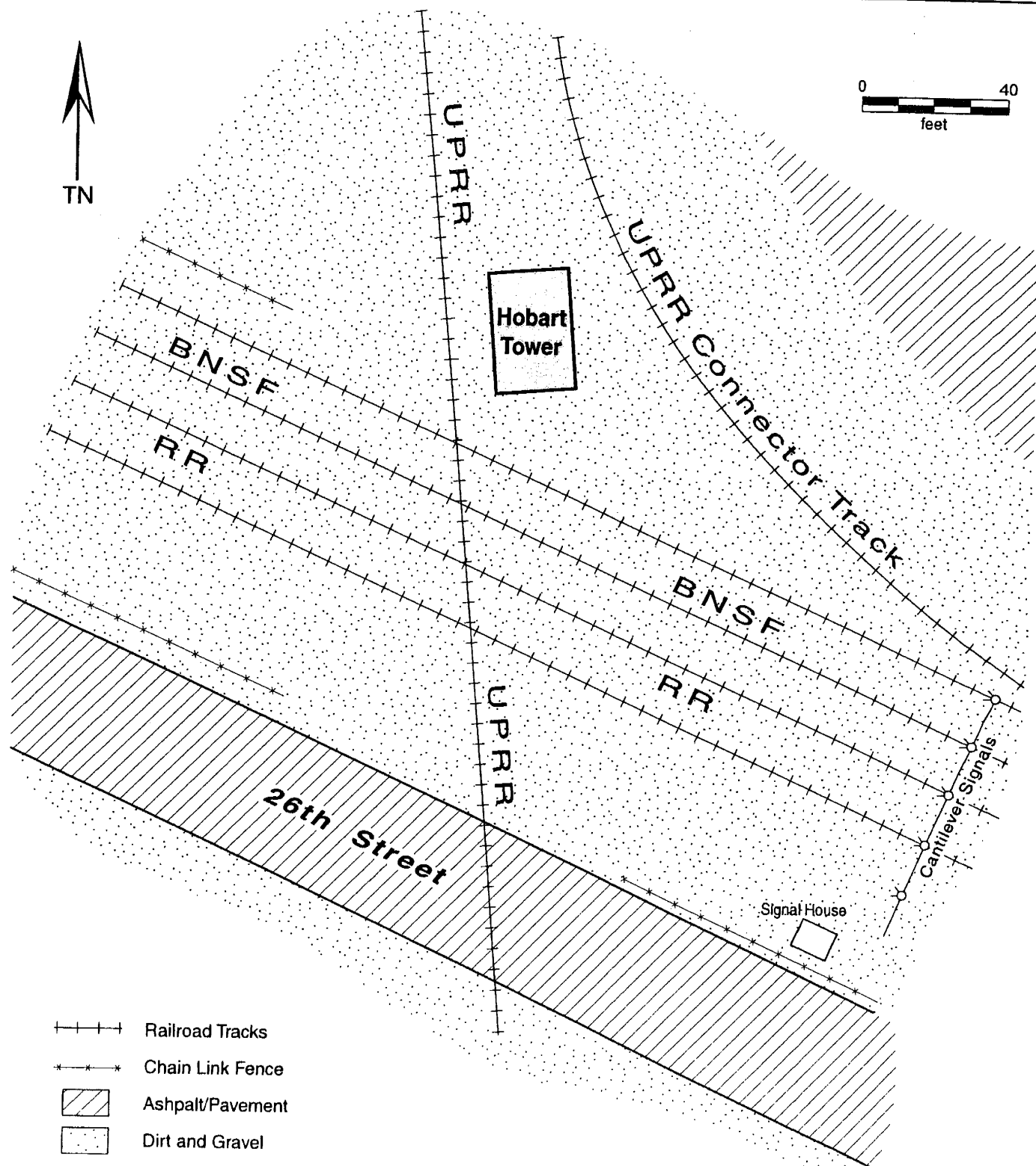
Page 5 of 6

Temporary Number/Resource Name: Hobart Tower

Map Name: Hobart Tower Site Map

Scale: 1" = 40'

Date: June 2002



Applied EarthWorks, Inc.
LOCATION MAP SHEET

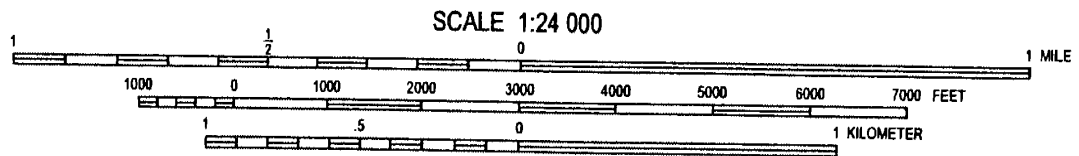
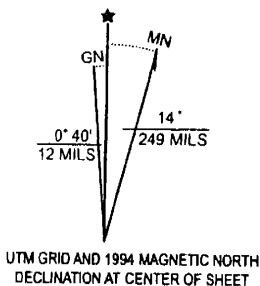
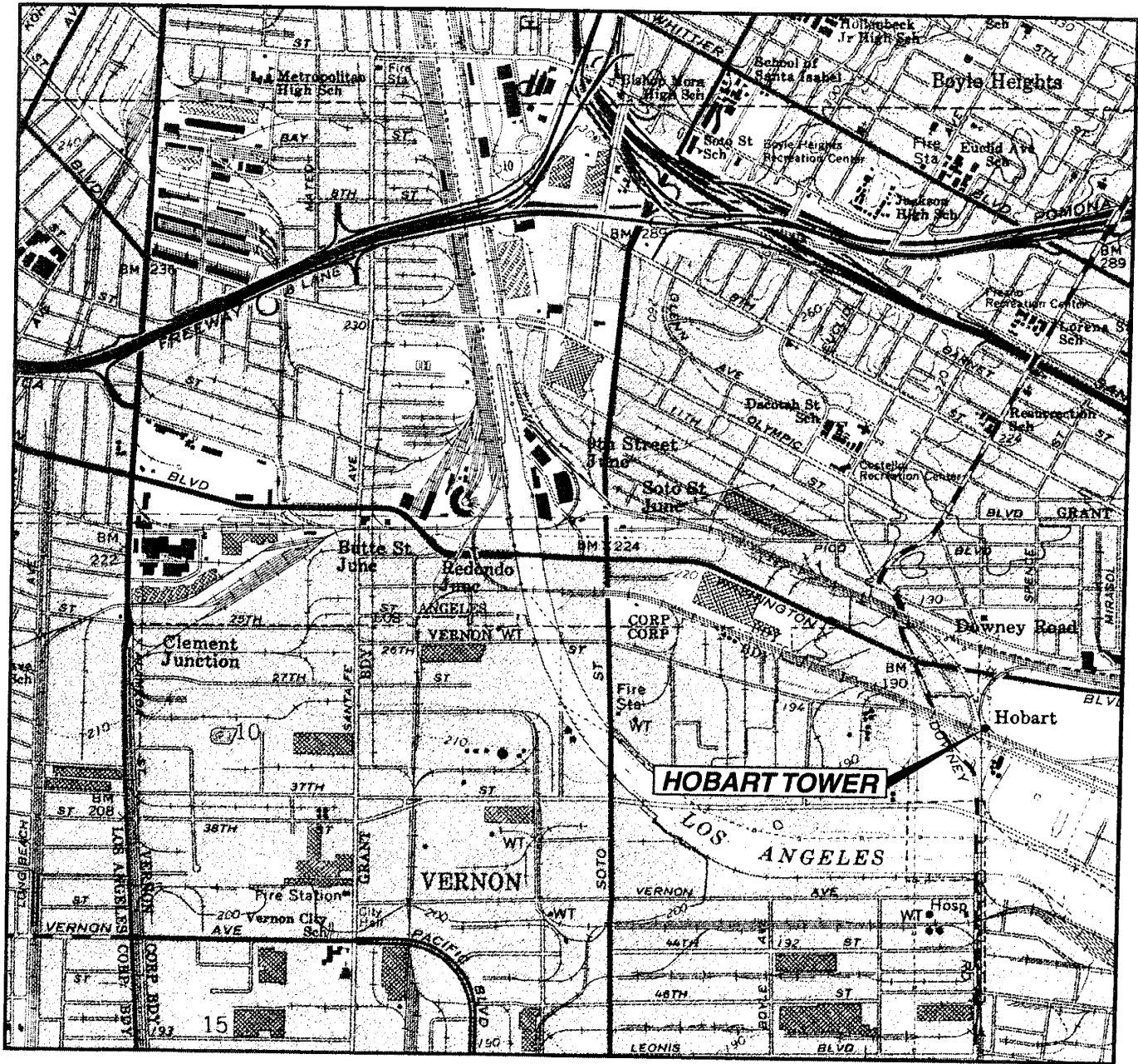
Primary # 19-186110 Supplement
HRI #Trinomial 30-176630

Page 6 of 6

Temporary Number/Resource Name: Hobart Tower

Map Name: Hobart Tower Location Map Scale: 1:24,000

Date: June 2002



Los Angeles, CA 7.5' USGS Quad 1966 (1981, 1994)

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

Primary # 19-186110 (Update)

HRI #

Trinomial

NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 6

*Resource Name or #: Union Pacific Railroad (No. 33, 34, and 100)

P1. Other Identifier: Union Pacific Railroad

*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: Los Angeles Date: 1966 (photo revised 1981 and 1994) T 1S; R 13W; unsectioned; S.B.B.M.

c. Address:

City: Los Angeles

Zip: 90023

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: ~245 feet above msl

Tracks located on the east side of the Los Angeles River north and south of the 6th Street Viaduct

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Union Pacific Railroad (UP) tracks in the project area are comprised of a set of 5 freight tracks, which run roughly north-south on the east side of the Los Angeles River. Two sets of continuous welded rail (tracks) are immediately east of the Los Angeles River, and three converge into a single line south of the 6th Street Viaduct. The sets of continuous welded tracks are arranged in linear configurations, parallel to one another. This segment of tracks is contiguous at the north and south ends to additional portions of railroad track. The tracks are not physically distinguishable from other steel, standard gauge, continuous welded freight railroad tracks. This segment of railroad may have been directly associated with the development of the community because of its original connection with the Los Angeles & San Pedro Railroad (1869), Los Angeles Terminal Railway Company (1891), San Pedro, Los Angeles, & Salt Lake Railroad Company (1901), Los Angeles & Salt Lake Railroad (1920), Southern Pacific (c. 1920s), Union Pacific (1997). The trackbed is roughly flat (with berms at tracks), and this segment is bordered by Mission Street on the east side, Metrolink and the channeled Los Angeles River on the west side. The 6th Street Viaduct notably runs perpendicular to the tracks, overhead.

*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering structure); HP39 (Other-railroad)

*P4. Resources Present: ☐ 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, date, accession #) View north from crossover, July 11 2007 07 11 07 46

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric

☐ Both

circa 1869-present

*P7. Owner and Address:

Union Pacific Railway
1400 Douglas Street
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address)

Francesca G. Smith and
Caprice D. (Kip) Harper
Parsons
100 W. Walnut Street, B-Pod 2nd Fl.
Pasadena, CA 91124

*P9. Date Recorded: 07/11/07

*P10. Survey Type: (Describe)
Intensive

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

Historical Resources Evaluation Report: 6th Street Viaduct Seismic Improvement Project, prepared by Francesca G. Smith, 2007.

*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):

DPR 523A (1/95)

*Required information

S:\Road&Highway\Projects\646745.Sixth ST EIS-EIR\Cultural\Built Environment\DPRs\DPRs Oct 4 2007\19-186110_Union Pacific RR_Primary Update.doc

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 6

*NRHP Status Code 6Z (Segment only)

*Resource Name or # (Assigned by recorder) Union Pacific Railroad (No. 33, 34, and 100)

- B1. Historic Name: Southern Pacific Railroad/San Pedro, Los Angeles & Salt Lake Railroad/Los Angeles Terminal Railroad
B2. Common Name: Union Pacific
B3. Original Use: railroad B4. Present Use: railroad

*B5. Architectural Style: N/A

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

Ongoing maintenance and reconfiguration of tracks for more than 100 years (dates unknown).

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

*B8. Related Features:

B9a. Architect: N/A

b. Builder:

*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

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

This segment of railroad tracks, formerly part of the Los Angeles Terminal Railway, San Pedro, Los Angeles & Salt Lake Railroad and Los Angeles & Salt Lake Railroad yard was reduced in size at the turn of the 20th century, a segment of railroad tracks is modestly recognizable to its original appearance. Now operated by Union Pacific, the linear resource is a series of parallel railroad tracks. The remaining tracks have been maintained for over 100 years, however, no buildings or other substantial railroad-related resources from the former San Pedro, Los Angeles & Salt Lake Railroad yard remain. Because of these changes, the property lacks integrity of design, materials, workmanship and location (as it was developed after the 20th century and streets were built). The surrounding landscape has changed over the years and the resource no longer retains integrity of setting. In part because of described alterations to materials, workmanship, location and setting, this property is not eligible for listing in the National or California registers under Criterion C or 3. No evidence was discovered to warrant consideration under Criterion D/4.

A previous evaluation of this railroad system in the greater Los Angeles area found the railroad eligible for the National Register under Criteria A and B (Jones & Stokes, 6/22/99). While the entire railroad line or perhaps the entire Los Angeles Branch may be eligible for the National and California registers, this small segment of the much larger 27,000 mile system no longer retains sufficient integrity to be eligible (Union Pacific 2006 Analyst Fact Book). It is very short segment of a much longer linear historic resource, parts of which may be historically significant.

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

*B12. References:

Union Pacific Corporation, 2006 Analyst Fact Book,

John Signor, *The Los Angeles and Salt Lake Railroad Company: Union Pacific's Historic Salt Lake Route*

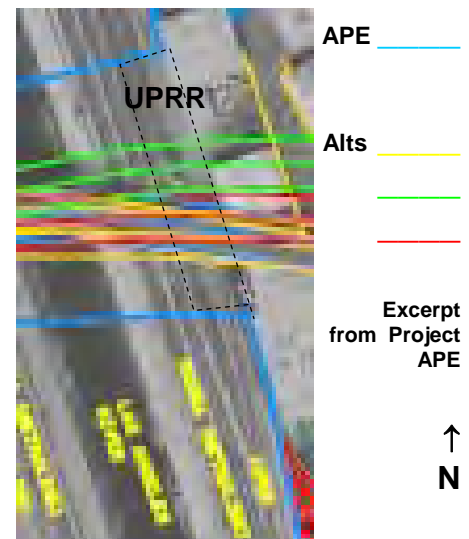
B13. Remarks:

*B14. Evaluator: Francesca G. Smith

*Date of Evaluation: 07/11/07

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Primary # 19-186110 (Update)

HRI #

Trinomial

Page 3 of 6

Resource Name or #: (Assigned by recorder) Union Pacific Railroad (Nos. 33, 34, and 100)

L1. Historic and/or Common Name:) Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) 11S, 386708.15mE/ 3767199.03mN (northernmost point) and 11S, 386750.89mE/3767033.01mN (southernmost point)

The approximately 450- foot-long segment is located on the east side of the Los Angeles River at the 6th Street Viaduct.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) Union Pacific was the third transcontinental railroad to reach Los Angeles in 1905, arriving through its subsidiary, the Los Angeles Terminal Railroad. Los Angeles Terminal Railroad was originally named for Terminal Island, and subsequently became the San Pedro, Los Angeles & Salt Lake Railroad; shortly after that, it was Los Angeles & Salt Lake Railroad through a series of mergers and acquisitions. By that time, the three main competing railroads were the Southern Pacific (SP), Atchison Topeka & Santa Fe Railway and Union Pacific. In 1910, then-rival, SP was established in Los Angeles on the west side of the river. Agriculture was one of the first industries to benefit from the presence of the railroads, notably the citrus industry after the advent of the refrigerated freight car. As a result of this growth, enormous rail yards like this property once was, (see Continuation Sheet 4) developed on both sides of the Los Angeles River. The current configuration of sets of railroads tracks bears no resemblance to the former LA & SL RR Yards that once occupied the site.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

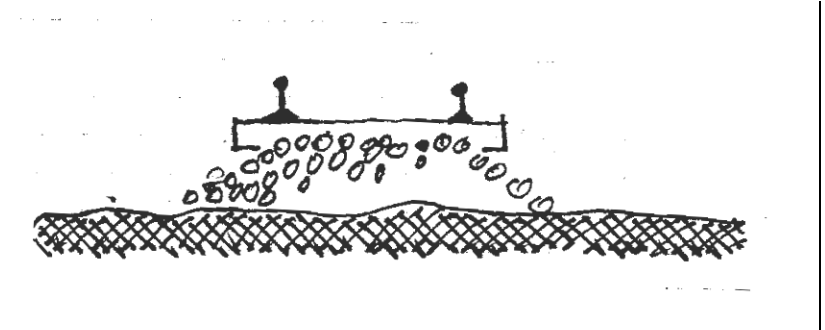
- a. Top Width:** 4'- 8.5 " (standard gauge)
- b. Bottom Width:** +/- 9'-0" per track
- c. Height or Depth:** 5" (track- top to bottom)
- d. Length of Segment:** +/- 450 feet

L5. Associated Resources:

6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

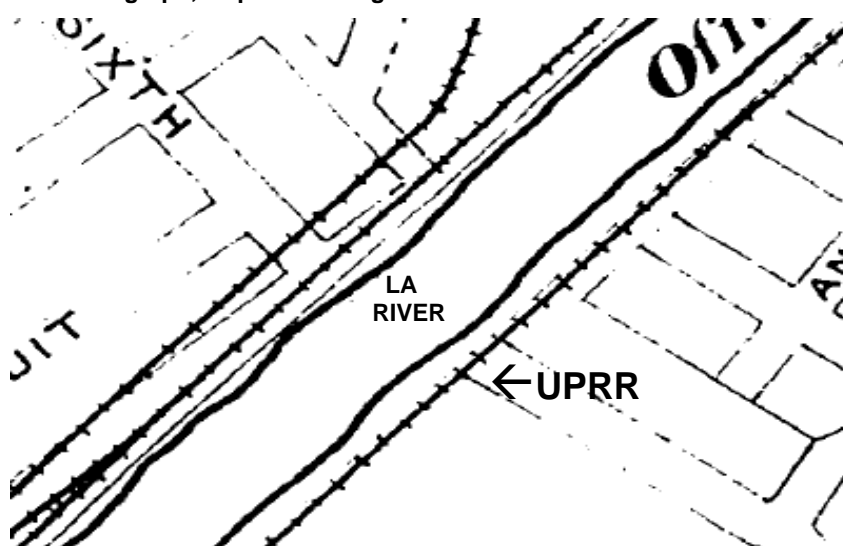
Located on the east side of the Los Angeles River, a channelized flood control channel. Situated north, south and beneath 6th Street Viaduct.

L4e. Sketch of Cross-Section (include scale) **Facing:**
sketch of section (no scale)



L7. Integrity Considerations: This segment has been subject to ongoing maintenance, the Los Angeles River has been channelized and industrial urban development has greatly altered the integrity of setting of the railroad.

L8a. Photograph, Map or Drawing



Annotated excerpt from *Sanborn Fire Insurance Co. Map of Los Angeles*, Volume 1, Sheet 0, 1894.



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

Excerpt *Sanborn Fire Insurance Co Maps of Los Angeles*, sheet 0
-plan view, no scale

L9. Remarks:

L8 depicts UPRR's predecessor San Pedro, Los Angeles & Salt Lake Railroad

L10. Form Prepared by: (Name, affiliation, and address)

Francesca G. Smith and Caprice D. (Kip) Harper
Parsons
100 W. Walnut Street, B-Pod, 2nd Floor
Pasadena, CA 91124

L11. Date: 07/11/07

*Recorded by: Francesca G. Smith and Caprice D. (Kip) Harper

*Date: 05/24/07

☒ Continuation

☐ Update

L3. Description:

P5a. Drawing:



P5b. Description of Drawing: Annotated excerpt from John Signor's *The Los Angeles & Salt Lake Railroad Company*, depicting the Los Angeles & Salt Lake Railway in 1930. Project area is noted.

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

Primary # 19-186110 (Update)

HRI#

Trinomial #

Page 5 of 6 *Resource Name or # (Assigned by recorder) Union Pacific Railroad (No. 33, 34, and 100)

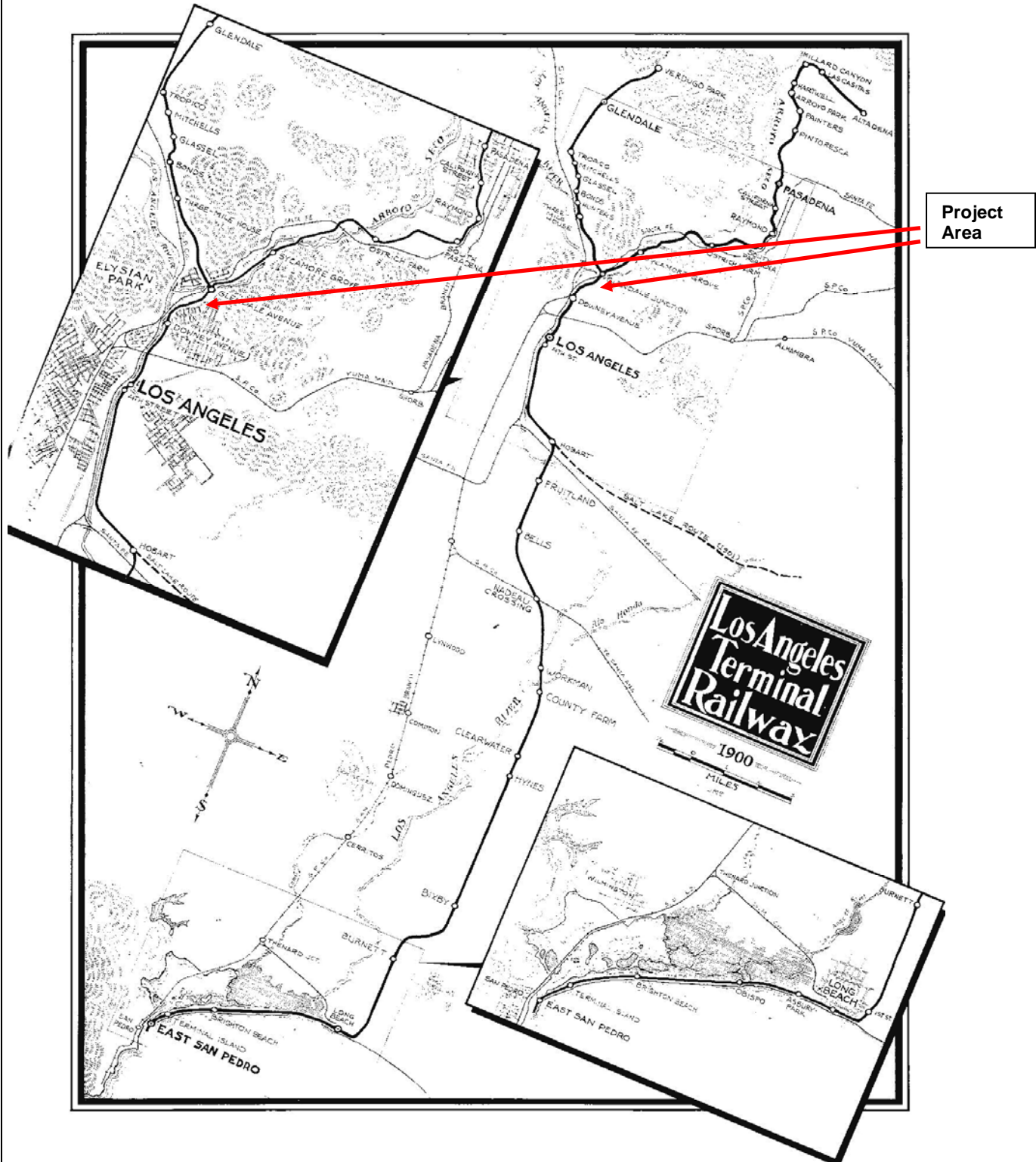
*Recorded by: Francesca G. Smith and Caprice D. (Kip) Harper

*Date: 05/24/07

☒ Continuation

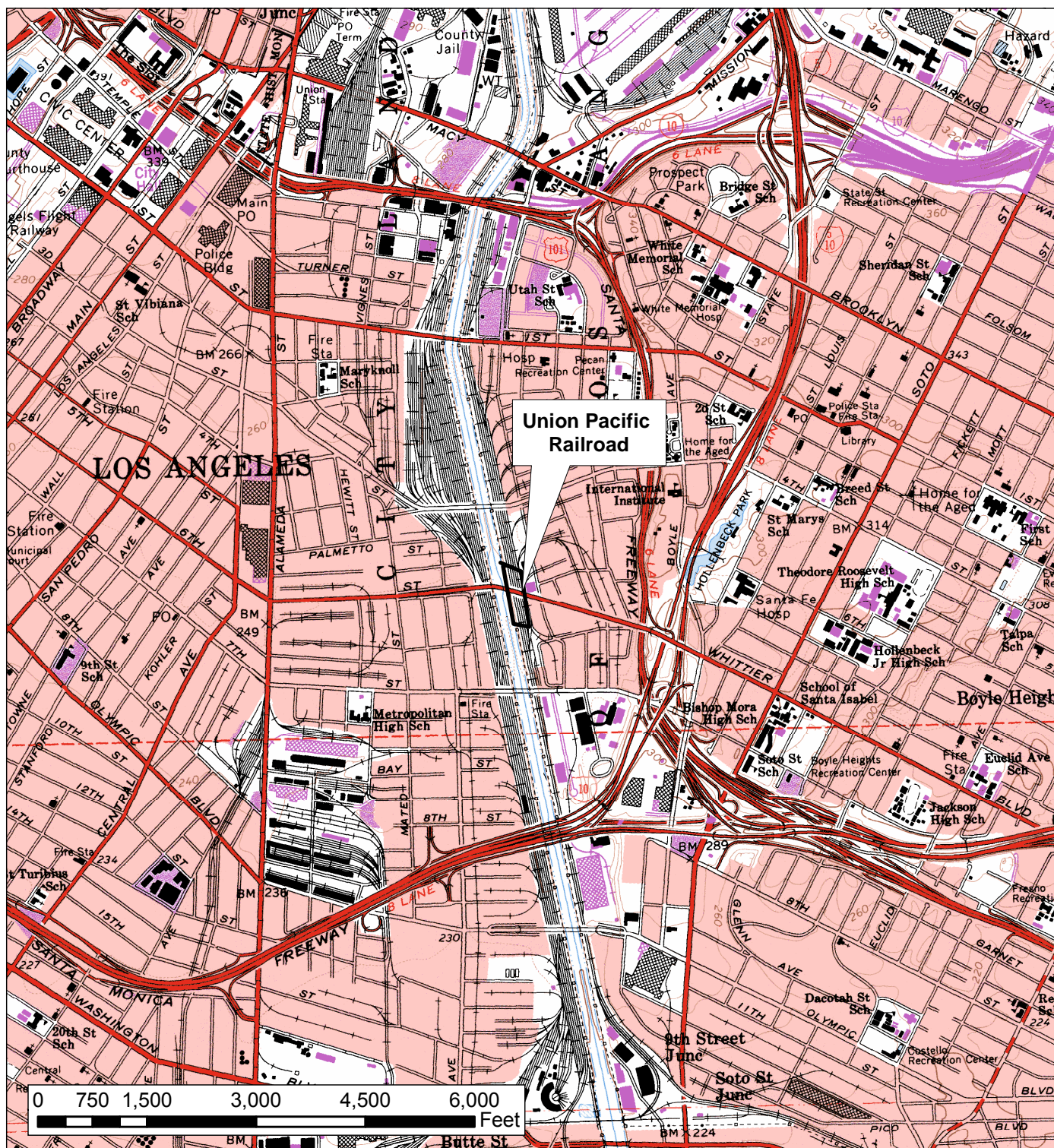
☐ Update

P5a. Drawing:



P5b. Description of Drawing: Annotated excerpt from John Signor, *The Los Angeles & Salt Lake Railroad Company*, depicting the Los Angeles Terminal Railway in 1900. Project area is noted.

***Scale:** 1:24,000 ***Date of Map:** 1966 (PR 1981; 1994)



CONTINUATION SHEET

Page 1 of 9

*Resource Name or # (Assigned by recorder) Southern Pacific Railroad – Sunset Line

Recorded By: Amanda Duane, GPA Consulting

Date: 12/20/2018 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-29

P2. Location: See Sketch Map, Pages 7-9.

*NRHP Status Code: 6Z (segment)

*P3a. Description

Portions of the Southern Pacific Railroad (SPRR) (P-19-186112) through Los Angeles have been previously recorded and evaluated for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility by:

- Jones & Stokes Associates, Inc. as part of the *Cultural Resources Inventory Report for Williams Communications Inc. Proposed Fiber Optic Cable System Installation Project* in 1999.
- Jones & Stokes Associates, Inc. as part of the *Alhambra Avenue Connector Project Historic Property Survey Report* in 2005.
- JRP Historical Consulting Services as a part of the *Grade Separations Within the Alameda Corridor-East Project* in 1999
- SWCA Environmental Consultants as a part of the *Nogales Street Grade Separation and Gale Avenue/Walnut Drive Widening Project Historic Property Survey Report* in 2009
- SWCA Environmental Consultants as a part of the *San Gabriel Trench Project Historical Resources Evaluation Report* in 2009
- LSA Associates as part of the *Historical Resources Evaluation Report for the Durfee Avenue Grade Separation Project* in 2013.

The previously recorded segments of the SPRR are as follows:

- 1999 (Jones and Stokes): two segments; a more northerly portion of the route associated with the Sunset Line beginning at the mouth of Union Station, and continuing generally northeast through Alhambra, El Monte, Pomona, Ontario, and Bloomington, then ending in Colton (San Bernardino County); another portion of a SPRR line beginning at Mission Junction, traveling south to the Soto Street Junction before curving southeast and traveling through Commerce and Montebello, northeast through City of Industry before joining with the northerly segment in Pomona. A portion of the more northerly segment is located within the Area of Potential Effects (APE) for the California High-Speed Rail Burbank to Los Angeles Project Section (see below).
- 1999 (JRP Historical Consulting Services): an approximately 26.5-mile segment of the Sunset Line between Pomona and San Gabriel in Los Angeles County. This segment is not within the project APE.
- 2005 (Jones & Stokes): a segment of unknown length (DPR form not available) in the vicinity of Valley Boulevard and Alhambra Avenue in Los Angeles. This segment is not within the project APE.
- 2009 (SWCA Environmental Consultants, Nogales Street Grade Separation): a .38-mile segment of the Alhambra Line that was recorded in 1999 by Jones and Stokes. The segment is located in City of Industry at Nogales Street. This segment is not within the project APE.
- 2009 (SWCA Environmental Consultants, San Gabriel Trench): a 2.2-mile long segment of the Sunset Line in San Gabriel. This segment is not within the project APE.
- 2013 (LSA Associates): a 3,900-foot long segment of the Sunset Line in Pico Rivera. This segment is not within the project APE.

The segments recorded in 2005 and 2013 were given a 6Y status code, presumably due to a lack of integrity. These finding received SHPO concurrence on May 12, 2006 (FHWA050923A, *Determination of Eligibility for the Valley Boulevard – Alhambra Avenue Connector Project, Los Angeles, CA*) and May 29, 2014 (FHWA_2014_0509_001, *Determination of Eligibility for the Proposed Durfee Avenue Grade Separation Project, Pico Rivera, CA*), respectively. The other prior evaluations did not receive SHPO concurrence.

This update form, prepared as part of the California High-Speed Rail Authority *Burbank to Los Angeles Section Historic Architectural Survey Report*, addresses four segments of railroad associated with the Sunset Line (see Sketch Map, pages 7-9):

- An approximately .67-mile long segment beginning at the mouth of Union Station and ending just east of Lamar Street. This segment is referred to as Segment 1 for the purposes of this evaluation (see page 8-9). Research indicates that this segment was developed c. 1875 with the completion of the Sunset Line into Los Angeles. This segment is located within the larger segment evaluated by Jones and Stokes in 1999.
- An approximately 900-foot segment that forks to the south of Segment 1. This segment is referred to as Segment 2 for the purposes of this evaluation (see page 9). Research indicates that this segment was developed between 1902 and 1939 to provide access to the Los Angeles General Shops, Mission Road Coach Yard, and/or Los Angeles Union Station.
- An approximately 460-foot segment located approximately 950 feet northeast of the Cesar Chavez Avenue Bridge. This segment appears to be associated with the Mission Road Coach Yard (completed 1939). The tracks loop around the rail yard area and

CONTINUATION SHEET

Page 2 of 9

connect with the Sunset Line tracks near the intersection of Daly Street and Alhambra Avenue. This segment is referred to as Segment 3 for the purposes of this evaluation (see page 9).

- An approximately 161-foot long segment adjacent to Segment 3. Historic aerial imagery indicates that this line was constructed between 1964 and 1972; it is possible that it was associated with a secondary use of the Mission Road Coach Yard property, which closed in 1968. This segment is referred to as Segment 4 for the purposes of this evaluation (see page 9).

This form updates a portion of a previously evaluated segment (Segment 1) as well as three segments of the same resource that were not previously evaluated (Segments 2, 3, and 4). These portions consist of standard gauge railroad tracks with associated features such as railroad stations, sidings, spurs, and railyards. The material and configuration of the tracks was not specified in the 1999 evaluation; however, visual observation indicates that all three segments consist of wood or concrete ties and steel tracks with gravel ballast. This is typical for the property type and is unlikely to have been substantially changed since the time of the prior evaluation.

P11. Report Citation: California High-Speed Rail Authority, *Burbank to Los Angeles Project Section Historic Architectural Survey Report*

*B10. Significance

The segments recorded as a part of this study are only a small percentage of the much larger Sunset Line, which was a major east-west artery that connected Los Angeles and New York via train and steamship. 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 railroad line appears to be significant under Criterion A/1 at the national level for its role in the development of transcontinental travel as well as the development of the City of Los Angeles. The line may also have significance under Criterion C/3 as the resource as a whole is an example of an early transcontinental railroad line that traversed hundreds of miles and may have influenced the design of railroad lines that came after it.

However, assessing the physical integrity of the entire railroad route across several states to make a determination of the potential historic resource's eligibility is beyond the scope of a reasonable level of effort for this undertaking. Full evaluation of the entire route is precluded by its large size. Therefore, for the purposes of this evaluation only, the Sunset Line is presumed to be eligible for listing in the NRHP and CRHR. The following discussion addresses whether the four segments within the project's Area of Potential Effects (APE) retain sufficient integrity to be able to contribute to the potential historic significance of the larger linear resource, rather than evaluating them as individual resources. As more fully explained below, the four segments of the SPRR Sunset Line within the project APE do not contribute to the significance of the larger linear resource, due to a lack of integrity and/or historic association. The segments are not historic properties for the purposes of Section 106, nor are they historical resources for the purposes of the California Environmental Quality Act (CEQA). These segments have 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 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. This line is often referred to as the "main line." The new railroad tracks ran alongside the course of the Los Angeles River and through land owned by Dr. David Burbank (Galvin Preservation Associates, 19). Southern Pacific laid its tracks down beside San Fernando Road and then crossed from the east to the west side of 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) and which was later known as "the Cornfields." It developed into a thriving commercial and industrial center, and much of the early growth in Los Angeles was made possible by the economic stimulus of the River Station industrial yard (LSA Associates et. al., 11). When the line was completed in the 1870s, Los Angeles had its first transcontinental shipping capability (Rand F. Herbert, 1), and waves of new settlers began arriving in Southern California (Historic Resources Group and Galvin Preservation Associates, 12). The tracks leaving the station curved to the southeast and crossed the Los Angeles River north of Mission Road, across a second truss bridge, today known as Mission Junction Bridge, before continuing east. Research indicates that these eastbound tracks were part of the Sunset Line.

Southern Pacific extended its main line south down Alameda Street, toward San Pedro. Southern Pacific's competitor, the Santa Fe Railroad, completed a second transcontinental line to California in 1886, and the ensuing "fare war" made travel west even more affordable for passengers, resulting in greater demands for the service (Historic Resources Group and Galvin Preservation Associates, 12-13). Eventually, four major railroads were all operating in Southern California during the late nineteenth and early twentieth century, including Southern Pacific, Union Pacific, Santa Fe, and the Los Angeles and Salt Lake Railroad. Each line converged in downtown Los Angeles and had their respective passenger stations and tracks (Lee, et. al., 10).

CONTINUATION SHEET

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The Southern Pacific Sunset Line is a major east-west artery that historically connected Los Angeles and New York; trains traveled to the ports in New Orleans, and the Southern Pacific Morgan Line steamships would continue the journey to New York (Mullaly and Petty, 35). The Sunset Line was constructed over the course of three decades between 1852 and 1881 by several different companies that would eventually be absorbed by SPRR. The first trains would cross the route in 1883 (Hofsommer, 5).

Southern Pacific's initial hub, the River Station Yard (no longer extant), was completed in 1869 near the present-day intersection of Alameda and Commercial Streets (Mullaly and Petty, 13). It soon began to prove inadequate as freight and passenger activity increased in the late nineteenth and early twentieth centuries; by the late 1880s, SPRR was looking for a new site for a larger facility. The new site, announced in 1901, was to be located between Mission Road and the Sunset Line to Yuma. Construction began in 1902, and the completed facility would comprise a large machine shop, boiler and repair shops, a transfer table, and a large roundhouse (Petty and Mullaly, 67). In 1939, the Mission Road Coach Yard was inaugurated. The coach yard is located southwest of the Los Angeles General Shops. For thirty years, the coach yard serviced SPRR passenger trains—up to a dozen full length trains at a time—providing cleaning services and restocking the trains with food, supplies, and linens. The Mission Road Coach Yard would close during the spring of 1968, due to the decline in passenger rail service (Mullaly and Petty, 158).

Prior to the dip in passenger rail, the Sunset route between Los Angeles and New Orleans remained popular and heavily traveled, and as train speeds increased with the advent of new technologies, SPRR was required to upgrade and improve the tracks and signals along the route. Much of this work took place during the 1950s, and was particularly extensive between Colton and Yuma. New and heavier rail was installed, sharp curves in the route were eliminated, and centralized traffic control signaling was implemented. (Hofsommer, 246).

Evaluation

A long segment of the SPRR Sunset Line between Los Angeles and Colton was surveyed in 1999 by Jones & Stokes Associates as a part of the *Cultural Resources Inventory Report for Williams Communications Inc. Proposed Fiber Optic Cable System Installation Project*. 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 under Criterion A for its association with the development of Los Angeles and the early transcontinental railroad. The evaluation also indicated that the segment was eligible for its association with prominent railroad figures such as Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker (also known as the "Big Four"). This evaluation did not receive SHPO concurrence. A smaller portion of this previously evaluated segment, in addition to three new segments of the same resource, were 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 will presume NRHP and CRHR eligibility of the Sunset Line for the purposes of this evaluation. The project team recommends an updated status code of 6Z for Segment 1 to indicate that the segment would be not contribute to the significance of the larger resource due to a lack of integrity. The project team also recommends a status code of 6Z for Segments 2, 3 and 4 due to a lack of historic associations.

The Sunset Line is presumed eligible under NRHP Criterion A and CRHR Criterion 1. It is presumed eligible for its association with the development of transcontinental travel and the development of the City of Los Angeles.

Under NRHP Criterion B or CRHR Criterion 2, the Sunset Line does not have a significant association with the lives of persons important in history, as suggested in the prior evaluation. In order to meet Criterion B/2, the individuals associated with the historic property must not only be shown to be important through accepted methods of research and analysis, their contributions must also be singularly and demonstrably important. While railroad founders such as the Big Four were arguably important figures in the history of passenger and freight rail, as well as the development of Los Angeles, research did not indicate that these men had a direct and singularly important association with the construction or operation of the Sunset Line. The railroad infrastructural features associated with the Sunset Line represent the collective decisions of board directors, managers, and engineers of a large corporation, rather than the distinctive and direct contributions of any single individual. Thus, while the "Big Four" played a role in the development of Los Angeles by organizing the Sunset Line and providing the area with long-distance freight and passenger rail service, their efforts lack the level of singular importance required to meet Criterion B/2. A better representation or representations of these men's productive lives would be their professional offices, the headquarters of the respective railroad companies, or their personal homes. Because research did not indicate that the discrete actions of the Big Four and other individuals associated with the Sunset Line were singularly important, significance inheres more in the Sunset Lines' representation of a pattern of history under Criterion A/1, as described in the previous paragraph, rather than under Criterion B/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 the Interior, 18). The segments within the APE were built using materials and techniques common to the period, which have not substantially changed to the present day. Research did not reveal any evidence to suggest that these railroad segments were in any way influential to the future development of railroad construction. The structures lack high artistic value, and there is no reason to believe that it an important example

CONTINUATION SHEET

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of the work of a master. The larger Sunset Line may have significance as a type, period, or method of construction under NRHP Criterion C and CRHR Criterion 3; however, making this determination is beyond the scope of a reasonable level of effort for this undertaking due to the length of the route across several states. While the Sunset Line as a whole may possess significance for its design, the segments within the APE would not be considered important examples of a type, period, or method of construction or possess high artistic value, and therefore, would not contribute to its significance under Criteria C/3.

Under NRHP Criterion D and CRHR Criterion 4, the Sunset Line is not significant as a source, or likely source, of important historic information. For a structure to be eligible under Criterion D, it must be the principal source of such information. As railroad history is so well-documented, this is unlikely to be the case.

Guidance prepared by the Oregon State Historic Preservation Office on the evaluation of historic railroads suggests that integrity of feeling, association, and location are the most critical aspects of integrity for a linear resource such as a railroad, while regular, in-kind replacement of materials such as tracks, ties, and ballast are part of regular and necessary maintenance for a railroad, and would not diminish the integrity such that it would not be eligible for the NRHP or CRHR.

The integrity of location for Segment 1 is no longer intact, as the west end of the segment was realigned at a sharper angle to accommodate Union Station in 1939. Prior to this, the segment terminated at Naud Junction. Based on historic aerials and aerial imagery, the original section of track that continued to Naud Junction was subsequently removed and is no longer extant. Research indicates that there have been a number of upgrades and changes to the segment that have affected the integrity of design; however, there are sufficient physical features remaining to reflect the property's historic function, aesthetic and technology. The integrity of setting is no longer intact. The continued development in the area, including the construction of numerous new support facilities including the Mission Junction Bridge, Union Station, Mission Tower, and the Los Angeles General Shops and the Mission Road Coach Yard (which were constructed and later demolished) have changed the overall setting and configuration of the area. While regular maintenance and in-kind replacement of materials is expected for this type of resource, portions of wood ties have been removed entirely without replacement, affecting the integrity of materials and workmanship. Due to the loss of integrity of location, setting, materials, and workmanship, the integrity of feeling has been similarly affected. The integrity of association is also no longer intact, as the segment no longer retains sufficient physical integrity to convey its significance; the segment has been truncated and realigned so that it no longer leads to Naud Junction, it is surrounded by support facilities that are not associated with the original alignment, and ties have been removed at several locations along the segment. While the overall Sunset Line appears to be eligible under NRHP Criterion A and CRHR Criterion 1 for its association with the development of transcontinental travel and the City of Los Angeles, this segment does not retain sufficient integrity to convey this significance.

While they retain some aspects of integrity, Segments 2 and 3 would not contribute to the larger Sunset Route, as they were constructed as part of reconfigurations to accommodate the Los Angeles General Shops and later the Mission Road Coach Yard and do not share the same historic associations with the late nineteenth-century transcontinental route. Segments 2 and 3 retain integrity of location, as research indicates that they have not been moved since the time of their construction. However, the integrity of setting has been diminished by the continued development in the area, particularly the demolition of the Los Angeles General Shops and the Mission Road Coach Yard, which these segments were constructed to serve. Research indicates that there have been a number of upgrades to the segments that have diminished the integrity of design; however, there are sufficient physical features remaining to reflect the property's historic function, aesthetic and technology. Aerial imagery indicates that wood railroad ties have been intermittently replaced with concrete within the segments; however, this type of regular maintenance is expected and does not necessarily diminish the integrity of materials and workmanship. The integrity of feeling is intact as the segment generally retains sufficient physical features to convey the sense of a twentieth century rail line; however, the integrity of association is no longer intact, as the Los Angeles General Shops and the Mission Road Coach Yard have been demolished, thereby removing the direct link the railroad segments had with their original use.

While it retains integrity, Segment 4 does not contribute to the larger Sunset Route, as it was constructed sometime after 1965 and does not share the same historic associations with the late nineteenth-century transcontinental route. Segment 4 retains integrity of location, as it has not been moved since the time of its construction. The integrity of setting has been somewhat diminished by continued development in the area, but the integrity of materials, design, and workmanship are intact. No major changes to the tracks themselves are evident. As such, the integrity of feeling and association are intact, and the tracks still convey the sense of a postwar rail line.

CONTINUATION SHEET

Page 5 of 9

B12. References:

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.

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

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.

Hofsommer, Don. *The Southern Pacific: 1901-1985*. Texas A&M University Press, 1986.

Jones and Stokes. Department of Parks and Recreation (DPR) Form Set: Union Pacific Railroad. 1999.

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.

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.

Mullaly, Larry, and Bruce Petty. *The Southern Pacific in Los Angeles: 1873-1996*. San Marino, CA: Golden West Books, 2002.

Oregon State Office of Historic Preservation. *Guidance for Recording and Evaluating Linear Cultural Resources*. Oregon Parks and Recreation Department. December 2013. Accessed December 2018.
<https://www.oregon.gov/oprd/HCD/SHPO/docs/ORLinearResourcesGuidancev2.pdf>.

Signor, John R. *The Los Angeles & Salt Lake Railroad: Union Pacific's Historic Salt Lake Route*. San Marino, CA: Golden West Books, 1988.

Solomon, Brian. *Southern Pacific Passenger Trains*. St. Paul, MN: MBI Publishing Company, 2005.

US Department of the Interior. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*. Washington DC: National Park Service, 1998.

P5a. Photograph:



Sunset Line tracks at Lamar Street east of Mission Junction. Satellite imagery dated 2018, courtesy of Google Maps. The Lamar Street Overcrossing is a later alteration to the segment. (Track locations within the study area were unsafe and/or inaccessible for project team to photograph.)



Sunset Line tracks east of Mission Junction, near crossing of Mission Junction Bridge. Satellite imagery dated 2018, courtesy of Google Maps. Note section of missing ties at right. (Track locations within the study area were unsafe and/or inaccessible for project team to photograph.)



Sunset Line tracks north of Mission Tower, west of Mission Junction Bridge. Satellite imagery dated 2018, courtesy of Google Maps. Note section of missing ties at left. (Track locations within the study area were unsafe and/or inaccessible for project team to photograph.)



Sunset Line tracks curving south to Union Station, west of Mission Junction Bridge. Satellite imagery dated 2018, courtesy of Google Maps. Original alignment continued west along Alhambra Avenue to Naud Junction. (Track locations within the study area were unsafe and/or inaccessible for project team to photograph.)

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KEY MAP

1

2

LEGEND

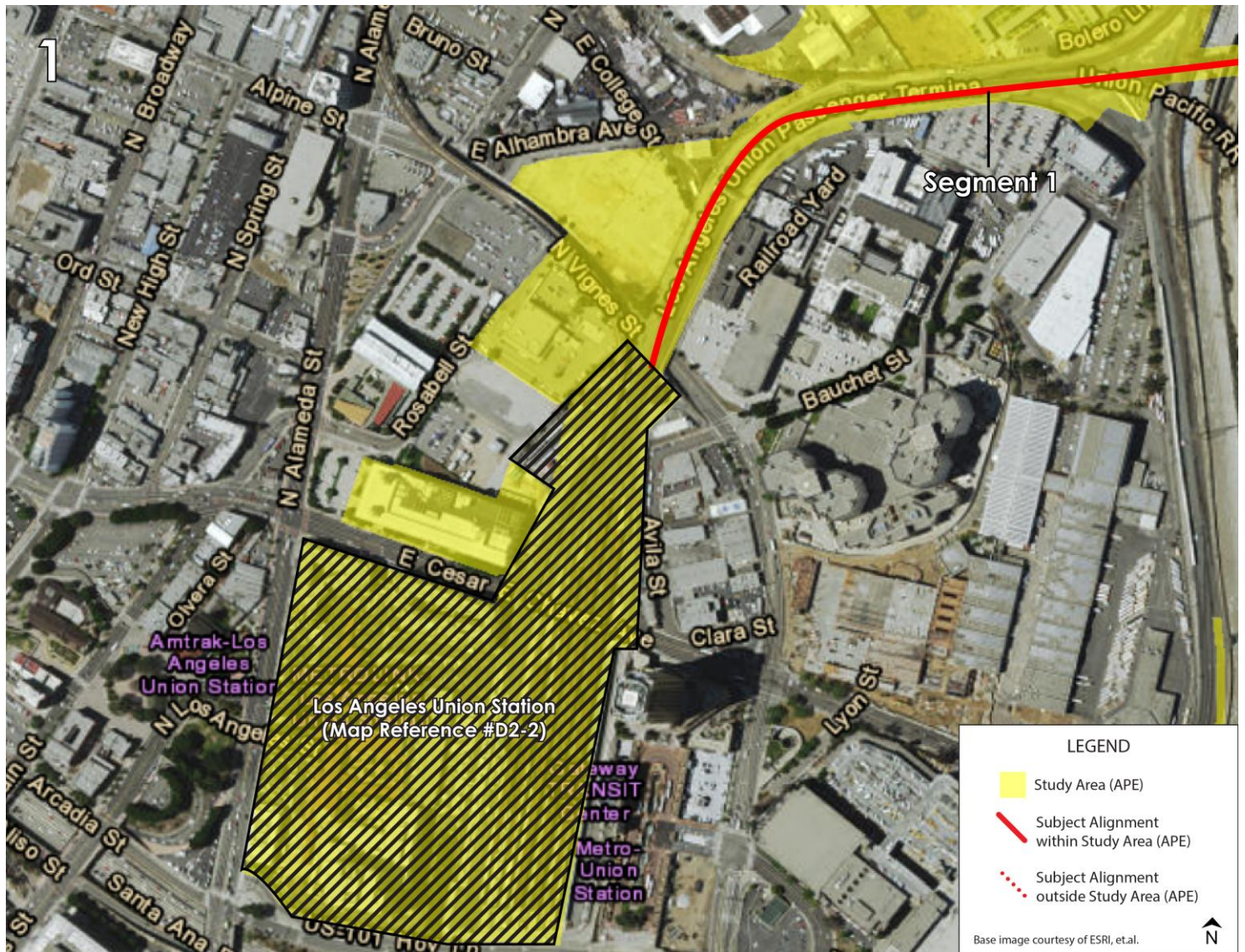
Study Area (APE)

Base image courtesy of ESRI, et al.

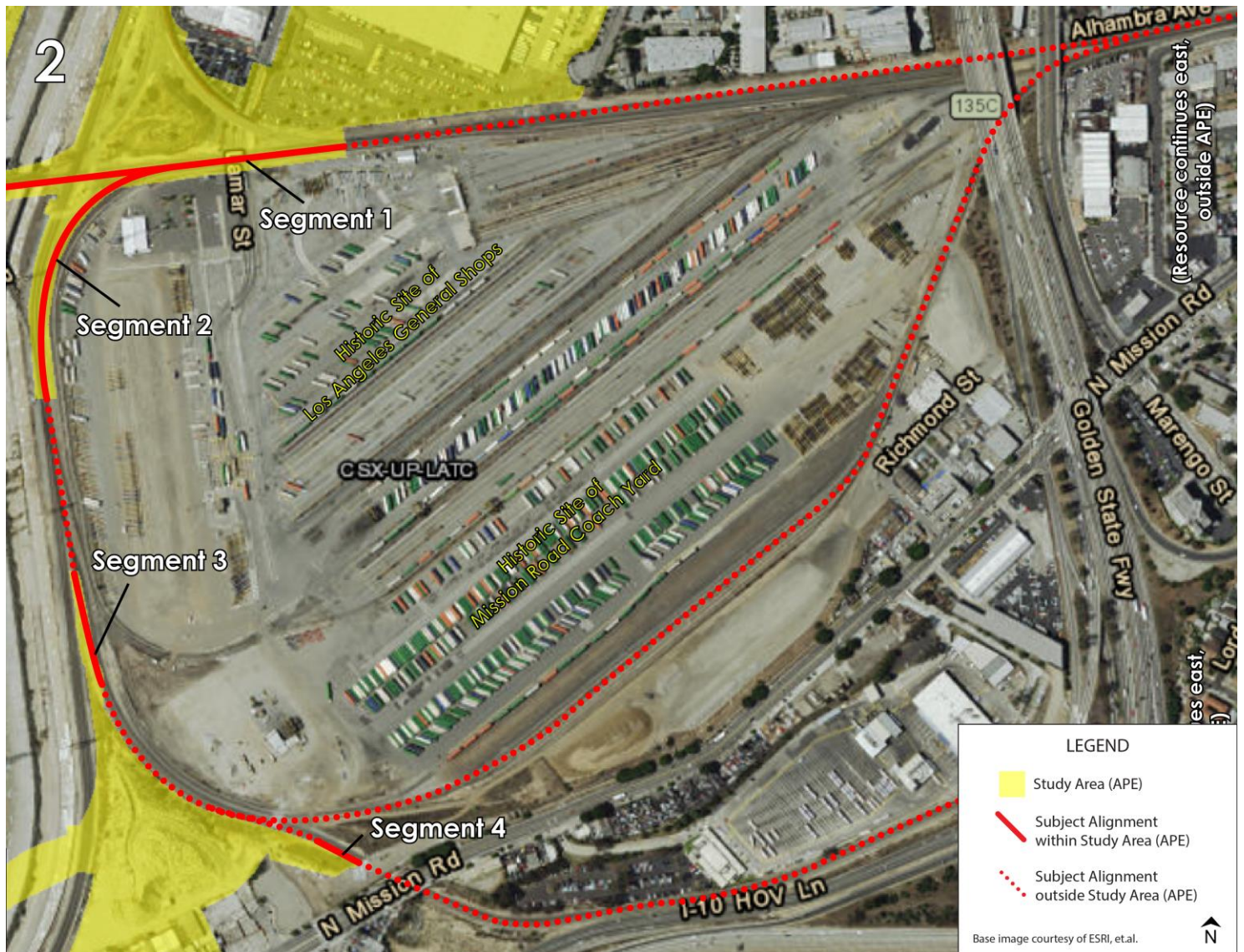
CONTINUATION SHEET

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Sketch Map Page 1



Sketch Map Page 2



PRIMARY RECORD

Primary # _____
HRI # 19-186112
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 12

*Resource Name or #: (Assigned by Recorder) C-Los Angeles-A-1

P1. Other Identifier: Union Pacific Railroad, Southern Pacific Railroad

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Los Angeles and Orange Riverside San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad see below Date _____ T _____; R _____; $\frac{1}{4}$ of _____ $\frac{1}{4}$ of Sec _____; B.M. _____

c. Address _____ City _____ 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)

This segment of the railroad is located on the following USGS quads: Los Angeles (1968, PR 1981), El Monte (PR 1994), Baldwin Park (PR 1981), La Habra (PR 1981), San Dimas (PR 1981), Ontario (PR 1981), Guasti (PR 1981), Fontana (PR 1980), and San Bernardino South (PR 1980).

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

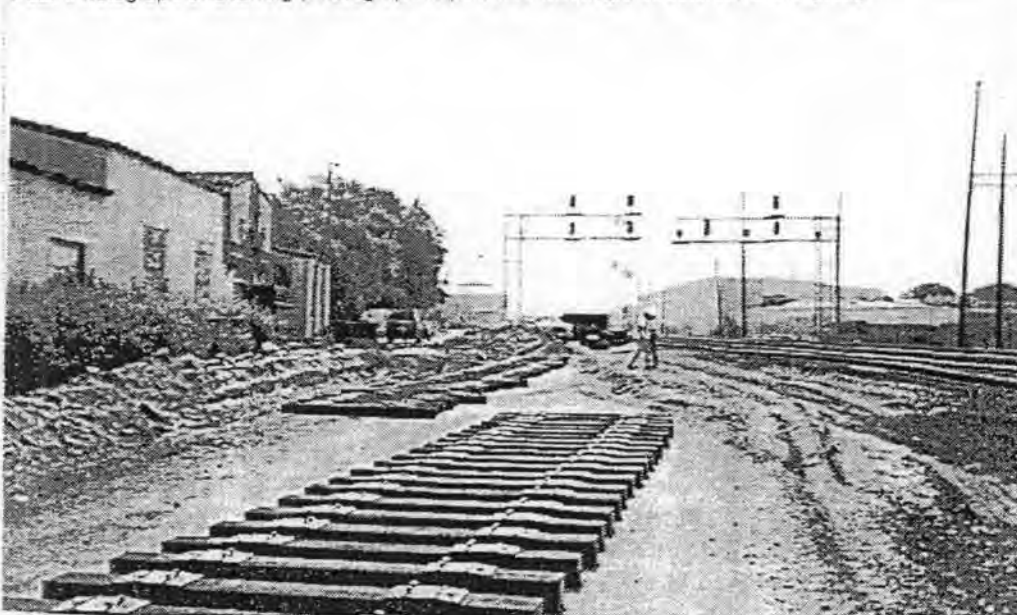
The Union Pacific Railroad (historically the Southern Pacific Railroad) is a standard gauge railroad which runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and railyards.

The rail lines that were included in our survey areas were all acquired by Union Pacific, but were originally other railroad lines. These include the Southern Pacific, and the Los Angeles and Salt Lake Railroad. The Southern Pacific through Los Angeles area was constructed in the 1870s, and originally ran south from Los Angeles through Watts and Compton to Wilmington, and east from Los Angeles through Alhambra, San Gabriel, Puente, Pomona and on through Colton before heading toward Yuma. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP39. Other - Railroad

*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 #) _____

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1870s - present

*P7. Owner and Address:

Union Pacific Railroad

*P8. Recorded by: (Name,

affiliation, and address) S. Ashkar

Jones & Stokes Associates, Inc.

2500 V Street, Suite 100

Sacramento, CA 95818

*P9. Date Recorded: 6/22/99

*P10. Survey Type: (Describe)

Cursory and intensive pedestrian

surveys

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 1999. Cultural Resources Inventory for the Williams Communication Fiber Optic alignment between Los Angeles and Riverside, Los Angeles and Riverside Counties, California.

*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): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 12

*NRHP Status Code

*Resource Name or # (Assigned by recorder) C-Los Angeles-A-1

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: railroad

B4. Present Use: railroad

*B5. Architectural Style:

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

Major portion of track and associated spurs, sidings, and station were constructed between 1869 and 1905. The tracks are currently in use and maintenance and replacement continue.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown

Date:

Original Location:

*B8. Related Features:

Numerous sidings, spurs, stations and railyards

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Railroad

Area: California, U.S.

Period of Significance: 1869 to present

Property Type: railroad

Applicable Criteria: A, B

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

Portions of this railroad are additions to the first transcontinental railroad. Other portions were instrumental in the development of Los Angeles and other communities as business centers. The modern Union Pacific Railroad system is made up of other, often smaller historic railroads that helped to form the economy and population of Southern California. The rail system enabled the transportation of goods to ports and the emigration of large numbers of people. The railroad is also associated with a number of important historical figures, including the Big Four (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker). Therefore, the historic railroad is eligible for NRHP listing under Criteria A and B.

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

*B12. References:

B13. Remarks:

(Sketch Map with north arrow required.)

*B14. Evaluator: S. Ashkar Jones & Stokes

2600 V Street, Suite 100 Sacramento, CA 95818-1914

*Date of Evaluation: 6/22/99

(This space reserved for official comments.)

CONTINUATION SHEET

Primary # 19-186112

HRI # _____

Trinomial _____

Page 3 of 12

*Resource Name or # (Assigned by recorder) C-Los Angeles-A-1

*Recorded by S. Ashkar, M. Avina, E. Prendergast, J. Doty

*Date 6/22/99

☒ Continuation

☐ Update

P3a. Description

Another Southern Pacific Line headed southeast from Watts through Norwalk and Buena Park to Santa Ana.

The San Pedro, Los Angeles and Salt Lake Railroad Company was formed in 1901 for the purpose of constructing a rail line between Los Angeles and Salt Lake City. The line formally opened on May 1, 1905. The line extended north from Los Angeles to Las Vegas and on to Salt Lake City. Other lines ran from Los Angeles south to Wilmington via Bells and Workman, and east from Los Angeles through Pico, Clayton, paralleling the Southern Pacific line through Walnut, Sprada and Ontario and dipping south from there towards Riverside. The name was shortened to the Los Angeles and Salt Lake in 1916. In 1921, the line became the southwestern arm of the Union Pacific. (Fickewirth 1992; Hofsommer 1986; Myrick 1992.)

The Southern Pacific eventually absorbed the smaller rail lines and the Southern Pacific emerged as the name for the system in 1884 when the Southern Pacific Company of Kentucky was incorporated.

References:

Fickewirth, A. A. 1992. *California Railroads*. Golden West Books. San Marino, California

Hofsommer, Don L. 1986. *The Southern Pacific, 1901-1985*. Texas A & M University Press. College Station, Texas.

Myrick, D. F. 1992. *Railroads of Nevada and Eastern California. Volume II. Southern Roads*. University of Nevada Press. Reno, Nevada.

LOCATION MAP

Primary #

19-186112

HRI #

Trinomial

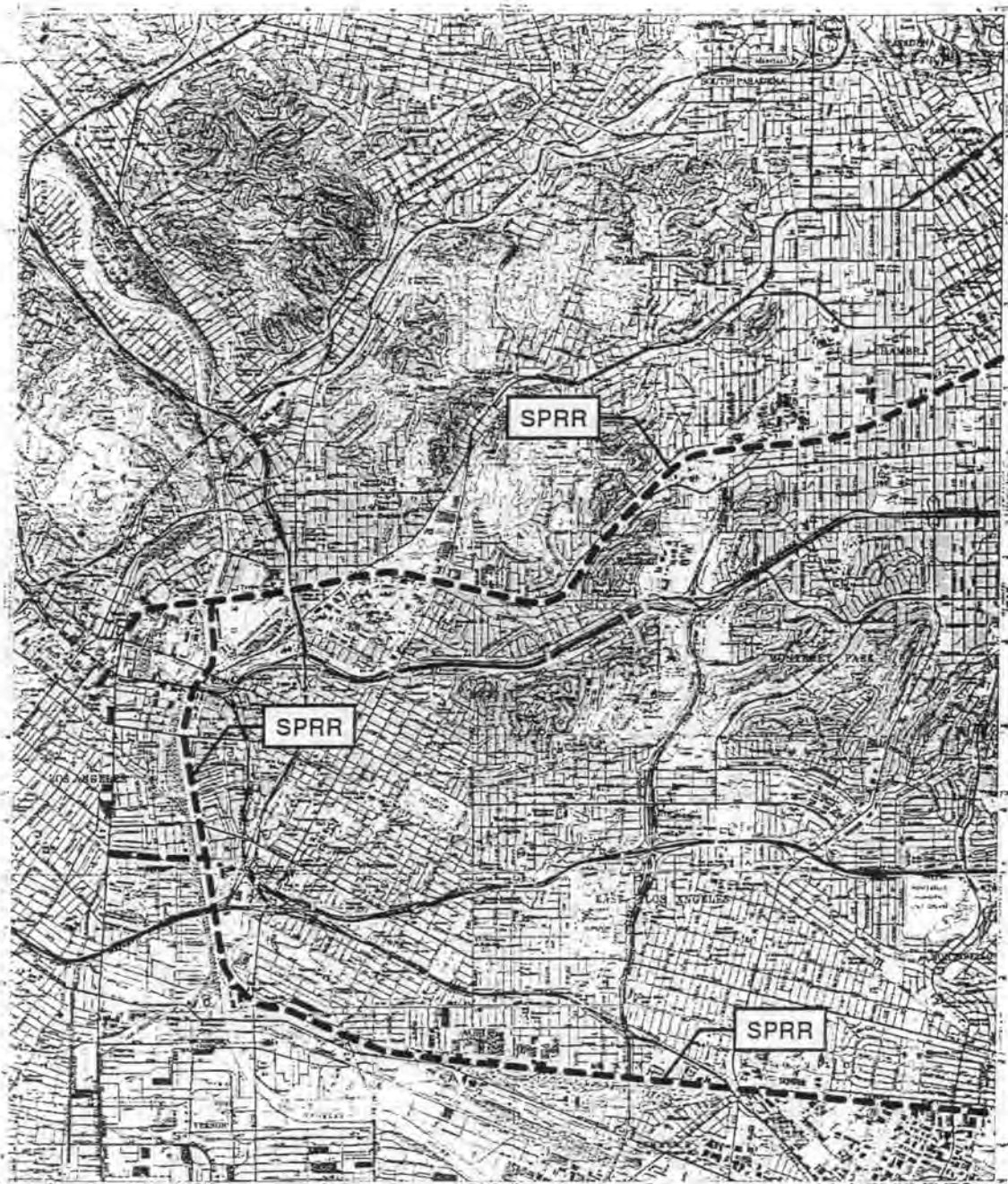
Page 4 of 12

*Resource Name or #: C-Los Angeles - A-1: Southern Pacific Railroad

*Map Name: Los Angeles, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: MR 1994



0 5,000
feet

Scale = 1:80,000

Base map: USGS 7.5'-series Los Angeles
California quadrangle (1966, MR 1994)



LOCATION MAP

Primary # 19-186112
HRI # _____
Trinomial _____

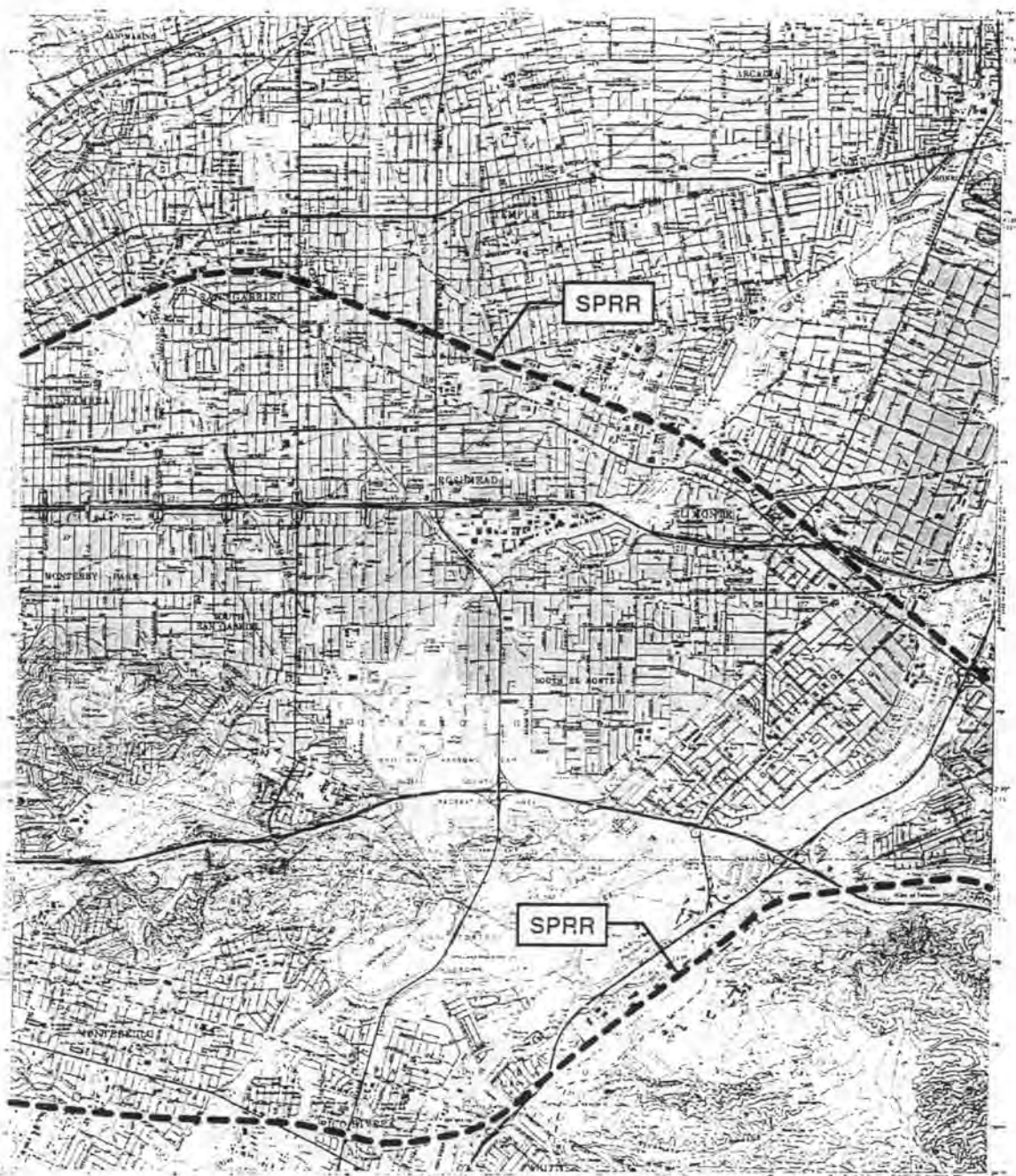
Page 5 of 12

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*Map Name: El Monte, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: MR 1994



0 5,000
feet

Scale = 1:80,000

Base map: USGS 7.5-series El Monte,
California, Quadrangle (1966, MR 1994)



LOCATION MAP

Primary #

19-186112

HRI #

Trinomial

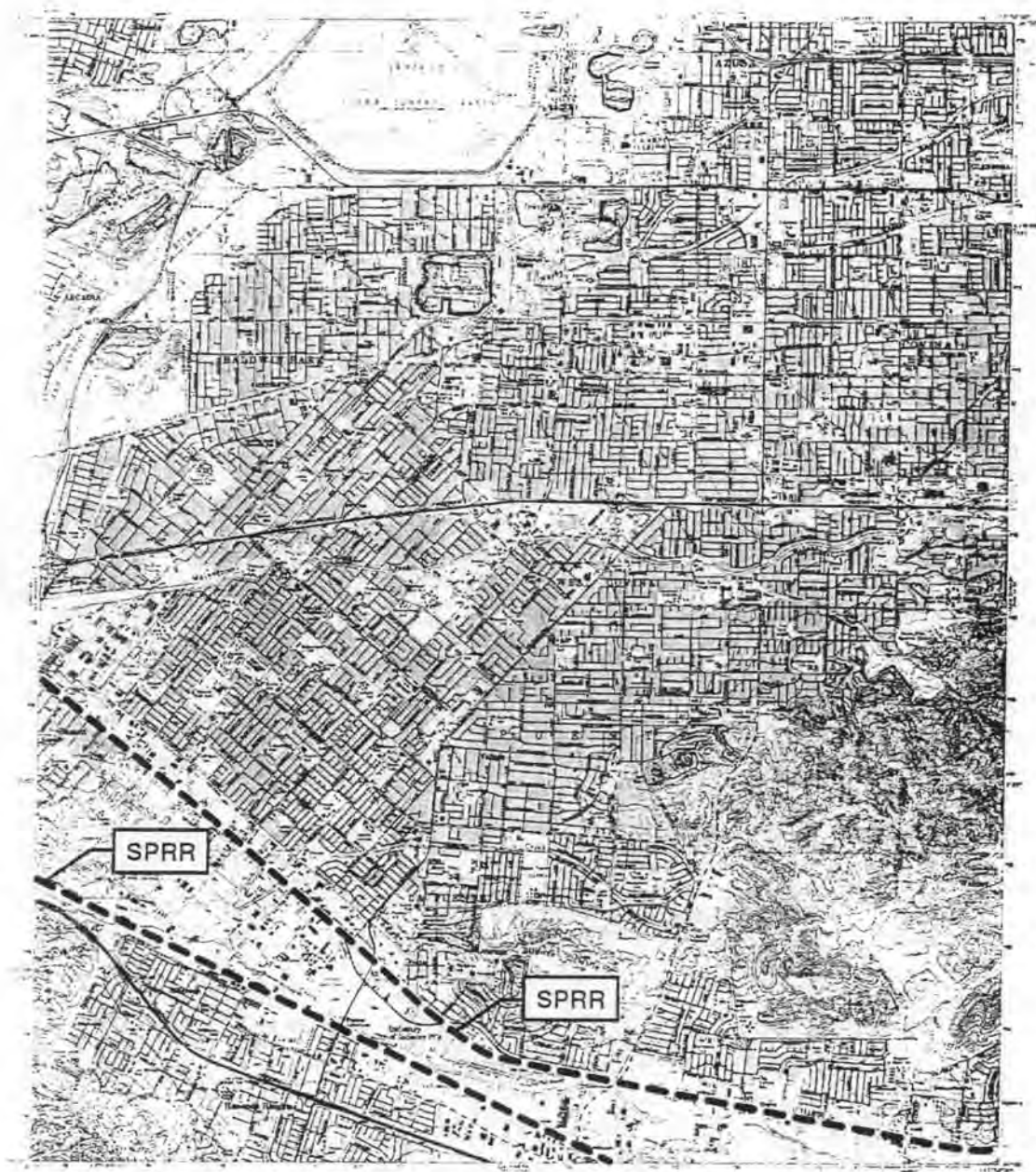
Page 6 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Baldwin Park, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



0 5,000
feet
Scale = 1:80,000

Base map: USGS 7.5 series Baldwin Park,
California, quadrangle (1966, PR 1981)



LOCATION MAP

Primary # 19-186112

HRI # _____

Trinomial _____

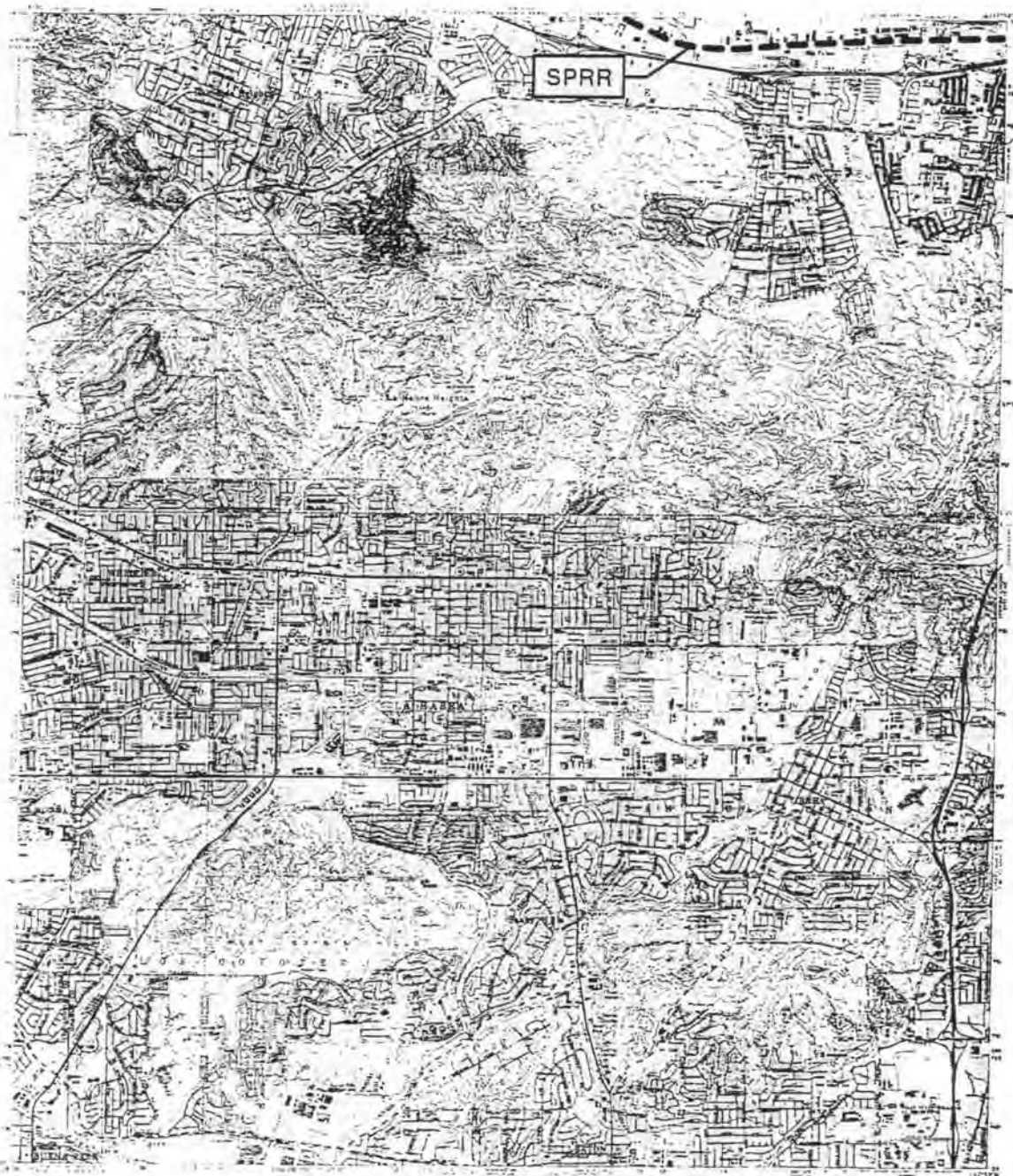
Page 7 of 12

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*Map Name: La Habra, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



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feet

Scale = 1:80,000

Base map: USGS 7.5-series La Habra,
California quadrangle (1964 PR 1981)



LOCATION MAP

Primary # **19-186112**

HRI # _____

Trinomial _____

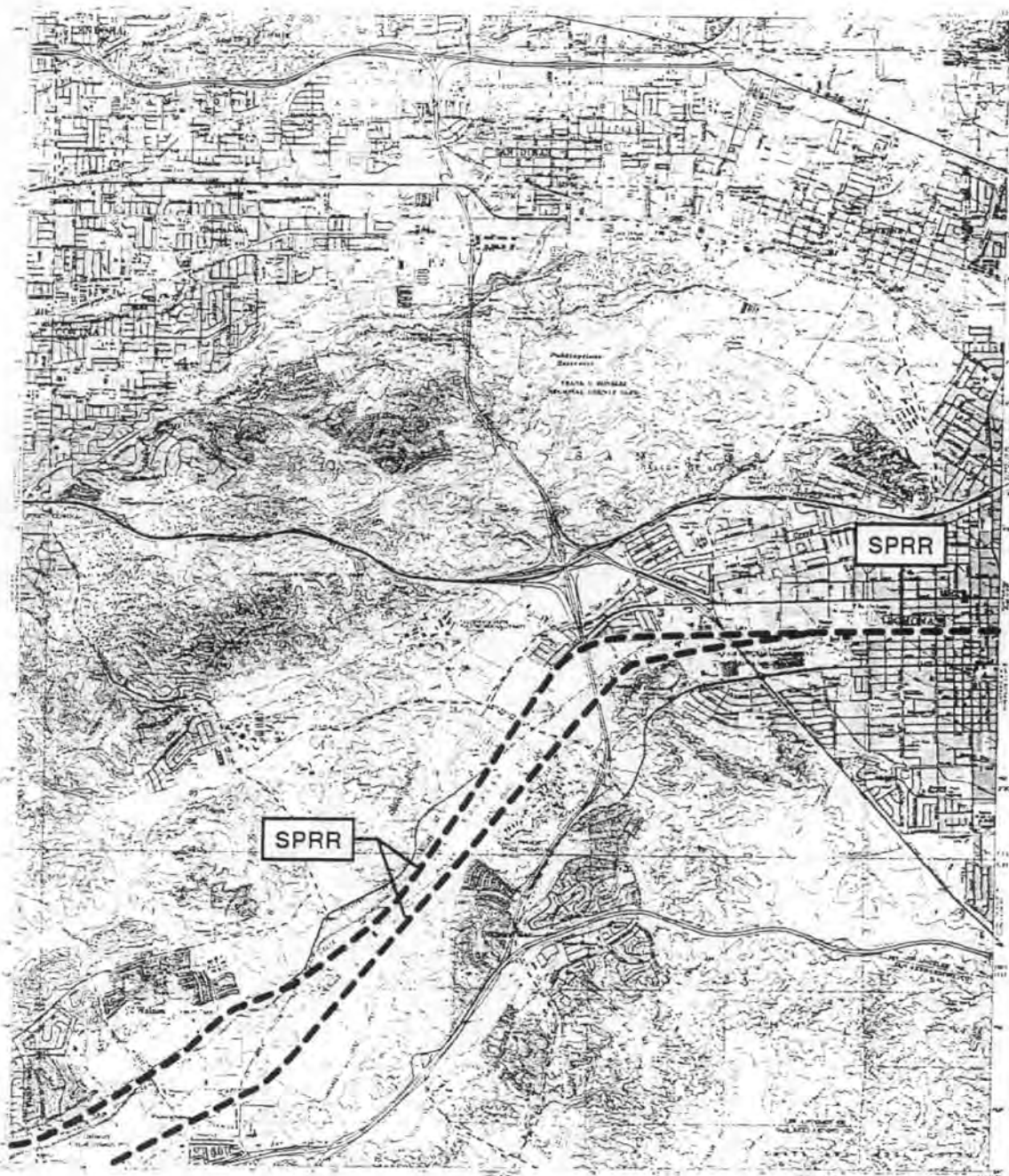
Page 8 of 12

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*Map Name: San Dimas, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



0 5,000

feet

Scale = 1:80,000

Base map: USGS 7.5'-series San Dimas,
California, quadrangle (1966, PR 1981)



LOCATION MAP

Primary # 19-186112

HRI # _____

Trinomial _____

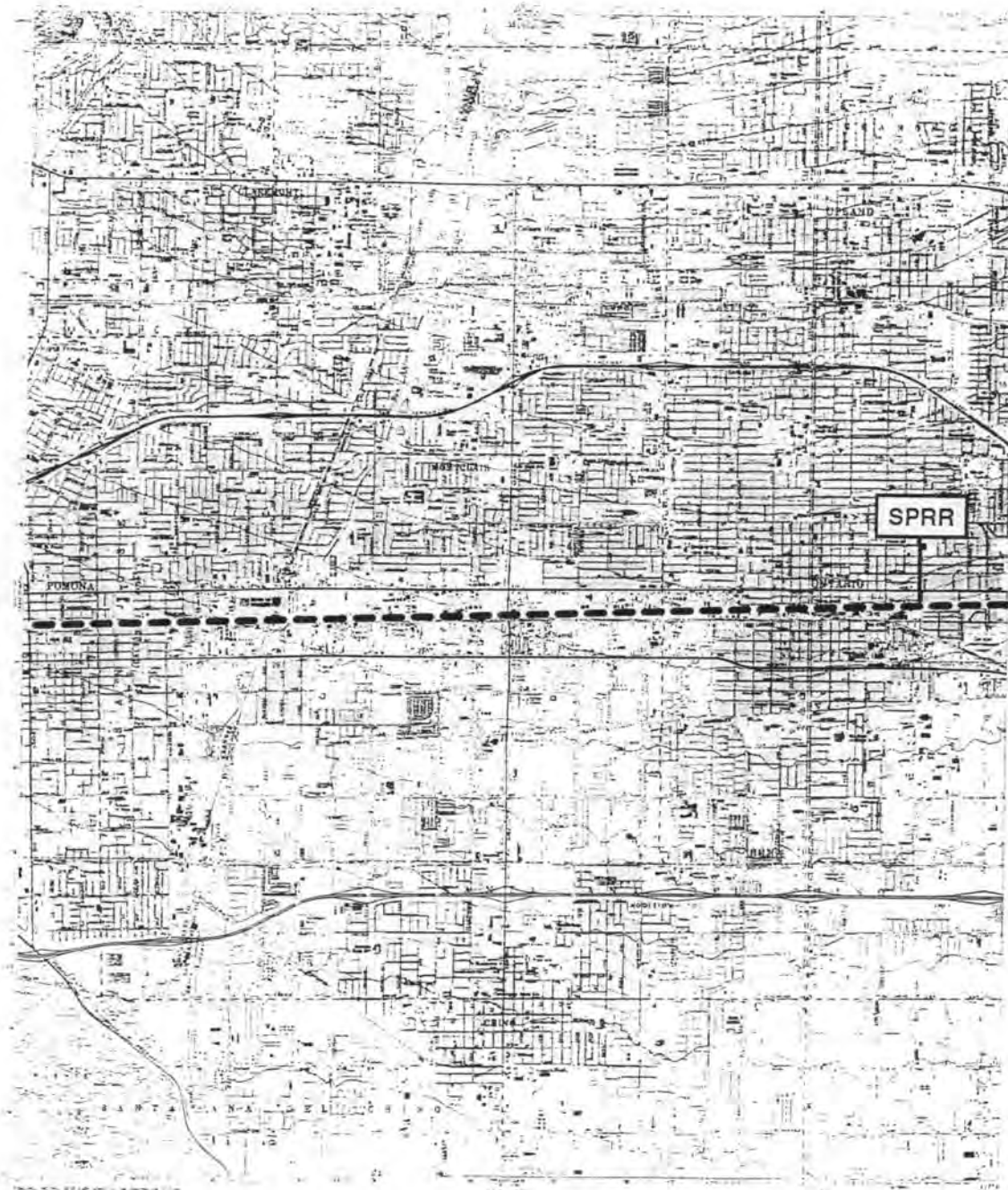
Page 9 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Ontario, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



0 5,000

feet

Scale = 1:80,000

Base map: USGS 7.5-series Ontario,
California quadrangle (1967, PR 1981)



LOCATION MAP

Primary # 19-186112
HRI # _____
Trinomial _____

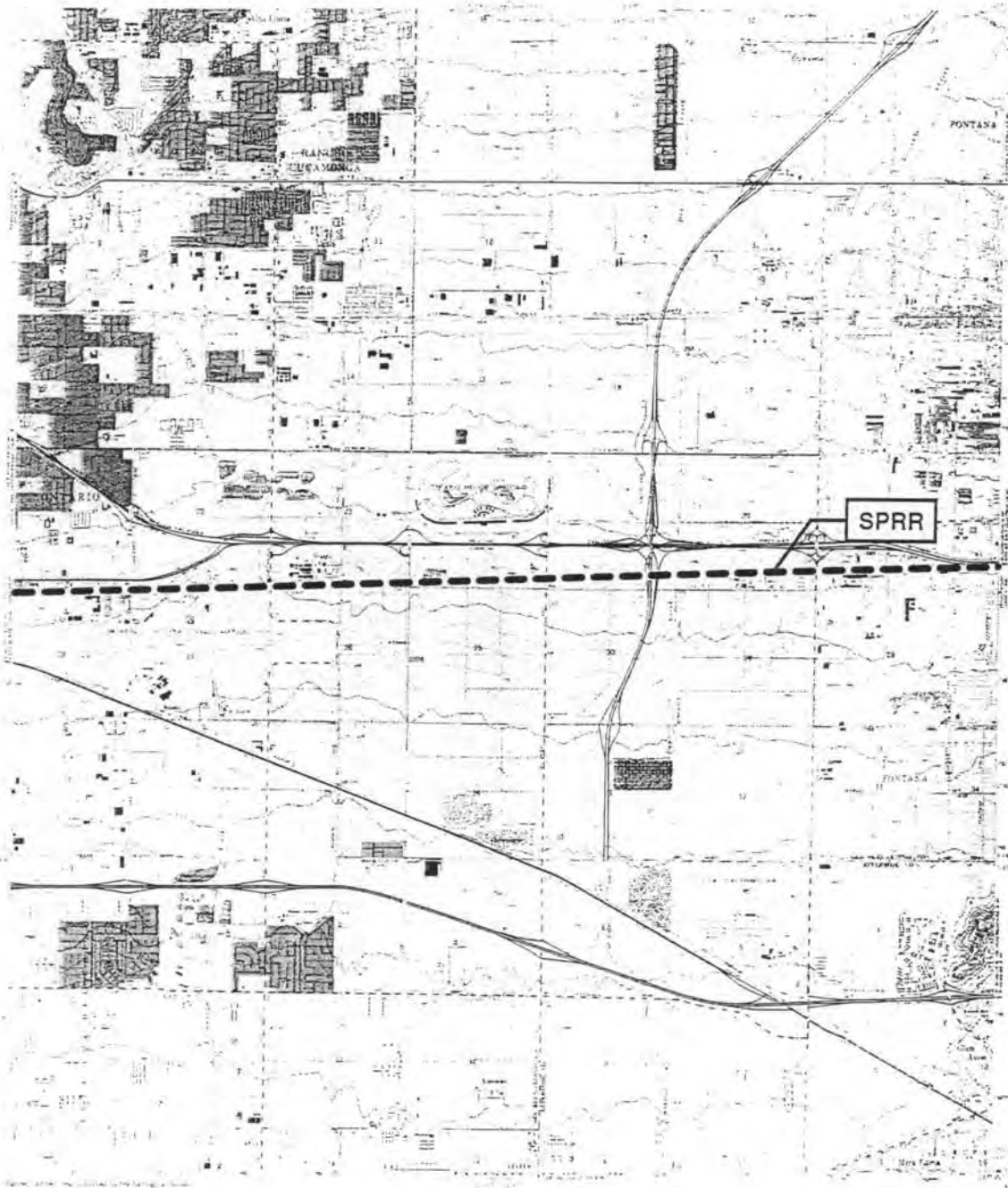
Page 10 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Guasti, California

*Scale: 1:80,000 (1"=6.666')

*Date of Map: PR 1981



0 5,000

feet

Scale = 1:80,000

Base map: USGS 7.5-series Guasti,
California, quadrangle (1966, PR 1981)



LOCATION MAP

Primary #

HRI #

Trinomial

19-186112

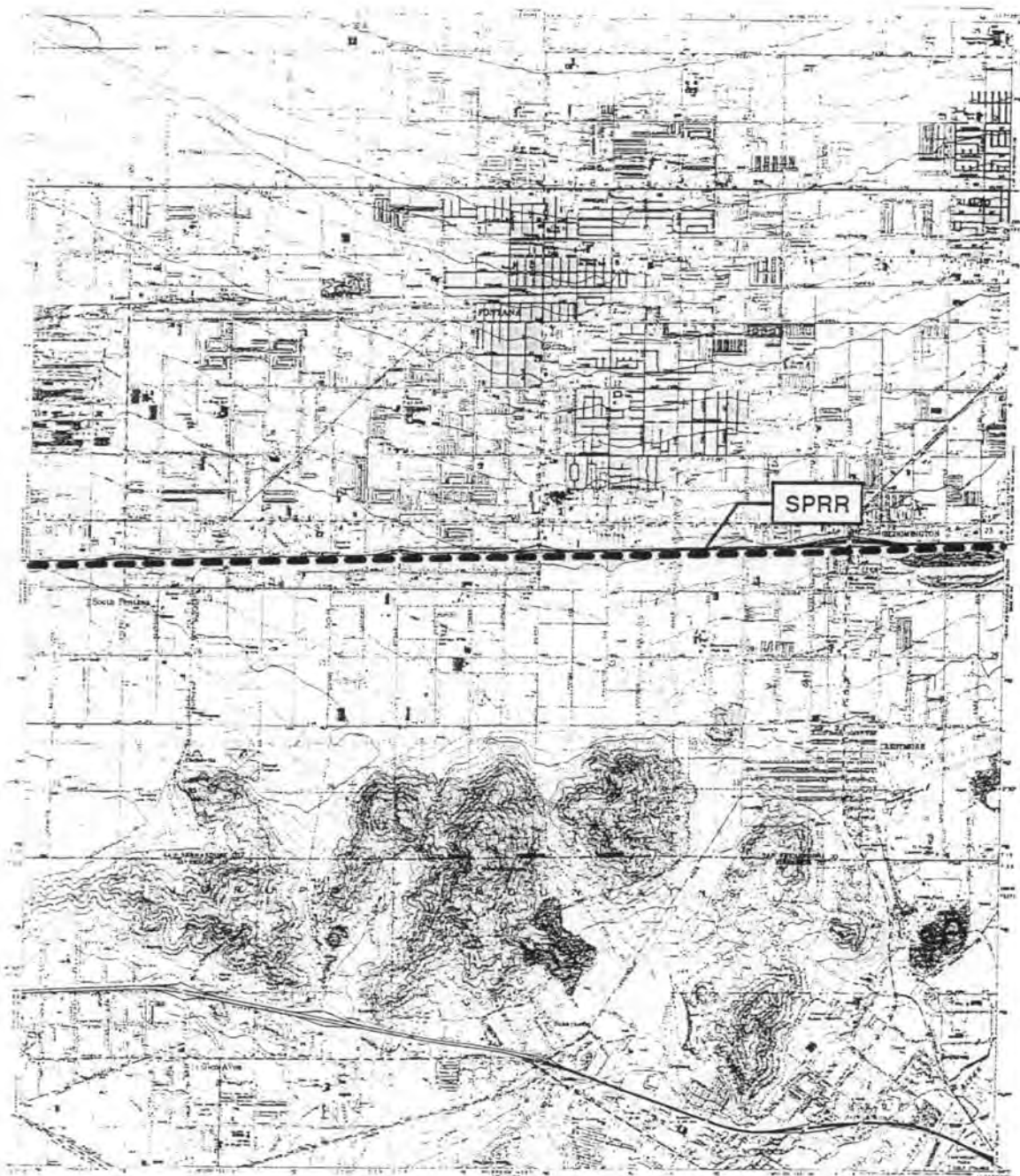
Page 11 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Fontana, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1980



0 5,000

feet

Scale = 1:80,000

Base map: USGS 7.5-series Fontana,
California, quadrangle (1967, PR 1980)



LOCATION MAP

Primary # 19-186112

HRI # _____

Trinomial _____

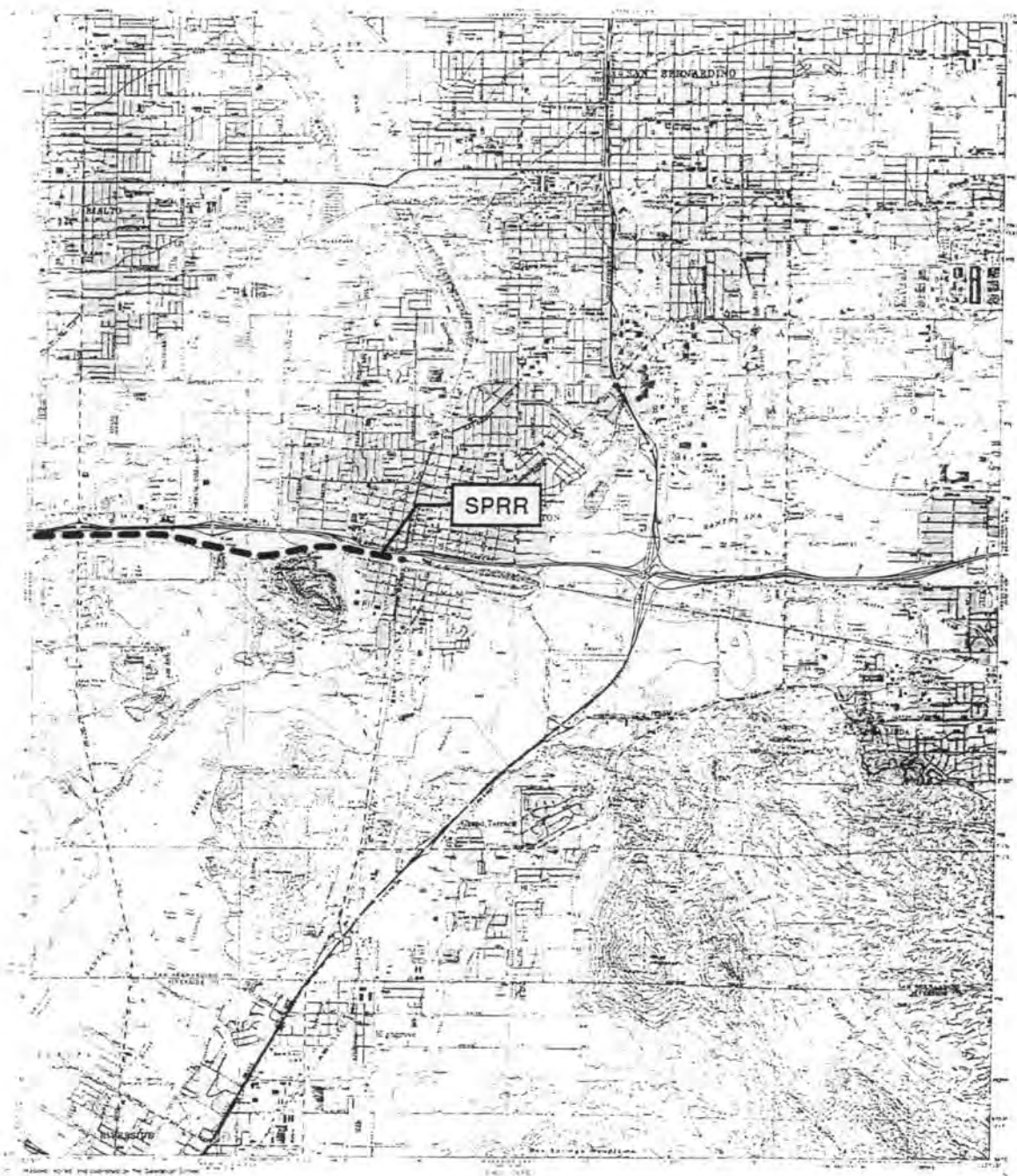
Page 12 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: San Bernardino South, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1980



0 5,000
feet

Scale = 1:80,000

Base map: USGS 7.5'-series San Bernardino,
California, quadrangle (1967 PR 1980)



State of California – The Resources Agency
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PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

P1. Other Identifier: Southern Pacific Los Angeles Division; Union Pacific Railroad

*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 See Continuation Sheet T; R ; $\frac{1}{4}$ of Sec ; B.M.

c. Address _____ City _____ Zip _____

d. UTM: (give more than one for large and/or linear resources) See Linear Feature Records

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 form treats an approximately 26.5-mile section of what was once known as the Southern Pacific Railroad's (SPRR) Los Angeles Division. This railroad travels northwest from Yuma, Arizona through California's Imperial Valley, over the San Bernadino Mountains into the San Gabriel Valley and west to terminate in Los Angeles. This form addresses only that portion running between the towns of Pomona and San Gabriel in Los Angeles County. The SPRR constructed this standard gauge line between 1874 and 1877, making it only the third railroad to be built in the Los Angeles area, the first being the Los Angeles & San Pedro, which was constructed in 1869, and the second the Southern Pacific line from the San Joaquin Valley completed in 1876, which was the first to provide Los Angeles with transcontinental shipping capabilities. The Union Pacific Railroad gained control of this line when they acquired SPRR in 1996. For most of the section within the study area, the railroad consists of a single set of tracks, occasionally splitting into two parallel sets, or the main track and a spur line. Its tracks, rails, and ballast have all been replaced over the years, and modern grade crossing and safety equipment installed.

*P3b. **Resource Attributes:** (List attributes and codes) (AH7) Railroad grade; (HP39) Railroad grade

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

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



*P5b. **Description of Photo:** (View, date, accession #) Photograph 1; Crossing #4, at Del Mar Road; Camera facing east; March 4, 2002

*P6. **Date Constructed/Age and Sources:**

☒ Historic ☐ Prehistoric ☐ Both

1874-1877; John R. Signor, *Southern Pacific Lines, Pacific Lines Stations Volume I* (Pasadena, CA: Southern Pacific Historical and Technical Society, 1997).

*P7. **Owner and Address:**

Union Pacific Railroad
Omaha, Nebraska

*P8. **Recorded by:** (Name, affiliation, address)

Rand F. Herbert, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

*P9. **Date Recorded:** March 4, 2002

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

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, "Grade Separations Within the Alameda Corridor-East Project, Los Angeles County, California," 1999

*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
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BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 6

*Resource Name or # Southern Pacific Los Angeles Division San Gabriel - Pomona

B1. Historic Name: Southern Pacific Railroad, Los Angeles Division

B2. Common Name: Union Pacific Railroad

B3. Original Use: Railroad B4. Present Use: Railroad

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed between 1874 and 1877; modernization and replacement of equipment, rails, ballast, ties, etc. part of routine maintenance.

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

*B8. Related Features: See Description, P3a.

B9. Architect: N/A b. Builder: Southern Pacific Railroad

*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

That portion of the Southern Pacific Railroad Los Angeles Division (now Union Pacific) evaluated for the purposes of the proposed project does not appear to meet the criteria for listing in the National Register of Historic Places, primarily because it lacks integrity of design, setting, materials, workmanship, feeling and association to its potential period of significance being between 1877 when its construction was completed, and 1885, when the Atchison, Topeka, and Santa Fe Railroad was constructed into Los Angeles as a competing line through the same general area. This form does not record or evaluate the entirety of the Southern Pacific line between Los Angeles and Yuma, Arizona; instead, for the purposes of the proposed project, that approximately 26.5-mile portion of the line within Los Angeles County between San Gabriel and Pomona was examined in order to assess its potential eligibility both as part of a larger system and as an individual section. The Southern Pacific Railroad constructed the line between 1874 and 1877; the line operated under the Southern Pacific until that company was acquired by the Union Pacific Railroad in 1996. (See Continuation Sheet)

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

*B12. References: USGS 7.5" Topographic Quad Sheets: "Ontario" (1967, photorevised 1973); "San Dimas" (1966, photorevised 1981); "Baldwin Park" (1966, photorevised 1981); "El Monte" (1966, photorevised 1981); "Los Angeles" (1966, photorevised 1981); see footnotes, Significance, B10.

B13. Remarks:

*B14. Evaluator: Rand F. Herbert and Jessica Herrick

*Date of Evaluation: March 4, 2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See continuation sheet.

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 2

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 397892 mE/ 3773126 mN

Intersection with Ramona Street in San Gabriel.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this, the westernmost point recorded, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing (see **Photograph 2**). The modern rails are not welded, and travel on a low (1 ½ foot) berm to the east and west of the crossing. Modern crossing guard arms protect traffic on the multiple lanes of Ramona Street. A small, portable manufactured service shed with a gable roof stands on the southwest side of the crossing (see **Photograph 12**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Ramona Street, multiple lanes.

L5. Associated Resources:

See Description, L3.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 2

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Mission Road parallels the tracks on the south; a residential area and school appear south of the crossing, and a mission area sits to the north.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 2; concrete pads for at-grade crossing, Ramona Street; camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 4, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 3

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 397999 mE/ 3773167 mN

At intersection with Mission Road in San Gabriel.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. (See **Photograph 3**) The modern rails and ties travel on a low (1 ½ foot) berm to the east and west of the crossing (see **Photograph 13**). Safety equipment includes two automatic crossing guard arms with appurtenant service boxes; a signal at milepost #4904, and wood railing around a culvert on the east side of the crossing.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade crossing of Mission Road,
four lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 3.

L5. Associated Resources:

See Description, L3.

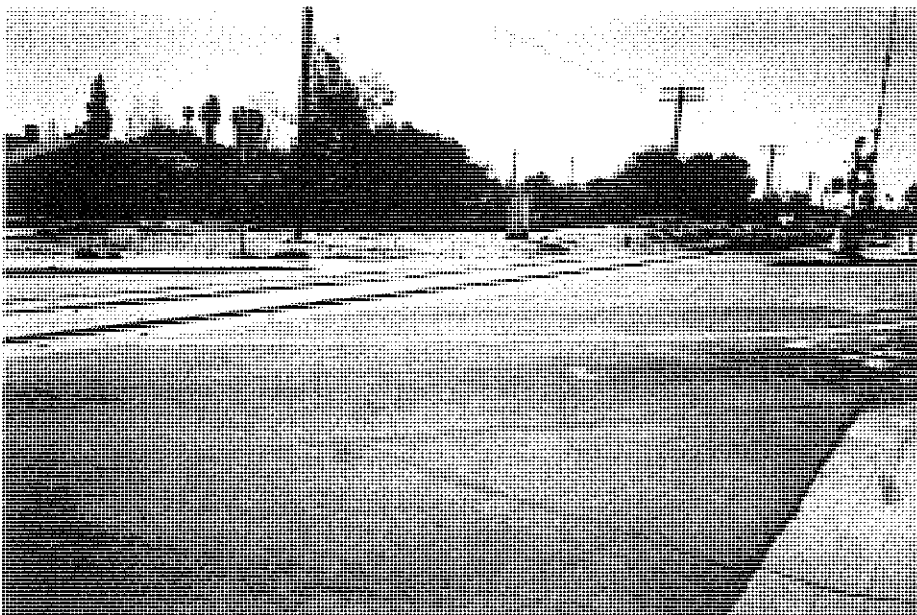
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential or commercial/industrial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 3: steel and concrete box pads over ties at Mission Street crossing; camera facing west; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 4

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 398652 mE/ 3773309 mN

At intersection with Del Mar Avenue in San Gabriel.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, similar to Crossing # 2 and 3, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs, two automatic crossing guard arms and two automatic warning signal towers, with appurtenant service and electricity boxes (see **Photograph 4**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade crossing of Del Mar Avenue,
two lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 4.

L5. Associated Resources:

See Description, L3.

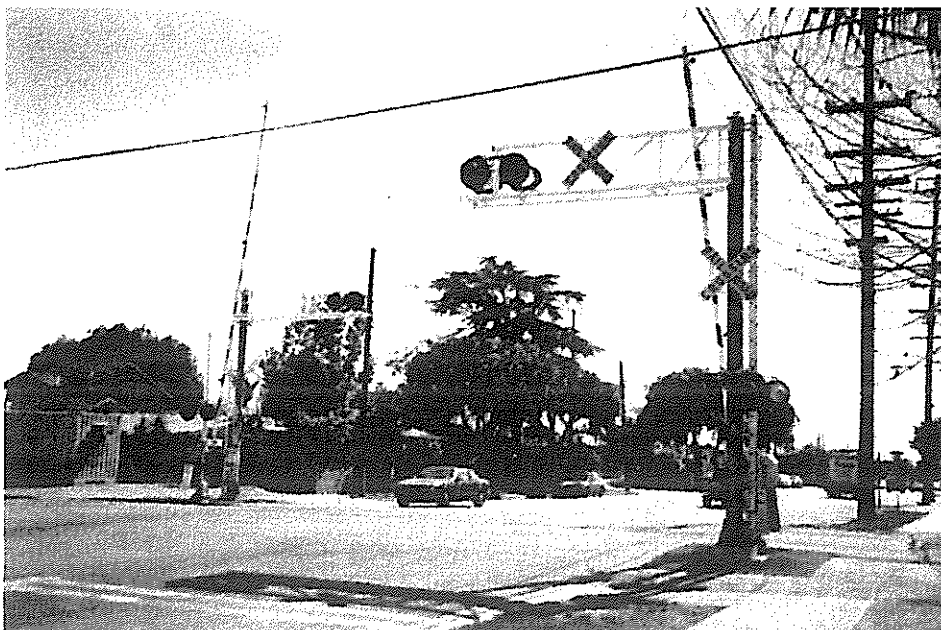
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential or commercial/industrial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 4; crossing at Del Mar Avenue; camera facing southeast; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 5

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 399450 mE/ 3773152 mN

At intersection with San Gabriel Boulevard, in San Gabriel.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, similar to Crossing # 2, 3 and 4, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs, two automatic crossing guard arms and two automatic warning signal towers, with appurtenant service and electricity boxes (see **Photograph 5**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of San Gabriel Boulevard, two lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 5.

L5. Associated Resources:

See Description, L3.

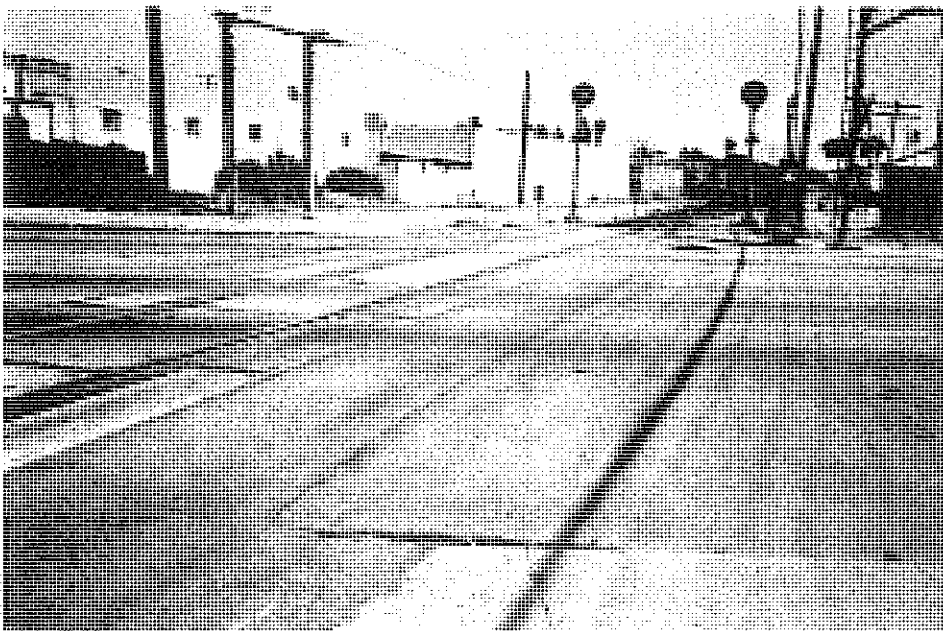
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 5; Crossing at San Gabriel Boulevard; camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 6

***L2b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 403095 mE/ 3771682 mN

At intersection of Baldwin Avenue in Rosemead.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, similar to Crossing # 2 and 3, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs and two automatic crossing guard arms with appurtenant service and electricity boxes (see **Photograph 6**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Baldwin Avenue, four lanes.

a.

L5. Associated Resources:

See Description, L3.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 6.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 6; Crossing at Baldwin Avenue; camera facing northwest; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 7

*b. **Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 405034 mE/ 3770556 mN

Intersection with Iris and Ramona Streets in El Monte.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad consists of two tracks, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at each crossing. The modern rails and ties travel on a low (1 ½ -foot) berm to the on either side of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes. Two gabled, pre-manufactured service sheds stand to the north (see **Photograph 7**). A spur line intersects the main track west of the crossings (See **Photograph 14**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Iris and Ramona Streets; Iris is two lanes, Ramona is four lanes.

L5. Associated Resources:

See Description, L3.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 7.

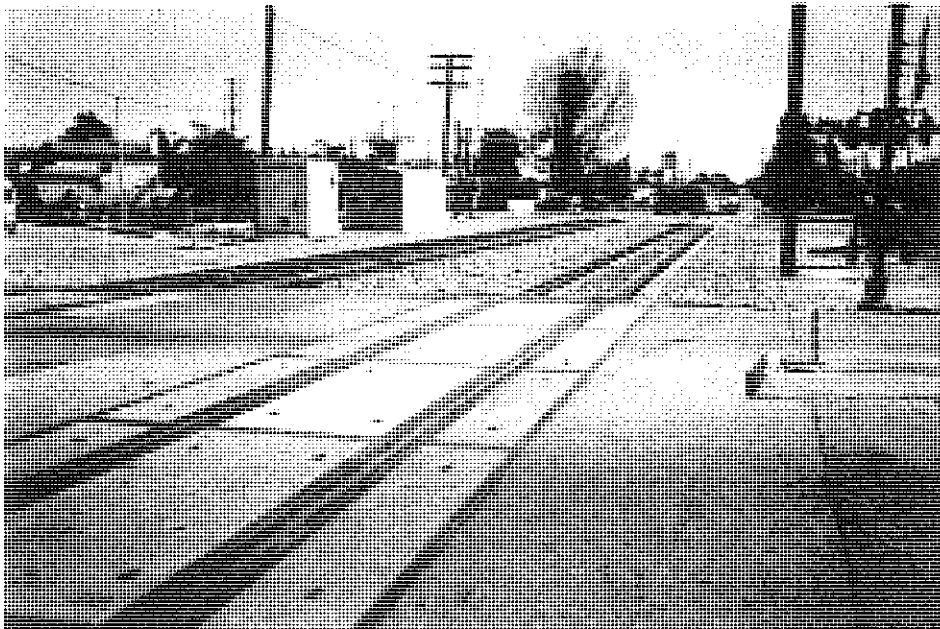
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential and commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 7; Crossing at Iris and Ramona Streets; Camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 10

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 409701 mE/ 3766645 mN

At intersection with Orange Avenue in City of Industry.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad consists of a single track – this location is almost identical in appearance to the intersection with Sunset Avenue (Crossing # 11) to the southeast, shown in **Photograph 8**. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) to the east and west of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Orange Avenue,
four lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 8.

L5. Associated Resources:

See Description, L3.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.

See Photograph 8.

L8b. Description of Photo, Map, or Drawing:

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 11

*b. **Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 410140 mE/ 3766250 mN

Intersection with Sunset Avenue in City of Industry.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad consists of a single track; a spur or side-track appears east of the crossing. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) on either side of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes. (see **Photograph 8**).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Sunset Avenue,
four lanes.

L4e. Sketch of Cross-Section (Include scale) **Facing:** _____

See Photograph 8.

L5. Associated Resources:

See Description, L3.

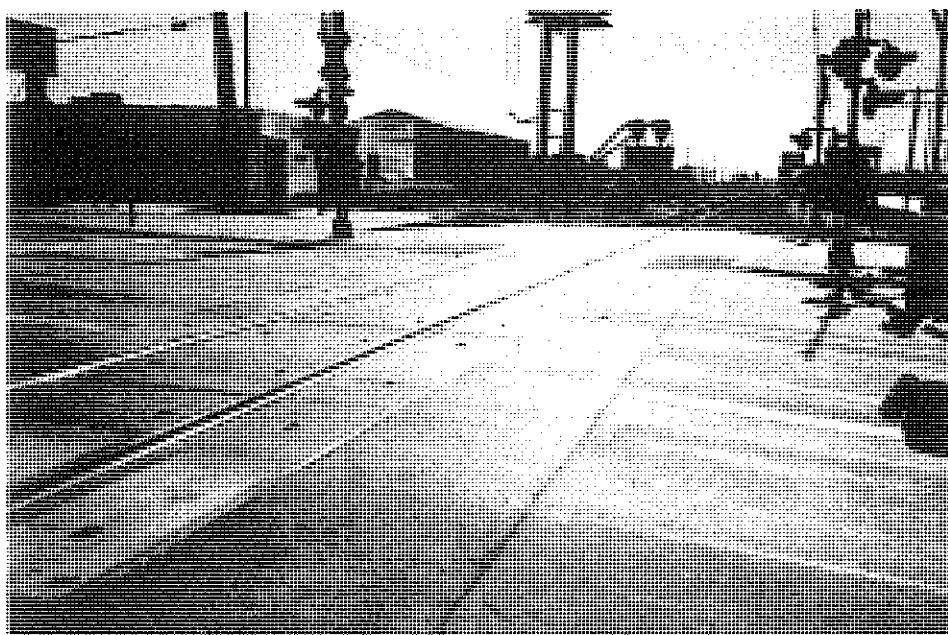
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 8; Crossing at Sunset Avenue; camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 12

*b. **Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 410599 mE/ 3765878 mN

Intersection with California Avenue in City of Industry.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad consists of a single track – this location is almost identical in appearance to the intersection with Sunset Avenue to the northwest, shown in **Photograph 8**. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) to the east and west of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of California Avenue,
two lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 8.

L5. Associated Resources:

See Description, L3.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.

See Photograph 8.

L8b. Description of Photo, Map, or Drawing:

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 16

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 425125 mE/ 3767634 mN

Intersection with Temple Avenue, near the entrance to California State Polytechnic University, Pomona.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, the railroad consists of a single track, recently re-ballasted. A modern rubberized pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot) on either side of the crossing. Safety equipment includes signs, four automatic crossing guard arms and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 9**)

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Temple Avenue,
four lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 9.

L5. Associated Resources:

See Description, L3.

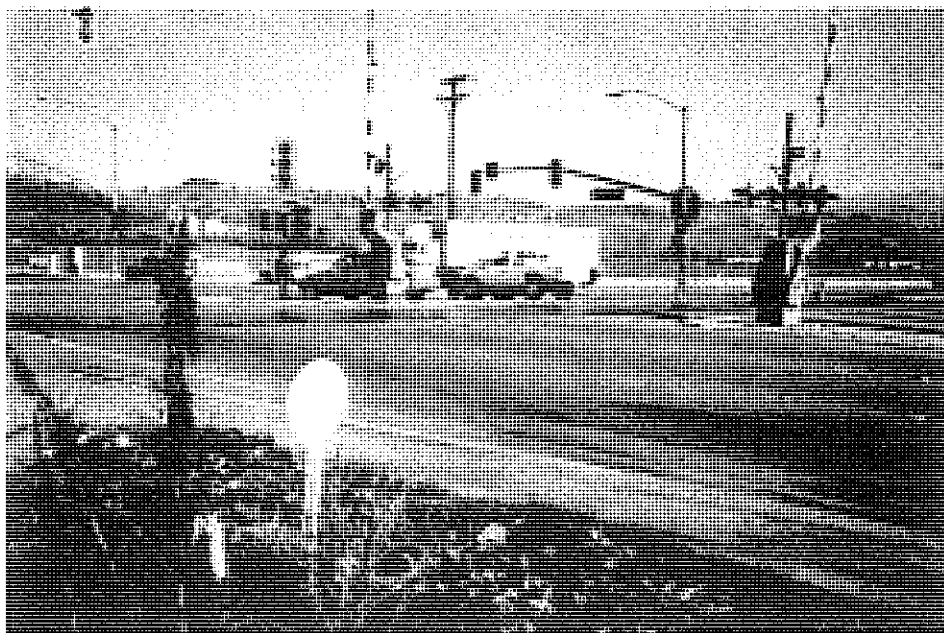
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Commercial to the east, campus of California State Polytechnic University to the west.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has modern rubberized pad over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 9; Crossing at Temple Avenue near entrance to California State Polytechnic University; camera facing west; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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

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Trinomial _____

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 17

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 432455 mE/ 3768795 mN

Intersection with Reservoir Street in Pomona.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, like Crossing # 18 (see below) this railroad parallels the tracks of another Union Pacific Railroad line, located south of the railroad treated by this form. Both railroads consist of a single track, each recently re-ballasted. Modern steel and concrete box pads have been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot). Safety equipment includes signs, automatic crossing guard arms and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 10 and 15**)

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of Reservoir Street, four lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 10.

L5. Associated Resources:

See Description, L3.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all four compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 10; crossing at Reservoir Street; camera facing northwest; March, 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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Trinomial _____

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Crossing # 18

***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

UTM: Zone 11; 433264 mE/ 3768800 mN

Intersection with East End Avenue in Pomona.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

At this point, like Crossing # 17 (see above) this railroad parallels the tracks of another Union Pacific Railroad line, located south of the railroad treated by this form. Both railroads consist of a single track, each recently re-ballasted. Modern steel and concrete box pads have been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot). Safety equipment includes signs and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 11**)

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

At-grade road crossing of East End Avenue, four lanes.

L4e. Sketch of Cross-Section (include scale) **Facing:** _____

See Photograph 11.

L5. Associated Resources:

See Description, L3.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial area at all four compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Photograph 11; at-grade crossing at East End Avenue; camera facing north; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

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P2b. USGS 7.5" Quad (continued):

Ontario (1967, photorevised 1973)
San Dimas (1966, photorevised 1981)
Baldwin Park (1966, photorevised 1981)
El Monte (1966, photorevised 1981)
Los Angeles (1966, photorevised 1981)

B10. Significance (continued):

This railroad, the first transcontinental connection for the Los Angeles region, might be considered significant under Criterion A for its importance in the development of the Los Angeles area in the late nineteenth and twentieth centuries. However, virtually nothing remains of the original tracks or appurtenant structures and equipment within the study area. Additionally, development of the area, in part caused by the construction and operation of the railroad itself, has resulted in a loss of feeling and association that also damages this section of rail's historical integrity. The following sections explore the potential area of eligibility, and the changes that this portion of line has undergone.

Historic Context

The arrival of the Southern Pacific Railroad (SPRR) in the San Gabriel Valley in the mid-1870s fundamentally altered the complexion and development of the area. Prior to this time, the region between Los Angeles and San Bernadino was sparsely settled, primarily by farmers and ranchers living in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. Grain-growers and cattlemen, these settlers slowly began to crisscross the region with local roads and small communities, but rapid growth did not occur until the railroad entered the valley; only 5,728 inhabitants lived in the City of Los Angeles by 1870. The economic leaders and entrepreneurs of the Greater Los Angeles area recognized that the rails offered them access to a nationwide market for their products for the first time. Additionally, the railroad would bring other interests into California, in terms of immigrants, health-seekers, and tourists, all prospective customers for goods, services, and real estate. Through the 1870s and 1880s, the large rancho holdings that had previously typified land ownership were subdivided into smaller parcels and town lots, creating Pasadena, Alhambra and other communities in the San Gabriel Valley, and taking advantage of the infrastructure offered by the new railroad line.¹

The Southern Pacific Railroad incorporated October 13, 1870, as a consolidation of the San Francisco and San Jose Railroad, the Southern Pacific Railroad Company, the Santa Clara and Pajaro Valley Railroad, and the California Southern. Charles Crocker, Leland Stanford, Mark Hopkins, and Collis P. Huntington, the "Big Four" already in control of the Central Pacific, owned, and acted as directors of, the new company. The main line serving southern California ran from Goshen in the San Joaquin Valley to Los Angeles by way of Mojave, Soledad Canyon, and the San Fernando Valley, and was completed in 1876. The Los Angeles Division,

¹ William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, CA: Windsor Publications, Inc., 1990), 25, 29-30; Edna Monch Parker, "The Southern Pacific Railroad and Settlement in Southern California," in *Pacific Historical Review*, vol. 6, no. 3 (1937): 105.

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sometimes called the "Sunset line", was built from Los Angeles east and south to Yuma, Arizona, between 1874 and 1877 and linked the San Gabriel Valley and points east with Los Angeles. The Sunset line eventually extended as far as New Orleans, Louisiana by the mid-1880s, connecting California by a southern route to the population centers on the East Coast. The SPRR Los Angeles Division was one of the first rail lines constructed in the San Gabriel Valley, preceded only by the Los Angeles & San Pedro, which was constructed in 1869 and acquired by SPRR in 1874.²

Beginning in the 1850s, local politicians and editors in southern California had been calling for a transcontinental railroad to traverse the region. In the early 1870s, Los Angeles County and the SPRR signed an agreement that ensured the SPRR would pass through Los Angeles; the county agreed to provide a depot site, a \$602,000 donation and the sale of the Los Angeles and San Pedro Railroad in return for the SPRR constructing their line through the Los Angeles region instead of adopting a route through Antelope Valley and then on to the east. Soon after, in 1872, the county and the SPRR made another agreement allowing for construction of the Los Angeles Division line. Local landowners throughout the San Gabriel Valley immediately began to lobby for railroad terminals within their communities. The Los Angeles Division line as eventually constructed followed the same alignment as it does today. From Yuma, Arizona, near the border with California, the line headed northwest through California's Imperial Valley, past the northeastern shore of the Salton Sea and then over the San Bernadino Mountains into the San Gabriel Valley, shifting west to terminate in Los Angeles. In Los Angeles County, it passes through such communities as Pomona, Walnut, the City of Industry, El Monte, and San Gabriel, which owe their existence and later development at least in part to the construction of the rail lines.³

Los Angeles welcomed the coming of the SPRR main line from the San Joaquin Valley in 1876 with parades and banquets; however, even with the construction of the Los Angeles Division line east to Yuma, the railroad did not immediately have a large impact on the local economy, probably because businessmen and farmers could not yet take full advantage of the new rapid transportation facilities. Development of local economies was assisted when the SPRR began real-estate promotion in order to sell the lands adjacent to the railroad lines. The railroad companies possessed millions of acres of land, available for sale to farmers and other business entrepreneurs after the completion of the rail lines. The sale of such properties benefited the railroad not only through the purchase price, but also ensuring that the lines would have freight and passenger customers in the future. The Southern Pacific embarked upon a massive land promotion campaign to induce people to purchase and cultivate the company's lands, advertising in newspaper articles, books, and pamphlets across the United States. One such book was Charles Nordhoff's *California for Health, Pleasure, and Residence: A Book for Travellers and Settlers*, published in 1875 and revised in 1882 after the Sunset line to New Orleans was almost complete; others included the *Southern Pacific Sketchbook* and *The Lands of the Southern Pacific* (published in 1887 and 1877 respectively). This promotional literature provided the reader with descriptions of land, local towns, the advantages of the area, wages, working conditions, living expenses, and agricultural products, all written in enticing ways to encourage immigration and purchase.⁴

² John R. Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division* (Pasadena, CA: Southern Pacific Historical and Technical Society, 1997), 31; Parker, "The Southern Pacific Railroad and Settlement in Southern California," 104-105.

³ John W. Caughey, *California: A Remarkable State's Life History* (Englewood Cliffs, NJ: Prentice-Hall, Inc., 1970), 340.

⁴ Caughey, *California*, 343-350; Parker, "The Southern Pacific Railroad and Settlement in Southern California," 106-109.

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As a result of this promotional effort, the population of southern California increased dramatically. A land boom occurred in the 1880s, with most of this growth taking place, predictably, in the sectors dictated by the railroad, a circumstance that resulted in much criticism of the Southern Pacific. Los Angeles and the surrounding areas began to prosper, especially after the connection between the Los Angeles Division line and New Orleans, Louisiana was completed in 1883. This "Sunset" route provided citrus farmers with a warmer, less mountainous and shorter route for shipment of their products. Previously, when southern Californian agriculture was dependant upon the Southern Pacific-Central Pacific line connection with the Union Pacific line in the northern part of the state for freighting. Citrus fruits and other agricultural products were often ruined by cold weather and long shipment times.⁵

An additional benefit of the railroad promotional literature and the subsequent land-boom came in the form of "health seekers" and their attendant doctors, who began moving into the southern California region in large numbers in the late 1870s and 1880s. Earlier in the century, the advantages of southern California's climate had been recognized, but the region proved too remote to be a successful health resort area. After the SPRR constructed its lines, including the Los Angeles Division that linked to New Orleans through Texas, New Mexico, and Arizona, people searching for relief from maladies such as tuberculosis, asthma and rheumatism flooded into the area. Their presence spurred the construction of hotels and restaurants, housing developments, hospitals and health resorts. The convalescents also turned to agricultural pursuits during their recovery, planting such non-labor intensive crops as vines and citrus, as well as taking up bee keeping. These health seekers brought much attention to southern California throughout the remainder of the nineteenth century and well into the twentieth century. One historian has concluded that at least one quarter of the population of southern California in 1900 had immigrated to the region either as a health seeker or as a relative of such an individual.⁶

The land boom faded after the 1880s, leaving mixed results in its wake. Some communities benefited greatly, others proved no more than "paper towns" that existed only in the minds of land speculators. The real estate market slowed, and the region suffered from droughts and a nationwide depression in the 1890s that kept growth from reaching the heady pace it had in previous years. Despite this, several branch lines to the main line of the Los Angeles Division were constructed by 1898, including the Pasadena Branch (completed in 1895), the Ojai Branch (completed in 1898) and the Santa Ana Branch (completed in 1890). In most cases, these branch lines were originally built and operated by local railroad companies, and were gradually taken over by the Southern Pacific. Los Angeles County attracted almost 60,000 new residents between 1890 and 1900. After the turn of the century, additional rail lines and continuing waves of immigrants boosted development in the San Gabriel Valley, as well as the development of electric interurban lines such as the Pacific Electric Railway.⁷

The Southern Pacific was forced to compete with electric interurbans and automobile traffic for space and passengers as the twentieth century progressed and highway construction increased. Advances in oil recovery and refining technology aided the economic development of southern California, but much of the area through which

⁵ Caughey, *California*, 340-350; Parker, "The Southern Pacific Railroad and Settlement in Southern California," 106-109, 116-119; Richard J. Orsi, "The Octopus Reconsidered: The Southern Pacific and Agricultural Modernization in California, 1865-1915," in *California Historical Quarterly*, vol. LIV, no. 3 (Fall 1975): 207-209.

⁶ Caughey, *California*, 340-343.

⁷ Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division*, 31; Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, CA: Huntington Library, 1944), 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, CA: Trans-Anglo Books, 1977), 226-230.

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the Los Angeles Division passed remained relatively rural until the mid-twentieth century. Many San Gabriel Valley towns such as Pomona, Covina, and Puente were distinct communities surrounded by open fields and orchards throughout the 1930s. After World War II, suburban development increased dramatically, and suburban tract homes rapidly proliferated throughout the San Gabriel Valley. Southern California had attracted record numbers of immigrants to work in war-related industries, as well as the families of those serving in the military. Builders converted acres of farmland to residential and commercial use in the early 1950s to meet this demand, and the valley communities began to expand, significantly altering the setting around much of the Los Angeles Division lines.⁸

Additionally, the 1930s had seen the introduction of the diesel-electric locomotive and the streamlined passenger train, eliminating the need for many structures along railroad lines dependant upon steam power, such as water stops with tanks, wells, and pumping stations. Advances in the technology of safety equipment and structures also occurred. Because the Los Angeles Division developed so early in the history of the region, much of its original materials and engineering structures were primitive in comparison to modern ones. By 1952, many had been replaced with more advanced railroad structures. Additionally, much of the line ran through an arid region with little development, and so structures original to the railroad's initial construction are few and far between. The rush of development that occurred post-World War II and the need for suburban housing tracts resulting in the dismantling of many of the Southern Pacific Railroad buildings that did exist; only a few stations have survived. In 1996, the Southern Pacific Railroad was acquired by the Union Pacific railroad, and this company has continued to provide maintenance and operation of the Los Angeles Division.⁹

Significance Discussion

For the purposes of the proposed project the Los Angeles Division line does not appear to be eligible for listing in the National Register of Historic Places, primarily because of its loss of historic integrity. Therefore the section under evaluation in this form does not appear to have the potential to be a contributor to any larger historic property, nor does the segment appear to meet the criteria for eligibility as an individual property. If the Southern Pacific Los Angeles Division was found to possess integrity, it would be potentially eligible under Criterion A, for its association with the development of the Los Angeles area in the late nineteenth and early twentieth centuries, including its urban and social development, the rise of commercial agriculture such as citrus crops, and the development of rapid transit lines in southern California. The Los Angeles Division lines were the first to provide such services to the Los Angeles area, as well as linking with the original line from the first transcontinental railroad through Sacramento. The period of significance would be 1877 to 1885, from its completion to the arrival of the competing Atchison, Topeka and Santa Fe Railroad in Los Angeles. Railroads have an important impact on their region; however, this line was not the first in the Los Angeles area and thus had a lesser impact than had it been the original line. Additionally, based on field surveys conducted for the proposed undertaking, this section of railroad line does not appear to retain sufficient integrity to convey a sense of the property's historical significance.

⁸ King, *The San Gabriel Valley*, 61, 69; John G. Swaine, ed., *The Historical Volume and Reference Works*, Volume II, Los Angeles County (Whittier, CA: Historical Publishers, 1963), 94-96.

⁹ Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division*, 31.

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Although it is located on its original alignment, this section of line's lack of integrity of design, setting, materials, workmanship, feeling and association appear to preclude it from listing in the National Register. As stated above, routine maintenance procedures and the need to keep abreast of advancing technology has resulted in the replacement or demolition of many of the original structures, such as the ties, rails, ballast, crossing equipment, safety features and most of the railroad stations, meaning that the railroad's integrity of design, materials and workmanship to its potential period of significance between its construction in 1877 to 1885 has been compromised. Portions of the single-track line have been double-tracked to create "spur" lines. Additionally, the region surrounding the railroad has changed tremendously since the turn of the century. During its potential period of significance this railroad ran through mostly undeveloped arid country in the San Gabriel Valley, land that has since undergone intensive development that created residential suburbs and industrial areas in support of the ever-growing economic activities in Los Angeles County. This has substantially altered the integrity of feeling, association, and setting for the railroad. The only aspect of integrity that the railroad has retained is its integrity of location, for it follows the same alignment as when constructed. However, given the severe lack under other aspects of historical integrity, this does not appear to be enough for the railroad to meet the criteria for listing in the National Register.

Under Criterion B, the railroad was associated with members of the "Big Four" that helped bring the railroad, in the form of the Central Pacific and the Southern Pacific, to California, changing the pace and direction of California's economic, social, and agricultural development. However, the Big Four are not known to have had any direct involvement in the construction or operation of the Los Angeles Division. This line would also not be the best resource to demonstrate their significance; other resources, such as the original transcontinental line over Donner Summit, would be superior examples of resources related to these persons. In any event, the same issue of lack of historical integrity applies. Also, no special engineering or construction techniques were known to be used in the construction of the Los Angeles Division lines, which would militate against their eligibility under Criterion C. In rare instances, buildings or structures themselves can serve as sources of important information about historic construction or engineering technologies (Criterion D); however, these railroad lines have been otherwise documented, and do not appear likely to be a principal source of important information in this regard.

The integrity of materials, workmanship, design, feeling, setting, and association for the Southern Pacific Los Angeles Division line within Los Angeles County has been compromised by maintenance procedures and the heavy development of the surrounding area. Therefore, for the purposes of this project, the Southern Pacific Railroad Los Angeles Division does not appear to be eligible for the National Register of Historic Places. Consequently, the San Gabriel-Pomona segment within the study area is not a contributing element of any larger historic property. Even if the Southern Pacific Railroad Los Angeles Division line was determined to be a historic property, the San Gabriel-Pomona segment lacks integrity, and would not likely be determined a contributing element. Nor does the segment appear to possess the significance for individual eligibility. Furthermore, 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. This historic property, lacking integrity, does not meet the significance criteria as outlined in these guidelines.

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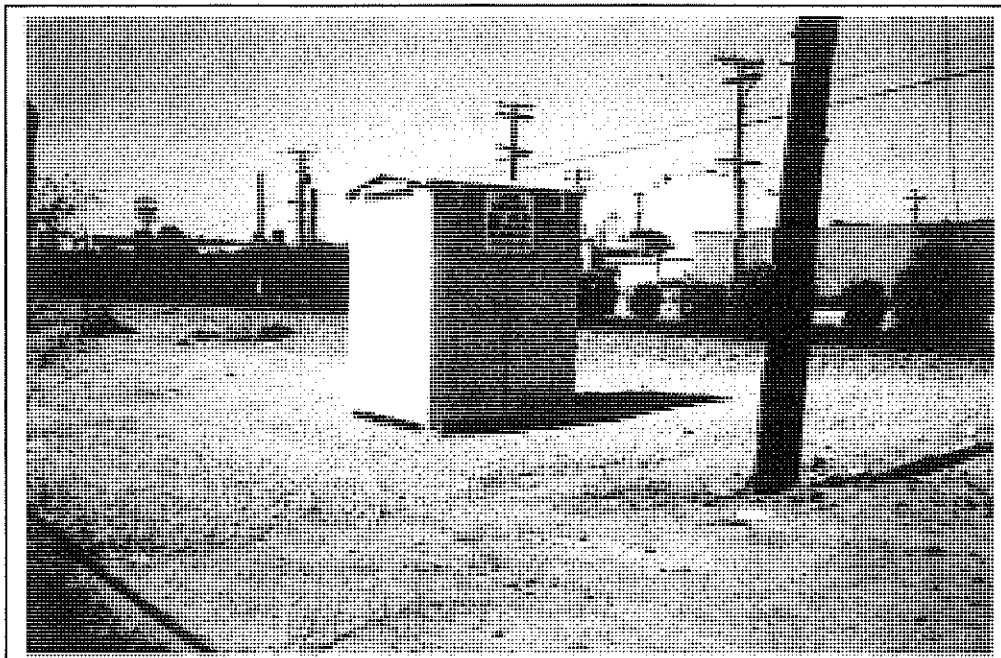
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Photographs



Photograph 12. Service shed near crossing at Ramona Street in San Gabriel; camera facing northwest; March 4, 2002.



Photograph 13. Tracks to the east of crossing at Mission Road; camera facing east, March 4, 2002.

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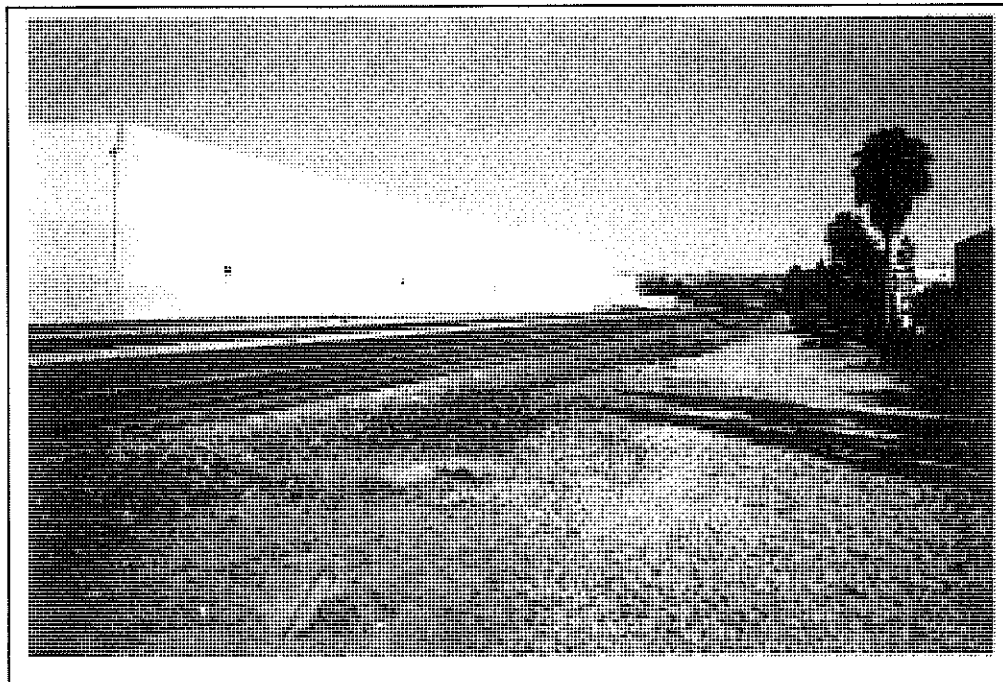
*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

*Recorded by Rand Herbert *Date March 4, 2002 ☒ Continuation ☐ Update

Photographs



Photograph 14. Tracks west of Iris and Ramona crossings in El Monte.
Note spur line at upper left. Camera facing west, March 4, 2002.

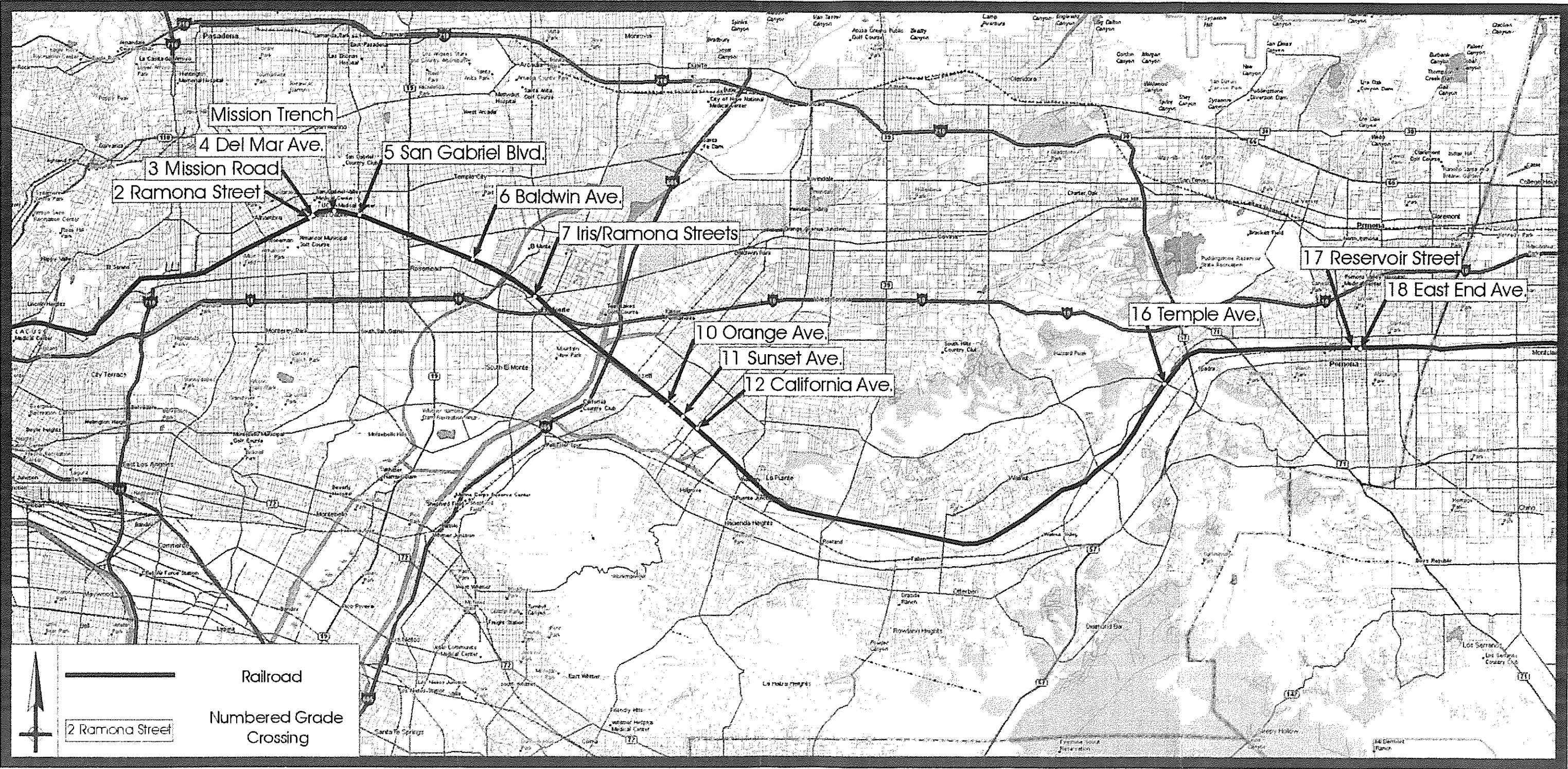


Photograph 15. Rail lines east of crossing at Reservoir Street, Pomona,
camera facing east, March 4, 2002.

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Sketch/Location Map



**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov



May 12, 2006

**In Reply Refer To:
FHWA050923A**

Gary Iverson
Office Chief, Cultural Studies
Environmental Planning Division
Caltrans District 7, Los Angeles
100 Main Street, Suite 100
Los Angeles, CA 90012-0703

**RE: Determination of Eligibility for the Valley Boulevard—Alhambra Avenue Connector Project,
City of Los Angeles, Los Angeles County, California**

Dear Mr. Iverson:

Thank you for your September 15, 2005 letter that initiates consultation with me regarding the above referenced undertaking. On behalf of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) proposes the construction of a four-lane divided roadway connecting Valley Boulevard and Alhambra Avenue within the City of Los Angeles.

Caltrans, under the authority of the FHWA, is consulting me in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA) Specifically, under Stipulation VIII.C.5 of the PA, Caltrans is requesting my concurrence on your determination of eligibility on the potential historic property evaluated within the undertaking's area of potential effects (APE).

The *Historic Property Survey Report* (HPSR) prepared by Carrie Chasteen of Jones & Stokes identified eight potential historic properties within APE. Caltrans formally evaluated the eight resources and determined that none of the properties was eligible for inclusion in the National Register of Historic Places (NRHP).

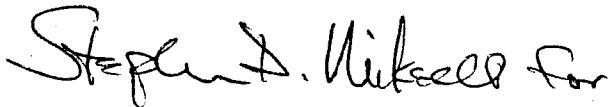
Based on the information provided in the HPSR and pursuant to §800.4 (c)(2) I concur that the following properties are *not* eligible for inclusion in the NRHP:

- 162015 1. Westmont Residential District
- 162042 2. Alpha Therapeutic Building #306
- 162043 3. Alpha Therapeutic Building #307
- 162044 4. VF Manufacturing Shop Building #1
- 162045 5. VF Manufacturing Shop Garage Building #2

- 162046 6. Eddie Disposal Services
162047 7. Union Pacific Railroad, ties, and ballast
162048 8. Norchem Building

Your consideration of historic properties during the planning process of your project is appreciated. If you have any questions, please contact John Thomas, State Historian II, at (916) 653-9125 or email jthomas@parks.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen D. Nickerson for". The signature is fluid and cursive, with the last name being the most prominent.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

DIVISION OF ENVIRONMENTAL PLANNING

100 S. Main St.

Los Angeles, CA 90012

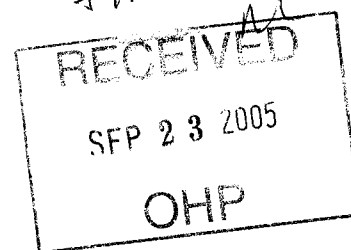
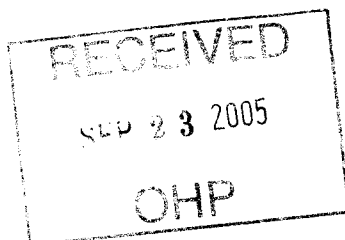
PHONE (213) 897-0702

FAX (213) 897-1060



September 15, 2005

Mr. Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks & Recreation
P.O. Box 942896
Sacramento, CA 94296-0001



Re: Historic Property Survey Report for the Valley Boulevard—Alhambra Avenue Connector Project, City of Los Angeles, Los Angeles County, California

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans), under the authority of the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Valley Boulevard—Alhambra Avenue Connector Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA)*.

Enclosed you will find an *Historic Property Survey Report* (HPSR) for the proposed undertaking, prepared by Carrie Chasteen of Jones & Stokes, initially prepared prior to the PA going into effect, but now dated August 2005. As a result the report contains some use of pre-PA terminology and procedures. This does not affect the validity of the HPSR's conclusions, and Caltrans District 7 PQS have properly addressed other issues relevant to PA consistency. The Historic Property Survey Report is intended to document three of Caltrans' actions under the PA for Section 106 of the National Historic Preservation Act: determination of the Area of Potential Effects (APE); identification of potential historic properties located within the undertaking's APE; and evaluation of potential historic properties for eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.5 of the PA, which requires that we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

FHWA and Caltrans in conjunction with the City of Los Angeles, Department of Public Works Bureau of Engineering propose to construct a four-lane divided roadway connecting Valley Boulevard and Alhambra Avenue (connector road). The connector road is intended to be an interim improvement project providing congestion relief to the El Sereno community within the City of Los Angeles and the neighboring areas within the City of Alhambra. Proposed improvements consist of two lanes in each direction, a right-turn-only lane at Valley Boulevard, sidewalks, street lighting, additional signal lighting, lane restriping, minor surface street widening, chain link fencing, and a raised median. The proposed roadway would begin at the Valley Boulevard/SR-710 northbound off-ramp intersection and would follow an "S"-shaped alignment to the Alhambra Avenue/Lowell Avenue intersection at its northern limits. The SR-710 northbound off-ramp right-turn pocket to eastbound Valley Boulevard would be lengthened from the current 175 feet to approximately 575 feet to mitigate a potential significant traffic impact. A detailed project description is located in pages 1-2 of the HPSR. The Area of Potential Effects (APE) was established as the area of direct impact for archaeological resources and the area of both direct and indirect impacts for historical resources. A depiction of the APE can be found in the HPSR and in Section VIII of the Historic Resources Evaluation Report (HRER).

Consultation and identification efforts for the Valley Boulevard—Alhambra Avenue Connector Project (summarized in pages 3-4 of the HPSR and 3-6 of the HRER) resulted in the identification of eight (8) resources within the APE that required formal evaluation. These included:

- Westmont Residential District, Map Reference #1
- Alpha Therapeutic Building #306, Map Reference #2
- Alpha Therapeutic Building #307, Map Reference #3
- VF Manufacturing Shop Building #1, Map Reference #4
- VF Manufacturing Shop Garage Building #2, Map Reference #5
- Eddie Disposal Services, Map Reference #6
- Union Pacific Railroad Roadbed, ties and ballast, Map Reference #7
- Norchem Building, Map Reference #8

Pursuant to Stipulation VIII.C of the PA, these eight resources were formally evaluated for NRHP eligibility for the Valley Boulevard—Alhambra Avenue Connector Project; these evaluations are documented in Section IX of the attached HRER.

All resources identified within the APE without any potential for NRHP eligibility were exempted from formal evaluation pursuant to Stipulation VIII.C.1 and attachment 4 of the PA (“Properties Exempt from Evaluation”).


Pursuant to Stipulation VIII C.5 of the PA, Caltrans is requesting your concurrence with the following NRHP eligibility determinations:

- None of the eight (8) properties that were formally evaluated for National Register eligibility are currently listed in, previously determined eligible for, or are now eligible for the National Register of Historic Places. No historic districts, no historic landscapes, and no locally designated landmarks are located within or immediately adjacent to the APE.

We look forward to receiving your response within 30 days of your receipt of this submittal, in accordance with Stipulation VIII.C.5.a of the PA. This documentation also serves to notify SHPO that Caltrans’ finding for the undertaking (pursuant to Stipulation IX.A.2) is “No Historic Properties Affected,” due to the absence of identified historic properties within the undertaking’s APE. If you concur with our eligibility determinations, these actions satisfy Caltrans’ responsibilities under Stipulation IX.A2 of the PA, and no further review will be required.

If you need additional information, please do not hesitate to contact Caltrans Architectural Historian Kelly Ewing-Toledo at 213.897.4095 (fax 213.897.9572; e-mail Kelly_Ewing-Toledo@dot.ca.gov). Finally, thank you for your assistance with this undertaking.

Sincerely,



Gary Iverson
Office Chief
Southern Area Projects/Cultural Resource Services
Division of Environmental Planning
Caltrans District 7, Los Angeles

Attachment: HPSR for the Valley Boulevard—Alhambra Avenue Connector Project, City of Los Angeles

Cc: Gene Fong, FHWA Division Administrator
Gary Iverson, Caltrans District 7, HRC

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

Primary # 19-186112 (Update)
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 5

*Resource Name or #: Union Pacific Railroad

P1. Other Identifier: MetroLink Riverside Line

*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: La Habra Date: 1964 (photorevised 1981) T 2S; R 10W; unsectioned; S.B.B.M.

c. Address: Mile Post 22.4

City: n/a

Zip: n/a

d. UTM: Zone: 11 ; 417804 mE/ 3762236 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: The subject UPRR tracks are located in the City of Industry. From the Nogales Street exit on State Route 60, proceed 0.24 miles north on Nogales Street. The tracks extend east and west of the Nogales Street crossing at an elevation of 460 feet above mean sea level.

APNs: 8760-005-808, 8760-005-809, 8760-005-810, and 8264-021-801.

*P3a. Description: This update records a 0.38-mile long segment of the Union Pacific Railroad (UPRR) property originally recorded by S. Ashkar in 1999. The original site record includes the railroad from its beginning in Los Angeles to the City of Colton, California. The portion of the UPRR property in this site record update is located in the City of Industry at Nogales Street and includes MetroLink Riverside Line tracks. This 0.38-mile long segment of the property consists of two sets of parallel railroad tracks, running east to west. The tracks are approximately 6 feet apart and are set in ballast. The northern, likely freight tracks have wood ties, the southern tracks serve MetroLink and have concrete sleepers. These segments of tracks are contiguous at the east and west ends to additional portions of railroad track beyond. The tracks are not physically distinguishable from other steel, standard gauge, continuous welded freight railroad tracks. The track bed is roughly flat and noted by a raised berm. This segment contains one at-grade crossing at Nogales Street, updated with steel and concrete box pads (circa 1993) and contemporary signals (dates unknown). Alterations include the replacement of wood ties on the south side with concrete sleepers and construction of steel and concrete box pads, contemporary crossing arms and other contemporary equipment (dates unknown) at the Nogales Street crossing.

*P3b. Resource Attributes: HP11 (Engineering structure); HP39 (Other-railroad)

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



P5b. Description of Photo:

UPRR Nogales Street crossing,
view west. Photograph 2086,
February 13, 2009

*P6. Date Constructed/Age and
Sources: ☒ Historic ☐ Prehistoric

☐ Both

circa 1905

*P7. Owner and Address:

Union Pacific Railway
1400 Douglas Street
Omaha, NE 68179

*P8. Recorded by:

R. Ramirez and F. Smith
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

*P9. Date Recorded:

February 13, 2009

*P10. Survey Type:

Intensive

*P11. Report Citation: Historic Property Survey Report, Nogales Street Grade Separation and Gale Avenue/Walnut Drive Widening Project, City of Industry, Los Angeles County, California (SWCA Environmental Consultants 2009).

*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 # 19-186112 (Update)

HRI#

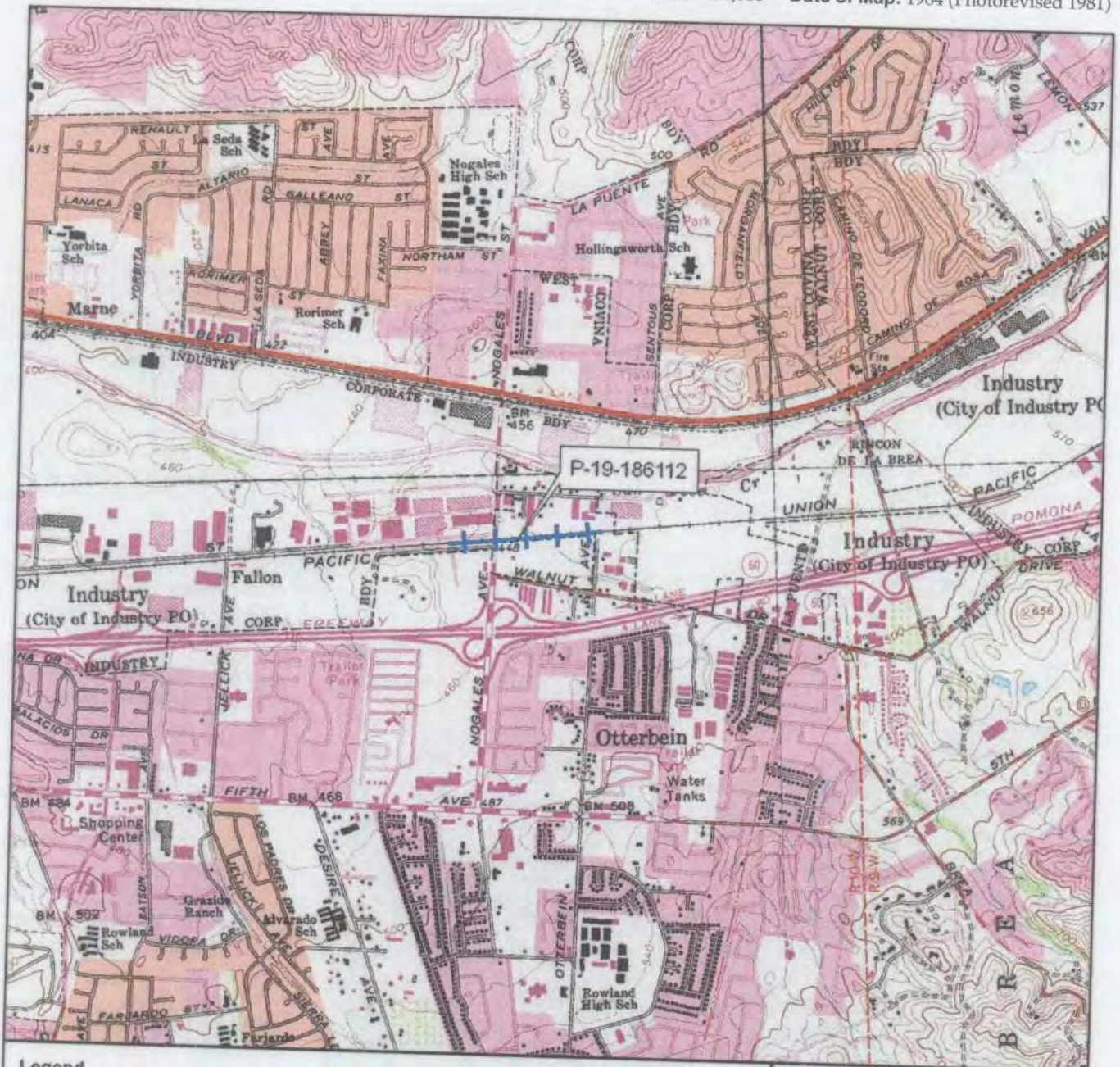
Trinominal

Page 2 of 5

*Resource Name or #: Union Pacific Railroad

*Map Name: La Habra, CA

*Scale: 1:24,000 *Date of Map: 1964 (Photorevised 1981)



Legend

P-19-186112

USGS 7.5' Quadrangle:
La Habra, CA 1964
(Photorevised 1981)

Land Grant: La Puente
T2S, R10W
Unsectioned



0 500 1,000 2,000
Feet
0 250 500
Meters

Nogales Street Grade
Separation and Gale Avenue/
Walnut Drive Widening Project

Project Location Map

SWCA
SOUTHWESTERN WATER CONSERVATION ASSOCIATION

DPR 523J (1/95)

*Required Information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 5

*NRHP Status Code 6Z

*Resource Name or # Union Pacific Railroad

B1. Historic Name: Los Angeles, San Pedro & Salt Lake Railroad
B2. Common Name: Union Pacific Railroad/ Metro Link, Riverside Line
B3. Original Use: railroad B4. Present Use: railroad

***B5. Architectural Style:**

***B6. Construction History:** Railroad originally built circa 1905. Alterations include replacement of wood ties on the southern set of tracks with concrete sleepers and construction of steel and concrete box pads, contemporary crossing arms and other contemporary equipment (circa 1993).

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

***B8. Related Features:** None

B9a. Architect:

b. Builder:

***B10. Significance: Theme:**

Area:

Period of Significance:

Property Type:

Applicable Criteria:

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

The subject property was first built by Los Angeles & San Pedro Railroad, which had become Los Angeles, San Pedro and Salt Lake Railroad by 1905, when this segment was constructed. The current owner of the subject property, Union Pacific Railroad was the third transcontinental railroad to reach Los Angeles, arriving through its subsidiary, the Los Angeles Terminal Railroad (predecessor to the Los Angeles & Salt Lake). Shortly after Union Pacific's arrival, the line became Los Angeles & Salt Lake Railroad through a series of mergers and acquisitions. By the turn of the twentieth century, the three main competing railroads in the west were the Southern Pacific, Atchison Topeka & Santa Fé and Union Pacific (UP).

See Continuation Sheet.

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

***B12. References:**

Ambrose, Stephen E. *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869*. New York: Simon and Schuster, 2000, various.

Ashkar, Shahira. Primary form for P-19-186112. On file at the South Central Coastal Information Center (Continued on Continuation Sheet)

B13. Remarks: None

***B14. Evaluator:** Francesca Smith

***Date of Evaluation:** February 13, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Primary # 19-186112 (Update)
HRI#
Trinomial

Page 4 of 5

*Resource Name or # Union Pacific Railroad

*Recorded by: R. Ramirez and F. Smith

*Date: February 13, 2009

☒ Continuation

☐ Update

***B10. Significance:**

The arrival of railroads to southern California brought unprecedented growth, later called the "boom of the 'eighties" which took place predominantly in areas served by the relatively new technology. Citrus crops benefited greatly from the invention of the refrigerated car, and southern California citriculture, which became a significant economic and cultural influence was among the results of that innovation. When built, the line went through undeveloped land, which was sparsely populated at the turn of the twentieth century by agricultural uses, with homes and scattered small businesses.

Also at the dawn of the 1900s, Senator William Andrews Clark (1888-1925) acquired the struggling Los Angeles Terminal Railway at the growing city's developing port with the intention of serving the growing mining industry in Salt Lake City. In 1901, the line was reestablished as the San Pedro, Los Angeles & Salt Lake Railroad, and plans were made to construct a line connecting southern California with Salt Lake City, Utah. Despite Union Pacific's opposition, the owner assembled considerable political and financial support. The smaller railroad began construction work along the existing UP grade, resulting in a notorious but brief "railroad war" in Nevada. The rivals came to an agreement in 1903, Clark ended up acquiring UP alignments south of Salt Lake City, and Union Pacific received half-ownership in the LA, SP & SL RR. Once the disagreements were settled, the completed line, likely including the subject property, began service in 1905. Four years later, in 1909, the town of San Pedro was annexed to Los Angeles (affording the growing city its own port) and the town's name was omitted from the railroad title. In 1916, the railroad became the Los Angeles & Salt Lake Railroad (Signor).

In 1921, Clark's half interest in the LA & Salt Lake was transferred to Union Pacific's ownership. After the second World War, rising popularity of private automobiles, trucks and airlines greatly cut into railroad business lines- which been an enormously profitable and powerful component of American business. The Metro Link passenger railroad acquired property in about 1992 and began service between Riverside and Los Angeles in 1993. UP made an unsuccessful bid to purchase Santa Fé Railway the following year, although it was determined that the unification would result in too many duplicate routes, amounting to a monopoly. In 1996, the UP and SP merged, ostensibly ending more than 100 years of rivalry.

The subject property is not eligible for listing in the National or California registers under Criterion A/1, despite its obvious connection with events that shaped the development of the community and region. Because of alterations to the tracks, including periodic replacement of track, hardware and ties, changes in grading and sweeping changes in setting from open agricultural land, to a small to a highly urbanized area, the railroad right-of-way does not retain sufficient integrity to impart its historic significance. Although the rail line had not been relocated, the rail, track, ballast, landforms and setting have all been irretrievably altered, diminishing its integrity of design, setting, materials, workmanship, feeling, and association. This segment of the UPRR is not eligible under Criterion B/2, as any connections to persons important in our history were not direct, but part of much larger portfolios of investments held by various wealthy investors. The subject property is part of a standard contemporary freight railroad line currently "the largest railroad in north America" (Union Pacific), and a passenger commuter line. As a standardized modern railroad alignment, the property does not warrant consideration under Criterion C/3. Due to extensive alterations to the tracks, there is no data potential under Criterion D/4 because the resource is not the principal source of any important information. As an altered and ubiquitous resource type, subject property is not eligible as a contributor to a larger National or California Register-eligible historic district.

***B12. References:**

- Dumke, Glenn S. *The Boom of the 'Eighties*. San Marino: Huntington Library, 1944, various. (See Continuation Sheet)
- Hine, Robert V. and John Mack Faragher. *The American West: A New Interpretive History*. New Haven: Yale University Press, 2000, 291.
- Lewis, Oscar. *The Big Four: The Story of Huntington, Stanford, Hopkins, and Crocker, and of the Building of the Central Pacific*. New York: A.A. Knopf, 1938, various.
- Robinson, John W. "The Big Four Move South: The Building of The Southern Pacific Railroad" *California Territorial Quarterly* Fall 2003, 4-29.
- Signor, John R. *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division* Pasadena: Southern Pacific Historical and Technical Society, 1997, 31.
- Signor, John R. *The Los Angeles and Salt Lake Railroad Company: Union Pacific's Historic Salt Lake Route*. San Marino, California: Golden West Books, 1988, various.
- Wilson, Neill Compton and Frank J. Taylor. *Southern Pacific: The Roaring Story of a Fighting Railroad*. McGraw-Hill, 1952, various.

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

Primary # 19-186112 (Update)
HRI #
Trinomial

Page 5 of 5 Resource Name or #: Union Pacific Railroad

L1. Historic and/or Common Name: San Pedro, Los Angeles & Salt Lake Railroad, Metro Link- Riverside Line

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) 11S, 417804mE/3762236mN (westernmost point) and 11S, 418387mE/3762262mN (easternmost point); railroad tracks located on the east and west sides of Nogales Street.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) See Primary Form, page 1.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width: 4' - 8.5" per track
- b. Bottom Width: $\pm 9'-0"$ per track
- c. Height or Depth: 5" (track- top to bottom)
- d. Length of Segment: ± 0.38 miles

L5. Associated Resources: None

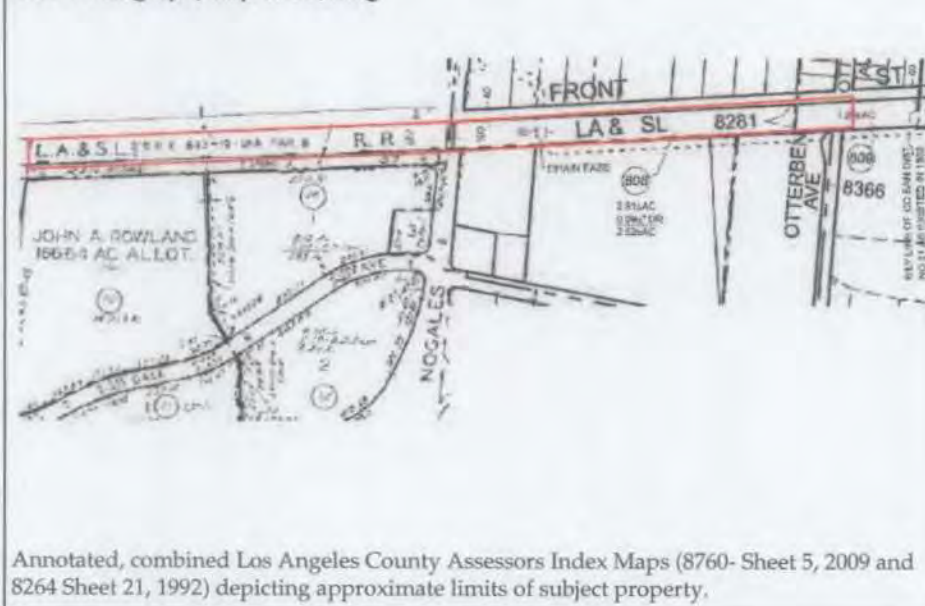
6. Setting: Urban (commercial/industrial)

L7. Integrity Considerations: This segment has been subject to ongoing maintenance, including replacement of tracks, ballast and ties. Industrial urban development has greatly altered the integrity of setting of the railroad.

L4e. Sketch of Cross-Section (include scale) Facing:

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

L8a. Photograph, Map or Drawing



Annotated, combined Los Angeles County Assessors Index Maps (8760- Sheet 5, 2009 and 8264 Sheet 21, 1992) depicting approximate limits of subject property.

L9. Remarks: None

L10. Form Prepared by:
R. Ramirez and F. Smith
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

L11. Date: February 13, 2009

DPR 523E (1/95)

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

Primary # 19-186112 (Update)

HRI #

Trinomial

NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 6

*Resource Name or #: Union Pacific Railroad (2.2-mile segment) (Map Reference #2-35)

P1. Other Identifier: former Southern Pacific Railroad's Los Angeles Division and Sunset Line structure

*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: Los Angeles and El Monte Date: 1966 (photo revised 1981 and 1994) T ; R ; ; S.B.B.M.

c. Address: Mile Posts 489.5-491.8

City: Alhambra, San Gabriel, Rosemead

Zip: n/a

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: ~245 feet above msl

Tracks on the south side of West Mission Drive, north of Main Street and East Angelino Avenue, and Santa Fe Avenue and Grand Avenue between San Pasqual Drive and North Muscatel Avenue

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

The Union Pacific Railroad (UPRR) property in the project APE occupies a 2.2-mile long, narrow series of parcels, containing a single-track freight railroad. The track is generally continuous welded rail, set in a roadbed topped with ballast and concrete ties (recent, but dates unknown). This segment of track is contiguous at the east and west ends to the historic Southern Pacific Los Angeles Division and Sunset Route in and out of Los Angeles. This 2.2-mile roadbed segment rises and falls with gentle grades on a raised berm with various at-grade crossings, spanning two culverts and one bridge in the project area. At-grade crossings include: Mission Road, Ramona, Del Mar, and Walnut Grove avenues, and San Gabriel Boulevard; each is paved with steel-enframed concrete box-pad pavers, and signaled with recent code-compliance crossing arms, flashing lights, and sound devices. Alterations in the past circa 45 years include loss of parallel local-service sidings, some mainline grade elevation lowering on the west end, replacement of wood ties with concrete ties; installation of steel-enframed concrete pavers at most crossings, code-compliant crossing arms and other safety equipment at grade crossings, and reballasting (dates unknown). Various recent prefabricated service sheds house crossing and signal electronics and machinery.

*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering structure); HP39 (Other-railroad)

*P4. Resources Present: ☐ 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, date, accession #) View southeast from San Gabriel Boulevard crossover, January 24, 2009, Mission 104-g

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both
circa 1877-present

*P7. Owner and Address:

Union Pacific Railroad
1416 Dodge St
Omaha, NE 68179-0001

*P8. Recorded by:

F. Smith and J. Steely
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

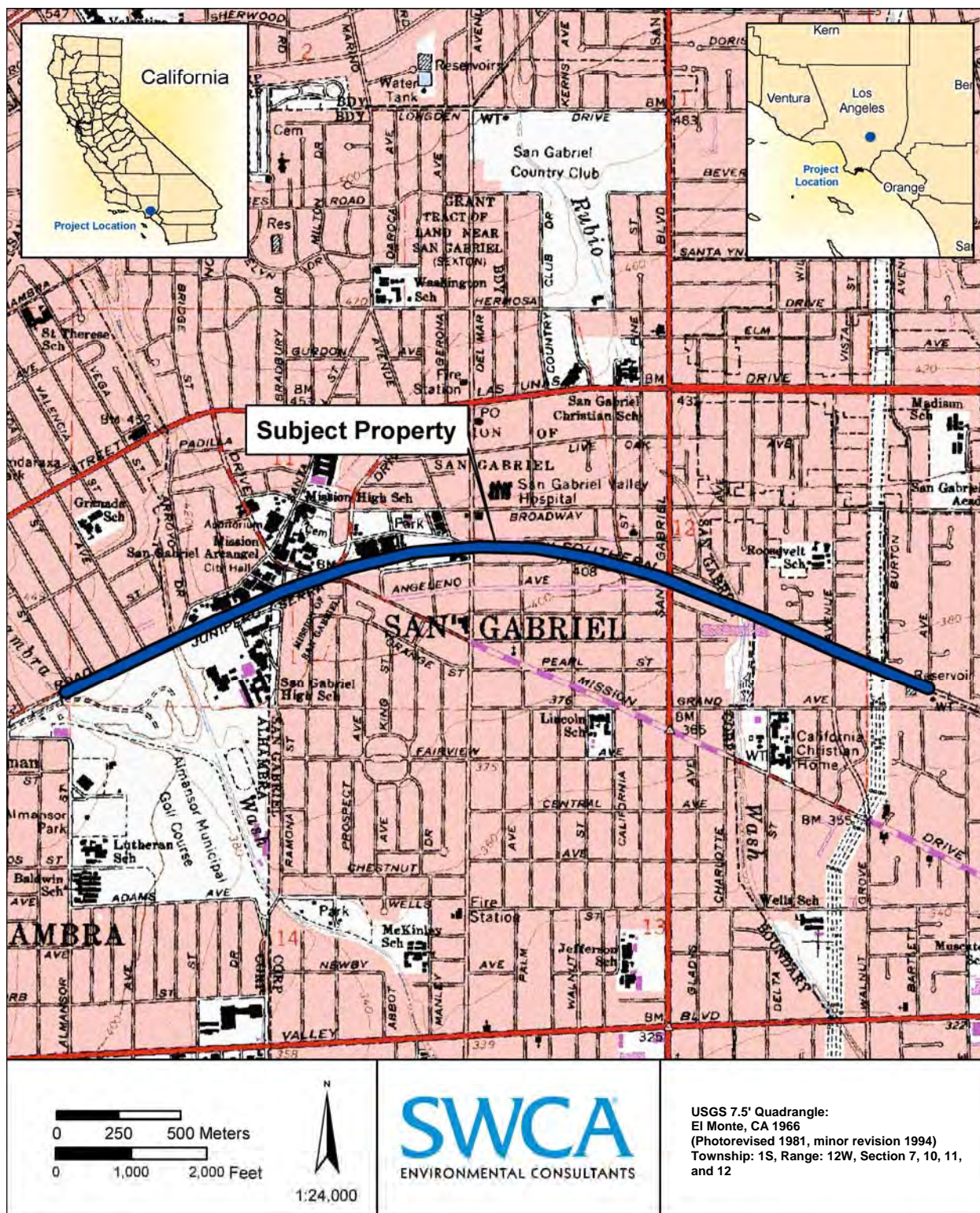
*P9. Date Recorded: June 18, 2009

*P10. Survey Type: (Describe) Intensive

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

Historical Resources Evaluation Report for the San Gabriel Trench Project, Cities of San Gabriel, Alhambra, and Rosemead, Los Angeles County, California (SWCA Environmental Consultants 2009)

*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
LINEAR FEATURE RECORD

Primary # 19-186112 (Update)

HRI #

Trinomial

Page 3 of 6 Resource Name or #: (Assigned by recorder) Union Pacific Railroad (2.2-mile segment) (Map Reference #2-35)

L1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division, Sunset Route

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

Railroad track on the south side of West Mission Drive, north of Main Street and East Angelino Avenue, and Santa Fe Avenue and Grand Avenue between San Pasqual Drive and North Muscatel Avenue in the cities of Alhambra, San Gabriel, and Rosemead.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) See Primary Form, page 1.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: 4'- 8.5" (standard gauge)

b. Bottom Width: ± 100-foot right of way

c. Height or Depth: 12-18" roadbed to rail top

d. Length of Segment: c. 2.2 miles

L5. Associated Resources: 2 culverts (Alhambra Wash, and culvert just west of Main Street and Lafayette Street in San Gabriel) and 1 bridge (Rubio Wash)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

See Primary Form, page 1.

L4e. Sketch of Cross-Section (include scale) Facing: n/a
sketch of section (no scale)

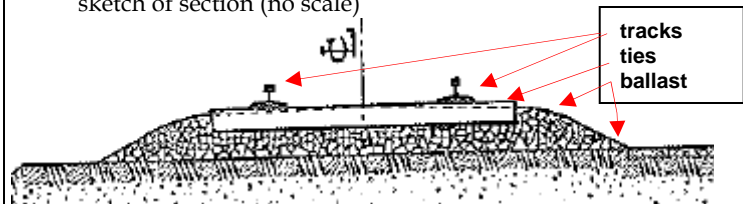
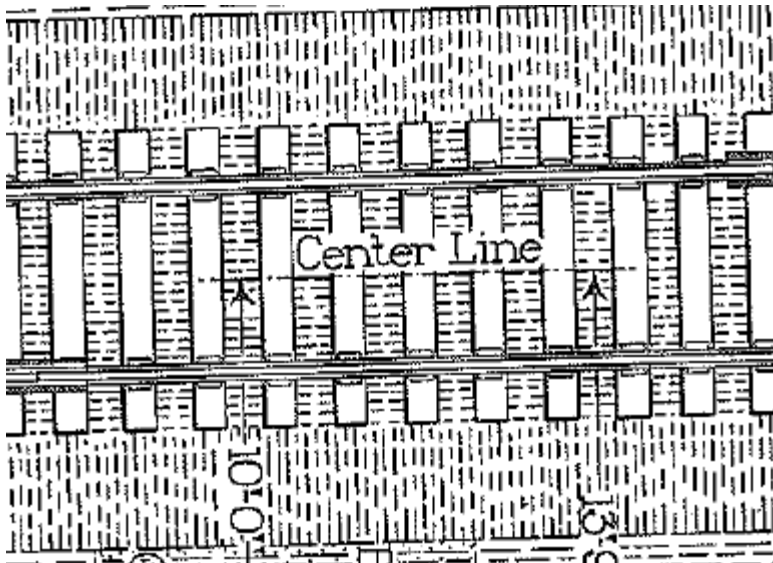


Figure 2. Annotated section sketch: excerpted from *Southern Pacific Lines, Common Standard Plans*, adopted 1924, sheet 11, C.S. 561 (formerly C.S. 403).

L7. Integrity Considerations:

This segment of railroad track has been subject to ongoing maintenance, which has included replacement of rails, ballast, and ties as needed. Widespread agricultural (1890s) and suburban development (1910s and later) along this route segment altered the setting of the railroad at the turn of the 20th century. In the early 20th century Alhambra and Rubio washes were channelized (late 1920s, early 1930s). Urban development including expansion of adjacent residential tracts (1920s-1970s), extensive commercial development (retail and office, 1910s-1960s), industrial growth and street/grade-crossing realignments (1940s-1990s) have greatly altered the railroad's integrity aspects of materials, workmanship, and setting. Alhambra, San Gabriel, and Rosemead each once fronted the railroad with distinctive depot buildings, all presumably removed more than 45 years ago with a consequent additional loss in integrity of design, feeling, and association.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

Figure 3. Plan view: excerpt from *Southern Pacific Lines, Common Standard Plans*, adopted 1924, sheet 11, C.S. 561 (formerly C.S. 403). No scale.

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
J. Steely and F. Smith
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

L11. Date: August 31, 2009

DPR 523E (1/95)

Page 4 of 6 *Resource Name or # (Assigned by recorder) Union Pacific Railroad (2.2-mile segment) (Map Reference #2-35)

*Recorded by: F. Smith, J. Steely

*Date: June 18, 2009

☒ Continuation

☒ Update

***B10. Significance:**

The Southern Pacific Railroad Company (SP or Espee) was acquired in 1868 by Charles Crocker (1813-1888), Mark Hopkins (1813-1878), Collis P. Huntington (1821-1900), and Leland Stanford (1824-1893), collectively known as "the Big Four." Their company evolved from expansion of the Central Pacific Railroad (CP) in the 1860s, the western half of the First Transcontinental Railroad. Two years after SP's inception and shortly after completion of the CP's Transcontinental efforts, SP management under the Big Four maneuvered considerable resources to construct a rail line from San Francisco southeast to the Colorado River to control the alignment of the Second Transcontinental Railroad. By that time, the Big Four had already established monopolies in California and Nevada. Part of the Big Four's surreptitious strategy was to build many separate lines that when joined, would control not just transportation but business and politics in California (Lewis).

The first railroad to be built into Los Angeles was the 21-mile Los Angeles & San Pedro Railroad (LA&SP) connecting the ambitious city with the Pacific Ocean port near Wilmington in 1869. Two years later the Big Four's SP connected Los Angeles to the north via Soledad Canyon in the San Gabriel Mountains with SP's San Joaquin Valley line from San Francisco. This link included the SP's fabled line through the Tehachapi Mountains, notably providing California's rapidly expanding inland agricultural regions with access to another Pacific port at San Pedro, and to rail routes across the United States. Soon after reaching Los Angeles, the SP turned east toward the Colorado River, passing along the De Anza route and Old Spanish Trail through the old Spanish Mission hamlet of San Gabriel as the railroad forged its right of way eastward through the fertile basins of the San Gabriel and Santa Ana Rivers.

Thus, between 1876 and 1877 the Southern Pacific constructed its historic line evaluated for the current grade-trenching Alameda Corridor East project (in 2009) as part of what became its Los Angeles Division and its transcontinental "Sunset Route." The line extended east from Los Angeles to Colton, through San Geronimo Pass between the San Bernardino and San Jacinto Mountains, and southeast into the Imperial Valley, to present Yuma on the Colorado River. Port and national railroad connections for southern California brought unprecedented growth, later called the "boom of the 'eighties" that took place predominantly in areas served by the relatively new transportation technology (Dumke). When the SP's Sunset Route completed its tracks across Arizona to New Mexico in 1881, then New Orleans in 1883, the Los Angeles Division became part of the nation's Second Transcontinental Railroad.

With railroad promotion and long-distance shipping, and development of local irrigation water systems, citrus crops around San Gabriel and the eventual communities of Alhambra and Rosemead developed at the turn of the century as the major industry along SP's Los Angeles Division. Citrus producers soon benefited further from the invention of refrigerated rail cars, and southern California "citriculture" became a significant economic and cultural influence as a result. Numerous Los Angeles area communities emerged and prospered into the mid-20th century because of their focus on such specialized agriculture (Signor).

By 1900 the three main competing railroads in all of California were the Southern Pacific, the Atchison Topeka & Santa Fe, and Union Pacific, each with east-west mainlines through the San Gabriel and Santa Ana river valleys into Los Angeles. With the death of the last Big Four magnate and SP president C.P. Huntington in 1900, his archrival Edward H. Harriman of the Union Pacific gained control of SP (including the original CP) in 1901. Huntington's nephew Henry after 1901 invested his inheritance in Los Angeles-area rail systems, including the Pacific Electric and its interurban line that connected San Gabriel and Alhambra with downtown Los Angeles through 1940 (the line followed S. Mission Drive into the city's east side and Junipero Serra Drive out the west side; no trace of this line remains in the project area). Harriman meanwhile coordinated SP and UP operations until his death in 1909, and SP remained under control of UP until a Supreme Court-ruled separation in 1913. Railroads entered the 20th century as enormously profitable and powerful components of American culture, but after World War II rising popularity of private automobiles, trucks and commercial airlines cut deeply into railroad business. Small towns such as San Gabriel, Alhambra, and Rosemead eventually lost their depots as passenger trains and local rail traffic disappeared and the SP Los Angeles Division primarily carried through-freight trains. The sustained pattern of heavy through-traffic has resulted in plans for the current project.

During the railroad merger frenzy after federal deregulation in 1980, SP and the Santa Fe Railway attempted to merge in 1988, but instead SP was purchased by the owner of the Denver & Rio Grande Western Railroad (aka Rio Grande). Subsequently, Rio Grande with Cotton Belt and SP lines all operated as "Southern Pacific." In 1995 SP's old rival and partner Union Pacific acquired the Chicago & North Western for direct access to Chicago, and then in 1996 the UP acquired SP to restore much of Harriman's old system.

When built, the subject property railroad line went through undeveloped lands, previously dominated by Mission-related ranching and agriculture, then improved in the late 19th century by widespread "citriculture." By the turn of the 20th century, the surrounding properties were characterized by single-family residences and scattered small businesses concentrated in San Gabriel. In the ensuing years, local communities including San Gabriel, Alhambra, Rosemead, and Pasadena all prospered because of their proximity to the railroads. In the project area, the Mission San Gabriel Arcángel Church, Sacristy, and Padres' Quarters, along with surviving adobe homes including the Ortega-Vigore, Las Tunas, and Lopez-de Lowther adobes (Properties No. 3-35, 3, 49, and 3A-1) notably predated the railroad. At the peak of local SP rail service in 1925, where the railroad line crossed South Del Mar Avenue, three parallel tracks were flanked by a planning mill, citrus packing houses, a freight house, and the San Gabriel railroad depot (refer to Figure 3). The line is now a single track mainline and none of the described historic-age buildings remain. The surrounding area is currently densely developed by residential and industrial uses.

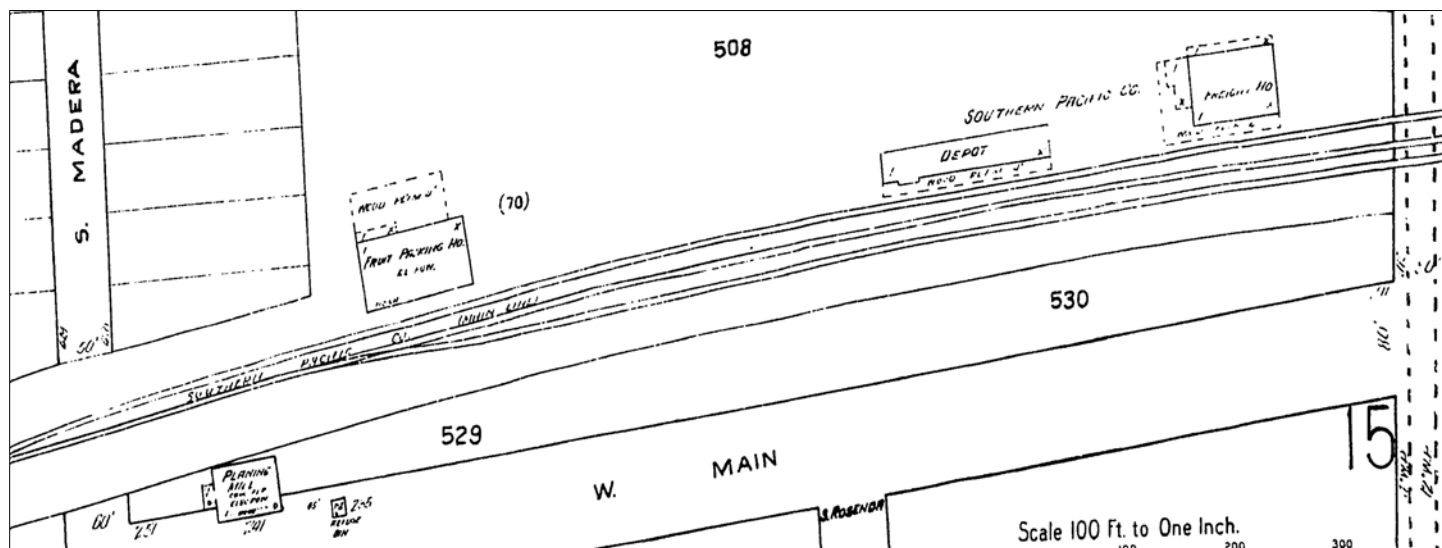


Figure 3: Excerpted Sanborn Fire Insurance Map of San Gabriel, California. Detail of northwest intersection of South Del Mar Avenue and Southern Pacific Railroad, August 1925, sheet 10. Note that depot, railroad-related packing house buildings, and flanking track sidings are no longer extant.

The subject property is part of a standard contemporary freight railroad line and a component of Union Pacific Corporation, currently “the largest railroad in north America” (Union Pacific). However, the subject property railroad line segment is not recommended eligible for listing in the National or California registers under Criteria A/1, despite its obvious connection with events that shaped the development of the community and region through the 1950s, when rail service declined to eliminate direct San Gabriel participation. In the American west, most railroads are directly connected with regional expansion, and to possess historic significance those railroads must retain adequate integrity to be recognizable to their period of significance.

This UPRR mainline segment is not recommended eligible under Criteria B/2, as any connections to persons important in our history were not direct, but part of much larger portfolios of investments held over time by various wealthy investors.

Although the rail mainline has not been relocated horizontally, its grade, rail, track, ballast, landforms, and setting have all been irretrievably altered, diminishing its integrity of design, setting, materials, workmanship, feeling, and association. As a standardized modern railroad track the property does not warrant consideration under Criteria C/3. Because of major alterations to this line segment—including changes in grade elevation, reduction in service tracks to the single mainline, major realignments of street crossings, and sweeping changes in setting from a small town (San Gabriel) and adjacent open agricultural land to a highly urbanized area, this railroad right-of-way does not retain sufficient integrity to impart its historic significance. It is also not eligible under Criteria D/4. As an altered and ubiquitous resource type, the subject property is also not recommended eligible as a contributing resource to any larger California Register-eligible historic district.

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

Primary # 19-186112 (Update)
HRI#
Trinomial

Page 6 of 6

*Resource Name or # (Assigned by recorder) Union Pacific Railroad (2.2-mile segment) (Map Reference #2-35)

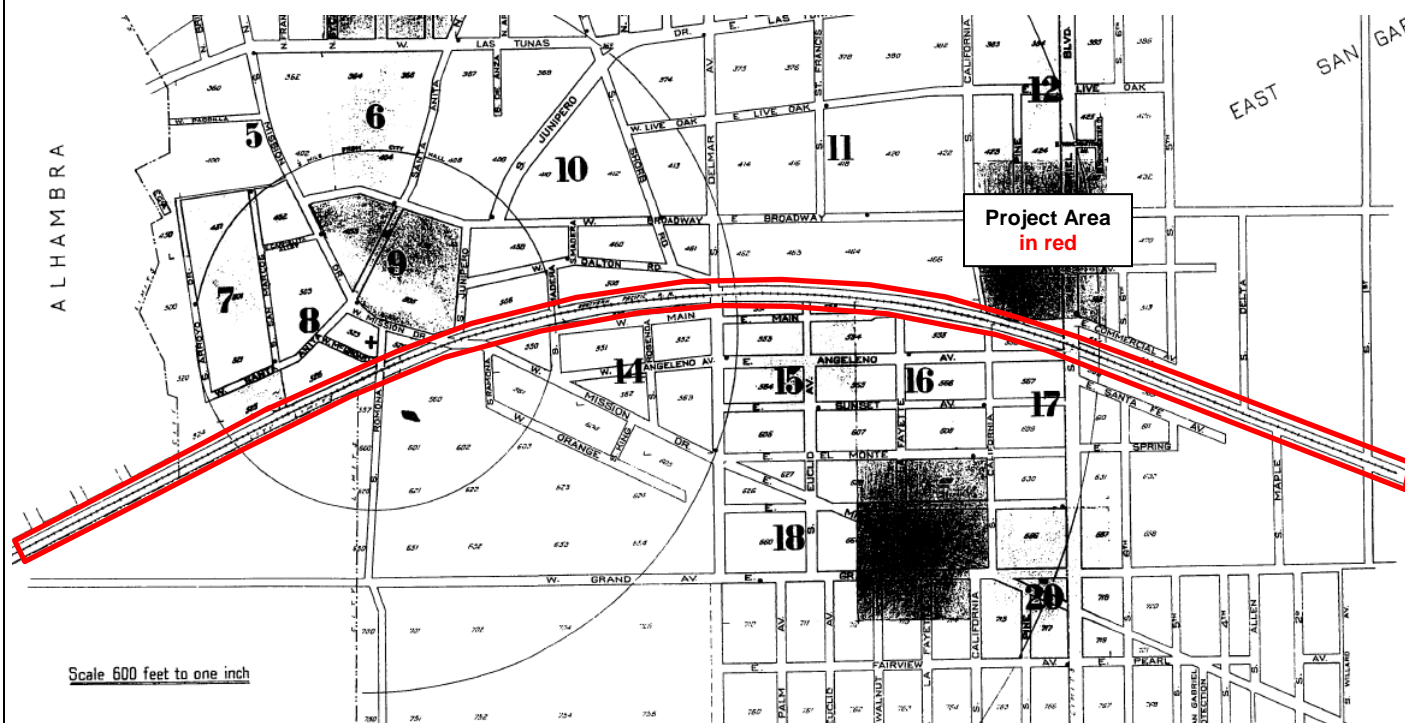
*Recorded by: F. Smith, J. Steely

*Date: June 18, 2009

☒ Continuation

☒ Update

P5a. Drawing:



P5b. Description of Drawing:

Figure 4. Annotated excerpt from Sanborn Fire Insurance Company *Maps of San Gabriel, California*, August 1925, sheet 1. Project area is noted in red. Not to scale

***B12. References:**

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- Klein, Maury. *Union Pacific: The Rebirth 1894-1969*. Garden City, NY: Doubleday, 1987, various.
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http://www.uprr.com/aboutup/corporate_info/uprrover.shtml
- Wilson, Neill Compton and Frank J. Taylor. *Southern Pacific: The Roaring Story of a Fighting Railroad*. McGraw-Hill, 1952: various.

CONTINUATION SHEET

Primary # 19-186112

HRI # _____

Trinomial _____

Page 1 of 1*Resource Name or #: (Assigned by recorder) Southern Pacific Los Angeles Division*Recorded by LSA Associates, Inc.*Date: November 2013

Continuation

X

Update

Based on a records search completed in 2013, the segment of railroad (APE Map Reference #13) within the project's Area of Potential Effects (APE) was previously evaluated as not eligible for listing in the National Register of Historic Places. As a result of the field survey conducted for the current project, it was determined that this approximately 3,900-foot long segment, which intersects Durfee Avenue in the City of Pico Rivera, has been completely modernized. In addition, there are no related historic-period features such as a depot or train yard along the portion of the segment in the APE. With the exception of one warehouse dating to 1931, all other adjacent resources were built during the post-World War II period. Therefore, this segment of the railroad does not appear to meet the criteria for listing in the National Register or the California Register of Historical Resources and is not a historical resource for purposes of the California Environmental Quality Act.

Report citation: Historical Resources Evaluation Report for the Durfee Avenue Grade Separation Project, City of Pico Rivera, Los Angeles County, California, PNRs 6303(039) EA 0713000055L-N07-LA-0-SGVC. LSA Project Number ACE1101H.



UPRR crossing at Durfee Avenue, view to the northwest (8/30/13)



UPRR crossing at Durfee Avenue, view to the west (8/30/13)



UPRR crossing at Durfee Avenue, view to the east (8/30/13)



UPRR crossing at Durfee Avenue, view to the north (8/30/13)

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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calshpo@parks.ca.gov
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May 29, 2014

Reply To: FHWA_2014_0509_001

Alex N. Kirkish, Ph.D., RPA
District Archaeologist
Caltrans District 7
Division of Environmental Planning
100 S Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Determination of Eligibility for the Proposed Durfee Avenue Grade Separation Project, Pico Rivera, CA

Dear Mr. Kirkish:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are not eligible for the NRHP:

- 9301 Beverly Road, Pico Rivera, CA
- 4608 Durfee Avenue, Pico Rivera, CA
- 4620 Durfee Avenue, Pico Rivera, CA
- 4740 Durfee Avenue, Pico Rivera, CA
- 4820 Durfee Avenue, Pico Rivera, CA
- 9358 Stephens Street, Pico Rivera, CA
- 4875 Durfee Avenue, Pico Rivera, CA (DPR 523 lists building as 4857 Durfee Avenue)
- 4821 Durfee Avenue, Pico Rivera, CA
- 4741 Durfee Avenue, Pico Rivera, CA
- 4739 Durfee Avenue, Pico Rivera, CA
- 4705 Durfee Avenue, Pico Rivera, CA
- 4700 Gregg Road, Pico Rivera, CA
- UPRR/SPRR/Los Angeles and Salt Lake Railroad, Pico Rivera, CA

Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in black ink that reads 'Carol Roland-Nawi, Ph.D.'.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

CONTINUATION SHEET

Page 1 of 8

*Resource Name or # (Assigned by
recorder)

Southern Pacific Railroad – Coast Line

Recorded By: Amanda Duane, GPA Consulting

Date: 04/25/2017

☐ Continuation

☒ Update

P1. Other Identifier: Map Reference No. E1-30

P2. Location: See Sketch Map, Pages 4-6.

***NRHP Status Code:** 6Z

*P3a. Description

A portion of the Southern Pacific Railroad (SPRR, P-19-196688 and 196689) that appears to be associated with the SPRR Coast Line and its Burbank Branch has been previously recorded by the URS Corporation in 2002. The previously recorded portions included a wye, a spur, and a concrete drainage channel near the intersection of Front Street and Magnolia Boulevard in Burbank.

A larger segment of the SPRR Coast Line (and associated Burbank Branch) 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. The study area includes the segment previously recorded in 2012. The resource consists of two parallel sets of standard gauge railroad tracks, wyes, and spurs. The tracks consist of wood or concrete ties and steel tracks with gravel ballast. This is typical for the property type and is unlikely to have been substantially changed since the time of the prior evaluation.

P11. Report Citation: California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2016.

*B10. Significance

The segments of the SPRR Coast Line and Burbank Branch within the HSR area of potential effects (APE) do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor are they historical resources for the purposes of the California Environmental Quality Act (CEQA). These structures have 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 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 course 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 (Rand F. Herbert, 1). Waves of new settlers began arriving in Southern California (Historic Resources Group and Galvin Preservation Associates, 12). Southern Pacific laid their tracks down beside 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) and which was later known as "the Cornfields." It developed into a thriving commercial and industrial center, and much of the early growth in Los Angeles was made possible by the economic stimulus of the River Station industrial yard (LSA Associates et. al., 11). The tracks leaving the station curved to the southeast and crossed the Los Angeles River north of Mission Road, across a second

CONTINUATION SHEET

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truss bridge, today known as Mission Junction Bridge, before heading east. Research indicates that these eastbound tracks were part of the Sunset Line, which was a major east-west artery that connected Los Angeles and New York; trains traveled to the ports of Galveston and New Orleans, and the Southern Pacific Morgan Line steamships would continue the journey to New York (Mullaly and Petty, 35).

Southern Pacific extended its tracks south down Alameda Street, toward San Pedro. The original passenger depot for the San Pedro line was located at the present-day intersection of Alameda and Commercial Streets (1874, no longer extant.) Southern Pacific's competitor, the Santa Fe Railroad, completed a second transcontinental line to California in 1886, and the ensuing "fare war" made travel west even more affordable for passengers, resulting in greater demands for the service (Historic Resources Group and Galvin Preservation Associates, 12-13). The Santa Fe tracks also ran along the east side of the Los Angeles River and crossed the river just south of the SPRR tracks at Dayton Avenue (present-day Riverside Drive/Figueroa Street). The two tracks ran parallel along the west side of the river until the SPRR River Station and then the Santa Fe tracks continued south along the western river bank to its own depot, located at Santa Fe Avenue between First and Fourth Streets (no longer extant). Eventually, four major railroads were operating in Southern California during the late nineteenth and early twentieth century, including Southern Pacific, Union Pacific, Santa Fe, and the Los Angeles and Salt Lake Railroad. Each line converged in downtown Los Angeles and had their respective passenger stations and tracks (Lee, et. al., 10).

In 1886, Southern Pacific began construction on its Coast Line, which would eventually provide service between Los Angeles and San Francisco (Hofsommer, 5). The Coast Line was constructed in stages. The line was completed between Montalvo and Oxnard by 1898. This portion was referred to as the "Montalvo Cutoff." The railroad was extended through Camarillo and Somis by 1899, Moorpark in 1900, and eventually through Santa Susana in 1901 (GPA Consulting, 9-10). In 1904, a second, more direct route through the Santa Susana Pass via Chatsworth was opened (Solomon, 29). The Burbank Branch was completed several years earlier in 1893 (Mullaly and Petty, 45). The branch was added in order to serve the shipping needs for the rapidly growing wheat and ranching industries in the San Fernando Valley. The Coast Line met the Burbank Branch at Chatsworth Junction, and Burbank Junction (Mullaly and Petty, 120).

The Burbank Junction served as a hub for the Burbank Branch, the Coast Line, and SPRR's main line. Historically, there was a signal tower at the corner of Front Street and Burbank Boulevard. This building was removed and replaced after suffering damage from a derailed train in 1968 (Mullaly and Petty, 121).

Evaluation

Two small segments of the Southern Pacific Railroad's Coast Line and Burbank Branch were identified in 2002 by the URS Corporation. As a part of that survey, the property was assigned a status code of 7R, indicating that it was identified in the survey, but not evaluated. 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 recommends an updated ineligible status code of 6Z, because the railroad segments within the HSR APE were not part of the initial 1870s alignment into the Los Angeles area and were, instead, relatively late additions to the SPRR network. As such, the subject railroad segments lack sufficient historical significance to be eligible for listing in the NRHP or the CRHR, despite retaining most aspects of integrity.

The Southern Pacific Railroad Coast Line and Burbank Branch segments are associated with the history of Southern Pacific and the development of Los Angeles. However, mere association with a trend is not sufficient for eligibility under Criterion A/1. The association itself must also be significant. The SPRR Coast Line and Burbank Branch were constructed several years after the initial SPRR Main Line. The Burbank Branch was constructed in response to the growing farming and ranching industry in the San Fernando Valley area, and the Coast Line was a later extension that provided service to new areas. As such, these lines are more likely to have been a response to the rise in population and economic growth in Los Angeles around the turn of the century, rather than a catalyst for this development,

CONTINUATION SHEET

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especially when compared to the SPRR Main Line. The Main Line was the first railroad completed into Los Angeles, creating crucial shipping capabilities and attracting waves of new residents. Therefore, the subject segments do not have sufficient associative significance under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, this railroad segment does not have a significant association with the lives of persons important to history, as suggested in prior evaluations of the SPPR lines (Jones and Stokes). While railroad founders such as the Big Four were arguably important figures in the history of passenger and freight rail, as well as the development of Los Angeles, it is unlikely that any of these men had a direct association with the actual railroad tracks themselves. A better representation or representations of these men's productive lives would be their professional offices, the headquarters of the respective railroad companies, or their personal homes. While many individuals have worked for the Southern Pacific Railroad since the late 1800s, 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, 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 the Interior, 18). This segment was built using materials and techniques common to the period, which have not substantially changed to the present day. Research did not reveal any evidence to suggest that this railroad segment was in any way influential to the future development of railroad construction. The structure lacks high artistic value, and there is no reason to believe that it an important example of the work of a master.

Under NRHP Criterion D and CRHR Criterion 4, this structure 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.

Integrity of location is the most critical aspect of integrity for a railroad segment. Regular replacement of materials such as tracks, ties, and ballast are part of regular and necessary maintenance for a railroad, and would not diminish the integrity such that it would not be eligible for the NRHP or CRHR.

The overall structure retains its integrity of location, as it has not been moved since the time of its construction. However, the integrity of setting has have been diminished by the continued development in the area, the removal of historically associated features, such as the Burbank Junction signal tower, associated depots and platforms, and the construction of numerous new buildings near the alignment in the hundred plus years since the railroad tracks were initially laid. The wood railroad ties have been intermittently replaced with concrete within the segment, and concrete crossing panels have been installed at grade crossings; however, this type of regular maintenance is expected and does not necessarily diminish the integrity of materials and workmanship. Overall, the subject segment retains its integrity of location, in addition to a sufficient amount of its integrity of materials, workmanship and association, to convey its historic function as a twentieth-century railroad incorporated into the SPRR system.

P5a. Photograph

CONTINUATION SHEET

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12/13/16, view looking north from Burbank Boulevard Bridge of the Southern Pacific Coast Line tracks (left) meeting the Main Line tracks (right) at Burbank Junction.



12/13/16, view looking north from Burbank Boulevard Bridge of the Southern Pacific Coast Line tracks (shown at lower right and center) and the Main Line tracks (shown at upper right) just north of Burbank Junction.

CONTINUATION SHEET

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Sketch Map Overview



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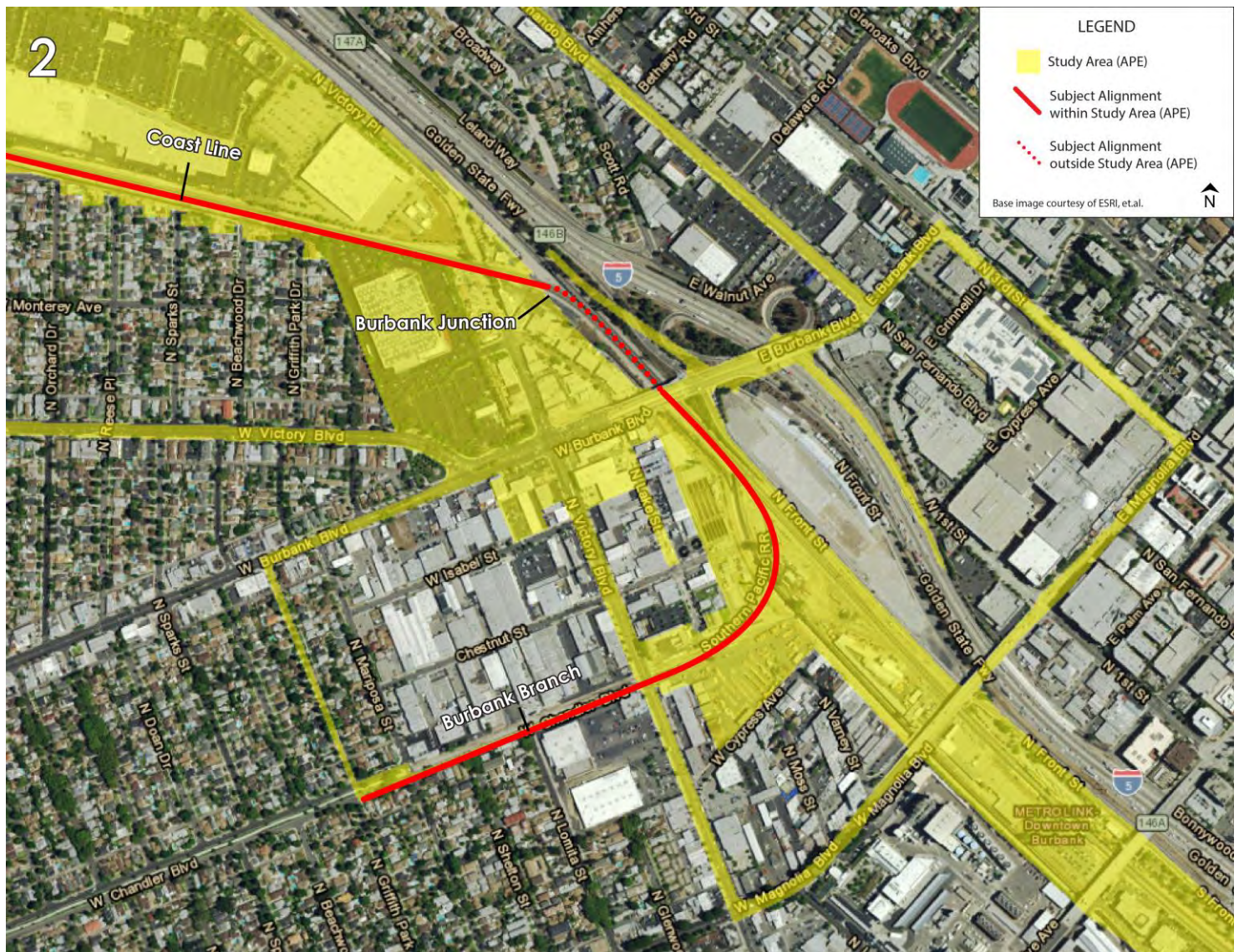
LEGEND

- Study Area (APE)
- Subject Alignment within Study Area (APE)
- Subject Alignment outside Study Area (APE)

Base image courtesy of ESRI, et al.

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Sketch Map Page 2



CONTINUATION SHEET

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B12. References:

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.

GPA Consulting. *Historical Resources Evaluation Report for the Rice Avenue Grade Separation Project, Oxnard, Ventura County, California*. Prepared for the City of Oxnard and the California Department of Transportation. November 2016.

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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.

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Signor, John R. *The Los Angeles & Salt Lake Railroad: Union Pacific's Historic Salt Lake Route*. San Marino, CA: Golden West Books, 1988.

Solomon, Brian. *Southern Pacific Passenger Trains*. St. Paul, MN: MBI Publishing Company, 2005.

URS Corporation. Department of Parks and Recreation (DPR) Form Set: UPRR Concrete Drainage Channel. 2002.

URS Corporation. Department of Parks and Recreation (DPR) Form Set: UPRR Wye and Spur. 2002.

US Department of the Interior. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*. Washington DC: National Park Service, 1998.

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

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

Other _____
Review Code _____ Reviewer _____ Date _____

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Resource Name or #: (Assigned by recorder) UPRR Wye and Spur

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, CA Date 1966, Photorevised 1972

c. Address 7 West Magnolia Boulevard City Burbank Zip 91502-1719

d. UTM: (Give more than one for large and/or linear resources) (NW end of spur) A: Zone 11, 378,620 mE/ 3,783,060 mN
(east edge of the west wye bridge) B: Zone 11, 378,630 mE/ 3,782,960 mN
(east edge of the east wye bridge) C: Zone 11, 378,700 mE/ 3,782,890 mN
(NW end of Swaner Spur) D: Zone 11, 378,790 mE/ 3,782,845 mN
(SE end of rail spur) E: Zone 11, 378,905 mE/ 3,782,740 mN

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

The Union Pacific Railroad (UPRR) wye and rail spurs are located between the Burbank Western Flood Control Channel and the UPRR main line (just southwest of Interstate 5), and north of Magnolia Blvd. From the corner of North Lake Street and West Magnolia Boulevard in Burbank, CA, travel 0.1 mile (0.16km) northwest on W. Magnolia Blvd until you approach the railroad overpass in front of the Burbank Magnolia Power Plant. Veer to the right and continue on the West Magnolia Boulevard frontage road. Continue NW on the road for one block to the end of the street. Turn left (northeast) into the dirt driveway of Swaner Hardwood (a dirt road between the Swaner Hardwood building and the UPRR tracks). Continue northeast along this dirt road for approximately 0.1 mile (0.16km) to the concrete drainage channel. The rail spur is on the right (northwest) side of the dirt road and the east wye arm is crossed by the dirt road approximately 100 feet past the end of the Swaner Hardwood building.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource consists of three sides of a railroad wye and a short spur track to the Swaner Hardwood plant. SEE CONTINUATION SHEET FOR ADDITIONAL DESCRIPTION.

*P3b. Resource Attributes: (List attributes and codes) HP19 Railroad Bridges, HP37 Railroad

*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 #)

Photo of west wye taken on 2/29/02. View towards east. Note Swaner hardwood building on right of frame.

*P6. Date Constructed/Age and Sources: early 1900s ☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge Street
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address)

Sean Dexter
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

*P9. Date Recorded: 02/19/02

*P10. Survey Type: (Describe)
Reconnaissance Survey

*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): Photos, Sketch Map

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 11

*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded 2/19/02 ☐ Continuation ☐ Update

*P3a. **Description (CONTINUED):** The feature dates to a minimum of 1902, where it appears in the same configuration on a 1902 Santa Monica 15' USGS topographic map. However, the feature was clearly modified during the construction of the Burbank Western Flood Control Channel, which was constructed in the late 1940s. The two wye bridges (east and west) bear a manufacturing placard with a date of 1948. Many of the rails in the wye are labeled with a date of manufacture of 1934, some with a date of 1929, and the spur paralleling the mainline (easternmost feature) has rails with a manufacture date of 1913.

The two bridges over the Western Channel are constructed of riveted steel rails capped with wood. The east wye bridge appears to be in original condition. The west wye bridge appears to have been recently renovated, with all new wood, new steel gangplanks, and new handrails.

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

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 11

*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

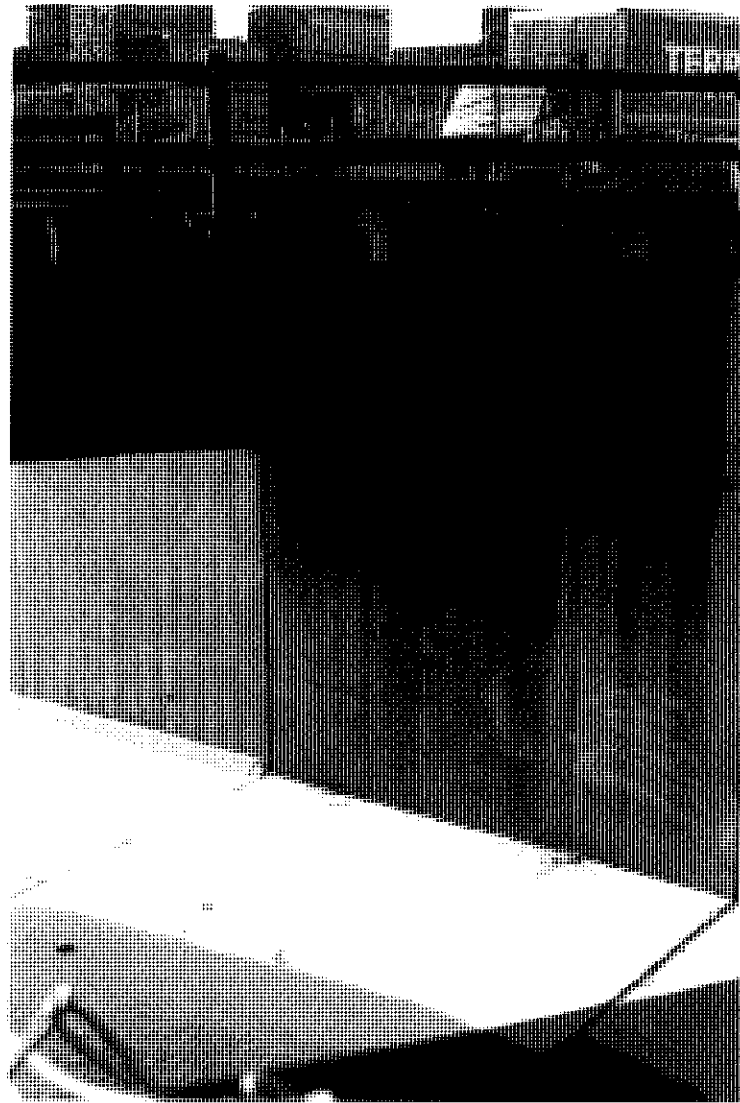


Photo 1: UPRR (formerly SPRR) East WYE Bridge over Western Flood Canal; view to the southwest.

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

Primary # _____

HRI # _____

Trinomial _____

Page 4 of 11

*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

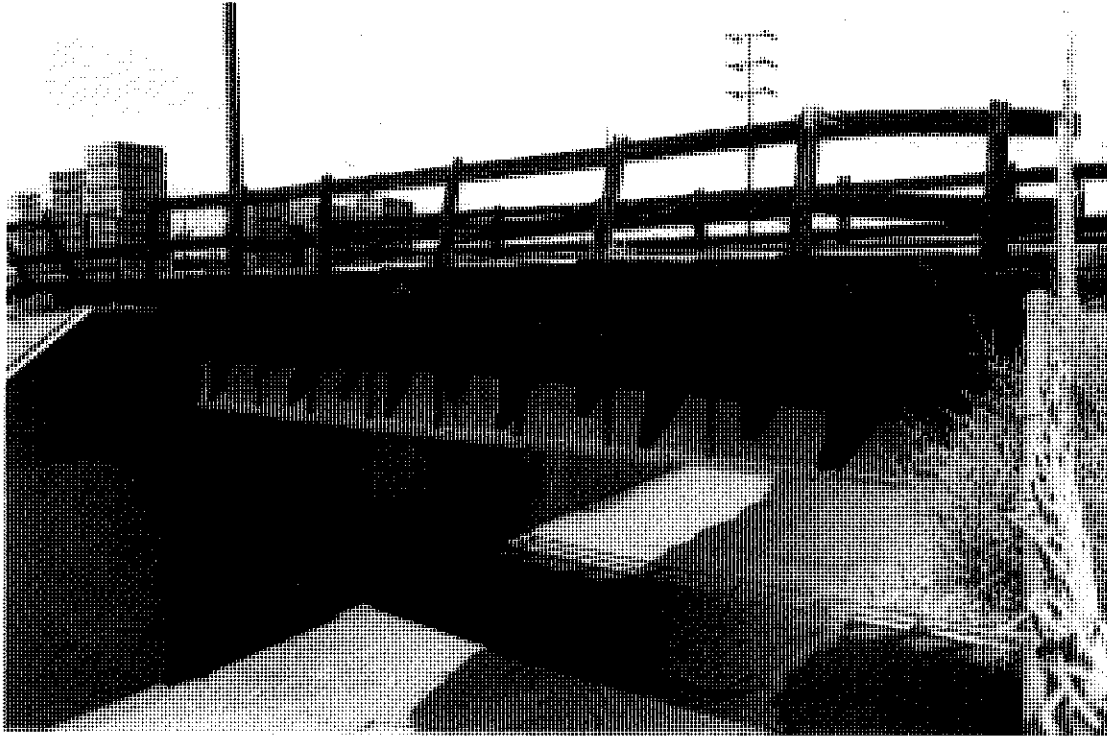
*Recorded by: Sean Dexter*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

Photo 2: UPRR (formerly SPRR) East WYE Bridge over Western Flood Canal; view to the north.

19-186688

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

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

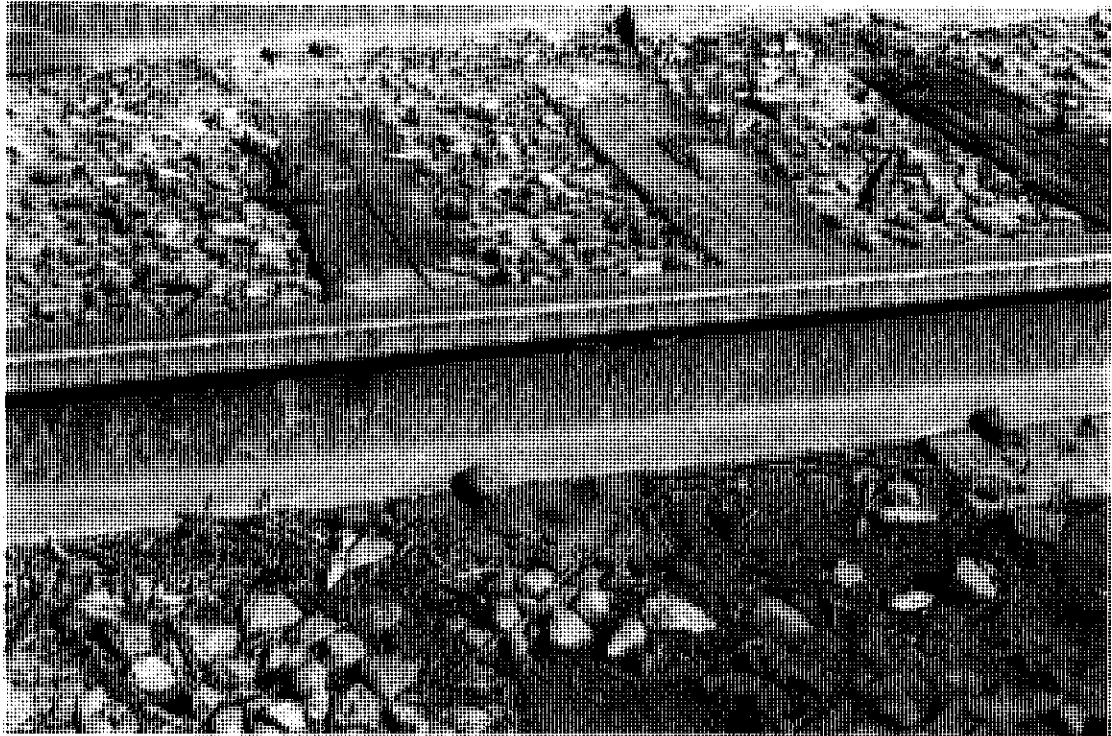


Photo 3: Close up of the rails of East WYE "112 RE OH B.S.C.O. MARYLAND 1934 111"

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

Primary # _____
HRI # _____
Trinomial _____

Page 6 of 11

*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update



Photo 4: View of East WYE looking over bridge; view to the west-northwest.

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

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update



Photo 5: View of UPRR (formerly SPRR) West WYE Bridge, new wood planks line entire bridge surface, and the handrails are also brand new; view to the southwest.

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

Primary # _____
HRI # _____
Trinomial _____

Page 8 of 11

*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

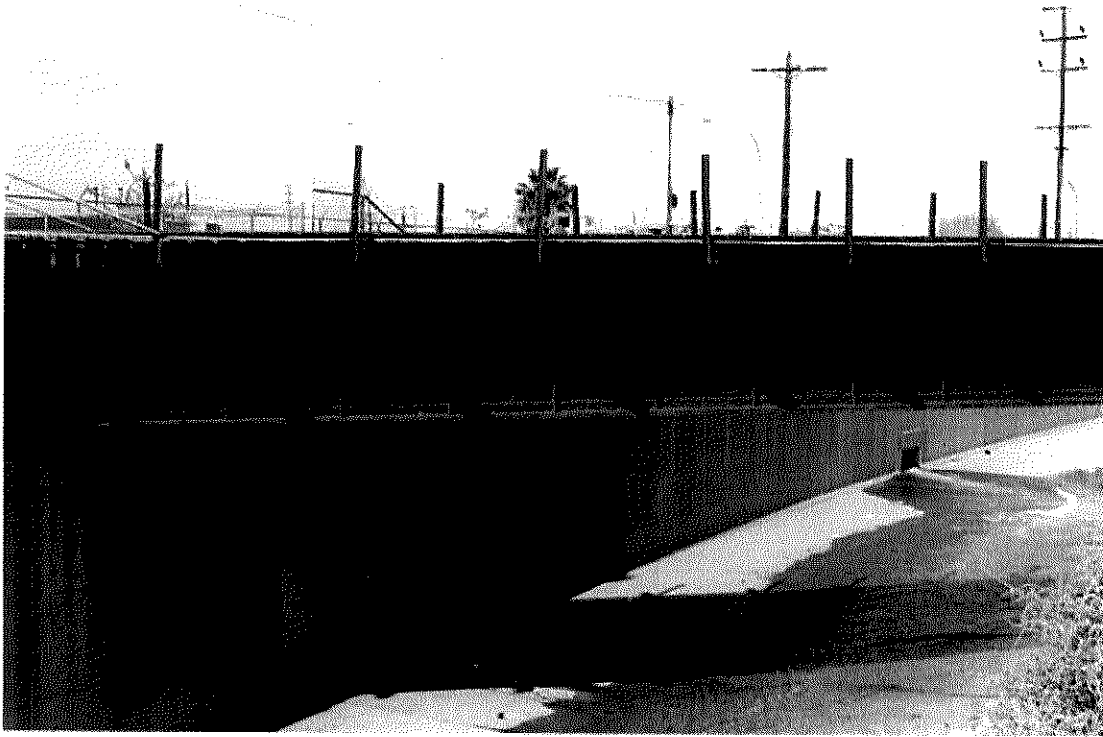


Photo 6: View of West WYE Bridge; view to the north.

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

Primary # _____

HRI # _____

Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Wye and Spur

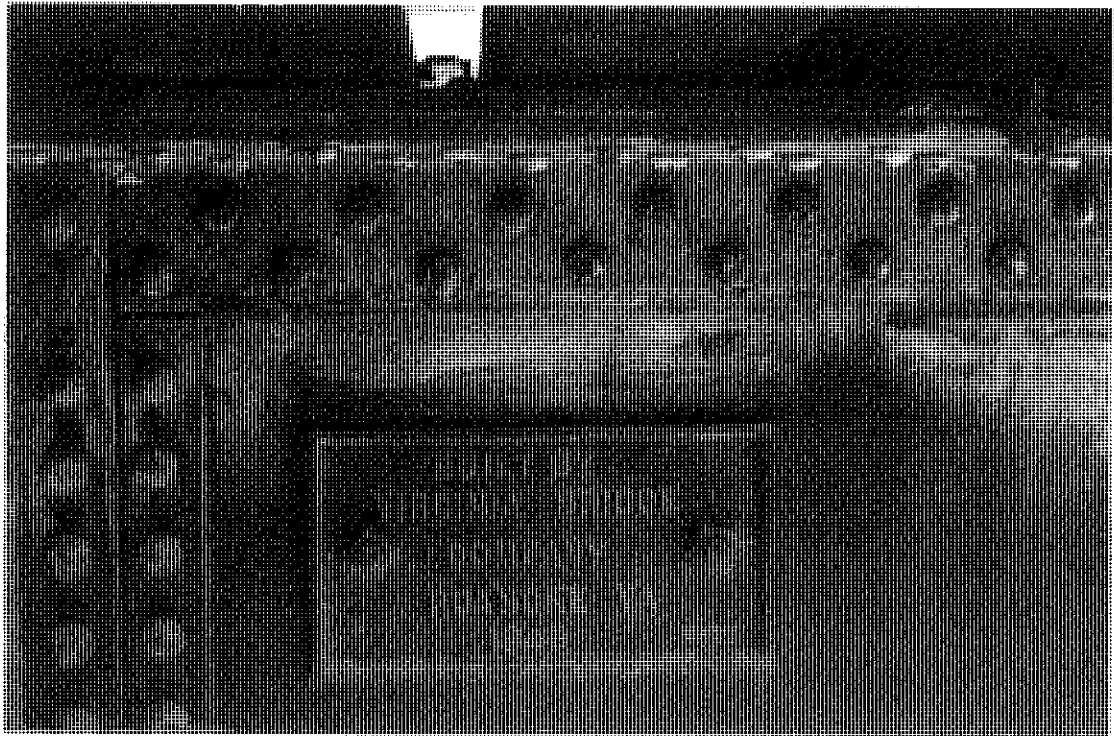
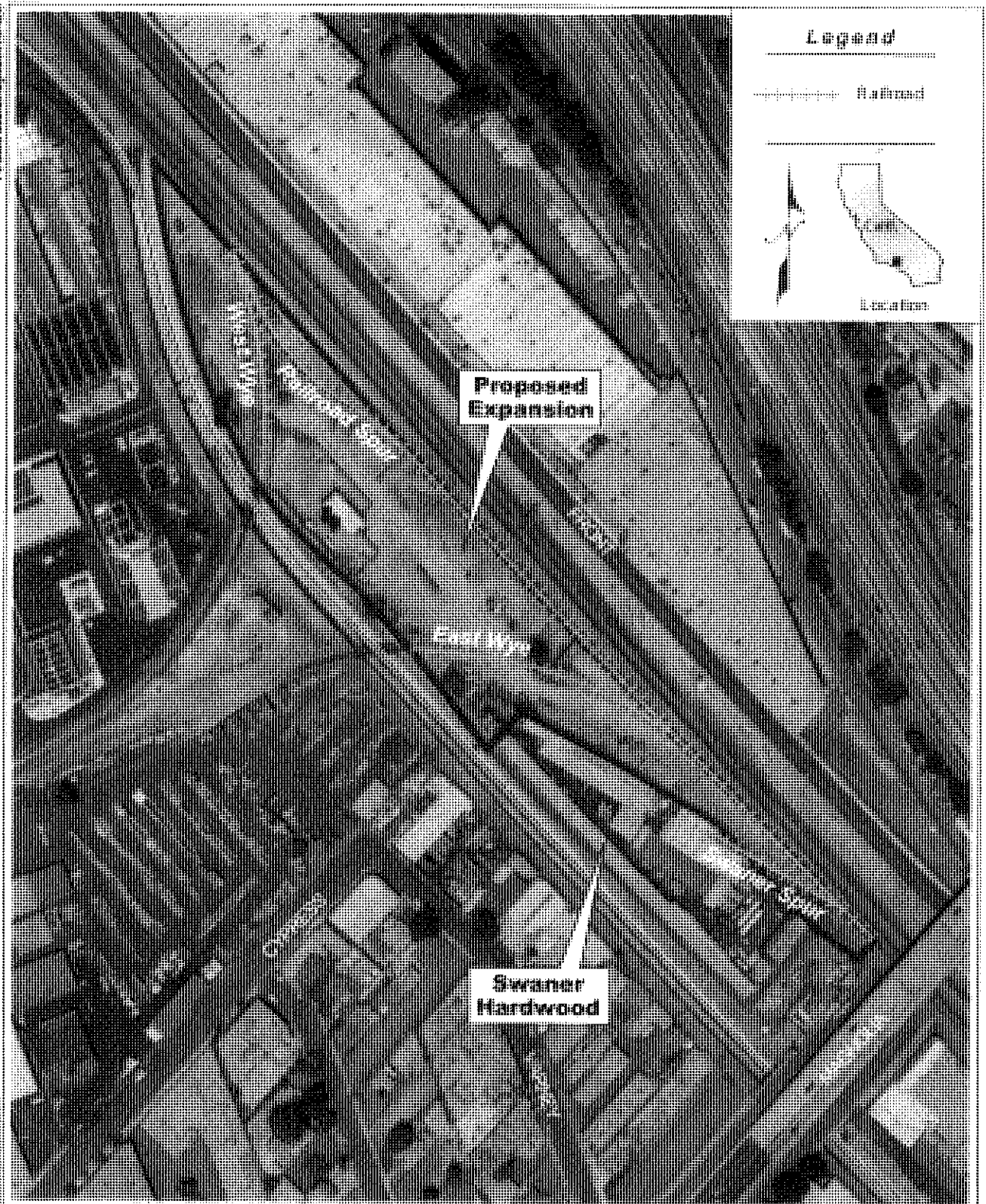
*Recorded by: Sean Dexter*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

Photo 7: View of plaque on the West WYE Bridge; facing north.



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City of Berkeley

Magnolia Power Project

**MPP SWANER HARDWOOD
CONSTRUCTION LAYDOWN AREA-
UPRR Wye and Spur Location**

**March
2002**

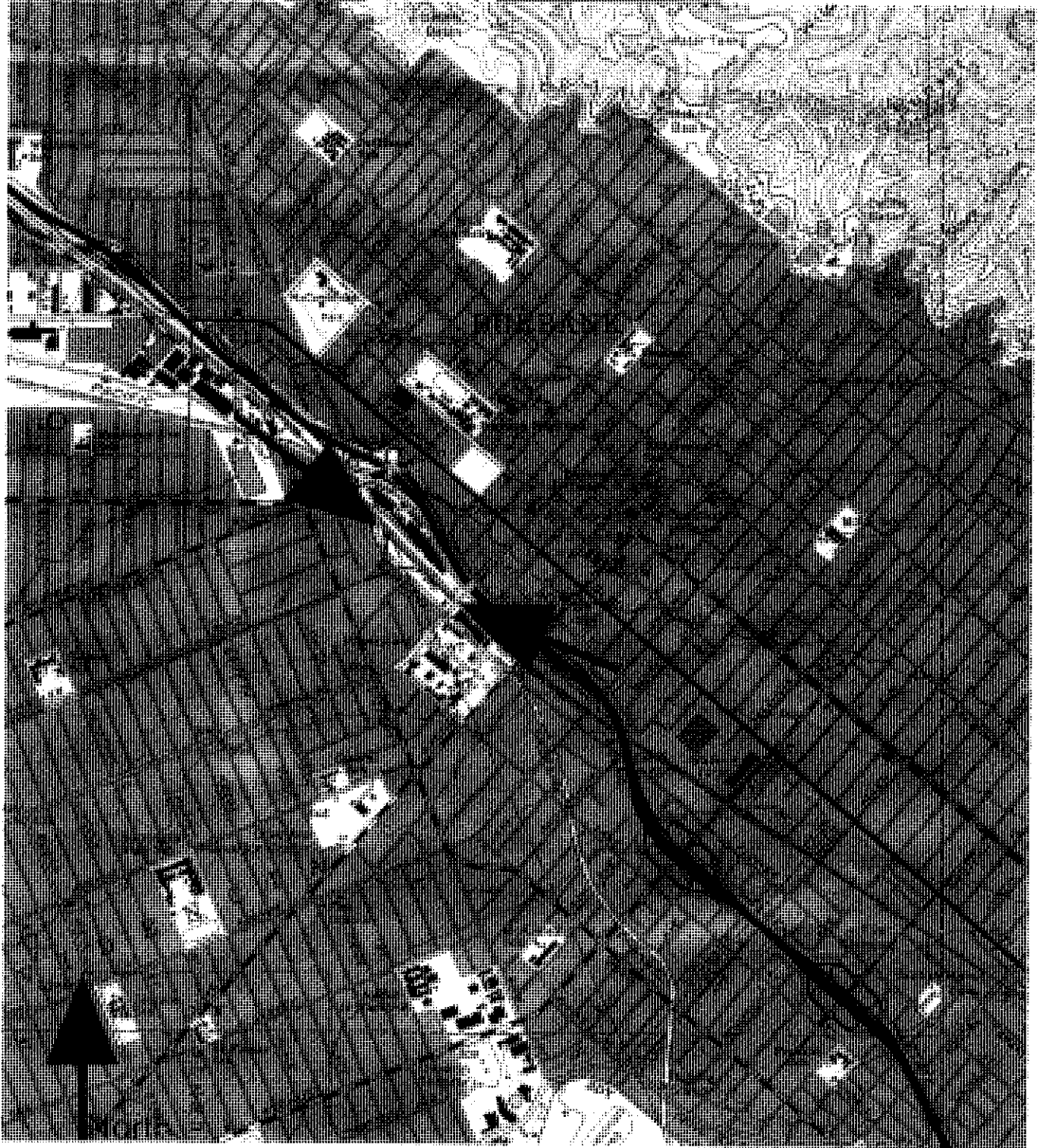
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI# _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Railroad Wye and Spur

*Map Name: Barstow *Scale: 1:24,000 *Date of map: 1995 *Photorevised: 1972



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

Primary # _____

HRI # _____

Trinomial _____

NRHP Status Code _____

Other _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 10Resource Name or #: (Assigned by recorder) UPRR Concrete Drainage Channel

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, CA Date 1966, Photorevised 1972c. Address 7 West Magnolia Boulevard City Burbank Zip 91502-1719d. UTM: (Give more than one for large and/or linear resources) Zone 11, 378,750 mE/ 3,782,890 mN

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

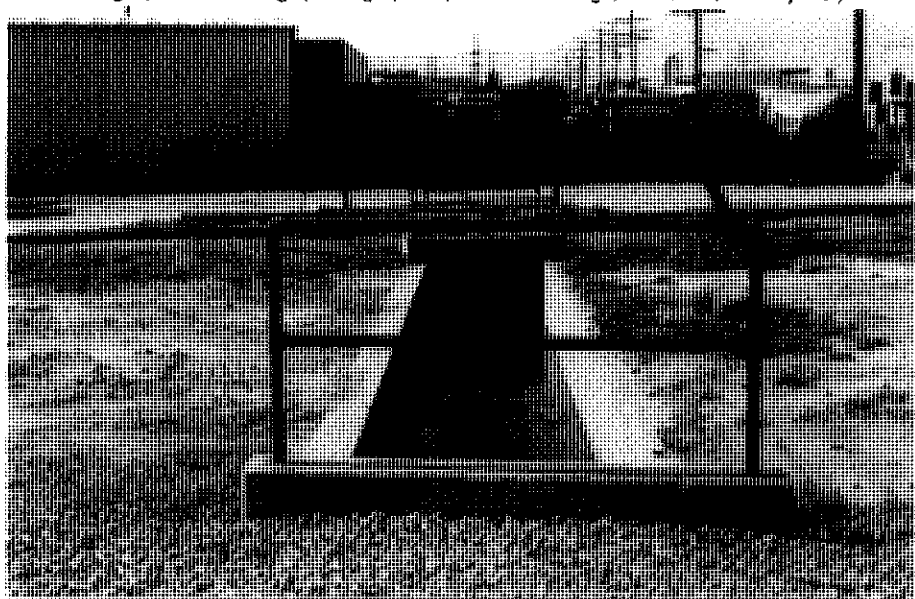
Culvert is located within UPRR Wye, which is located between the Western Channel and the UPRR main line (just southwest of Interstate 5). The culvert is located north of Magnolia Blvd.

From the corner of North Lake Street and West Magnolia Boulevard in Burbank, CA, travel 0.1 mile (0.16km) northwest on W. Magnolia Blvd until you approach the railroad overpass in front of the Burbank Magnolia Power Plant. Veer to the right and continue on the West Magnolia Boulevard frontage road. Continue NW on the road for one block to the end of the street. Turn left (northeast) into the dirt driveway of Sanger Hardwood (a dirt road between the Sanger Hardwood building and the UPRR tracks). Continue northeast along this dirt road for approximately 0.1 mile (0.16km) to the concrete drainage channel. The drainage channel is on the right (northwest) side of the dirt road and runs approximately 70 feet in total length.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) A short (64 foot), concrete box drainage channel located within a railroad wye. The drainage channel is clearly associated with the railroad, and has a date stamp of 1927 in each of the three headwalls. SEE CONTINUATION SHEET.

*P3b. Resource Attributes: (List attributes and codes) HP20 Drainage Ditch*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 #)

Overview of Drainage Channel taken from UPRR Spur. View towards Southwest.

*P6. Date Constructed/Age and Sources: ☒ Historic☐ Prehistoric ☐ Both

*P7. Owner and Address:

Union Pacific Railroad1416 Dodge StreetOmaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address)

Sean DexterURS Corporation500 12th St., Suite 200Oakland, CA 94607-4014*P9. Date Recorded: 02/19/02*P10. Survey Type: (Describe)
Reconnaissance Survey*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): Photos, Sketch Map

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 of 10

*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter, URS Corporation

*Date Recorded 2/19/2002 ☒ Continuation ☐ Update

P3a. Description (continued): This drainage channel is most likely associated with the UPRR wye. The box drainage is constructed with concrete. The concrete is uniformly 12 inches in thickness. The drainage channel is three feet deep, and is exposed in two segments. The first segment (easternmost) is within the wye triangle and is approximately 40 feet in length, interior width of six feet, exterior width of eight feet. The bottom of the drainage channel is concrete lined. The easternmost headwall is the exit point of a culvert that emanates from under the mainline of the UPRR tracks. The westernmost end of the first segment terminates in a 16 foot culvert which goes under the "east wye". The culvert underneath the east wye has an interior dimension of two feet tall by six feet wide. The second segment of the drainage channel is immediately to the west of the "east wye". The second segment is only eight feet long, and is funnel shaped. A more modern "sack-crete" concrete wall rings the wide mouth of the funnel, and a 48-inch diameter corrugated steel culvert pipe which extends underground to the southwest to the Western Channel. There are no artifacts associated with the drainage channel.

The easternmost headwall, and the two headwalls on either side of the east wye are constructed of 12-inch thick concrete, and all three support a 2 ½ inch diameter steel pipe railing.

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

Primary # _____
HRI # _____
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*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

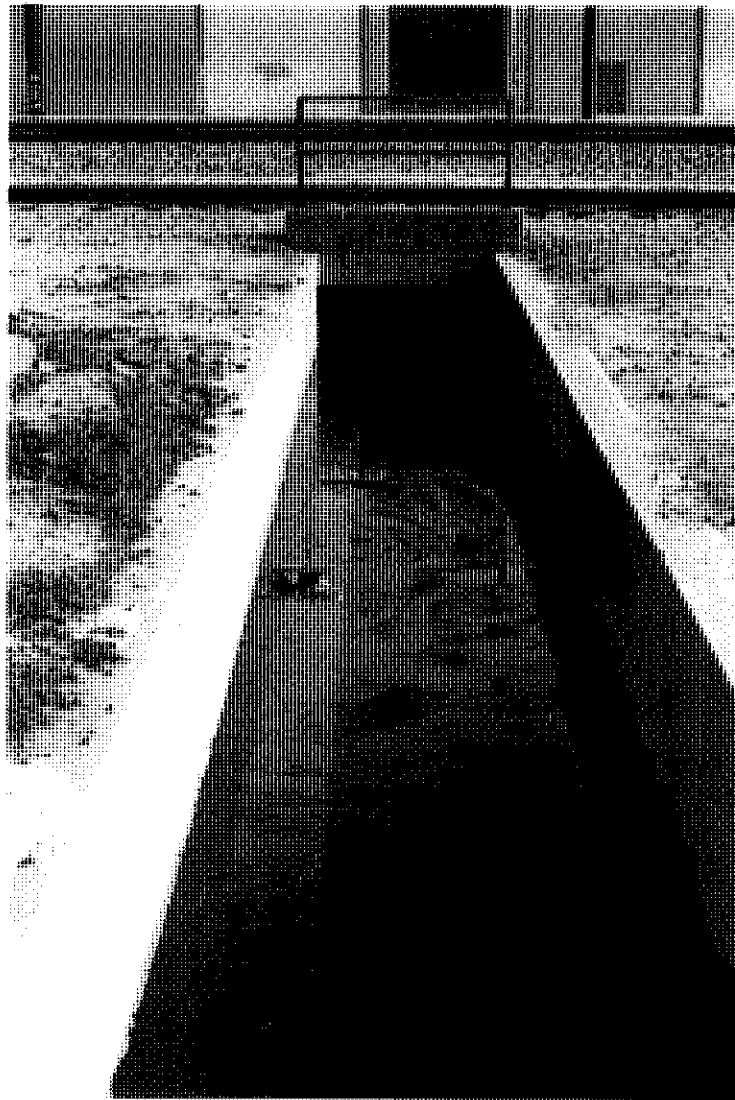


Photo 1: View of drainage ditch "927"; view to the northeast.

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

Primary # _____
 HRI # _____
 Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

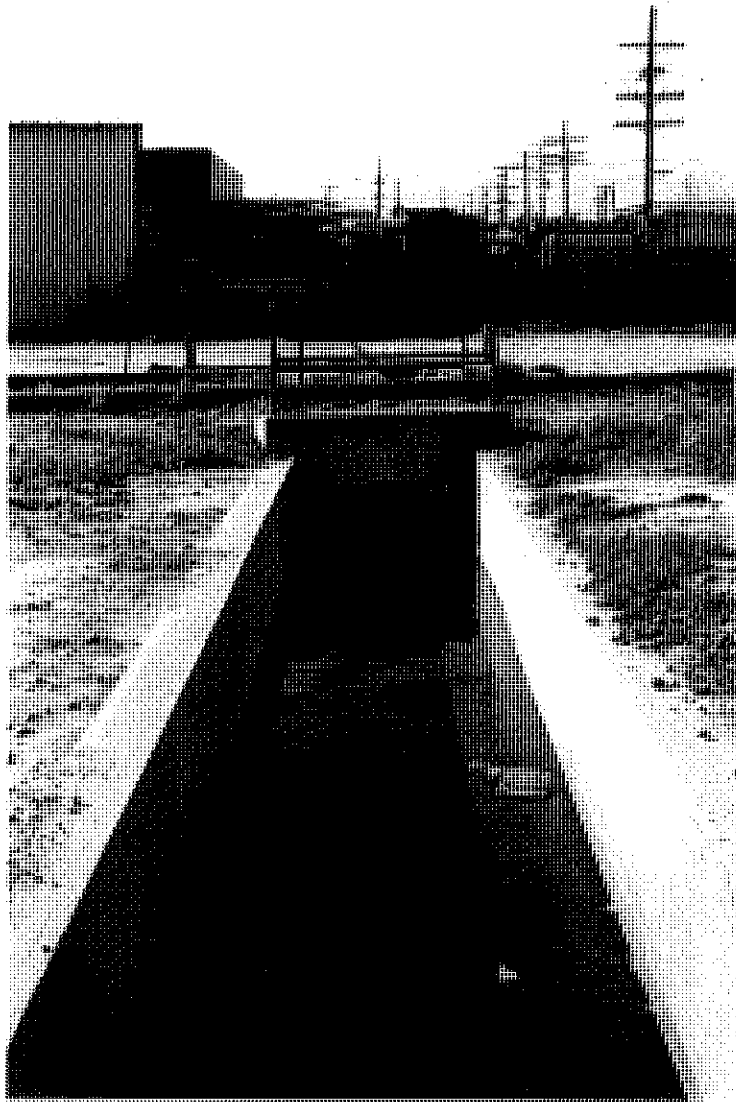


Photo 2: View of 1927 drainage channel looking southwest across from easternmost headwall; view to the southwest.

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

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update



Photo 3: View of 1927 drainage channel looking southwest across from the spur that parallels the mainline; view to the southwest.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update



Photo 4: View of headwall of drainage channel with "1927" clearly visible; view to the northeast.

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

Primary # _____
HRI # _____
Trinomial _____

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*Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel

*Recorded by: Sean Dexter

*Date Recorded: 2/19/02 ☒ Continuation ☐ Update

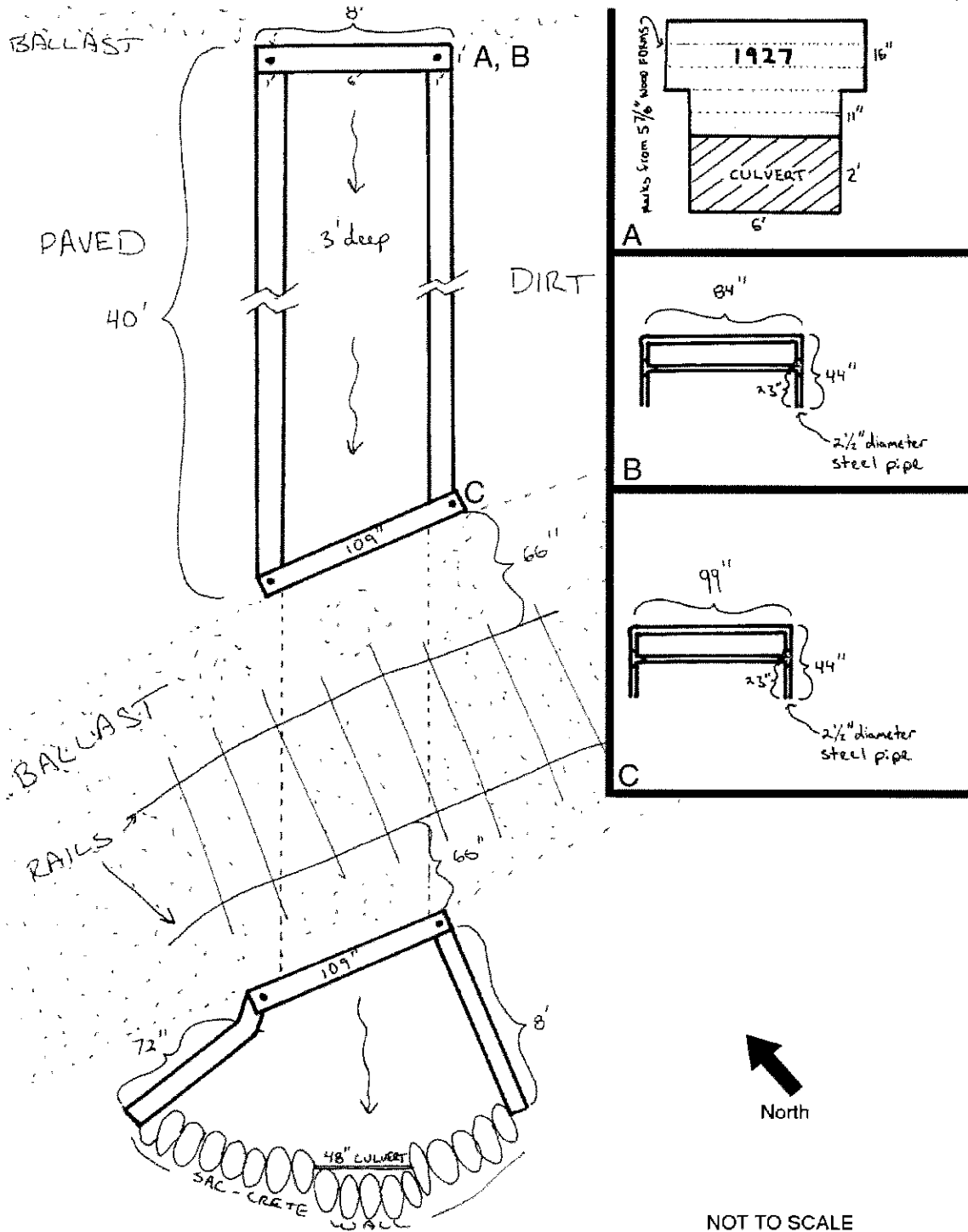


Photo 5: View of more modern "sac-crete" (concrete laid in sacks) headwall of culvert. This feature is located on the westernmost end of the drainage channel, and the culvert flows to the Burbank Western Flood Control Channel.

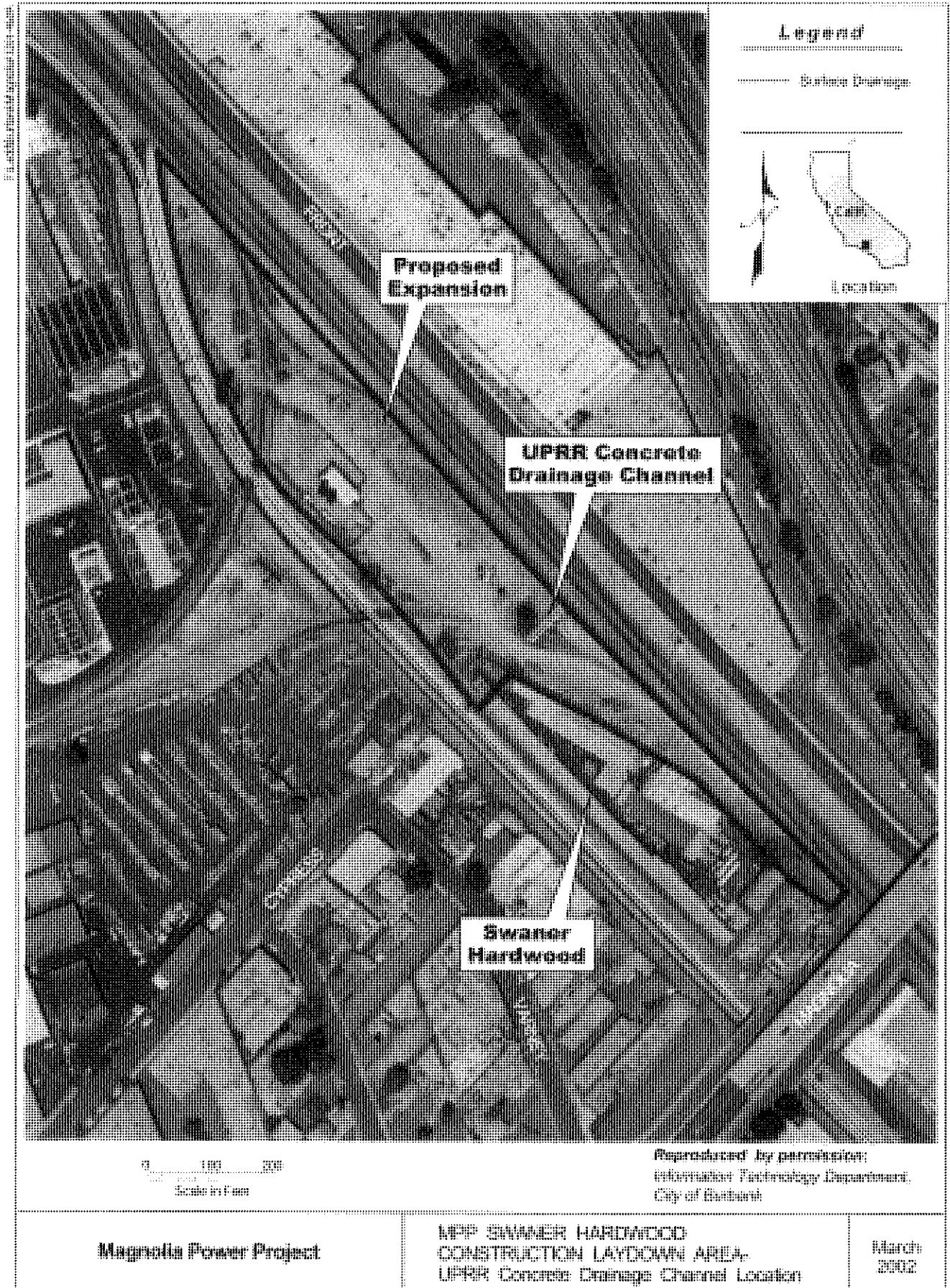
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI# _____
Trinomial _____

Page 8 of 10 *Resource Name or # (Assigned by recorder) UPRR Concrete Drainage Channel
*Drawn by: Sean Dexter *Date of map: 2/19/02



NOTE: Include bar scale and north arrow.



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

Primary # _____

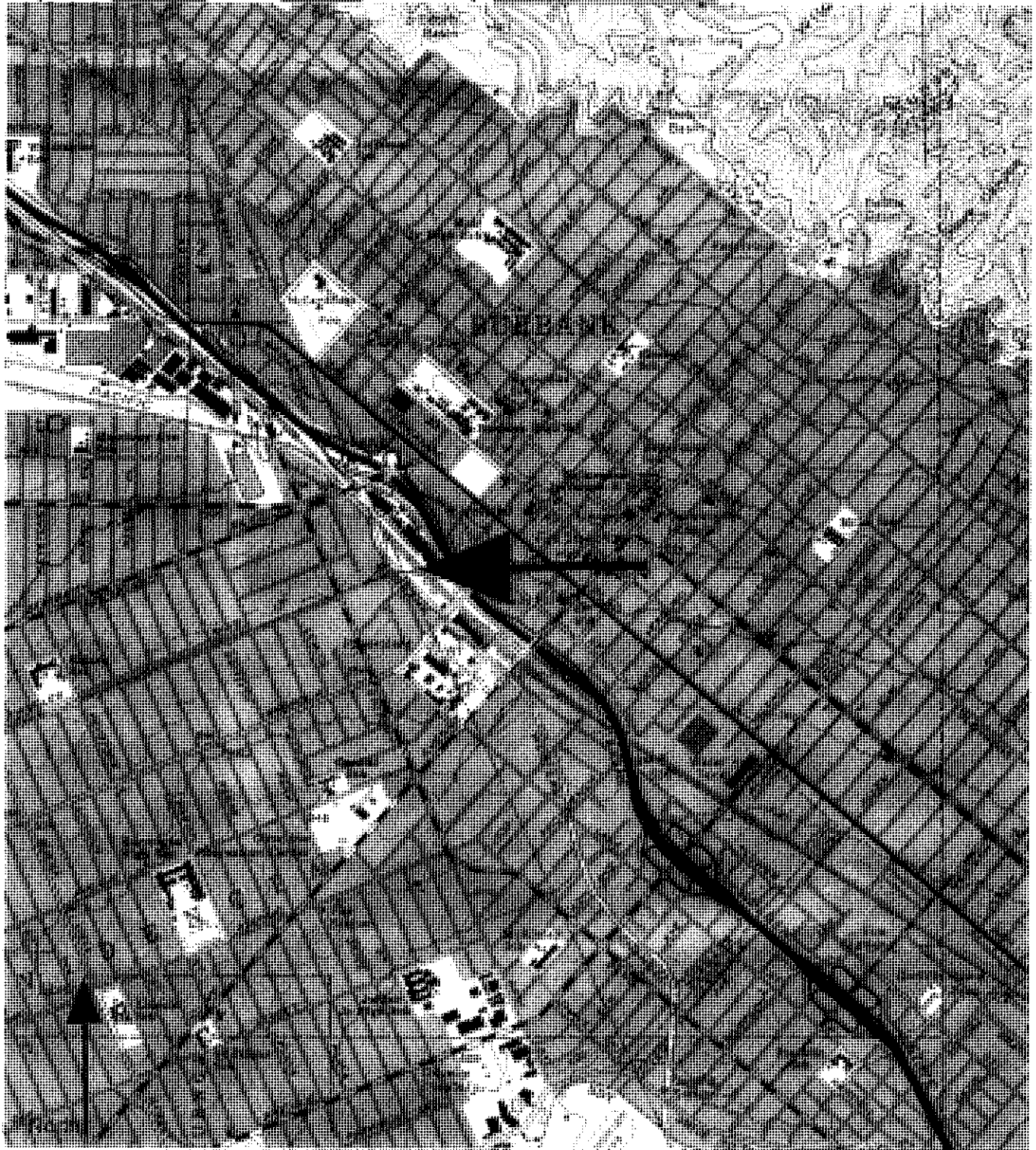
HRI# _____

Trinomial _____

Page 10 of 10

*Resource Name or # (Assigned by recorder): LIPDI Concrete Drainage Channel

*Map Name: Burbank *Scale: 1:24,000 *Date of map: 1986, photorevised 1972



CONTINUATION SHEET

Page 1 of 19

***Resource Name or #** (Assigned by recorder) Southern Pacific Railroad – Main Line/Atchison
Topeka & Sant Fe Line
Recorded By: Amanda Duane, GPA Consulting **Date:** 12/28/2016 ☐ Continuation ☒ Update

P1. Other Identifier: Map Reference No. E1-31

P2. Location: Discontinuous segments of the former Southern Pacific Railroad's Main Line alignment, between W. Empire Ave. in the city of Burbank at the north and the US 101 in the city of Los Angeles at the south (see Sketch Maps, pages 4-17).

***NRHP Status Code:** 6Z

*P3a. Description

A portion of the Southern Pacific Railroad (SPRR, P-19-190319) main line through Burbank has been previously recorded and evaluated for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) eligibility by Environmental Science Associates as part of the Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project in 2012. The previously recorded segment was an 85-foot segment across Allen Avenue, approximately 760 feet southwest of the San Fernando Road and Allen Avenue intersection in Burbank, California.

A larger segment of the SPRR main line 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. The study area includes the segment previously recorded in 2012 as well as a segment of a former Atchison, Topeka & Santa Fe Railway (ATSF) line. The resource consists of two parallel sets of standard gauge railroad tracks. The material and configuration of the tracks was not specified in the 2012 evaluation; however, visual observation indicates that the tracks consist of wood ties and steel tracks with gravel ballast. This is typical for the property type and is unlikely to have been substantially changed since the time of the prior evaluation.

P11. Report Citation: California High-Speed Rail Authority Burbank to Los Angeles Project Section Historic Architectural Survey Report, 2017.

*B10. Significance

The segment of the SPRR Main Line and ATSF linedo not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor is it 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 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 course 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 (Rand F. Herbert, 1). Waves of new settlers began arriving in Southern California (Historic Resources Group and Galvin Preservation Associates, 12). Southern Pacific laid their tracks down beside San Fernando Road and then crossed the Los Angeles River just north of its confluence with the Arroyo

CONTINUATION SHEET

Page 2 of 19

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) and which was later known as "the Cornfields." It developed into a thriving commercial and industrial center, and much of the early growth in Los Angeles was made possible by the economic stimulus of the River Station industrial yard (LSA Associates et. al., 11). The tracks leaving the station curved to the southeast and crossed the Los Angeles River north of Mission Road, across a second truss bridge, today known as Mission Junction Bridge, before heading east. Research indicates that these eastbound tracks were part of the Sunset Line, which was a major east-west artery that connected Los Angeles and New York; trains traveled to the ports of Galveston and New Orleans, and the Southern Pacific Morgan Line steamships would continue the journey to New York (Mullaly and Petty, 35).

Southern Pacific extended its tracks south down Alameda Street, toward San Pedro. The original passenger depot for the San Pedro line was located at the present-day intersection of Alameda and Commercial Streets (1874, no longer extant.) Southern Pacific's competitor, the Santa Fe Railroad, completed a second transcontinental line to California in 1886, and the ensuing "fare war" made travel west even more affordable for passengers, resulting in greater demands for the service (Historic Resources Group and Galvin Preservation Associates, 12-13). The Santa Fe tracks also ran along the east side of the Los Angeles River and crossed the river just south of the SPRR tracks at Dayton Avenue (present-day Riverside Drive/Figueroa Street). The two tracks ran parallel along the west side of the river until the SPRR River Station and then the Santa Fe tracks continued south along the western river bank to its own depot, located at Santa Fe Avenue between First and Fourth Streets (no longer extant). Eventually, four major railroads were operating in Southern California during the late nineteenth and early twentieth century, including Southern Pacific, Union Pacific, Santa Fe, and the Los Angeles and Salt Lake Railroad. Each line converged in downtown Los Angeles and had their respective passenger stations and tracks (Lee, et. al., 10).

Between 1901 and 1909, the Southern Pacific Main Line was upgraded to double track in order to accommodate heavier and more powerful trains. These upgrades took place between Naud Junction and Burbank Junction, which constitutes the entirety of the resource within the HSR area of potential effects (APE). In 1939, the Los Angeles Union Passenger Terminal (LAUPT) was completed after a decades-long legal battle involving the three primary railroads in Los Angeles: Union Pacific, Southern Pacific, and ATSF. The companies were opposed to an arrangement that would consolidate their operations, and continued to fight the mandate until a United States Supreme Court Ruling in 1931 (Lovret).

The tracks for each company were reconfigured to meet at the throat of LAUPT where a complex series of switches, turn-outs, and cross-overs ensured that the trains from each company could be routed to any track at any time (Lovret).

In 1988, tracks remaining from a portion of the original alignment along Alameda Street were removed (Mullaly and Petty, 260). Research indicates that portions of the old ATSF alignment were repurposed for the Los Angeles Metro Gold Line, which was completed in 2003 (Metro, "Facts at a Glance").

Evaluation

A small segment of the Southern Pacific Railroad's main line through Burbank was surveyed in 2012 by Environmental Science Associates as part of the Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project. As a part of that survey, the property was assigned a status code of 7R, indicating that it was identified in the survey, but not evaluated. A segment of 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; a segment of the ATFS railroad was surveyed along with it and both were evaluated using National and California Register criteria. The project team recommends a status code of 6Z, due to limited integrity.

The Southern Pacific Railroad main line segment has a specific and important association with historic events, patterns, and trends of

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development under NRHP Criterion A or CRHR Criterion 1. The railroad was integral to bringing new residents and economic growth to Los Angeles. It enabled the shipment of goods and passengers to and from the growing city, and helped it become an industrial epicenter in the early 20th century.

Under NRHP Criterion B or CRHR Criterion 2, this railroad segment does not have a significant association with the lives of persons important to history, as suggested in the prior evaluation. While important railroad founders such as the Big Four were arguably important figures in the history of passenger and freight rail, as well as the development of Los Angeles, it is unlikely that any of these men had a direct association with the actual railroad tracks themselves. A better representation or representations of these men's productive lives would be their professional offices, the headquarters of the respective railroad companies, or their personal homes. While many individuals have worked for the Southern Pacific Railroad since the late 1800s, 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, 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 segment was built using materials and techniques common to the period, which have not substantially changed to the present day. Research did not reveal any evidence to suggest that this railroad segment was in any way influential to the future development of railroad construction. The structure lacks high artistic value, and there is no reason to believe that it an important example of the work of a master.

Under NRHP Criterion D and CRHR Criterion 4, this structure 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.

Integrity of location is the most critical aspect of integrity for a railroad segment. Regular replacement of materials such as tracks, ties, and ballast are part of regular and necessary maintenance for a railroad, and would not diminish the integrity such that it would not be eligible for the NRHP or CRHR.

The integrity of location for the SPRR segment has been diminished by the removal of a portion of track along Alameda Street that led to the original Southern Pacific depot. The integrity of setting and design have been diminished by the continued development in the area, the removal of historically associated features, such as depots and rail yards, and the construction of numerous new buildings near the alignment in the hundred plus years since the railroad tracks were initially laid. Furthermore, the SPRR track was double-tracked the early 1900s, and portions of the ATSF segment was repurposed for use as the Los Angeles Metro Gold Line. The wood railroad ties have been intermittently replaced with concrete within the segment, concrete crossing panels have been installed at grade crossings; however, this type of regular maintenance is expected and does not necessarily diminish the integrity of materials and workmanship. Overall, the integrity of feeling and association have been impacted, and the tracks no longer convey the feeling of an early twentieth century railroad line, associated with the development of freight and passenger rail in Los Angeles.

P5a. Photograph

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12/13/16, Southern Pacific Main Line tracks looking southeast from the Burbank Boulevard Bridge.

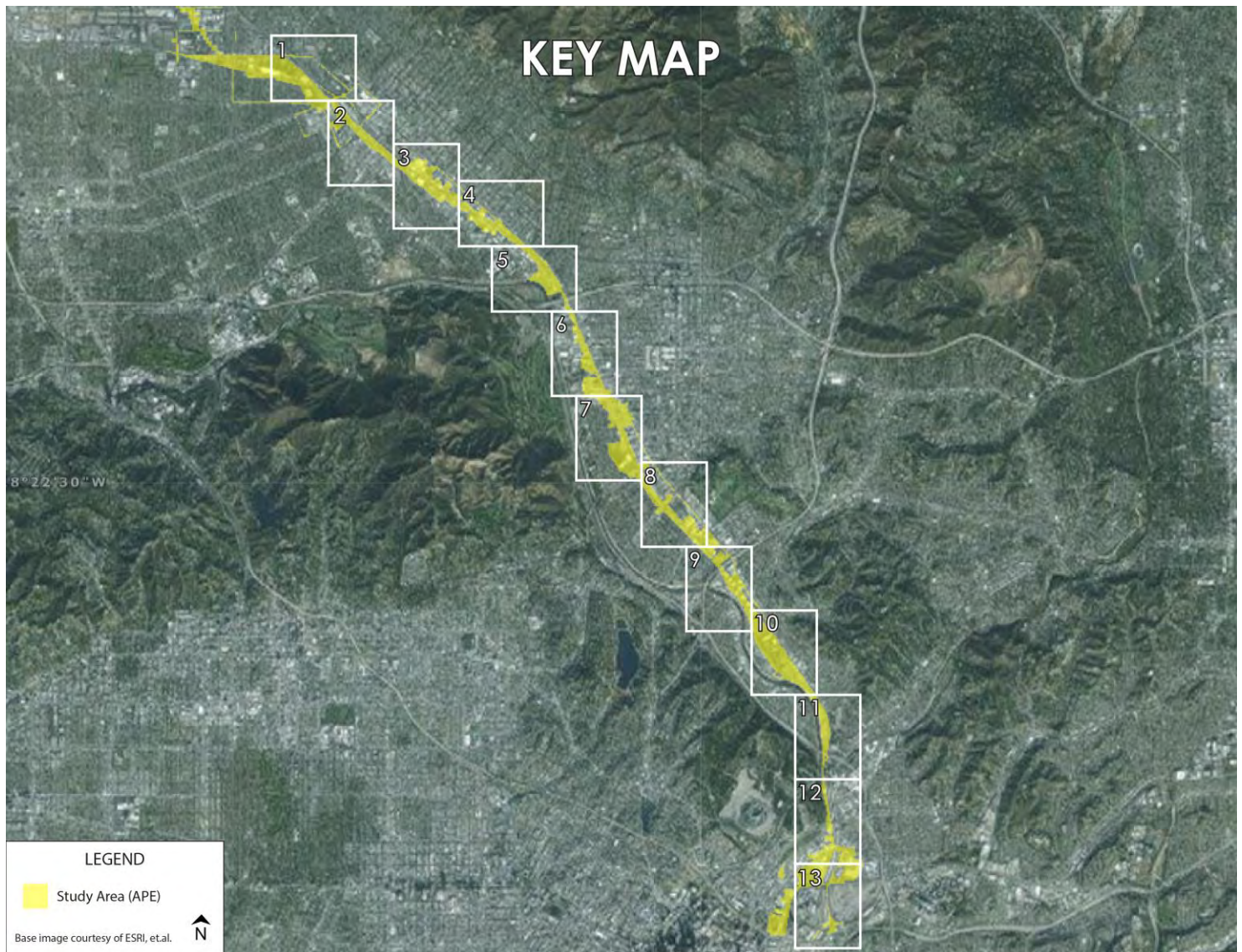


12/13/16, detail view of Southern Pacific Main Line tracks looking from the Burbank Boulevard Bridge.

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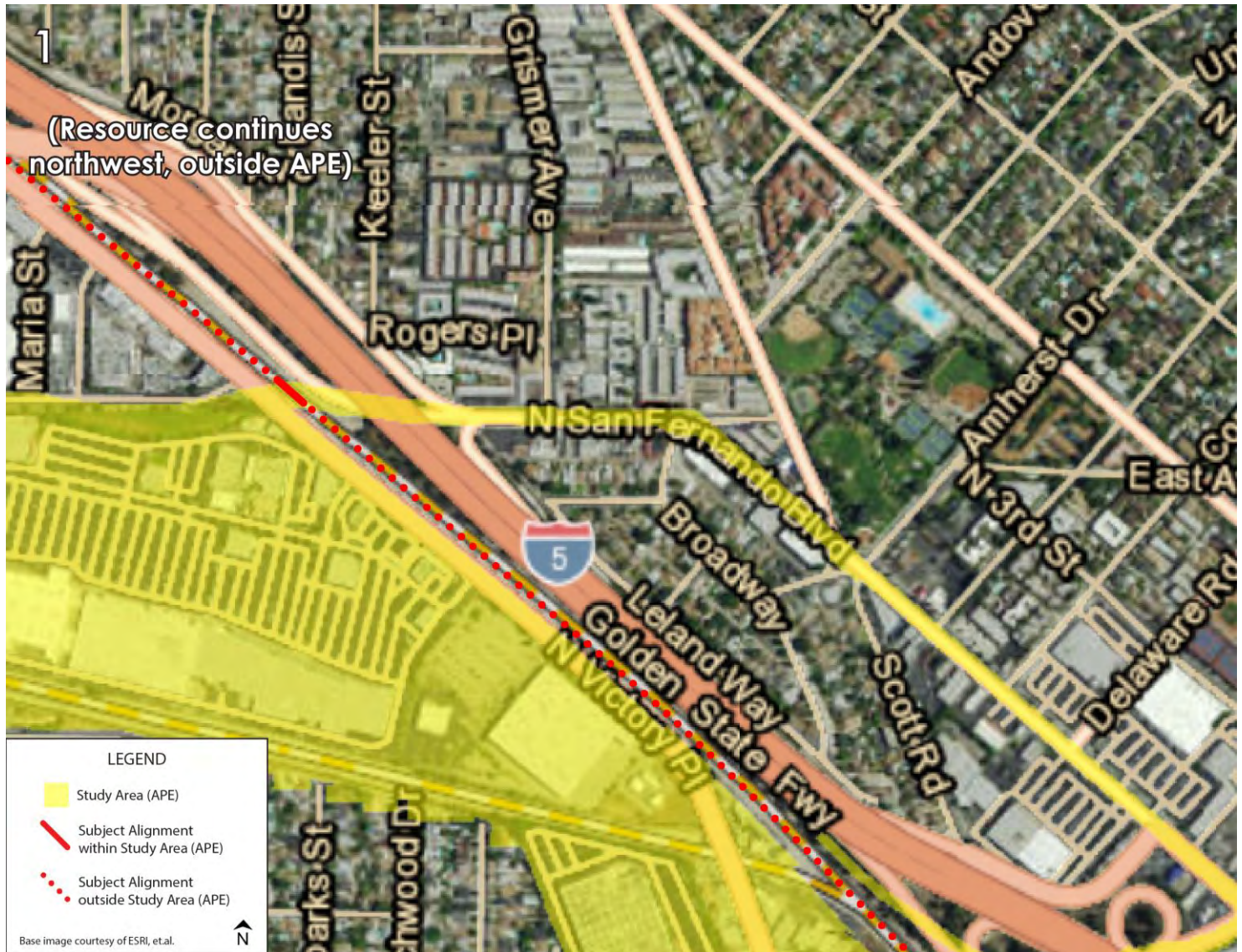
Sketch Map Overview



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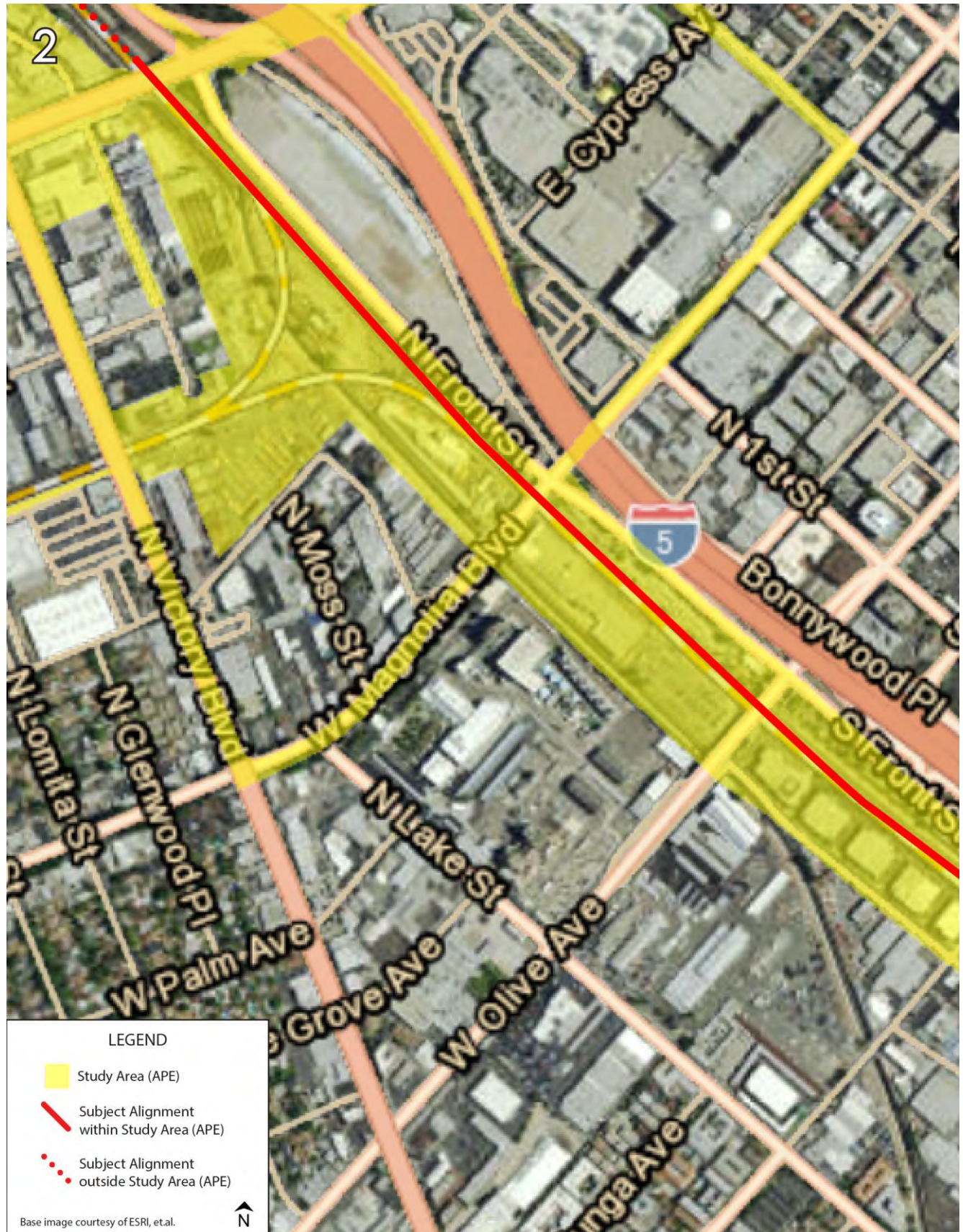
Sketch Map Page 1



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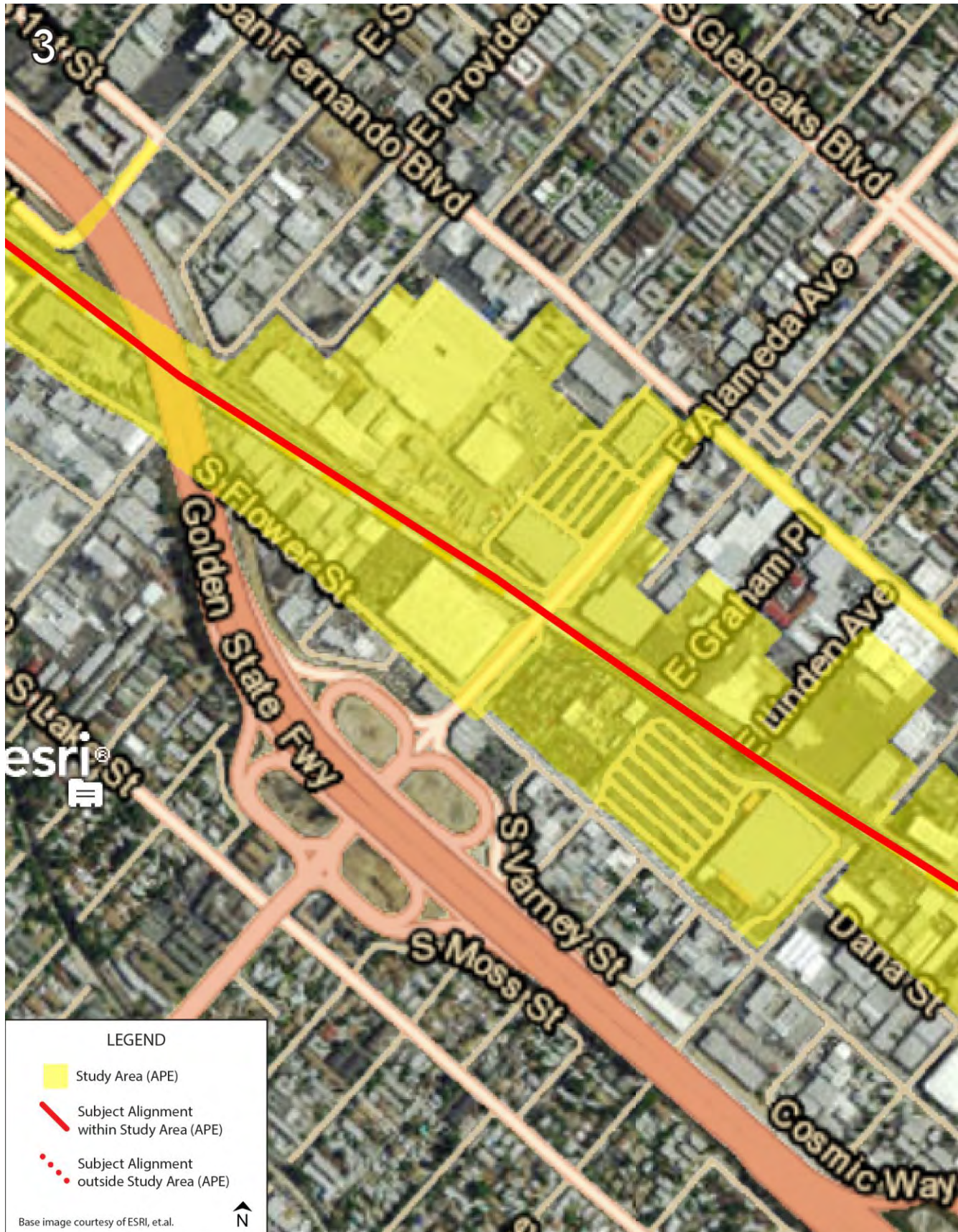
Sketch Map Page 2



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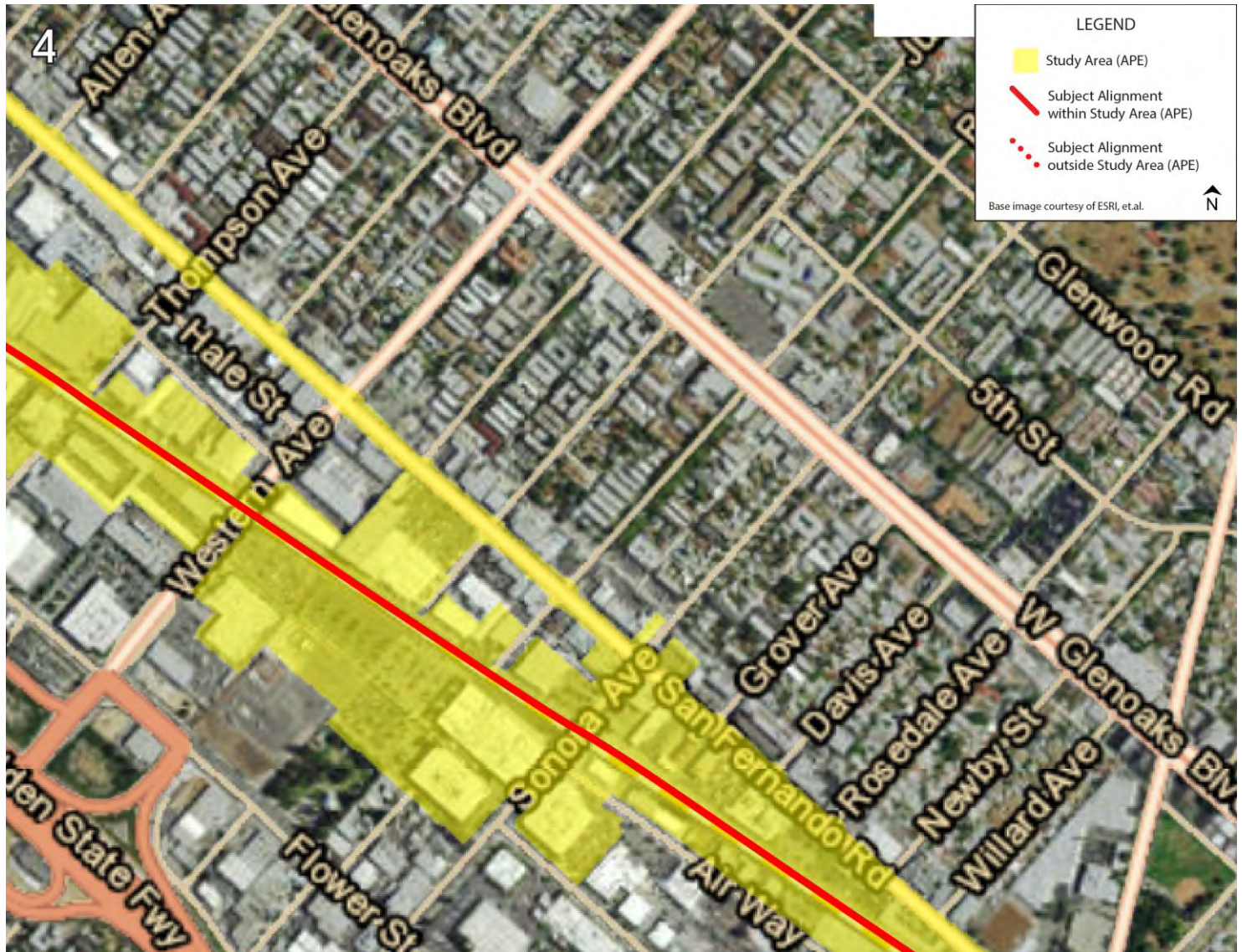
Sketch Map Page 3



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Sketch Map Page 4



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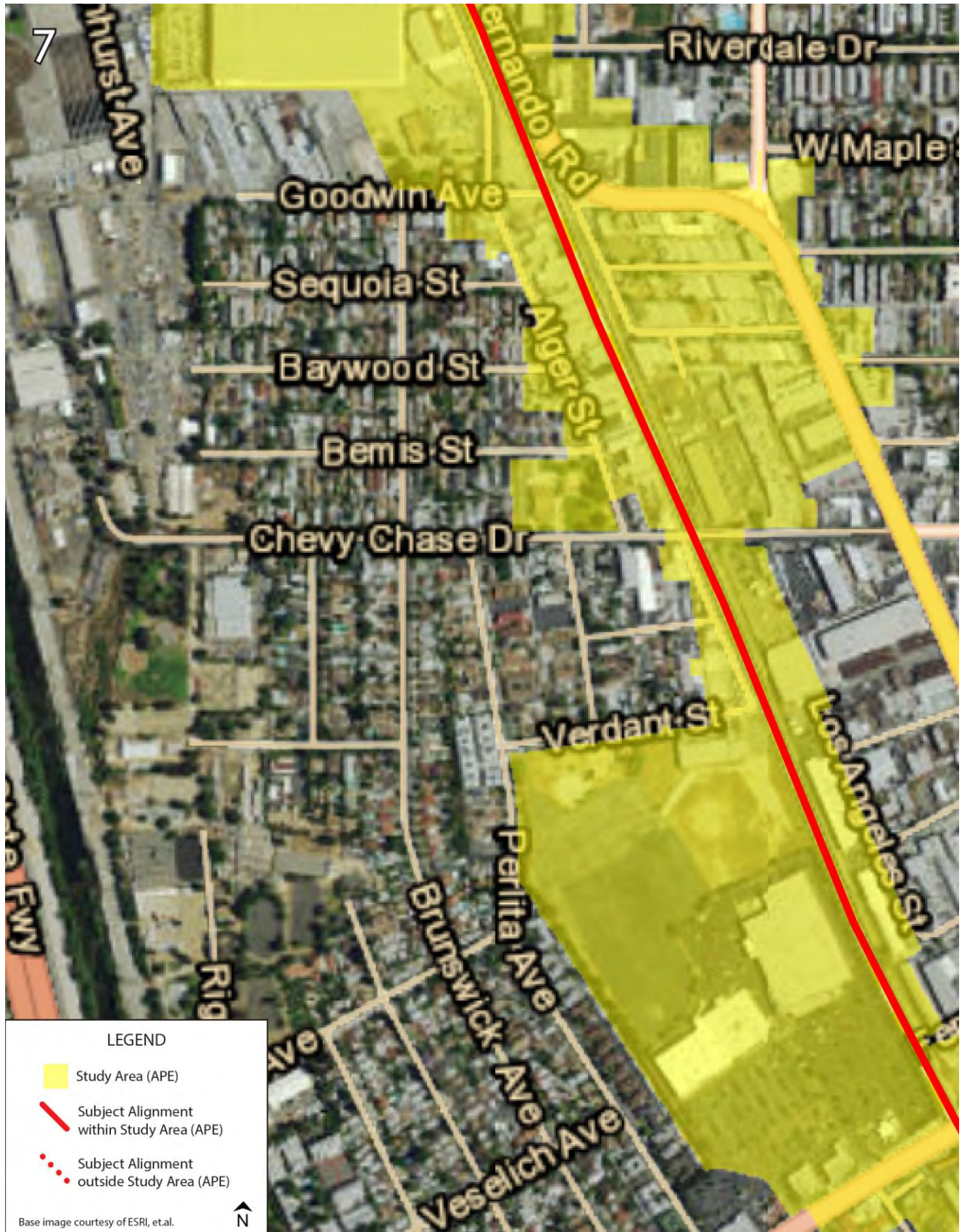
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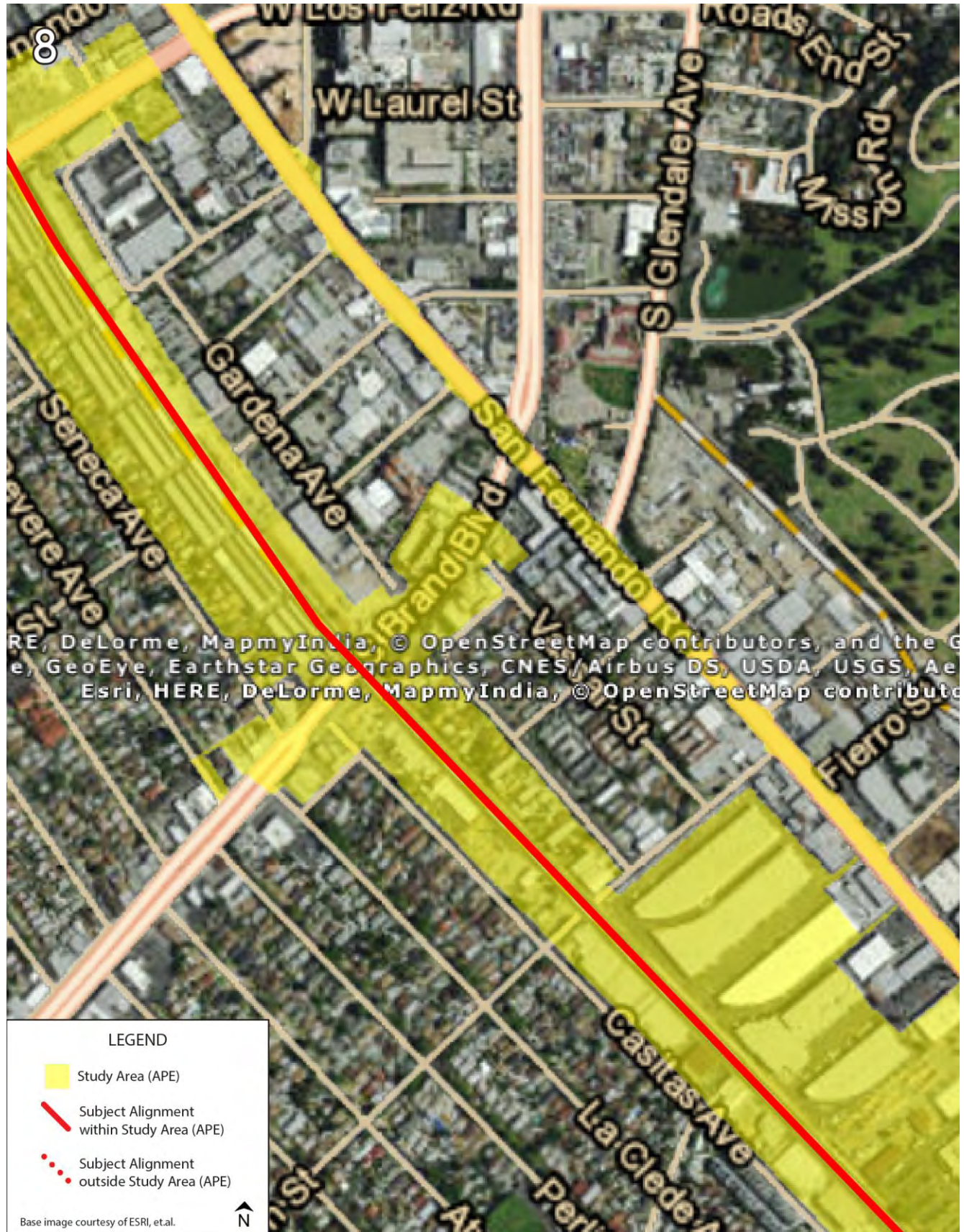
Sketch Map Page 7



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CONTINUATION SHEET

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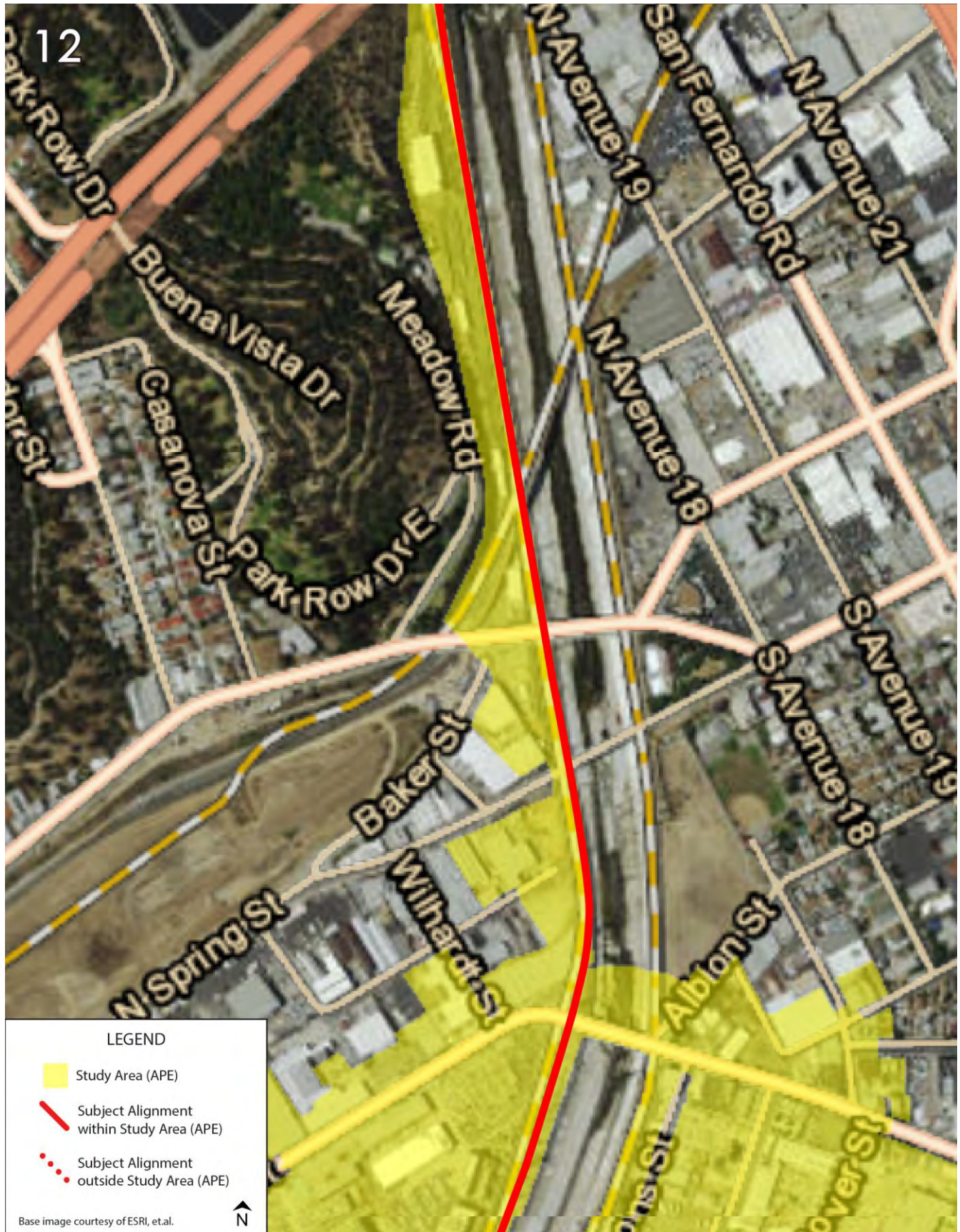
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Mullaly, Larry, and Bruce Petty. *The Southern Pacific in Los Angeles: 1873-1996*. San Marino, CA: Golden West Books, 2002.

Los Angeles County Metropolitan Transportation Authority. "Facts at a Glance." <https://www.metro.net/news/facts-glance/> (accessed April 2017).

Signor, John R. *The Los Angeles & Salt Lake Railroad: Union Pacific's Historic Salt Lake Route*. San Marino, CA: Golden West Books, 1988.

Solomon, Brian. *Southern Pacific Passenger Trains*. St. Paul, MN: MBI Publishing Company, 2005.

US Department of the Interior. *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 4

*Resource Name or #: SCVSD-3

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: 1966 (photorevised 1972) T 1N; R 14W; Unsectioned; S.B.B.M.

c. Address:

City: Burbank

Zip:

d. UTM: Zone: 11; 380389 mE/ 37981760 mN (Google Earth)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 515 feet

The resource bisects Allen Avenue approximately 760 feet southwest of the intersection of San Fernando Road and Allen Avenue in the City of Burbank.

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

SCVSD-3 is a segment of the former Southern Pacific Railroad that consists of two parallel rows of tracks oriented along a northwest-southeast axis. The railroad line is depicted on historic topographic maps from 1902, 1921, 1928, and 1948 (USGS, 1902; USGS, 1921; USGS, 1928; USGS, 1948), although it has likely been in existence since 1875 (Greatamericanstations.com, 2012).

*P3b. Resource Attributes: (List attributes and codes) AH7: railroad grade

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



P5b. Description of Photo: (View, date, accession #) Overview of SCVSD-3 from north side of Allen Avenue, view to the south-southwest; January 14, 2012, Img_590.

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

*P7. Owner and Address:

Metrolink
One Gateway Plaza, 12th Floor
Los Angeles, CA 90012

*P8. Recorded by: (Name, affiliation, and address)

C. Ehringer
ESA
626 Wilshire Boulevard, Suite 1100
Los Angeles, California 90017

*P9. Date Recorded: January 14, 2012

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

*P11. Report Citation: (Cite survey report and other sources, or enter "none Ehringer, Candace, and Michael Vader, *Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project: Phase I Cultural Resources Assessment*, prepared for the Santa Clarita Valley Sanitation District, prepared by Environmental Science Associates, January 2013.

*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 #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4

*NRHP Status Code 7R

*Resource Name or # (Assigned by recorder) SCVSD-3

B1. Historic Name: Southern Pacific Railroad

B2. Common Name:

B3. Original Use: Transportation

B4. Present Use: Transportation

*B5. Architectural Style: industrial

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

The railroad line is depicted on historic topographic maps from 1902, 1921, 1928, and 1948 (USGS, 1902; USGS, 1921; USGS, 1928; USGS, 1948), although it has likely been in existence since 1875 (Greatamericanstations.com, 2012).

*B7. Moved? ☒No ☐Yes ☐Unknown Date:

Original Location:

*B8. Related Features: None noted

B9a. Architect: unknown

b. Builder: unknown

*B10. Significance: Theme: n/a

Area: City of Burbank

Period of Significance: n/a

Property Type: n/a

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 City of Burbank was established within territory formerly a part of Rancho San Rafael, as well as within the later Mexican land grant known as Rancho La Providencia. The first Americans to own property in the area were David W. Alexander and Alexander Bell, who purchased Rancho La Providencia in 1851. In 1867, Rancho La Providencia and a portion of Rancho San Rafael were purchased by Dr. David Burbank, a Los Angeles dentist who later made his living as a sheep farmer (Pitt and Pitt, 1997: 66). Burbank sold a right-of-way along San Fernando Road to the Southern Pacific Railroad in 1873 and the first train passed through in 1875 (Greatamericanstations.com, 2012). This resource has not been evaluated for listing in the National Register or California Register.

B11. Additional Resource Attributes: (List attributes and codes) AH7: Railroad grade

*B12. References:

Greatmaericanstations.com, Burbank: History, internet resource

http://www.greatamericanstations.com/Stations/BUR/Station_view, accessed on December 31, 2012.

U.S. Geological Survey (USGS). *Santa Monica 15-minute quadrangle*, 1902 (reprint 1906).

U.S. Geological Survey (USGS). *Piru 15-minute quadrangle*, 1921.

U.S. Geological Survey (USGS). *Burbank 6-minute quadrangle*, 1928.

U.S. Geological Survey (USGS). *Burbank 6-minute quadrangle*, 1948.

B13. Remarks:

*B14. Evaluator: C. Ehringer

*Date of Evaluation: January 15, 2013

(This space reserved for official comments.)

(Sketch Map with north arrow required.)
See attached map

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

Primary #

HRI #

Trinomial

Page 3 of 4

Resource Name or #: (Assigned by recorder) SCVSD-3

L1. Historic and/or Common Name:**L2a. Portion Described:** ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) The resource bisects Allen Avenue approximately 760 feet southwest of the intersection of San Fernando Road and Allen Street in the City of Burbank.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

SCVSD-3 is a segment of the former Southern Pacific Railroad that consists of two parallel rows of tracks oriented along a northwest-southeast axis. The railroad line is depicted on historic topographic maps from 1902, 1921, 1928, and 1948 (USGS, 1902; USGS, 1921; USGS, 1928; USGS, 1948), although it has likely been in existence since 1875 (Greatamericanstations.com, 2012).

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width:**b. Bottom Width:****c. Height or Depth:****d. Length of Segment:** 85 feet**L4e. Sketch of Cross-Section** (include scale) **Facing:****L5. Associated Resources:**

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) The resource is located in a commercial area adjacent to retailers and offices.

L7. Integrity Considerations: The rail is currently in use by Metrolink.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)**L8a. Photograph, Map or Drawing**

See P5.

L9. Remarks: .**L10. Form Prepared by:** (Name, affiliation, and address)

M. Vader

ESA

626 Wilshire Boulevard, Suite

1100

Los Angeles, California 90017

L11. Date: January 4, 2013

DPR 523E (1/95)

LOCATION MAP

Trinomial

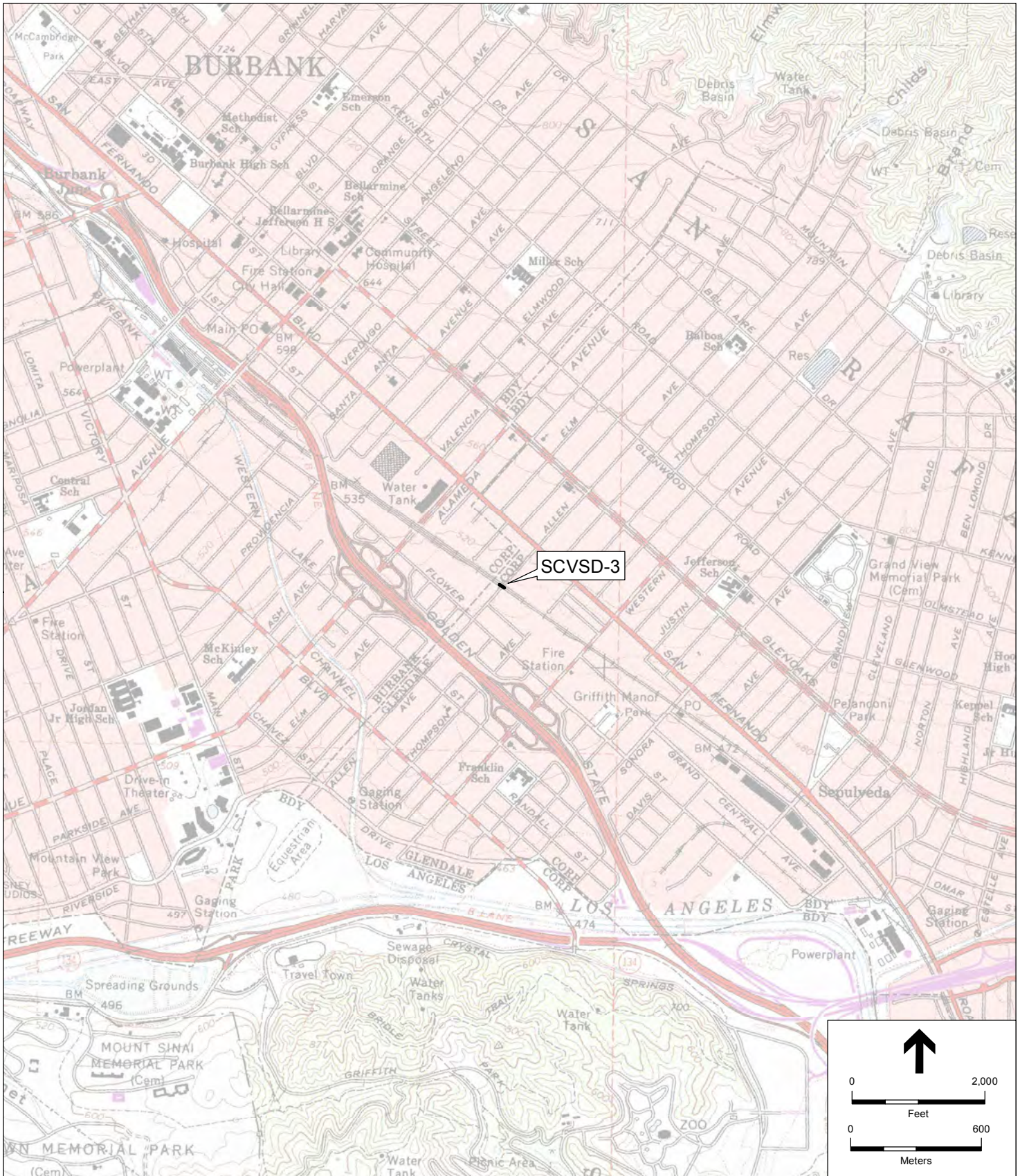
Page 4 of 4

* Resource Name or Number: SCVSD-3

*Map name: Burbank

*Scale: 1:24000

*Date of Map: 1972, Photorevised 1978



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

Primary #
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Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) Seneca Avenue Street Trees

P1. Other Identifier: Map Reference #: E1-32

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

c. Address N/A City: LOS ANGELES Zip 90039

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 N/A. Seneca Av btw Los Feliz Rd/Glendale Bl

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

The Seneca Avenue Street Trees are regularly planted Mexican Fan Palms (*Washingtonia robusta*) on both sides of Seneca Avenue between Los Feliz Boulevard to the north and Glendale Boulevard to the south. They are uniform in height, and are generally planted about every twenty-five feet.

*P3b. Resource Attributes: (List Attributes and codes) HP29. Landscape Architecture

*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 northeast (Google Maps)

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

c. 1912 Carr, et. al.

*P7. Owner and Address:

City of Los Angeles Department of Public Works
200 N Spring St #355
Los Angeles, CA 90012

*P8. Recorded by:

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

*P9. Date Recorded: 4/24/2017

*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, 2016

*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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) Seneca Avenue Street Trees

B1. Historic Name: Seneca Avenue Street Trees

B2. Common Name: Seneca Avenue Street Trees

B3. Original Use: Landscape Feature

B4. Present Use: Landscape Feature

*B5. Architectural Style: N/A

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

Estimated to have been planted circa 1912

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

*B8. Related Features: None

B9a. Architect: N/A

B9b Builder: N/A

*B10. Significance: Theme Residential Development

B10 Area: Los Angeles

Period of Significance: 1912

Property Type: Subdivision Feature

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 Seneca Avenue Street Trees do not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). They were identified as a locally-significant historical resource through the survey process; however, this survey does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code. As such, the grouping of trees is not 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 Seneca Avenue Street Trees are 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).

(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

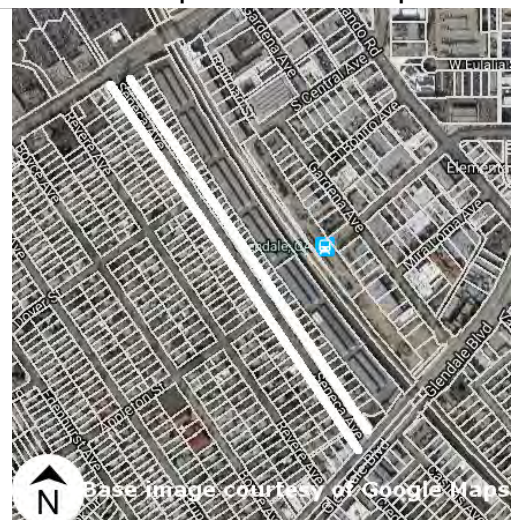
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 4/24/2017

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) Seneca Avenue Street Trees

Recorded By Amanda Duane

Date: 4/24/2017

☒ Continuation

☐ Update

B10. Significance (Continued from Page 2): The Seneca Avenue Street Trees are located within the Angelus Park subdivision, which began developing as early as 1912. Angelus Park was bounded by Los Feliz Boulevard to the north, Seneca Avenue to the east, Glendale Boulevard to the south, and Brunswick Avenue to the west. The tract was owned by Pacific Home Builders, one of the largest home-building property owners in the area at that time. Once the lots were platted, Pacific Home Builders immediately began improving the subdivision: sidewalks were installed, streets were graded and oiled, and trees were planted for decoration and shade. Lots in the subdivision were advertised for their utilities, rich soil, desirable climate, and proximity to downtown Los Angeles and Griffith Park. The lots measured approximately 50 by 150 feet, and the real estate agency of Rigali and Veselich sold them from \$550 up to \$1,500 (Carr, et.al., 8, 18).

Evaluation

The Seneca Avenue Street Trees were surveyed in 2012 by Historic Resources Group and Galvin Preservation Associates for the City of Los Angeles. As a part of that survey, the trees were identified as a rare remaining example of consistent, uniform street trees, and therefore assigned a status code of 3S. In the early stage of the multi-year city-wide survey (SurveyLA), street trees were assigned a status code of 3S in the field; however, this methodology was soon revised to a status code of 5S3, indicating local significance only. The survey findings are in the process of being revised by the City to reflect this updated methodology. However, SurveyLA does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code.

As it was previously identified, the subject 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 surrounding subdivision, along Seneca Avenue, was evaluated using the streamlined documentation format, as outlined in the Section 106 PA (see HASR Appendix F2 for streamline documentation). The street trees were individually re-surveyed.

While there are trees listed on the National Register, and thereby listed on the California Register, these few examples of NRHP listed trees have a historic association with a significant moment in history, such as the trees that served as an early fire lookout system at the turn of the century in Kaibab National Forest in Arizona, or the eucalyptus trees in Carmel Valley that survive from the adobe days of California ("Spreadsheet of National Register of Historic Places List"). As a subdivision feature planted during a period of widespread and rapid residential development, the Seneca Avenue Street Trees do not appear to be unique, nor do they appear to be a rare species or have a specific association with an important event in history. As such, they do not rise to the level of National or California Register significance.

B12. References (Continued from page 2):

Carr, Nancy, Sandra Caravella, Luis Lopez, and Ann Lawson. Images of America: Atwater Village. Charleston, SC: Arcadia Publishing, 2011.

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.

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

National Register of Historic Places Program: Research. Spreadsheet of NRHP List.
https://www.nps.gov/nr/research/data_downloads/NRHP_Links_2015.xlsx (accessed October 27, 2016).

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

*Resource Name or # (Assigned by Recorder) 5121 W San Fernando Rd

P1. Other Identifier: Map Reference #: E1-33

*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'Qua _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; _____ B.M.
c. Address 5121 W SAN FERNANDO RD City: LOS ANGELES Zip 90039
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 5593-011-043

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The subject property is located on W. San Fernando Road between Brazil Street and Electronics Place.

The industrial building was constructed in 1954. Its primary elevation faces east towards W. San Fernando Road. The building plan consists of three rectilinear volumes. The southernmost volume and northernmost volume are narrower and longer than the central volume, and are two stories in height. The central volume is generally square in plan and is just one story in height. The entire building has a flat roof. The exterior is clad in brick and smooth stucco. At the north end of primary (east) elevation, the main entrance is sheltered by a flat rectangular canopy. The entrance itself consists of a pair of fully-glazed metal doors with full-height sidelights and a transom. At the south end of the east elevation there is a single door. Above the door at the second story level, there is a horizontal ribbon of windows; the windows themselves are obscured by a brise-soleil consisting of vertically arranged fins angled to provide shade while letting in natural light.

(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 looking southwest, 7/1/16

*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric
☐ Both

1954 Los Angeles County Assessor

*P7. Owner and Address:

Vantico A and T US INC

PO Box 4980

Woodlands, TX 77387

*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 Feature Record ☐ Milling Station Record ☐ Rock Art Record
Artifact Record ☐ Photograph Record Other (List): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 5121 W San Fernando Rd

B1. Historic Name: 5121 W San Fernando Rd

B2. Common Name: 5121 W San Fernando Rd

B3. Original Use: Industrial

B4. Present Use: Industrial

*B5. Architectural Style: Modernism, Mid-Century

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

City of Los Angeles Building Permits: Constructed 1954. Second floor addition 1956. Second floor addition 1959.

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

*B8. Related Features: None

B9a. Architect: Merrill W. Baird

B9b Builder: Del & Webb Construction Co.

*B10. Significance: Theme Mid Century Modern Architecture

B10 Area: Los Angeles

Period of Significance: N/A

Property Type: Industrial

Applicable Criteria: N/A

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

This building does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It was identified as a locally-significant historical resource through the survey process; however, this survey does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code. As such, this building is a not 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 in the Atwater Village neighborhood of Northeast Los Angeles. The area which 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 much 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, where the subject property is located (Galvin Preservation Associates and Historic Resources Group, 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

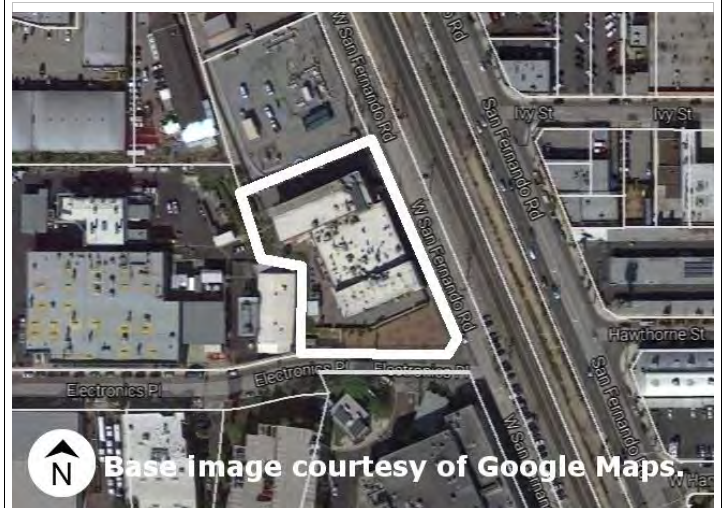
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 4/24/2017

(This space reserved for official comments.)

Sketch Map with north arrow required.



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

Primary #
HRI #

Page 3

*NRHP Status Code 6Z

*Resource Name or #:(Assigned by Recorder) 5121 W San Fernando Rd

Recorded By Amanda Duane

Date: 4/24/2017

☒ Continuation

☐ Update

P3a. Description (Continued from Page 1): The majority of the south (side) elevation is evenly divided into seven vertical bays by structural members clad in stucco. Groups of multi-light steel windows are arranged within the vertical bays. The center sash in each group appears to be an awning or hopper window. At the east end of the ground floor along the south elevation, there are two recessed bays, two pairs of doors, and a single hollow metal door.

The north (side) elevation is similarly divided into vertical bays by structural members. The windows on the north elevation consist of multi-light steel casements, the majority of which are arranged in pairs. At the east end of the north elevation there is an entrance; the entrance is obscured by a metal security gate. At the west end of the north elevation, there is a single partially glazed door sheltered by a pent canopy. Along the roofline of the north elevation, there is a stucco feature with canted posts that extend to the ground and appear to be acting as buttresses. The top of the stucco feature is enclosed by round metal handrails. This feature does not appear to be original.

The west (rear) elevation is not clearly visible from the public right-of-way, due to the topography of the site. Based on what is visible, there are a pair partially-glazed metal doors and a single metal sliding window. The door is accessed by a set of steps with a round metal handrail.

There is an asphalt parking lot to the north of the building, and a triangular area with drought-tolerant landscaping to the south. The property is enclosed by a metal and barbed wire fence.

B10. Significance (Continued from Page 2): 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. In general, 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. Historically, the primary industries within the project vicinity included food processing, aviation, and motion pictures.

The housing boom during the post-World War II era fueled an unprecedented consumer market for material goods such as appliances, processed foods, clothing, cars, and furnishings. In response to consumer demands, the region experienced an increase in the production of manufacturing facilities (LSA Associates, et.al., 10). Additionally, following World War II and proceeding the Cold War, aerospace companies in the Los Angeles region won defense contracts to research and develop more sophisticated propulsion, navigation, and missile technology and aircraft manufacturers turned out new models of aircraft for the Department of Defense.

The peak for most industrial development in the region occurred post-World War II. During the 1960s, industry slowed with the rising price of fuel and land, the innovation of containerization, and the completion of the interstate highway system. The subsequent rise of truck transport encouraged the dispersal of manufacturers beyond city limits. Changing international trade policies led to manufacturing competition abroad and a greater reliance on foreign imports (LSA Associates, et.al., 3, 11; Historic Resources Group, 14). As a result, many industrial buildings that represented the earliest industrial districts were vacant by the 1970s (Historic Resources Group, 14).

These historic trends in industrial development led to the construction of a large number of industrial properties within the project vicinity. These properties are therefore relatively ubiquitous, and not generally considered to have a high likelihood of being individually significant.

Los Angeles building permits indicate that the original owner of the property was Del E. Webb Construction Company, who also acted as contractor for the building. Later building permits indicate that the building was occupied for a time by a business called Electronics Specialties, and by the late 1960s, a company called Furane Plastics. The earliest listing found for the subject building in City Directories was in 1987. The 1987 directory lists "Furane Products Company" as the occupant.

The Del E. Webb Construction Company was owned by Del Webb. After his baseball career was cut short by a bout of typhoid in 1926, Webb first got into the construction business in Phoenix, Arizona. He was working for a contractor who unexpectedly skipped town, leaving an unfinished grocery store behind. Webb convinced the owners to let him take on the job, and his budding construction company was born. By 1933, Webb's business had expanded to a \$3 million dollar a year operation. The company built a wide variety of structures, ranging from airports to office buildings to baseball parks, emerging as one of the largest construction companies after a string of military contracts after World War II. Webb was best known for his hotel properties in Las Vegas, including the iconic Sahara and Mint Hotels ("Del Webb").

Research indicates that an engineer named John Delmonte founded Furane Plastics in 1947. He also founded the Delsen Testing Laboratory in 1953. He wrote nine books and hundreds of technical papers on the subject of plastics engineering, and held more than twenty patents. Delmonte sold Furane in 1972. Delmonte was also an active community member in Glendale, and funded a number of local scholarships for high-performing students. He passed away in 1992 ("John Delmonte").

The design of the building has Mid-Century Modern style influences. Mid-Century Modern refers to the post-World War II expansion of the International Style. Early modernists including Richard Neutra and Rudolph Schindler introduced the aesthetic to the Southern California region. "Second generation" Modern architects, including Pierre Koenig, Gregory Ain, Craig Ellwood and Raphael Soriano continued to develop the indigenous Mid-Century Modern style that was so well-suited for the Southern California climate and lifestyle. The style became one of the most predominant through the 1950s and 1960s, and was frequently applied to residences and commercial buildings. The style is characterized by its

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simple geometric forms, exposed structural elements, extensive use of glass, lack of exterior ornamentation, and accents of wood, brick, or stone (Historic Resources Group, 233).

The architect responsible for the design of the building was Merrill W. Baird. Baird received his degree from the University of Southern California. He was a prolific architect that specialized in residential and commercial design, particularly hospitals. His office was based in Glendale, where the majority of his work can be found. Some of his more notable designs include the Glendale Community Hospital, the Antelope Valley Hospital, and a new wing of the Hawthorne Community Hospital. Baird collaborated with architect A.C. Martin on the striking Brutalist Glendale Municipal Services Building (Historic Resources Group, 191).

Evaluation

The property at 5121 W. San Fernando Road was surveyed in 2012 by Historic Resources Group and Galvin Preservation Associates for the City of Los Angeles as part of SurveyLA. At that time, the property was assigned a status code of 3S, 3CS, and 5S3, indicating that it appeared eligible for national, state, and local registers as an excellent example of Mid-Century Modern architecture as applied to an industrial 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. Upon further research and exploration of the historic context, the project team does not concur that the property is eligible for the NRHP or CRHR. Furthermore, SurveyLA does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code and therefore the property is not a historical resource for the purposes of the California Environmental Quality Act (CEQA).

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 property was constructed during an intense period of postwar industrial development in the area. Research does not indicate that this property has a direct or indirect association with the pattern of development of Los Angeles, or the community of Atwater Village, but that it is one of many such buildings constructed for a similar use in the area during the same time period.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have a significant association with the lives of persons important to history. While research indicates that former building occupant John Delmonte was a competent engineer and scientist, there is no evidence that his contributions to the field of science were demonstrably important or especially significant. Del E. Webb, who initially owned the building, was the owner of a large and successful contracting company. It is likely that his involvement and association with the building was limited to its construction; therefore, the subject building would not be the best reflection of his productive life. His contributions would be better reflected by his or his personal residence. Many individuals have worked in the subject building and the companies that have occupied it since its initial development, but 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. The building possesses some features of the Mid-Century Modern style, such as unadorned surfaces, simple geometric volumes, the brise-soleil, and the use of brick and stucco cladding; however, it is a typical and utilitarian example that lacks any outstanding architectural distinction. This combination of features is ubiquitous and often seen on institutional and industrial buildings in the Los Angeles area, such as postwar public schools. There are also other examples of the property type within the study area, including 4801 W. San Fernando Road. As such, the subject building is not an especially important or singular representation of the style. Research indicates that Merrill W. Baird was a skilled and prolific architect, especially in the Glendale area; however, there is no evidence to suggest that he would be considered a master in the field of architecture. A master is a "figure of generally recognized greatness in a field," and there appears to be little scholarly exploration of Baird's work. Furthermore, this building is a fairly modest and simple design. There are other, better, and more intact examples of Baird's work such as the Glendale Community Hospital on Chevy Chase Drive, or the Municipal Services Building in Glendale. As such, if Baird were to emerge as a master architect, these intact and higher-quality architectural examples would better represent his career. The subject building lacks high artistic value, and would not contribute to a district. The properties surrounding the subject building vary in date of construction, and many have been heavily altered.

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.

Although this resource does not meet any of the criteria for listing in the NRHP or the CRHR, the building retains integrity of location, materials, design, workmanship, feeling, and association. The building retains its integrity of location as it has not been moved since its original construction in 1954; however, the integrity of setting has been diminished by ongoing development in the area. There do not appear to have been any major alterations to the building itself, which leave the integrity aspects of materials, design, workmanship, feeling and association intact. However, for a property to qualify for the NRHP or CRHR, a property must have significance as well as retain integrity. While the property retains integrity, it does not have historical significance. Therefore, it is not eligible for the NRHP or the CRHR and is not a historic property for the purposes of Section 106 of the NHPA. The property was identified as a locally significant historical resource through the survey process; however, this survey does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code, and therefore the property is not a historical resource for the purposes of CEQA.

B12. References (Continued from Page 2):

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

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Continuation



Update

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View of main entrance on east elevation, looking west, 7/1/16



View of south end of east elevation, looking west, 7/1/16



View of south and east elevations, looking northwest, 7/1/16



View of south and west elevations, looking northeast from Electronics Place, 7/1/16

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PRIMARY RECORD

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HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #

Other Listings
Review Code

Reviewer

Date

Page 1

***Resource Name or #** (Assigned by Recorder) Roger E. McKee General Contractor Branch Office

P1. Other Identifier: Map Reference #: E1-34

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

c. Address 4101 W GOODWIN AVE **City:** LOS ANGELES **Zip** 90039

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 5593-020-017

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

The subject property, located on the northwest corner of Goodwin Avenue and Alger Street, consists of a residence, an office building, a repair shop, and a warehouse/storage building. The property has an alternate address of 4701 W. San Fernando Road (LA County Tax Assessor).

The residence is located at the southwest corner of the property. It was constructed in 1938 in the Spanish Colonial Revival style, and is U-shaped in plan. Its primary elevation faces south towards Goodwin Avenue. The residence is clad in smooth stucco, and is primarily one story in height; the southeastern corner of the building is two stories in height. The building has a complex roof plan with multiple gables. The roof is clad in clay tile and has open eaves with exposed rafter tails, and there are clay tile vents along the roofline. Near the center of the building, there is a tapered stucco chimney. The majority of the windows on the building consist of paired multi-light steel casements with single-light transoms; other windows are single multi-light casements with single-light transoms. The front door is sheltered by a shallow pent roof clad in clay tile. It is centered within a decorative recessed surround. The door itself is obscured by a metal security door. The rear elevation of the house faces a courtyard and is not visible from the public right-of-way.

(see continuation sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial 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 looking north, 7/1/16

***P6. Date Constructed/Age and**

Source: ☒ Historic ☐ Prehistoric

☐ Both

1938 Los Angeles County Assessor

***P7. Owner and Address:**

Ralphs Grocery Co

PO Box 54143

Los Angeles, CA 90054

***P8. Recorded by:**

Amanda Duane

GPA Consulting

617 S. Olive Street, Ste 910

Los Angeles, CA 90014

***P9. Date Recorded:** 4/24/2017

***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, 2016

***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): _____

BUILDING, STRUCTURE AND OBJECT RECORD

Page 2

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) Roger E. McKee General Contractor Branch Office

B1. Historic Name: Roger E. McKee General Contractor Branch Office

B2. Common Name: 4101 Goodwin Avenue

B3. Original Use: Commercial

B4. Present Use: Commercial

*B5. Architectural Style: Spanish Colonial Revival

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

(see continuation sheet)

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

*B8. Related Features: Guest house, repair shop, warehouse

B9a. Architect: Unknown

B9b Builder: J.C. Bannister

*B10. Significance: Theme Commercial Development

B10 Area: Los Angeles

Period of Significance: N/A

Property Type: Commercial

Applicable Criteria: N/A

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

This property does not meet the Criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). It was identified as a locally-significant historical resource through the survey process; however, this survey does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code. As such, this building is a not 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 4101 E. Goodwin Avenue 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).

(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

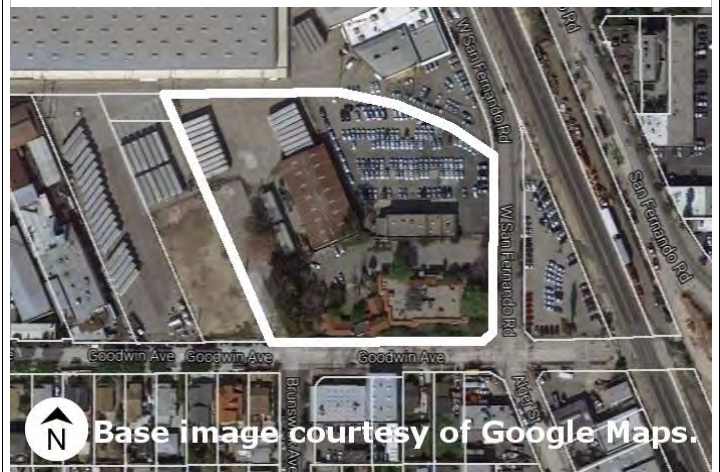
617 S. Olive Street, Ste 910

Los Angeles, CA 90014

*Date of Evaluation: 4/24/2017

(This space reserved for official comments.)

Sketch Map with north arrow required.



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P3a. Description (Continued from Page 1): The office is located at the southeast corner of the property. It was constructed in 1938 with additions in 1949, 1951, 1960, and 1971. The original portion of the building was constructed in the Spanish Colonial Revival style, and the additions were constructed with similar features. The overall building is generally rectangular in plan, and the primary elevation faces east towards San Fernando Road. The roof is flat with a pitched clay tile parapet. The windows are multi-light single or paired steel casements, some of which have simple wood shutters. The most distinctive feature of the building is its rounded southwest corner, which is attached to the east-facing decorative recessed entryway for the primary entrance. The primary entrance is obscured by a metal security gate. North of the primary entrance, there is a painted tile mural that reads "Robert E. McKee, General Contractor Inc." The mosaic also features images of construction workers and tools.

The repair shop was constructed in 1953. It is located north of the office building. It is a simple, one-story building with a rectangular plan. Its primary elevation faces north. The painted brick building has a flat roof, and multi-light metal windows. There are four vehicular metal roll-up doors on the north elevation. The south elevation is obscured by mature trees, and the west elevation is not visible from the public right-of-way.

The warehouse was constructed in 1964. It is located north of the residence; however, it is not clearly visible from the public right-of-way, due to its location on the parcel. Based on what is visible, the rectangular warehouse has a gabled roof clad in corrugated metal, corrugated metal walls, and metal sliding doors.

The buildings are surrounded by a paved yard, apart from a grassy courtyard directly north of the residence. The property is enclosed by a metal security fence set atop a painted brick wall.

B6. Construction History (Continued from Page 2):

Residence and office constructed 1938. Additions to office constructed in 1949, 1951, 1960, and 1971. Repair shop constructed 1953. Warehouse constructed 1964 (Plot Plan, Los Angeles Department of Building and Safety Building Permit No. 74939, July 24, 1973).

B10. Significance (Continued from Page 2): The property was originally constructed by J.C. Bannister for the Bannister-Field Company. Research indicates this was a short-lived construction company. It was later occupied by Robert E. McKee General Contractor, Inc. Robert E. McKee was born in Illinois in 1889. His family moved several times, but as a young man he moved to El Paso, Texas. In 1910, he began his career in engineering and construction as a draftsman and engineer for the El Paso Milling Company. A few years later in 1913, McKee founded his own construction company, which would become one of the largest and most prestigious in America. A number of his contracts were for the military. His company built the hospital and docks at the naval base in San Diego, the power plant at Pearl Harbor and the barracks at Hickam Field in Hawaii. During World War II, his company was responsible for the largest-ever military installation in Bowie, Texas, which was completed in less than a year. At one point, McKee had over 42,000 employees on his payroll. After World War II, McKee continued his relationship with the military and was awarded contracts to construct the Cadet Quarters Complex and the striking Air Force Chapel at the United States Air Force Academy in Colorado Springs, Colorado. In 1959, his company was the major contractor for the Los Angeles International Airport. By this time, McKee had projects in thirty-five states, and while his headquarters and personal residence were in El Paso Texas, he had branch offices in Dallas, Santa Fe, Los Angeles, Honolulu, and the Panama Canal Zone (Stanley and Stanley).

The Robert E. McKee Inc. branch office is designed in the Spanish Colonial Revival style. The style became widely popular following the 1915 Panama-California Exposition in San Diego. The exposition featured work from chief architect Bertram Grosvenor Goodhue that was designed in the ornate Spanish Baroque Churriguesque style. The intricate designs, towers, and domes of the style were particularly well-suited for large, monumental buildings, such as the Glendale Southern Pacific Railroad Depot. For smaller-scale buildings, architects drew inspiration from the more modest buildings in areas of provincial Spain, such as Andalusia. This emerging style, which would come to be known as Spanish Colonial Revival, revolved around varying combinations of smooth exterior surfaces, clay tiles, iron, wood, patios, low-pitched roofs, and sprawling, one-story plans. Spanish Colonial Revival would be one of the most popular styles in Southern California during the 1920s, until the onset of the Great Depression (Historic Resources Group, 217).

Evaluation

The property at 4101 E. Goodwin Avenue 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, 3CS, and 5S3, indicating that it appeared eligible for national, state, and local registers as an excellent example of Spanish Colonial Revival architecture as applied to an office 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. Upon further research and exploration of the historic context, the project team does not concur that the property is eligible for the NRHP or CRHR. Furthermore, SurveyLA does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code and therefore the property is not a historical resource for the purposes of the California Environmental Quality Act (CEQA).

This property does not have specific, important associations with historic events, patterns, or trends of development under NRHP Criterion A or CRHR Criterion 1. The subject property was constructed during a period of widespread commercial development in the area. Research does not indicate that this property has a direct or indirect association with the pattern of development in the Atwater Village area or Los Angeles, but that it is one of many such buildings constructed for a similar use in the area during the same time period. While Robert E. McKee's company was very large and widely influential, completing thousands of construction projects across the United States, the company headquarters in El Paso has a more significant association with the company within this context. Not only did it serve as the company headquarters, it was purpose-built for the Robert E. McKee company nearly twenty years before they went on to occupy the subject property (De La Cruz and Wilson, 8).

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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 Robert E. McKee is clearly an influential individual, he made his career as an engineer and builder. Association with craftspeople is often represented by their work, rather than a property they occupied. The original building on the subject property was not constructed by McKee or his company, and a small-scale office building and guest house does not accurately represent McKee's large and impressive body of work, especially when compared to his better-known buildings, such as the International Building at the Los Angeles Airport and the U.S. Air Force Academy Chapel in Colorado Springs. While properties such as a craftsman's home or studio may be eligible under Criterion B, the subject property was not McKee's primary home or office. He was based out of El Paso, Texas. He had a large business headquarters at 1918 Texas Avenue, and a large brick mansion at 2630 Richmond Avenue, both in El Paso (De La Cruz and Wilson, 8). Either of these Texas properties have a stronger and more significant association with McKee, who was a prominent El Paso citizen. Lastly, while thousands of individuals have worked for Robert E. McKee's company, these contributions 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 the office and guest house serve as good examples of the Spanish Colonial Revival style through a number of character-defining features, including smooth stucco cladding, arched openings, clay tile roofs and one-story plans, they are modest designs, exploring only the most basic features of the style. The buildings do not rise to the level of National or California Register significance for their architecture, especially compared with other examples of the style within the study area, such as Los Angeles Union Station and the Post Office Terminal Annex. While the building does have a decorative mural, high artistic value for the purposes of Criterion C is defined as "an aesthetic ideal" that expresses design concepts more fully than other properties of its type, which is not the case for this small-scale painted tile signage. Research did not reveal any evidence to suggest that the builder J.C. Bannister was a master in his field, and the property would not contribute to a district, due to the lack of a cohesive grouping in the area. The surrounding properties vary in use, style, and year of construction. The warehouse and repair shop are common, utilitarian buildings constructed from prefabricated materials in a common fashion. They are not eligible under NRHP Criterion C or 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 subject property does not meet any of the criteria for listing in the NRHP or CRHR, and lacks integrity. Research indicates that the original J.C. Bannister office was expanded to become the guest house, and that the office building was expanded a number of times—it is now nearly twice as big as it was in 1938. These additions and expansions do not meet the Secretary of the Interior's Standards. Standard 9 states that "new work shall be differentiated from the old... to protect the historic integrity of the property and its environment" (Secretary of the Interior's Standards for Rehabilitation). The additions on the residence and office are nearly imperceptible. Without Sanborn Maps, the physical evidence on the roof, and historic building permit records, it would be very difficult to determine which portions are original.

The property retains its integrity of location, as it has not been moved since the time of its construction. The integrity of setting has been somewhat diminished by continued development in the area, but the property is still generally surrounded by commercial and industrial properties. The integrity of design and workmanship has been affected by continued additions and alterations to the office and residence, such that the original design intent can no longer be perceived through visual observation alone; however, the integrity of materials is still somewhat intact, as the original materials were replicated on the additions. While the property still conveys the sense of a 1930s office building, this sense is somewhat falsified through the replicated physical characteristics of the additions.

The warehouse and repair shop do not appear to have undergone any alterations and retain integrity; however, for the same reasons discussed above, they do not meet any of the criteria for listing in the NRHP or CRHR. The property was identified as a locally significant historical resource through the survey process; however, this survey does not meet the criteria outlined in Section 5024.1(g) of the California Public Resources Code, and therefore the property is not a historical resource for the purposes of CEQA.

B12. References (Continued from page 2)

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/ldispublic/>.

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2016).

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View of west end of guesthouse, view looking northeast from Brunswick Avenue, 7/1/16



View of east elevation of office building, looking west, 7/1/16



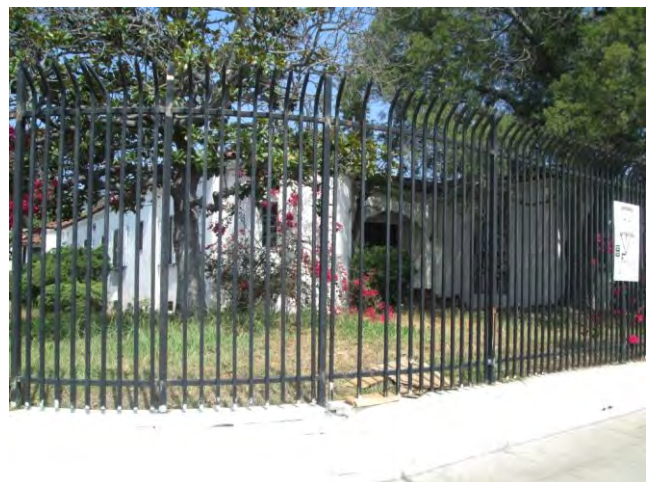
View of south elevation of guesthouse, looking northwest, 7/1/16



View of south elevation of office building, looking north, 7/1/16



View of north and east elevations of garage, looking southwest, 7/1/16



View of office building's primary entrance on east elevation, looking northwest, 7/1/16