

# Historic Resources Survey Report

## **Northeast Los Angeles River Revitalization Area**



*Prepared for:*

City of Los Angeles  
Community Redevelopment Agency

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# Project Overview

This historic resources survey report (“Survey Report”) has been completed on behalf of the former Los Angeles Community Redevelopment Agency (CRA) for the Northeast Los Angeles River Revitalization Project Area (NELA). This project was conducted from October 2011 to March 2012 by Historic Resources Group (HRG) and Galvin Preservation Associates (GPA).

This Survey Report provides a summary of the work completed, including a description of the survey area; an historic context statement for the survey area; an overview of the field methodology; a summary of relevant contexts, themes, and property types; and a complete list of all surveyed resources. The NELA historic resources survey was conducted following SurveyLA methodology and using SurveyLA proprietary technology. This Survey Report is intended to be used in conjunction with the **SurveyLA Field Results Master Report** (“Master Report”) which provides a detailed discussion of SurveyLA methodology and explains the terms used in this report and associated appendices. In addition, a Survey Results Map has been prepared which graphically illustrates the boundaries of the survey area and the location and type of all resources identified during the field survey.

The NELA Historic Resources Survey was originally commissioned by the CRA to identify potential historic resources located within the NELA area to establish baseline data for a redevelopment plan for the area. In planning the project, it was determined that the survey would be conducted using SurveyLA methodology as developed by the Office of Historic Resources (OHR). Properties would be evaluated using established SurveyLA protocols and recorded using SurveyLA’s proprietary software (FiGGS).

Redevelopment activity throughout the state was curtailed by legislation in 2011. The City, therefore, reorganized to dissolve the CRA. In March of 2012, the City determined that the NELA survey project would be incorporated into SurveyLA to make use of the data acquired in the CRA effort. The project team continued working with the Successor Agency, with guidance from OHR, to complete the project.

## Survey Methodology Summary

Below is a brief summary of SurveyLA methodology.<sup>1</sup>

### ***Field Survey Methods***

- Properties surveyed for SurveyLA are evaluated for eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, and for local

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<sup>1</sup> For more information about the SurveyLA methodology, see the **SurveyLA Field Results Master Report**.

designation as City Historic-Cultural Monuments (HCM) or Historic Preservation Overlay Zones (HPOZ), commonly known as historic districts.

- Field surveyors cover the entire area within the boundaries of the NELA survey area. However, only resources that have been identified as significant within the contexts developed for SurveyLA are recoded.
- Consultants making resource evaluations meet professional qualification standards in Architectural History, History, or a related field.
- Surveys focus on identifying significant resources dating from about 1850 to 1980.
- All surveys are completed from the public right-of-way (from vehicles or on foot as needed).
- Digital photographs are taken of all evaluated resources.

### ***SurveyLA Resources Types***

SurveyLA identifies individual resources, non-parcel resources, historic districts, and district contributors and non-contributors. Each of these is described below. Appendices A, B, and C are organized by resource type.

- **Individual Resources** are generally resources located within a single assessor parcel such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.
- **Non-Parcel Resources** are not associated with Assessor Parcel Numbers (APNs) and generally do not have addresses. Examples include street trees, street lights, landscaped medians, bridges, and signs.
- **Historic Districts** are areas that are related geographically and by theme. Districts may include single or multiple parcels, depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes.
- **District Contributors and Non-Contributors** are buildings, structures, sites, objects, and other features located within historic districts. Generally, non-contributing resources are those that are extensively altered, built outside the period of significance, or that do not relate to historic contexts and themes defined for the district.
- **Planning Districts** are areas that are related geographically and by theme, but do not meet eligibility standards for designation. This is generally because the majority of the contributing features have been altered, resulting in a cumulative impact on the overall integrity of the area that makes it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent planning

features – such as height, massing, setbacks, and street trees – which warrant consideration in the local planning process.

## Project Team

The NELA survey was conducted by Historic Resources Group and Galvin Preservation Associates. Historic Resources Group personnel included Christy Johnson McAvoy, Founding Principal; Kari Michele Fowler, Senior Preservation Planner; and Paul Travis, Senior Preservation Planner. Galvin Preservation Associates staff included Teresa Grimes, Principal Architectural Historian; and Elysha Dory, Architectural Historian II. Teresa Grimes served as the project manager. All participants meet the Secretary of the Interior's qualifications for professionals in historic preservation.<sup>2</sup>

## Survey Area

The survey area is located approximately five miles north of downtown Los Angeles. Its irregular boundary can be generally defined as the city boundaries of Glendale and Burbank on the north; the Arroyo Seco Parkway (State Route 110) on the south; Interstate 5 and the Los Angeles River on the west; and Avenue 40, Verdugo Road, Avenue 33, Division Street, and Isabel Street on the east. The survey area contains the neighborhoods of Elysian Valley and Cypress Park to the south, and portions of Glassell Park and Atwater Village to the north. Surrounding communities outside the survey area include Mt. Washington, Highland Park, and Eagle Rock to the east and Los Feliz and Silver Lake to the west. *(See Survey Area Map below.)*

The survey area's primary geographic feature is the Los Angeles River, which forms the western boundary of Atwater Village and separates Elysian Valley from Cypress Park and Glassell Park. Ambitious flood control efforts in the 20<sup>th</sup> century encased the river in concrete and today it serves primarily as a flood control channel fed by storm drains. Bridges traverse the river channel in several locations. The majority of the survey area is flat, located within what was previously the floodplain of the river running north-south between the hills of Griffith Park, Los Feliz, Silver Lake, and Elysian Park on the west and the hills of Mount Washington, Glassell Park, and Eagle Rock on the east.

Major transportation routes through the survey area include Interstate 5, which constitutes the western boundary of the survey area and State Route 2 running east-west through Glassell Park and Elysian Valley. The Arroyo Seco Parkway forms the southern boundary of the survey area. Major roads include San Fernando Road, which runs north-south throughout the full length of the survey area; Cypress Avenue, which parallels San Fernando Road to the east; and a portion of Eagle Rock Boulevard continuing northeast from Cypress Avenue.

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<sup>2</sup> Federal Register, Vol. 48, No. 190, pp. 44738-44739, September 29, 1983.

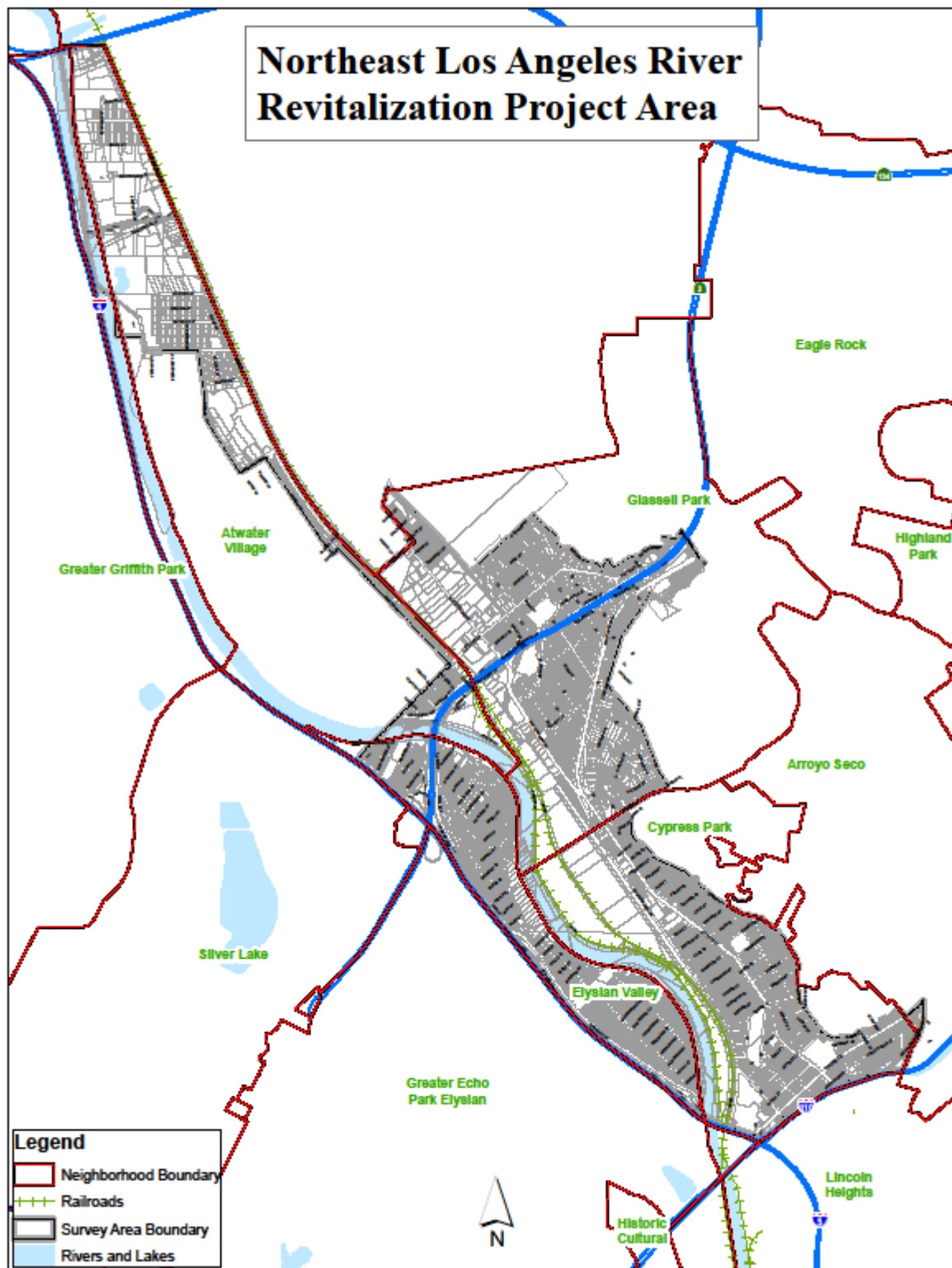
The tracks and right-of-way of the Southern Pacific Railroad run north-south through the survey area, roughly parallel with the river channel. The survey area encompasses a large expanse of land formerly occupied by Taylor Yard, the Southern Pacific Railroad's primary west coast rail yard. Located between the Los Angeles River channel and San Fernando Road, much of the former Taylor Yard has been redeveloped and today the area includes the Sonia Sotomayor Learning Academies (Central High School #13), the Rio de Los Angeles State Park, a large FedEx facility, a big box retail center, and a maintenance facility for Metrolink.

A large portion of the survey area is home to industrial uses in continuation of Northeast Los Angeles land use patterns that began in the early decades of the 20<sup>th</sup> century. Major concentrations of industrial properties can be found along San Fernando Road between the rail lines and Cypress Avenue; between the river channel and the railroad in north Atwater; and adjacent to the river channel in the northern half of Elysian Valley. While industrial activity peaked in the mid-20<sup>th</sup> century, contemporary industrial uses continue to thrive. Industrial properties include older buildings from the early and mid-20<sup>th</sup> century as well as more contemporary buildings.

Residential communities within the survey area were largely developed between 1910 and 1950 with the majority of homes constructed between 1915 and 1930. These are largely modest homes on small lots intended for working-and middle-class families. Architectural styles include American Foursquare, Craftsman, Spanish Colonial Revival, Mediterranean Revival, and American Colonial Revival although many residential properties have been altered. More recent infill development is also prevalent in many areas.

The survey area is bisected north-south by the river and railroad, and east-west by State Route 2. These features create physical barriers that are amplified by large areas given over to industrial and commercial development. Survey area neighborhoods, while individually distinctive, are somewhat isolated from each other and the overall urban pattern is a disparate patchwork of residential, commercial and industrial sub-areas.

## Survey Area Map



## Designated Resources

The following properties are previously-designated resources within the NELA survey area. These include properties listed in the National Register of Historic Places (NR) or the California Register of Historical Resources (CR), as well as locally-designated Los Angeles Historic-Cultural Monuments (HCM). For the most up-to-date information on designated resources contact the Office of Historic Resources.

Property Address	Property Name	NR	CR	HCM	HPOZ
2211 W. Avenue 30	Glassell Park Elementary School	✓	✓		
3320 Pepper Street	Richard Henry Dana Branch Library	✓	✓		
1410 Cypress Avenue	Cypress Park Fire Station*		✓		
Hyperion crossing over the Los Angeles River	Glendale Hyperion Bridge*		✓	#164	
Fletcher Drive crossing over the Los Angeles River	Fletcher Drive Bridge*		✓	#322	
2640 N. Huron Street	Los Angeles Railway Huron Substation			#404	
2900-2930 Fletcher Drive/ 3016-20 San Fernando	Van de Kamp's Holland Dutch Bakery			#569	
571 Cypress Avenue	Jefferies House			#735	
901 & 903 N Isabel Street	Nickel Leong Mansion			#849	
Riverside Drive between Barclay Street and N San Fernando Road	Riverside-Figueroa Bridge			#908	

\*Determined eligible for the National Register by consensus through Section 106 process. Listed in the California Register.



# Historical Overview

## *Introduction*

In order to understand the significance of the historic resources in the NELA survey area, it is necessary to examine those resources within a series of contexts. By placing built resources in the appropriate historic, social, and architectural context, the relationship between an area's physical environment and its broader history can be established. For this reason, historic properties should be considered in relation to important historic events and periods of development in the NELA survey area as a whole. This historic overview is intended to localize the relevant citywide historic contexts and themes that have been established for SurveyLA for the NELA survey.

Specific objectives of this historic context report include:

- Identification of significant themes and events in the development of the communities and industries in NELA Survey Area;
- Identification of property types associated with this development;
- Identification of significant people who were influential in the development of specific portions of the NELA Survey Area.

Numerous sources were used to compile the historic context statement for the NELA Survey Area. These include local newspapers, historic photographs, Sanborn fire insurance maps, neighborhood and community websites, and published histories. (See list of research sources on page 64 of this report).

## *Pre-European History and the Spanish and Mexican Periods*

### Native People

The environs of what is today the Los Angeles River have been occupied for over 7,000 years by native people referred to as the Tongva. The Spanish would later name the native people "Gabrielino" in reference to the Mission San Gabriel founded in 1771. Tongva/Gabrielino territory was widespread, encompassing much of present-day Los Angeles and Orange Counties. Because of its position on the Los Angeles River channel and floodplain, the NELA Survey Area was a natural transportation corridor through the Glendale Narrows for the Tongva/Gabrielinos.<sup>3</sup>

### Spanish and Mexican Periods

The first Europeans to pass through the region were led by Spanish officer and explorer Gaspar de Portolà, who was sent north from Mexico to establish settlements in the territory known as "Alta California" in 1769. The Spanish would name the river "Rio de Porciúncula"

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<sup>3</sup> The Gabrielino Tribe website accessed March 17, 2012.  
[http://www.gabrielinotribe.org/TribalHistory/tribal\\_history.cfm](http://www.gabrielinotribe.org/TribalHistory/tribal_history.cfm)

and described the area marked by the confluence of the river and the Arroyo Seco as “a very lush green valley.” Father Crespi, diarist for the Portolà expedition, described the area as having “a very large bed... (that) is well-lined with large trees, sycamores, willows, cottonwoods, and very large live oaks.” To the south the riverbed opened up into “very large, very green bottomlands, looking from afar like nothing so much as large cornfields,” which Crespi described as having “all the requisites for a large settlement.” In 1781, the Pueblo de Los Angeles was founded adjacent to this location. As the town developed, pueblo citizens utilized San Fernando Road as a major transportation corridor for traffic passing into and out of Los Angeles. As part of the El Camino Real (The King’s Highway), it linked the nascent town to the Mission San Fernando Rey de España and the northern coastal missions, presidios, and ranchos beyond. San Fernando Road also connected the town to the San Joaquin and Central Valleys via the Tejón Pass through the Tehachapi Mountains.<sup>4</sup>

The Spanish government encouraged settlement of territory by the establishment of large land grants called ranchos. The ranchos were originally concessions from the Spanish crown, permitting settlement and granting grazing rights on specific tracts of land, while the crown retained the title. In 1821, Mexico achieved its independence from Spain, and Alta California came under control of the Mexican government. The Mexican governors of Alta California eventually gained the power to make additional land grants, and many more grants were made under Mexican law.

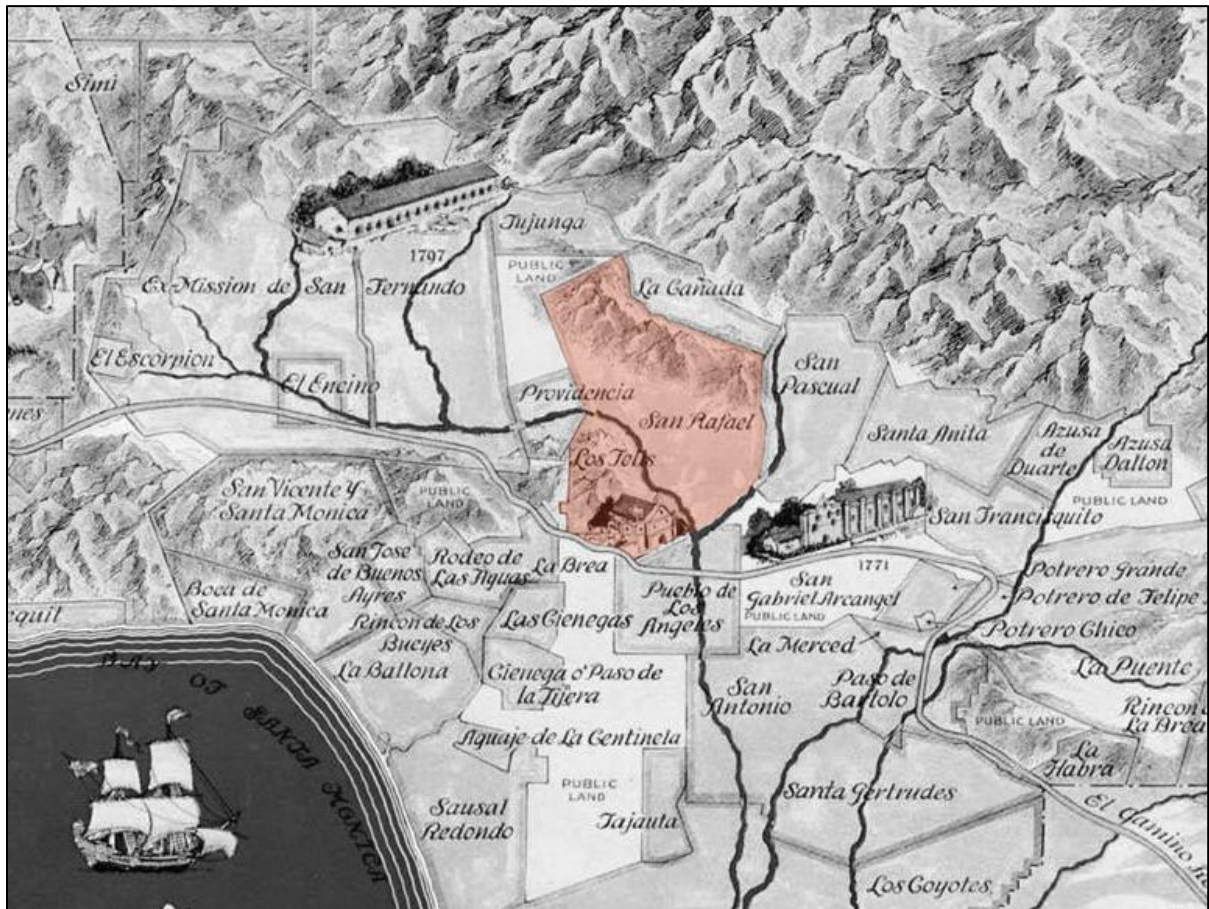
The ranchos provided for the settlement of tracts of land outside presidio, mission, and pueblo boundaries. Largely devoted to raising cattle and sheep, the ranchos established a local economy based in livestock and agriculture. Rancho boundaries became the basis for California's land survey system, and established land use patterns still discernible today. The survey area encompasses portions of two Spanish land grants: Rancho San Raphael and Rancho Los Feliz. The majority of the survey area was part of Rancho San Rafael, which was granted to Corporal Jose Maria Verdugo in 1784. Today’s Verdugo Road, the historical road of trade between the Rancho San Rafael, San Fernando Road and the Pueblo of Los Angeles is a vestige of the Spanish and Mexican periods. Rancho Cañada de los Nogales, a portion of Rancho San Rafael that includes present-day Cypress Park, was granted to José M. Aguila by Mexican Governor Manuel Micheltorena in 1844.

Rancho Los Feliz was granted to Corporal Jose Vicente Feliz in 1795. This land grant included the present-day Los Feliz neighborhood and Griffith Park. Only a small portion of Rancho Los Feliz, located west of the Los Angeles River (today’s Elysian Valley) is included in the survey area.<sup>5</sup>

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<sup>4</sup> *Rio de Los Angeles State Park: Preliminary General Plan and Draft Environmental Impact Report*, California State Department of Parks and Recreation, Sacramento, CA, March 2005. ()

<sup>5</sup> Kilday, Ruth Taylor, “Rancho Los Feliz: An Anza Expedition Legacy,” *Noticias de Anza*, Number 10, September, 1997.



1919 Title Insurance and Trust Company map showing the Spanish and Mexican ranchos of Los Angeles County. Rancho San Rafael and Rancho Los Felices are highlighted.  
University of Southern California Digital Library Collection

The survey area's primary topographical feature is the Los Angeles River, which moves north-south through the area's center. Prior to American occupation and settlement, water from nearby mountain ranges drained largely unconstrained into the Los Angeles basin through a complex natural system of streams, rivers, and wetlands. Like the native tribes who came before them, agriculture and development by early European settlers relied heavily on the river as a source of water for livestock and agricultural cultivation.

The river's level could rise and fall dramatically depending on the season. While it largely flowed as a shallow surface stream throughout most of the year, the river could generate tremendous flood flows during very wet seasons, demanding a very wide floodplain. As populations and settlement grew, control of the river would become an increasing problem. River flooding washed away the original Pueblo de Los Angeles in 1815. In 1825, massive flooding altered the path of the river to flow southerly into its current location.<sup>6</sup>

### ***Early American Settlement***

#### **Transition and American Land Acquisition**

The United States war with the Mexican Republic and eventual conquest of the southwest territories culminated in the year 1848 with the signing of the Treaty of Guadalupe Hidalgo. This treaty was the basis for establishing the rights of Mexicans to land title within the conquered territories. The procedures established by the treaty placed the burden of proof on those individuals seeking confirmation of their land claims. The valid claims were encumbered by the lawyer's fees, the difficulty of finding absolute proof of ownership, the need for additional land survey and the different laws, customs, and languages involved. The average length of time for a final patent to be issued, after the filing of an original petition, was seventeen years. In some cases, property rights took up to forty years to be resolved and property was often subdivided and sold in the meantime.

All costs of obtaining final patents were borne by the applicants. Finances were further strained by a major drought during the 1860s, which decimated the cattle ranching economy in southern California. Major debts forced the subdivision and sale of the majority of the land grants. The heirs of the original grantees were often left with only small fractions of their inheritance once the process was complete.

The grant for Rancho Los Feliz was confirmed in 1843 by Mexican Governor Manuel Micheltorena to Maria Ygnacia Verdugo de Feliz, the wife of one of one of Jose Vincente Feliz's sons who later married Juan Diego Verdugo. After the American takeover of California, a claim for Rancho Los Feliz was filed with the Public Land Commission in 1852, and the grant was finally patented to Maria Ygnacia Verdugo de Feliz in 1871. Prior to final patenting however, lawyer Antonio F. Coronel had acquired ownership of Rancho Los Feliz from the heirs of Maria Ygnacia Verdugo de Feliz in 1863. Coronel sold Rancho Los Feliz to

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<sup>6</sup> Los Angeles County Department of Public Works website, History of the Los Angeles River webpage. Accessed March 19, 2012. (<http://ladpw.org/wmd/watershed/LA/History.cfm>)

James Lick, a wealthy businessman from San Francisco. In 1882, Colonel Griffith Jenkins Griffith acquired 4,071 acres of Rancho Los Feliz. Colonel Griffith donated to the City of Los Angeles 3,015 acres (nearly half of the original rancho), which became Griffith Park.



**Los Angeles River Valley circa 1885**  
*Los Angeles Public Library Collection*

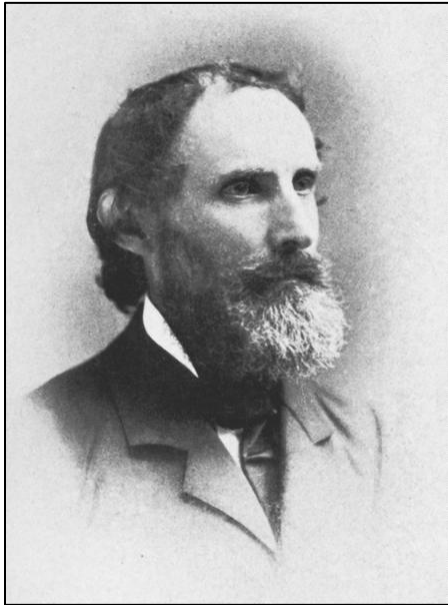
A claim for Rancho San Rafael was filed with the Public Land Commission in 1852, confirmed by the Commission in 1855 and the grant was patented to Julio and Catalina Verdugo, heirs of Jose Maria Verdugo in 1882. During that time, much of the original land holdings had been sold off or subdivided. In 1859, Julio Verdugo sold the southern tip of the Rancho to Jessie D. Hunter, who had first arrived in Los Angeles in 1847 as a Captain in the Mormon Battalion during the Mexican-American War. Hunter had previously acquired the neighboring Rancho Cañada de Los Nogales in 1854. Hunter's land encompassed what is today the Cypress Park neighborhood.<sup>7</sup>

In 1864, prominent Ohio businessman William C.B. Richardson purchased approximately 700 acres of Verdugo family property and named it Rancho Santa Eulalia. The Rancho Santa

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<sup>7</sup> Fisher, Charles J., "Historic Cypress Park", *Our Corner Stone*, Highland Park Heritage Trust, Volume XIV, Issue 1, Winter 2009.

Eulalia property included what are today Atwater Village and the southern portion of Glendale.



**Andrew Glassell (n.d.)**  
*University of Southern California Digital Library Collection.*

By the late 1860s, several additional parcels of Rancho San Rafael had been either sold or lost due to foreclosures and many individuals were claiming ownership to multiple sections of the rancho. In 1871, law partners Alfred Chapman and Andrew Glassell, filed a lawsuit, known as "The Great Partition", against thirty-six separate defendants to clarify title claims for Rancho San Rafael. The law practice of Chapman and Glassell was confined chiefly to real estate transactions and they made their fortunes by assisting in the large partition suits. Glassell arrived in California after the Mexican-American War to work with the federal land commission charged with reviewing the Mexican rancho grants. This experience left him well versed in the intricacies of California land title law. Glassell and Chapman would typically take their compensation in land, and the majority of their cases would result in large land areas under their control.<sup>8</sup>

Ultimately, Rancho San Rafael was divided into thirty-one sections given to twenty-eight different people, some of which included members of the Verdugo family. For his part, Glassell acquired a 5745 acre portion of Rancho San Rafael, a portion of which would become today's Glassell Park.

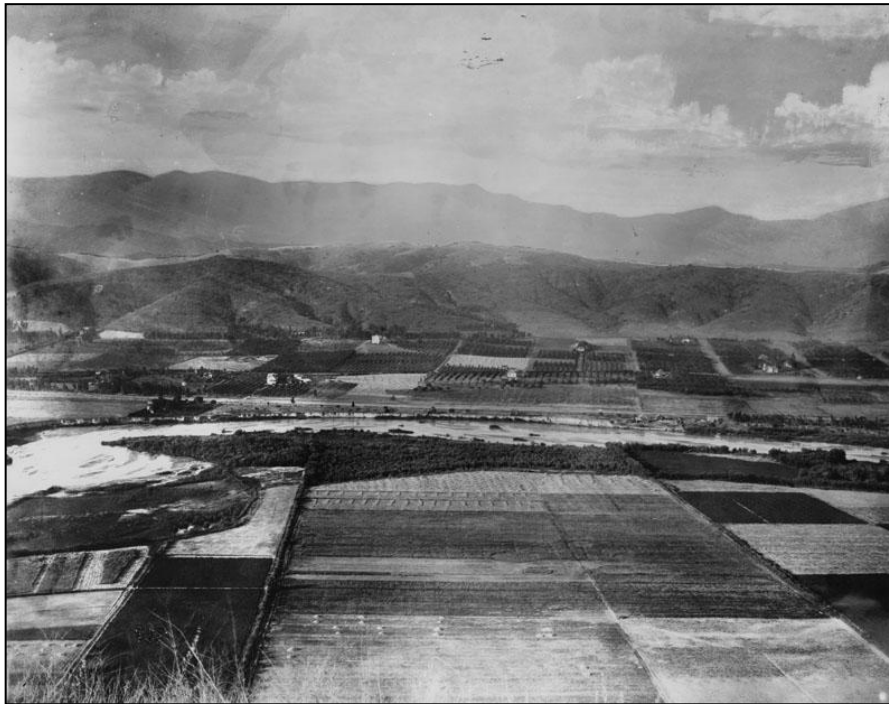
### The Railroad and Early Settlement

The United States Post Office contracted the Butterfield Overland Mail line to run mail west from St. Louis to California. Butterfield's horse-drawn coaches also offered the first direct passenger service to California as well. Traveling by way of El Paso, Texas, and Tucson, Arizona, or south from San Francisco through the Central Valley, coaches stopped near the plaza in Los Angeles. The service was discontinued with the outbreak of the Civil War, but Butterfield Overland Mail helped to end the state's isolation from the rest of the United States and reinforced San Fernando Road as a major traffic route through the Los Angeles area. After the war, stage coach service was taken over by the Wells- Fargo Express Company and the route continued to link Los Angeles with the rest of California and points east.<sup>9</sup>

<sup>8</sup> Guinn, James Miller *A History of California and an Extended History of Los Angeles and Environs: Biography, Volume 2*, Historical Record Company, Los Angeles, CA 1915 (115)

<sup>9</sup> *Rio de Los Angeles State Park: Preliminary General Plan and Draft Environmental Impact Report*, California State Department of Parks and Recreation, Sacramento, CA, March 2005.

In 1876, the Southern Pacific Railroad began construction of its main line into Los Angeles from San Francisco through the Glendale Narrows. The Southern Pacific was a subsidiary of the transcontinental Central Pacific Railroad, and the new route following the Los Angeles riverbed connected Los Angeles with San Francisco and points east. The railroad transformed the Los Angeles area as waves of new settlers were brought through the Glendale Narrows into the Los Angeles basin. By 1880 the area's population had nearly doubled. The Santa Fe Railroad's 1886 completion of a second transcontinental line into Los Angeles caused a fare war between the two railroads that made the journey west even less expensive. As the Southern Pacific's rail traffic increased, it was necessary to construct a number of rail yards along the Los Angeles River north of its original 1874 passenger and freight depot and train yard at Alameda and Commercial streets. In 1888 Southern Pacific established a freight storage yard adjunct later referred to as River Station (aka "the Cornfield"). Laid out along a sandy river terrace between the main line along San Fernando Road and the river's eastern bank, it could hold as many as 225 freight cars.<sup>10</sup>



View northeast toward Cypress Park and Glassell Park (circa 1900)  
*Los Angeles Public Library Collection*

Although the railroad would bring a large influx of new settlers to the Los Angeles area, early settlement in what is today Northeast Los Angeles was largely concentrated around the intersection of today's Brand Boulevard and Cerritos Avenue an area that became known as "Tropico". The Southern Pacific Railroad opened a depot within the Tropico settlement in 1887. Land for the depot and its rail yards were donated by William C.B. Richardson, from his Rancho Santa Eulalia holdings. A commercial district for the growing

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<sup>10</sup> Ibid.



Tropico community developed around the intersection of San Fernando Road and Central Avenue.<sup>11</sup>

Despite rising populations, the majority of the survey area retained its rural character through the turn of the 20<sup>th</sup> century with much of the land remaining as large ranches or small truck farms. Scattered buildings were either vernacular or reflected late Victorian styles. In 1882, Jessie D. Hunter's land was subdivided as the Hunter Highland View Tract. In the same year, evangelical preacher Alexis B. Jeffries and his wife Rebecca relocated from Ohio to Los Angeles and purchased a large portion of the Hunter Highland View Tract bordered by present-day Jeffries Avenue, Isabel Street, Figueroa Street, and Cypress Avenue. They built an imposing mansion on the property, which would later become the site of the Florence Nightingale Middle School.

In 1880, William C.B. Richardson settled permanently at his Rancho Santa Eulalia property, which had been successfully managed by his son as a sheep ranch. After 1880, Rancho Santa Eulalia continued to be successful as a dairy farm and fruit orchards. The Richardson family built a wood frame farmhouse in 1873, originally located near the Southern Pacific depot. It was later moved to the corner of Cypress and Mariposa streets in Glendale where it remains today. Today's Atwater Village is located on former Rancho Santa Eulalia land.



**Andrew Glassell Home (circa 1900)**  
*Los Angeles Public Library Collection*

In 1889, Andrew Glassell built a stately Victorian home referred to as the "Ranch House" on an elevated site where Washington Irving Middle School now stands. (The present-day Moss Avenue, which leads into the school, was once the driveway that approached the house from the East.) The Glassells owned acres of land surrounding the house and planted them with citrus orchards and a walnut grove at San Fernando Road near Fletcher Avenue. Later subdivision of the Glassell property would give rise to the Glassell Park community.

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<sup>11</sup> Malmberg, Neil, *A History of Atwater Village to About 1940*, 1995. (2)



## 20<sup>th</sup> Century Growth and Development

The City of Los Angeles would see unprecedented population growth and urban development during the first decades of the 20<sup>th</sup> century. Urban development had a profound effect on the survey area and its immediate environs where transportation and infrastructure improvements, the development of residential communities, and industrial development transformed a largely pastoral landscape characterized by ranches and farms to a collection of full-service working and middle-class neighborhoods powered by a robust industrial sector.

### Transportation and Infrastructure

Transportation improvements were critical to 20<sup>th</sup> century development of the survey area. In 1903, the Glendale and Los Angeles Electric Railway, began operation, connecting Glendale to downtown Los Angeles. The route ran through present-day Atwater Village on Glendale Boulevard. The route included a wood trestle bridge to carry the train cars over the Los Angeles River canyon into Los Feliz. At the time it was built, the only other crossing was a trestle bridge at Tropico Road (now Los Feliz Boulevard) constructed years earlier by William C.B. Richardson.<sup>12</sup>

In 1904, the rail line was taken over by the Pacific Electric Railway. Atwater Village was still undeveloped at the time, consisting of strawberry and flower fields. The Pacific Electric (known colloquially as the Red Cars) would by 1925 become the largest interurban electric railway in the world, connecting cities in Los Angeles, Orange, San Bernardino and Riverside counties. Three years later, the Los Angeles Railway, the City's local streetcar system, (known



**Cypress Avenue Streetcar (circa 1930)**  
*Los Angeles Public Library Collection*

as the Yellow Cars) established a streetcar line to the (then) town of Eagle Rock from downtown Los Angeles. North of the Arroyo Seco, the line followed Cypress Avenue to Eagle Rock Boulevard and continued on Eagle Rock to Colorado Boulevard. Rapid transit lines further connected Northeast Los Angeles to downtown and the rest of the city and spurred new development along transit lines. Cypress Park and Glassell Park soon began to develop as streetcar suburbs of Los Angeles.

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<sup>12</sup> Malmberg, 1995. (3)



**Huron Substation (n.d.)**  
*Los Angeles Public Library Collection*

One example of a historic resource from the streetcar era is the Huron Substation, constructed in 1906 to house electrical conversion equipment to power the northeast expansion of the Los Angeles Railway. Located at 2640 Huron in Cypress Park, the substation building was designed by engineer Edward S. Cobb. The building remains today and is listed as Los Angeles Historic Cultural Monument #404.<sup>13</sup>

As the population grew, the need for better connectivity between the communities east and west of the river increased. Two wooden trestle bridges for automobile traffic had been constructed across the river canyon and into Atwater by the mid-teens, one at Los Feliz Boulevard and the other at Glendale Boulevard. Automobile ownership became widespread in the 1920s, and these bridges soon became inadequate. In 1924, voters approved the Viaduct Bond Act, which levied a tax to fund the upgrading and modernization of the city's river bridges.<sup>14</sup>

In 1925, the Los Feliz Boulevard Bridge was replaced with a concrete, t-beam span.<sup>15</sup> Another concrete bridge extended Fletcher Drive over the river in 1927. The bridge was part of an abortive attempt to transform Fletcher Drive into a grand boulevard for Northeast Los Angeles.<sup>16</sup> The Fletcher Drive Bridge was designated as Los Angeles Historic-Cultural Monument #322 in 1987.



**Los Feliz Boulevard Bridge (1937)**  
*Los Angeles Public Library Collection*

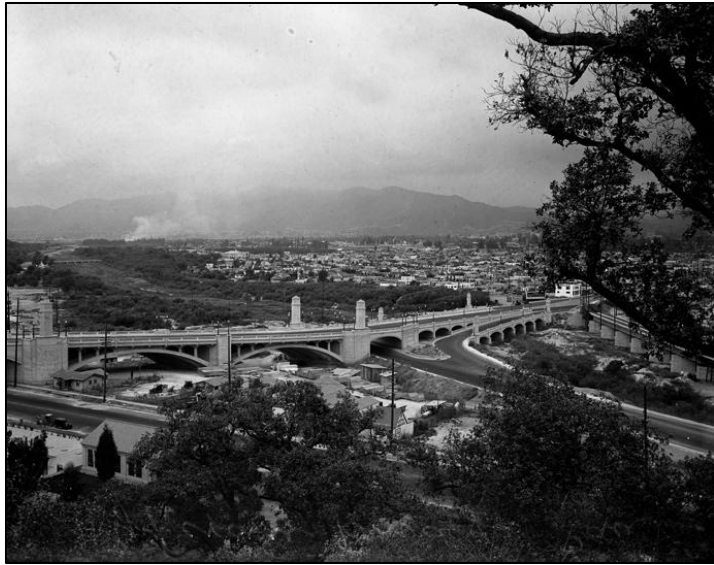
<sup>13</sup> Huron Substation website. Accessed April 28, 2012. (<http://www.huronsubstation.com>)

<sup>14</sup> Los Angeles River website. Accessed April 11, 2012. (<http://thelariver.com/guide/sightseeing/historic-bridges/merrill-butler>)

<sup>15</sup> Bridgehunter website. Accessed March 28, 2012. (<http://bridgehunter.com/ca/los-angeles/bh36702>)

<sup>16</sup> *Spanning History, The Bridges of the Los Angeles River*, a pamphlet produced by the Los Angeles Conservancy, 2008

More ambitious plans were made to replace the old Glendale Boulevard bridge. Design and construction of the bridge was complex, as the span is composed of an arched viaduct across the river, two smaller concrete viaducts, an electric railway underpass, and a street-grade separation. The bridge was designed specifically to alleviate traffic congestion along the main artery between Glendale and Los Angeles.<sup>17</sup>



**Glendale Hyperion Bridge (1929)**  
*Los Angeles Public Library Collection*

Construction began in 1927 and the bridge finally opened to traffic in February of 1929. The bridge was officially dedicated as the “Victory Memorial Bridge” on May 30, 1930, in honor of World War I veterans but it became known as the Glendale Hyperion Bridge. In 1929 the Pacific Electric Railway constructed a new conveyance for the Red Car across the river, just south of the Glendale Hyperion Bridge. The Glendale Hyperion Bridge was designated Los Angeles Historic Cultural Monument #164 in 1976.<sup>18</sup>



**Reconstruction of Riverside-Figueroa Bridge (1939)**  
*Los Angeles City Archives*

The Riverside-Figueroa Street Bridge was originally built in 1927 as a single-arch concrete bridge, crossing the river between Cypress Park and Elysian Valley. It was called the Dayton Avenue Bridge. In 1937 and 1938, flooding and landslides along the adjacent Elysian Park hills damaged the bridge, necessitating the demolition of the original arch and upper deck. In 1939, the deck was reconstructed according to designs similar to the original plan, while the lower portion of the bridge was stabilized with a metal truss. These bridges allowed traffic to bypass the river and railroad, further connecting the survey area communities to the rest of the city.

<sup>17</sup> Ibid.

<sup>18</sup> *City of Los Angeles Historic-Cultural Monument Report, Northeast Los Angeles*. Updated April 2012.



Merrill Butler is widely acknowledged as the guiding force behind the design and construction of nearly all of the city's important 20<sup>th</sup> century bridges. He served as the city of Los Angeles' engineer for bridges and structures (later called engineer of design) from 1923 to 1961. At least nine historic bridges over the LA River are attributed to Butler. His work can also be found over the Arroyo Seco and many other crossings in the central parts of Los Angeles.



**Merrill Butler (circa 1940)**  
*LA River website*

#### River Channelization and Flood Control

River flooding in 1914 caused extensive damages throughout the developing Los Angeles basin. In response, the Los Angeles County Flood Control District was formed the following year. Early flood control efforts included some channelization and some damming for reservoirs. Taxpayers approved bond issues in 1917 and 1924 to build the initial major dams. However, taxpayers were not willing to provide enough funds for substantial infrastructure downstream of the dams. After two more very destructive floods in the 1930s, Federal assistance was requested and the Army Corps of Engineers took a lead role in channelizing the river. Channelization began in 1938, and by 1960, the project was completed to form a fifty-one mile engineered waterway.



**Flood control work near Taylor Yard, circa 1940. Note the Dayton Avenue signal tower at far right.**

River channelization and flood control usurped the river as a watershed fed by the natural system of streams and wetlands, forever altering the natural environment of the Los Angeles basin. It was very successful, however in providing flood control for the increasingly developed region and establishing a consistent path for the river course. For the survey area communities, the impact of channelization was most profound in Elysian Valley, where the natural riverside eastern boundary was replaced by a concrete walled channel. A portion of the channel bottom through Elysian Valley, however, is one of three sections of the river that remained unpaved.<sup>19</sup>

### Community Development

The first decades of the 20<sup>th</sup> century were a period of annexation and consolidation for many of the small communities surrounding Los Angeles whereby smaller cities and unincorporated areas would become part of larger cities. With the promise of an unlimited water supply via the Owens Valley aqueduct, the City of Los Angeles embarked on a voracious annexation and consolidation program that would eventually include the majority of the Los Angeles basin, San Pedro, most of the San Fernando Valley, and large expanses of land west to the ocean. The Atwater Village and Elysian Valley areas would be annexed to the City of Los Angeles in 1910. In 1912, so was Cypress Park and the majority of Glassell Park. The remainder of Glassell Park would be annexed in 1916.<sup>20</sup>

For its part, Glendale would incorporate as a city in 1906. Five years later, the city of Tropic was incorporated as well. Its boundaries include the southern portion of present-day Glendale as far as the Southern Pacific right-of-way. Glendale would consolidate Tropic in 1917.

### *Cypress Park*

Cypress Park was the first of the survey area communities to coalesce as a suburban residential community with the subdivision of the Hunter Highland View Tract and subsequent land purchase by the Jeffries family. In 1905, Los Angeles restaurateur Max Nickel built a large Antebellum-style Greek Revival mansion at Isabel Street and Thorpe Avenue. The house was designed by Los Angeles architect John C. Austin who, in partnership with Frederick M. Ashley would later design the Griffith Observatory and Los Angeles City Hall. The house was purchased by prominent Chinatown businessman Jeung Leong in 1939 and is still extant at its original location today. It is listed as Los Angeles Historical Cultural Monument #849.<sup>21</sup>

In 1905, Rebecca Jeffries subdivided the Jeffries Highland View Tract and the Jeffries Avenue Tract from the original Jeffries land holdings. These were some of the first subdivisions in the area to establish small parcels for single-family homes on a traditional street grid with

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<sup>19</sup> Los Angeles Department of Public Works website (<http://ladpw.org/wmd/watershed/LA/History.cfm>)

<sup>20</sup> *Map of Territory Annexed to the City of Los Angeles*, A.C. Hansen, City Engineer 1918

<sup>21</sup> Fisher. 2009

back alleys. James J. Jeffries and Charles Jeffries – the sons of Alexis and Rebecca Jeffries -- would also build homes in the area.<sup>22</sup>



**James J. Jeffries (n.d.)**  
*Antiquities of the Prize Ring Photo Archive*

James J. Jeffries had an illustrious career as a professional boxer, holding the World Heavyweight Championship from 1899 to 1905. Jeffries retired with his title intact after 1905 but a big paycheck coaxed him back into the ring in 1910 for a legendary and notorious fight with the African American boxer and Heavyweight Champion title holder Jack Johnson. Touted by the white press as the “Great White Hope” for legions of Caucasian boxing fans demoralized by a seemingly

undefeatable non-white champion, Jeffries (far from fighting trim after five years of retirement) was soundly defeated by Johnson. While Jeffries himself reportedly had no issue with an African American World Champion, the results of the fight triggered race riots throughout the country. Considered one of the greatest heavyweight boxers of all time, the 1910 fight with Johnson was the only time in Jeffries career that he had ever been knocked down in a professional match.<sup>23</sup>

In 1937, the Florence Nightingale Middle School was constructed on the site of the original Alexis and Rebecca Jeffries mansion. Of all the Jeffries family properties, only the former home of Charles Jeffries still stands at 571 Cypress Avenue. Constructed in 1911, the property was designated Los Angeles Historic-Cultural Monument #735 in 2002.<sup>24</sup>



**Richard Henry Dana Branch LA Public Library (1927)**  
*Los Angeles Public Library Collection*

<sup>22</sup> Ibid.

<sup>23</sup> BoxRec online “James J. Jeffries” webpage. Accessed May 7, 2012.  
([http://boxrec.com/media/index.php/James\\_J.\\_Jeffries](http://boxrec.com/media/index.php/James_J._Jeffries))

<sup>24</sup> Fisher, 2009

Subdivision of the Cypress Park area continued throughout the 1910s and 20s. These included modestly scaled residential blocks intended for middle-class families. Homes constructed in the earliest subdivisions are often gabled or hipped-roof cottages with American Colonial Revival elements. Later subdivisions contain more impressively scaled Craftsman homes as well as Spanish Colonial Revival and Mediterranean Revival styles. Infill development on individual lots would continue into the 1960s. Scattered neighborhood-serving commercial development in Cypress Park appeared on both Cypress Avenue and Figueroa Street as both streets hosted streetcar lines.

Prior to the aforementioned construction of the Florence Nightengale Middle School, Cypress Park's most important civic institution was the Cypress Park Library located at 3320 Pepper Street. Originally named the Richard Henry Dana Branch, the single-story Colonial Revival building was constructed in 1926. The library had been serving patrons in a rented



**Cypress Avenue (1950)**  
*Los Angeles Public Library Collection*

storefront at 507 W. Avenue 28 since 1920.<sup>25</sup> In 1987, the Richard Henry Dana Branch along with several other Los Angeles branch libraries were listed in the National Register of Historic Places as part of a thematic group submission.

### *Glassell Park*

The community of Glassell Park takes its name from attorney Andrew Glassell who settled at his large estate with his family. Glassell died in 1901 at the age of 74. After Glassell's death, the Glassell family began subdividing and selling portions of their large land holdings. With the introduction of the Los Angeles Railway streetcar line to Eagle Rock in 1906, Eagle Rock Boulevard (previously named Glassell Bouevard) intensified as a commercial and transportation corridor. It would continue to develop with neighborhood-serving commercial businesses, serving as the "downtown" for Glassell Park.<sup>26</sup> In 1905, the first subdivisions in Glassell Park appeared, with streets radiating from Eagle Rock Boulevard east of San Fernando Road.<sup>27</sup> Many of the streets, including Toland Way, Drew, Andrita and Marguarite Streets are named after Glassell family members and friends. Architectural styles in these neighborhoods are similar to those found in Cypress Park.

<sup>25</sup> *History of the Richard Henry Dana Branch of the Los Angeles Public Library*, Typewritten notebook with photos chronicling the history of the library 1930-1930. Los Angeles Public Library Collection.

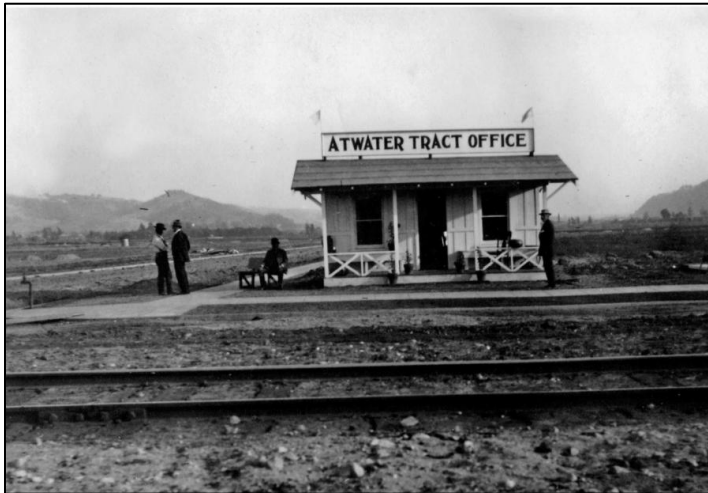
<sup>26</sup> Los Angeles Sanborn Fire Insurance Maps 1950

<sup>27</sup> Los Angeles County Tax Assessor, Historic Tract Maps, *Torthorwald Tract No. 1*

During the depression the Glassell family sold a 62-acre parcel of land which would become an expansion of Forest Lawn Cemetery in Glendale. In 1936 the City of Los Angeles took the 1889 Glassell “Farm House” by eminent domain to build Washington Irving Junior High School.<sup>28</sup>

### *Atwater Village*

For the first decade of the 20<sup>th</sup> Century, most of today’s Atwater Village area was wildflower fields and small farming plots. The community takes its name from Harriet Atwater Paramore, who in 1912 subdivided a large tract of land bounded by the Southern Pacific tracks to the east, Glendale Boulevard to the north, Silver Lake Boulevard to the south, and Larga Avenue to the west. The land had been previously purchased from William C.B. Richardson by Mrs. Paramore’s husband.<sup>29</sup> The subdivision was named Atwater Park, and the name Atwater quickly became associated with the area. The earliest subdivision in what is today considered Atwater Village occurred in 1909. It was located north of present-day Chevy Chase Avenue, pre-dating Mrs. Paramore’s Atwater Park.<sup>30</sup>



Atwater Tract Office at present-day Glendale Blvd. and Atwater Ave. (n.d.)

*Atwater Village Chamber of Commerce*

After a second subdivision in 1912, residential subdivisions in Atwater continued in 1921 and 1922. With the Pacific Electric Red Car line running through the area, Atwater was perfectly situated to take advantage of the economic boom of the 1920s, and the majority of Atwater’s residential areas were subdivided by 1924. The 1920s real estate boom can be seen today in Atwater’s many revival style single-family homes originally constructed for working class families.<sup>31</sup>

In 1922, Lawrence Frank and Walter Van de Kamp, (son of the founder of Van de Kamp's Holland Dutch Bakeries) opened a roadside restaurant on Los Feliz Boulevard. The building was designed in a “Storybook” variant of Tudor Revival and was first called Montgomery’s Country Inn and later, Montgomery’s Chanticleer Inn. In 1924, the owners would adopt a Scottish theme for the restaurant and the name was changed to the Tam O’Shanter Inn. The Scottish theme proved to be a winning formula and the Tam O’Shanter became enormously

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<sup>28</sup> Glassell Park Improvement Association “Our History” webpage. (<http://www.gpia.org/OurHistory.html>)

<sup>29</sup> Malmberg, 1995. (4)

<sup>30</sup> Ibid.

<sup>31</sup> Los Angeles Conservancy, *Atwater Village Historic Neighborhood Profile*



popular particularly with members of the entertainment industry.<sup>32</sup> Frank and Van de Kamp would build on the restaurant's popularity and found the Lawry's restaurant chain in the 1930s. The success of the Tam O' Shanter also helped establish Los Feliz Boulevard as an important commercial thoroughfare for Atwater. Neighborhood-serving commercial businesses were also established on Glendale Boulevard.

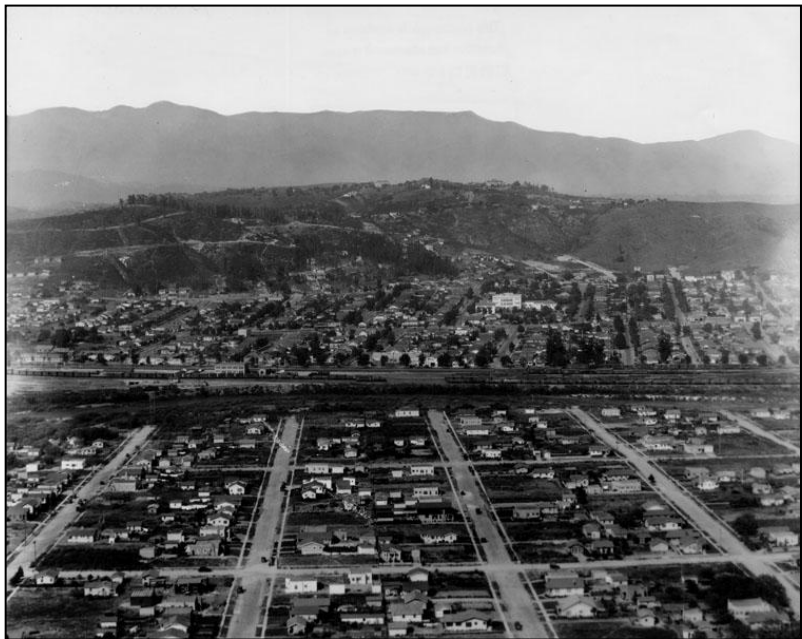


**Tam O'Shanter Inn (circa 1925)**  
*Los Angeles Public Library Collection*

While much of Atwater Village developed as a residential community, the Atwater area north of Chevy Chase Avenue would develop with commercial and industrial uses. One early example was the Jessup Farms dairy, which was located at the north end of the survey area at the Glendale border.<sup>33</sup> Founded by Roger Wolcott Jessup and Marguerite Rice Jessup in 1919, the Jessup Farms dairy became the largest privately owned dairy in the United States, and one of only twenty-six dairies to produce certified milk.<sup>34</sup>

### *Elysian Valley*

The community of Elysian Valley takes its name from the adjacent Elysian Park, approximately 600 acres dedicated by the City of Los Angeles as a public park in 1886.<sup>35</sup> Formally known as Rock Quarry Hills, this hilly outcropping stands in contrast to the flat floodplain "valley" directly to the northeast. The Elysian Valley is sandwiched between the sheer rise of the Elysian Park hills and the serpentine curve of the river.



**View looking north from Elysian Park. Elysian Valley in foreground. (1926)** *Los Angeles Public Library Collection*

<sup>32</sup> Malmberg, 1995. (4)

<sup>33</sup> Los Angeles Sanborn Fire Insurance Maps 1951.

<sup>34</sup> "Dairy Dynasty Loses Roger Jessup," *Glendale Press News*, August 25, 2001

<sup>35</sup> Echo Park Historical Society "Elysian Park" webpage. Accessed April 27, 2012 (<http://www.historicechopark.org/id31.html>)

Like the other survey area communities, Elysian Valley was largely agricultural for much of its early history. In the first decades of the 20<sup>th</sup> century, the area was home to small truck farms, many of which were owned by farmers of Mexican, Japanese, and Chinese descent.<sup>36</sup>

The first residential tracts were subdivided in 1913 and the area continued to be subdivided into the 1920s. It was in the 1920s that blocks of small homes began to replace the small farms, homes continued to fill in the gridded streets into the 1950s. Parcels adjacent to the river developed with light industrial and manufacturing uses including several wholesale bakeries. Many early residents worked at Taylor Yard just across the river.



**Aerial view. River and Elysian Valley at right. ( circa 1925)**  
*Los Angeles Public Library Collection*

Somewhat isolated due to its unique geographic location, the Elysian Valley community was characterized by its small-town feel with a local elementary school, several churches, and neighborhood-serving businesses on Riverside Drive. The community became known locally

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<sup>36</sup> McMillan, Penelope; "Elysian Valley: Frogtown Holds Bucolic "Secret" Minutes from Downtown L.A."  
*Los Angeles Times*, March 8, 1987

as “Frogtown” after thousands of frogs came up from the river and filled the streets one day in 1954.<sup>37</sup>

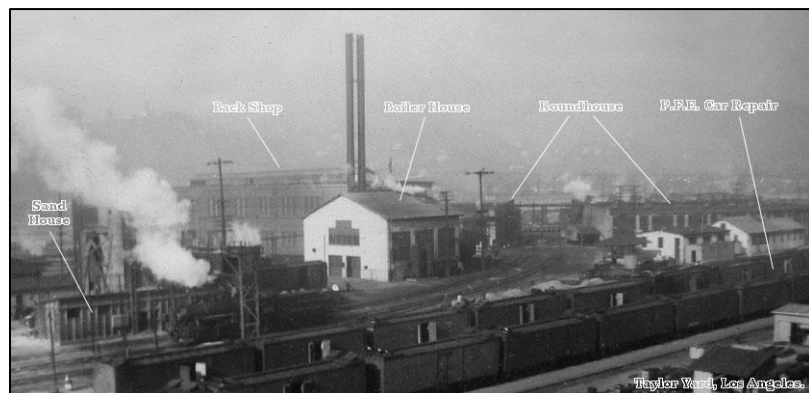
### Taylor Yard Development <sup>38</sup>

In 1908 Southern Pacific installed a switch and laid a spur line at its freight storage facility between the river and San Fernando Road, then referred to as the “New Classification Yard”. The spur tracks serviced the new feed mill of the Taylor Milling Corporation. The corporation’s owner, J. Hartley Taylor, was an influential businessman, whose career began in the area. Taylor had come to Los Angeles with his family from their native Ohio in 1887. The family established a little hog farm along the river’s east bank, where they also grew vegetables and had milk cows. The family sold milk and vegetables at a roadside stand along the San Fernando Road, and the stand evolved into a grocery, meat, and produce store. The Taylors soon added a mill and grain storage facilities next to the store where local farmers could bring their grain to have it ground and mixed into feedstuffs, breakfast cereal, and flour. Taylor’s business interests expanded exponentially during World War I, as a result of having to meet a high demand for vital foodstuffs for the war effort. Over the next fifteen years, Taylor, whose company purchased several grain and feed mills at Stockton, Oakland, and Visalia, became the West Coast’s largest commercial feed supplier.

After a disastrous flood of the river in 1914, Southern Pacific began a major overhaul to the New Classification Yard. During the 1920s the nation’s surging post-World War I economy had brought about an increase in rail traffic into

and out of the city.

In 1925 Southern Pacific shifted supervision of its entire Los Angeles freight handling operations from the River Station to the expanded new freight yard now referred to as Taylor Yard.



**Buildings at Taylor Yard. (n.d.)**  
*LA River Railroads website*

The Southern Pacific Railroad introduced a number of modern railroad methods to Southern California at Taylor Yard. The most significant was the “hump-based” classification system, whereby strings of freight cars were hauled to the top of an artificially created eight-foot high hillock or “hump.” Under the direction of switch foremen situated in a

<sup>37</sup> Ibid.

<sup>38</sup> Information on Taylor Yard was largely excerpted from *Rio de Los Angeles State Park: Preliminary General Plan and Draft Environmental Impact Report*, prepared by the California State Department of Parks and Recreation in March of 2005.

number of control towers along the tracks, uncoupled freight cars were allowed to roll down the opposite side to prearranged tracks. Manned by car riders, who used brake wheels to slow their descent, the cars rolled into a “classification bowl,” where they were re-assembled. Between fifteen and twenty car riders were employed on any given shift. As many as sixty freight trains were disassembled and reassembled at Taylor Yard each day. Operating 24-hours a day, the yard, especially around the assembly tracks, was a cacophony of steam locomotives, rumbling freight cars, and crashing knuckle couplers.

Taylor Yard was successful in alleviating freight traffic congestion at the downtown freight yards and the Alhambra repair shops. It became the centerpiece of the Southern Pacific Railroad system and an indispensable Los Angeles basin focus from which all rail transport in and out of town had to pass. In 1931 Southern Pacific dealt with the problem of increasing traffic and wait times by allowing the rival Union Pacific Railroad to lay double tracks along the river’s eastern bank. This allowed the redirection of west-bound freight trains entering or leaving Los Angeles from having to cross the river. That same year Southern Pacific built a new roundhouse and divisional shop facility at Taylor Yard. The last large roundhouse built by Southern Pacific, it provided servicing of freight locomotives of the San Joaquin and Los Angeles divisions.



**Taylor Yard circa 1960.**  
*LA River Railroads website*

For nearly forty years, Taylor Yard continued as the city’s major railway hub and the surrounding community became home to hundreds of railroad workers. In 1949, the Taylor Yard facility was updated with diesel shops, which lined the river, to accommodate Southern Pacific’s growing fleet of diesel-powered engines. Among the most important improvements was the relocation and automation of the Hump Yard. Situated in the park’s lower section, it featured pneumatically controlled retarders that pinched

the cars’ steel wheels as they rolled down the hump. Expanding to twenty-five receiving tracks, as many as 2,700 cars passing over the hump were combined into forty different trains in a typical 24-hour period. At its peak in the mid-1950s, Taylor Yard employed over 5,000 workers.<sup>39</sup> Traffic declined at Taylor Yard after Southern Pacific opened the fully automated and computerized West Colton switchyard near San Bernardino in 1973, which was capable of processing twice the number of cars as Taylor Yard. In 1985, Taylor Yard

<sup>39</sup> Gordon, Larry, “Formerly Bustling Southern Pacific Railroad Terminal Now Stands Quiet as a Cemetery, a Victim of Technology”, *Los Angeles Times*, Nov. 14, 1985

ceased to operate as a switching yard although some storage and maintenance activities remained.<sup>40</sup>

After closing Taylor Yard, Southern Pacific Railroad sub-divided the 247-acre site for sale. A portion of Taylor Yard was redeveloped as a maintenance facility for Metrolink in 1992. In 1997, a FedEx facility was developed on another portion of the site. The State of California acquired a parcel at the center of the former Taylor Yard site as the future location for a State Park and in 2007, the Rio de Los Angeles State Park was opened to the public. The Sonia Sotomayor Learning Academies (Central High School #13) opened on a former Taylor Yard parcel in 2011.

### Industrial Development

Development of the railroads would determine early industrial development patterns. The railroads developed industrial tracts on land adjacent to their tracks. Access to freight trains was critical in the early transport of raw materials and manufactured goods to and from the city. Proximity to the railroad made much of the survey area an advantageous location for industrial uses, made even more advantageous by the important automotive traffic route of San Fernando Road and the area's central location within a growing region.

Industrial uses within the survey area began to develop in the early 20<sup>th</sup> century and continued their robust growth through the 1950s. Concentrations of industrial uses developed adjacent to the rail lines between Cypress Avenue and San Fernando Road and between the river and the railroad in north Atwater. Parcels adjacent to the river in the northern half of Elysian Valley also developed as an industrial area.<sup>41</sup> While industrial activity peaked in the mid-20<sup>th</sup> century, industrial uses continue to dominate much of the area today.

Northeast Los Angeles hosted a wide variety of industrial activities. Throughout the 20<sup>th</sup> century, businesses included ceramic and pottery manufacturing, clothing manufacturing, furniture manufacture, food processing, wholesale baking, metal working, and engine repair. Construction yards, concrete production, sheet metal shops and other services to the building trades were also well represented.<sup>42</sup> These industries would provide thousands of jobs, fueling the development of thriving working-class residential neighborhoods in the surrounding areas.

While industrial activity in Northeast Los Angeles was robust and widely varied, several companies and/or industries stand out for their particular contribution to the industrial development of the survey area. These are examined below.

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<sup>40</sup> Ibid.

<sup>41</sup> Los Angeles Sanborn Fire Insurance Maps 1951.

<sup>42</sup> Ibid.

### *Gladding, McBean & Company*

One of the survey area's first important manufacturing operations was the Art Tile Company, which was established in 1901. Art Tile was located on land provided by William C.B. Richardson just west of the railroad right of way and north of Los Feliz Boulevard. The Art Tile Company became Tropico Pottery in 1904 where floor tile and decorative pottery was manufactured. In 1923, Tropico Pottery was purchased by Gladding, McBean & Company, specialists in the manufacture of ceramic products for the building and architectural trades including sewer pipes, decorative terra cotta, fire brick, roof tile, chimney pipes, and ornamental garden pottery.



Gladding, McBean & Co. "Glendale Plant"  
(1924)

*Los Angeles Public Library Collection*

Demand for the company's products decreased dramatically when the economic collapse of 1929 and the following Great Depression severely limited new construction. To offset the loss of revenues from the sales of ceramic building materials, Gladding, McBean began manufacturing ceramic tableware and decorative art in the former Tropico Potteries factory. The forty-acre pottery factory, although located in Los Angeles, bordered the City of Glendale and was referred to by Gladding, McBean & Co. as the "Glendale Plant."<sup>43</sup> In 1934, Gladding McBean introduced the "Franciscan Pottery" line of dinnerware and artware, named in reference to the Franciscan friars of California's Mission era. Franciscan Pottery proved to be very popular with consumers and the Atwater factory would become known as the Franciscan Ceramics plant.

The Franciscan lines were exclusively manufactured in the Atwater location for half a century, during which time they were among the country's leading sellers. The Franciscan Ceramics plant developed important innovations in glazing and firing technologies, becoming a model of ceramics manufacturing and employing several hundred workers.

Franciscan Ceramics continued to manufacture the Franciscan pottery lines until 1979, when the British ceramics firm Wedgwood bought out Franciscan and eventually consolidated production of the Franciscan lines to its factories in England. The Franciscan

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<sup>43</sup> At the time, Gladding McBean & Co. maintained another plant in Los Angeles.

Ceramics factory was closed in 1984.<sup>44</sup> The factory was razed in the 1988 and the site was redeveloped for big box retail.

### *Wholesale Bakeries*

Northeast Los Angeles was once known as the City's "breadbasket" due to the large number of wholesale bakeries located in these neighborhoods. By the early decades of the 20<sup>th</sup> century, up to fifteen different bakeries were located in Northeast Los Angeles, employing thousands of workers.<sup>45</sup> Early bakeries located in Northeast Los Angeles include the Foix Bakery, which was founded in 1886 by Frenchman Domenique Foix. Foix began in a downtown Los Angeles location and moved to 1324 Cypress Avenue in the early 1900s. The factory closed in the late 1990s. The Four S Bakery, founded in 1922 by four men whose last names began with S moved to 1839 Blake Avenue in the Elysian Valley in 1926. Other wholesale bakeries that once operated in Northeast Los Angeles include the Log Cabin Bakery, Barbara Ann, Orowheat, and Taix Bakery.<sup>46</sup>



**Van de Kamp's Bakery (1931)**  
*Los Angeles Public Library Collection*

Probably the most famous local bakery was Van de Kamp's Holland Dutch Bakeries, which was founded by Theodore Van de Kamp in 1915 in downtown Los Angeles. In 1931, Van de Kamp's opened a factory and office building at 2930 Fletcher Drive in Glassell Park, which served as the company's headquarters. The building was distinguished by its Dutch architectural style with front-facing stepped gables.

The company's trademark blue windmills were featured on grocery store signage and atop a chain of bakery-restaurants located throughout the region. The Van de Kamp family in concert with the Frank family also founded the Lawry's restaurant chain and was responsible for the Tam O'Shanter Inn.

In 1956, the bakery was sold by the Van de Kamp family and acquired by General Baking Co. The bakery-restaurants were phased out by the 1970s but the Glassell Park bakery operation continued. The company was sold to private investors in 1979, and by 1985 sales had seriously declined. In September 1990, Van de Kamp's Holland Dutch Bakeries filed for

<sup>44</sup> Rivera, Nancy; Braxton, Greg. "280 Workers Affected: Franciscan Ceramics to Shut Glendale Plant" *Los Angeles Times*, 17 May 1984.

<sup>45</sup> Hamilton, Denise. "Northeast LA's Bakery Business Rising: Low Overhead, High Demand Helping Survivors Thrive," *Los Angeles Times*, 30 April 1987.

<sup>46</sup> Ibid.



Chapter 11 bankruptcy protection and the Glasell Park plant was closed. The building was designated a Historic-Cultural Monument by the City of Los Angeles on May 12, 1992 and underwent a \$72 million renovation in the mid-2000s. Today, the building houses a charter school and non-profit job training programs.

Two bakeries are still in operation at the time of the survey. The Dolly Madison Bakery has operated a bakery at 2330 Ripple Street in Elysian Valley since 1932. A brand name originally owned by the Interstate Bakeries Corporation of Kansas City, Dolly Madison products were produced in several locations throughout the country. The Ripple Street bakery continues to manufacture products under the Hostess and Dolly Madison brand names as part of the Hostess Brands conglomerate.<sup>47</sup> A comparison of the existing condition with Sanborn Maps suggests that the site has been significantly altered and expanded over the years. The Frisco Baking Co. traces its origins to San Francisco in 1941. In 1954, former owners of San Francisco's Columbo Bakery relocated to an existing bakery building at 621 W. Avenue 26 in Cypress Park. Original family members continue to operate the Frisco Bakery at this location today.<sup>48</sup>

### *Theme Hosiery*

In 1924, the Theme Hosiery Company, a manufacturer of silk stockings, opened a five-story factory at 2911 San Fernando Road. According to a *Los Angeles Times* article announcing the factory's opening, the factory "will employ from 250 to 300 people with an annual payroll aggregating \$300,000. Its equipment is the very latest in hosiery machinery, and it is the first plant on the Pacific Coast to manufacture full-fashion hose." The *Times* also noted that "About fifty families were brought to Los Angeles from Fort Wayne Ind., as a nucleus of the factory organization and a number of experienced workers have been found here."<sup>49</sup>



**Theme Hosiery Building (1959)**  
*Los Angeles Public Library Collection*

After World War II, nylon (developed as part of the war effort) proved to be much less expensive to manufacture and replaced silk as the preferred material for women's stockings. Theme Hosiery would continue through the 1950s but eventually went out of business. The factory building was closed in 1959, and purchased by the Los Angeles Catholic Archdiocese. It was remodeled and reopened as the

<sup>47</sup> Hostess Brands website. Accessed April 27, 2012. (<http://www.hostessbrands.com/About/History.aspx>)

<sup>48</sup> Frisco Bakery website accessed April 6, 2012. (<http://friscobakingcompany.com/about.html>)

<sup>49</sup> "New Factories are Completed", *Los Angeles Times*, May 11, 1924



Pater Noster Boys High School in 1960.<sup>50</sup> Pater Noster continued to operate until 1991.<sup>51</sup> The building was taken over by the Ribet Academy, a private college preparatory academy, in 1992<sup>52</sup> and continues to operate on the site.



**Lawry's California Center (circa 1970)**  
*Los Angeles Public Library Collection*

#### *Lawry's Food Products*

In 1953, Lawry's Food Inc. purchased an industrial site located at the intersection of W. Avenue 26 and Idell Street in Cypress Park where they located their company headquarters and produced Lawry's branded food products, seasonings, spices, and sauces. Lawry's began as a restaurant founded by Lawrence L. Frank and Walter Van de Kamp. Van de Kamp was the son of Theodore Van de Kamp, founder of Van de Kamp's Bakery. In 1938,

Frank and Lawry opened an upscale restaurant on La Cienega Boulevard in Beverly Hills that featured roast beef as its signature dish. Lawry's became celebrated for the elegant presentation of their meals, which included serving roast beef from a silver cart that was wheeled from table to table and preparing salads at tableside. Soon after opening the restaurant, Lawry's began marketing their signature seasoned salt in retail stores giving birth to a food products empire selling seasonings and sauces under the Lawry's name.

In 1960, the Cypress Park plant was enlarged to include a complex of test kitchens, gift shops, offices, and restaurants. The architectural firms of Buff, Straub, and Hensman and Arthur Lavagnino received the commission for the complex, which they designed in a Mediterranean Revival style. It became known as Lawry's California Center and became a popular destination where the company could showcase its products and services. Lawry's Food Inc. occupied the site until 1992.<sup>53</sup> In 1998, the Santa Monica Mountains Conservancy assumed ownership of the complex and transformed it into the Los Angeles River Center and Gardens.

<sup>50</sup> "Factory Remodeled for Boys High School", *Los Angeles Times*, March 27, 1960

<sup>51</sup> "Archdiocese to Close Pater Noster High School," *Los Angeles Times*, May 31, 1991

<sup>52</sup> Ribet Academy website. Accessed April 10, 2012.

<sup>53</sup> White, George. "Lawry's Parent to Close Landmark California Center," *Los Angeles Times*, October 15, 1991.

### Freeway Development

On December 30, 1940, the Arroyo Seco Parkway (Pasadena Freeway) officially opened to traffic, skirting the survey area at its southern end. Recognized as California's first automotive freeway, the new Parkway was heralded as a model of California's transportation future.<sup>54</sup> By that time, California's embrace of the automobile as its primary means of transportation was already well-established. World War II brought highway construction to a virtual halt but an ambitious program of postwar highway and freeway construction was unleashed that would transform the urban landscape and define a new way of living.<sup>55</sup> Fixed-rail public transit, eliminated or on the decline throughout the country was also phased out in Los Angeles. Pacific Electric Railway streetcar service to Glendale was discontinued in 1955. The Los Angeles Railway line to Eagle Rock was replaced by bus service that same year.

In 1956, construction began on the Golden State Freeway (Interstate 5) through Northeast Los Angeles. Three years later, State Route 2 began construction through Glassell Park and Elysian Valley. While both freeways would bring increased access and mobility to and from outlying areas, their construction was seriously disruptive to the immediately affected communities. Large portions of land were appropriated for the rights-of-way and the freeway structures created additional physical barriers in an area already impacted by the railroad right-of-way and river channel. State Route 2 would divide the northern and southern portions of Glassell Park. Elysian Valley was particularly hard hit as the community become completely walled in on its western border by Interstate 5.

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<sup>54</sup> Starr, Kevin. Golden Dreams California in an Age of Abundance 1950-1963, Oxford University Press, New York, NY 2009 (246)

<sup>55</sup> Ibid. (264-265)



Interstate 5 under construction between Elysian Park and Elysian Valley. (circa 1960)  
*Los Angeles Public Library Collection*

## Selected Chronology

- 1784** 36,000 acres granted by Spanish governor of Alta California to Jose Maria Verdugo who names it Rancho San Rafael.
- 1821** Mexico wins independence from Spain.
- 1844** Rancho Canada de los Nogales, a portion of Rancho San Rafael, is granted to José M. Aguila. This portion encompasses present-day Cypress Park.
- 1848** United States takes control of Alta California after the Mexican-American War.
- 1853** Rancho Canada de Los Nogales is sold to Los Angeles attorney Louis Granger.
- 1854** Jessie D. Hunter acquires Rancho de Los Nogales from Louis Granger
- 1859** Southern portion of Rancho San Rafael is sold to Jessie D. Hunter.
- 1860s** Major drought decimates cattle ranching in southern California. Debts force subdivision and sale of much of Rancho San Rafael.
- 1868** William C.B. Richardson purchases 700 acres of Verdugo property and names it Rancho Santa Eulalia. Property includes what is today Atwater Village and the southern portion of Glendale.
- 1871** “Great Partition” divides Rancho San Rafael holdings.  
Attorney Andrew Glassell acquires a 5,745 acre portion of Rancho San Rafael.
- 1876** Southern Pacific Railroad is routed through Los Angeles.
- 1881** Taylor family opens a general store and milling facility at a Southern Pacific rail spur along the Los Angeles River.
- 1882** Hunter Highland View Tract subdivided by George W. Morgan and Albert H. Judson.  
Evangelist preacher Alexis B. Jeffries moves his family from Ohio to Los Angeles and purchases a large property bordered by Jeffries Avenue, Isabel Street, Figueroa Street, and Cypress Avenue (Cypress Park).
- 1886** Elysian Park is established City Ordinance Number 218.  
Foix Bakery founded.
- 1887** Southern Pacific Railroad builds the “Tropico” in today’s southern Glendale.
- 1889** Glassell family constructs building a stately home referred to as the “Ranch House” at an elevated site where Washington Irving Middle School stands today in Glassell Park. The house is surrounded by acres of land planted with citrus orchards and a walnut grove.
- 1901** Richardson gives land to the Art Tile Company, which would become the Gladding McBean/Franciscan pottery and tile factory.
- 1903** Glendale and the Los Angeles Electric Railway opens through Atwater. The rail line becomes part of the Pacific Electric system in 1904.
- 1905** Restaurateur Max Nickel builds a large Antebellum-style Greek Revival mansion at Isabel Street and Thorpe Avenue in Cypress Park. The house was designed by Los Angeles architect

- John C. Austin.
- 1906** Glendale incorporates as a city.  
Rebecca Jeffries subdivides the Jeffries Highland View Tract and the Jeffries Avenue Tract in Cypress Park.
- 1910** Atwater is annexed to the City of Los Angeles.
- 1911** City of Tropico incorporates to include the southern portion of Glendale as far as the Southern Pacific right-of-way.  
Taylor Yard established on the site of the former Taylor Feed Mill.  
Charles Jeffries builds a home at 571 Cypress Boulevard.
- 1912** Atwater Park – named for Harriet Atwater Paramore – and Angelus Park are subdivided between Los Feliz Boulevard and Silver Lake Boulevard to the west of the Southern Pacific tracks.  
Majority of Glassell Park is annexed by the City of Los Angeles.
- 1916** Remainder of Glassell Park is annexed to Los Angeles.
- 1917** City of Tropico votes to be consolidated into Glendale.
- 1918** Glendale Boulevard extends to the river and a bridge is constructed.
- 1919** Jessup Farms dairy is founded by Roger Wolcott and Marguerite Rice Jessup in north Atwater Village.
- 1921** Subdivision of the majority of Atwater Village begins.  
Gladding, McBean & Company purchase the Tropico Pottery factory.  
Commercial buildings appear on Glendale and Los Feliz Boulevards.
- 1922** Montgomery's Country Inn (later the Tam O'Shanter Inn) is established by Lawrence Frank and Walter Van de Kamp.  
Hemphill Diesel Engineering School opens a Los Angeles branch on San Fernando Road in Glassell Park.
- 1923** Theme Hosiery factory is constructed.
- 1925** Taylor Yard is constructed by the Southern Pacific Railroad
- 1926** Four S Bakery relocates to Elysian Valley.
- 1927** Riverside-Figueroa Bridge is constructed.
- 1928** Fletcher Drive Bridge is completed.
- 1929** Glendale-Hyperion Bridge is completed.  
Pacific Electric Railway constructs a crossing for the Red Car along side the Glendale-Hyperion Bridge.
- 1930** Van De Kamp's Bakery is constructed in Glassell Park.
- 1932** Glassell family sells 62 acres of land that eventually becomes part of Forest Lawn Cemetery.

- A Dolly Madison wholesale bakery facility is opened in Elysian Valley.
- 1936** City of Los Angeles purchases the Glassell family “Ranch House” through eminent domain to establish Washington Irving Junior High School.
- Jeung Leong purchases the Max Nickel home in Cypress Park.
- Hemphill Diesel Engineering School expands and revamps its façade in a Streamline Moderne style.
- 1937** Florence Nightingale Middle School is founded.
- 1938** Los Angeles River floods causing widespread damage.
- Concrete arch span of the Riverside-Figueroa Bridge is destroyed by a landslide.
- Army Corps of Engineers begins channelizing the Los Angeles River.
- 1939** Riverside-Figueroa arch span replaced with metal truss support.
- Vincent Caravella opens Vince’s Market on Silver Lake Boulevard in Atwater Village.
- 1940** Arroyo Seco Parkway (Pasadena Freeway) is constructed.
- 1949** Taylor Yard is rebuilt and becomes the principal staging area for all Southern Pacific rail traffic through Los Angeles.
- 1953** Lawry California Center opens.
- 1954** Frisco Bakery is established in Cypress Park.
- 1955** Pacific Electric Railway service through Atwater Village ends.
- 1956** The Golden State Freeway (Interstate 5) begins construction.
- 1959** State Route 2 is constructed through Glassell Park and Elysian Valley.
- 1960** Channelization of the Los Angeles River is completed, creating a 51-mile flood control drainage.
- Theme Hosiery building is purchased by the Archdiocese of Los Angeles and converted into the Pater Noster School for Boys.
- 1961** Lawry California Center is expanded.
- 1962** The Golden State Freeway (Interstate 5) opens.
- 1979** Wedgwood purchases the Franciscan Ceramics Factory.
- 1984** Franciscan Ceramics Factory is closed. Production of the Franciscan pottery lines is relocated to England.
- 1985** Taylor Yard ceases to operate as a switching yard. Some storage and maintenance activities remain.
- Southern Pacific Railroad divides the 247-acre Taylor Yard site into ten parcels: A, B, C, D, E, F, G, H, I, and J for sale. Parcel G was further subdivided into two parcels, G-1 and G-2.
- 1988** Franciscan Pottery Factory is demolished.
- 1990** Van de Kamp’s Holland Bakery is closed.

- 1991** Lawry California Center is closed and the property sold.
- 1992** Taylor Yard "Parcel B" is redeveloped as a maintenance facility for Metrolink.  
Pater Noster School closes and the former Theme Hosiery building is put up for sale.
- 1994** Ribet Academy moves into the former Theme Hosiery building.
- 1997** FedEx facility is developed on Taylor Yard "Parcel E".
- 2001** The State acquires Taylor Yard "Parcel D" for State Park development.
- 2007** Rio de Los Angeles State Park opens on land formerly occupied by Taylor Yard.
- 2011** Sonia Sotomayor Learning Academies (Central High School #13) opens on former Taylor Yard "Parcel F-2".

## Survey Methodology

The field survey was conducted using the methodology established by the Office of Historic Resources for SurveyLA, which includes the citywide Historic Context Statement and customized mobile Field Guide Survey System (FiGSS).<sup>56</sup>

Background research was conducted on the history of northeast Los Angeles and the development of its built environment. This research provided an important foundation for further investigation and informed observations in the field.

The field work was conducted in two phases: *Identification* and *Documentation*. The Identification Phase was conducted by a team of two qualified survey professionals, both of whom meet the Secretary of the Interior's *Professional Qualifications Standards*. This phase involved a detailed and methodical review of each neighborhood, street, and individual property within the Survey Area. It was during this phase that decisions were made about which properties and districts should be documented, and how those properties should be evaluated. By making these decisions up front and as a team, this methodology ensured a more thoughtful approach to resource identification and evaluation, created greater consensus among the field survey teams, and produced more consistent survey results. It also substantially streamlined the documentation process, enabling the field teams to document large numbers of properties quickly and efficiently.

Once the Identification Phase was completed, the Documentation Phase began. During this phase, properties that were identified during the previous phase, along with those that had significant associative qualities identified in pre-loaded data in FIGSS, were documented and evaluated for potential historic, cultural, or architectural significance.

The field surveys were conducted from the public right-of-way. Documentation included a digital photograph, recordation of historic features and subsequent alterations, and the reason for a property's potential historic significance. Surveyed properties include residential, commercial, institutional, and industrial buildings; some infrastructural features; and important landscape features such as street trees. Following the completion of field work, all survey data was reviewed in detail by a qualified survey professional to ensure accuracy and consistency throughout. All properties were evaluated to the extent possible based upon observation from the public right-of-way and follow-up research.

Survey teams conducted research on individual properties and neighborhoods throughout the field survey process. When specific information was needed in order to complete an evaluation, additional research was conducted using building permits, newspapers and periodicals, and Sanborn maps. Additional research on historic tracts and developers helped to identify potentially significant historic districts.

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<sup>56</sup> For more information about the SurveyLA methodology, see the ***SurveyLA Field Results Master Report***.



## Survey Results

The following discussion of Property Types, Contexts, and Themes relates to the resources identified and recorded as eligible for designation. Several of the Contexts and Themes developed for the SurveyLA Citywide Historic Context Statement are represented in the NELA Survey Area. The following pages contain the Context/Theme combinations used in the survey. Each Context/Theme is illustrated with specific examples of properties that were identified in the Survey Area.

For a complete list of individual resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, please see Appendix A.

For a complete list of non-parcel resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, please see Appendix B.

For a complete list of historic districts identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, please see Appendix C.

## **Context: Residential Development & Suburbanization, 1850-1980**

**Theme: Streetcar Suburbanization, 1888-1933**

**Sub-Theme: Suburban Planning and Development, 1888-1933**

This context/theme was used to evaluate two groups of street trees as tract and or subdivision features. Both tree groupings feature mature Mexican fan palms (*Washingtonia Robusta*) that are associated with the early development of their respective subdivisions and are rare intact examples of subdivision improvements from the early part of the 20th century in Los Angeles.



**Name:** Edward Avenue Street Trees

**Location:** Edward Avenue between San Fernando Road and Avenue 32

**Date:** circa 1911



**Name:** Hallett Avenue Street Trees

**Location:** Hallett Avenue between San Fernando Road and Avenue 32

**Date:** circa 1911

**Context: Residential Development & Suburbanization, 1850-1980**

**Sub-Context: Multi-Family Residential Development, 1910-1980**

**Theme: Multi-Family Residential, 1910-1980**

**Sub-Theme: The Bungalow Court, 1910-1939**

Bungalow courts are a multi-family housing type found throughout Los Angeles. A single bungalow court was evaluated under this context/theme. Located at 3224-3228 Verdugo Road in Glassell Park, this bungalow court is an excellent example of its type and is one of the few bungalow courts in the survey area that retains its integrity. Constructed with American Colonial Revival influences, this modest bungalow court reflects the need for worker housing in the surrounding area during the 1920s.



**Address:** 3224-3228 Verdugo Road

**Date:** 1924



**Context: Residential Development & Suburbanization, 1850-1980**

**Context: Residential Development & Suburbanization, 1850-1980**

**Sub-Context: Multi-Family Residential Development, 1910-1980**

**Theme: Multi-Family Residential, 1910-1980**

**Sub-Theme: Multi-Family Residential District, 1910-1980**

A single grouping of multi-family residential properties was identified as a historic district and evaluated under this context/theme. The district is located in the Atwater Village neighborhood on the east side of Perlita Avenue north of Los Feliz Boulevard and south of Rigali Avenue. It is composed of two-story multi-family residences constructed in the Minimal Traditional style, some with American Colonial Revival stylistic influences. The buildings were developed by Gladding, McBean & Company on land adjacent to their factory although there is no indication that they were specifically constructed for or occupied by employees of the company.



**Location:** Looking south on Perlita Avenue.  
**District:** Perlita Avenue Apartment Historic District  
**Date Range:** 1947-1948



**Address:** 4065 W. Perlita Avenue  
**District:** Perlita Avenue Apartment Historic District  
**Date:** 1947



**Address:** 4131 N. Perlita Avenue  
**District:** Perlita Avenue Apartment Historic District  
**Date:** 1947



**Address:** 4161 N. Perlita Avenue  
**District:** Perlita Avenue Apartment Historic District  
**Date:** 1947

**Context: Architecture & Engineering, 1850-1980**

**Theme: Late 19th and Early 20th Century Architecture, 1865-1950**

**Sub-Theme: Queen Anne, 1885-1905**

This context/theme was used to evaluate a single-family residence located in the Cypress Park neighborhood. While there is some evidence that the building may have been moved to this location, it is an excellent intact example of Queen Anne architecture, and one of the only examples of the style observed in the area that retains its integrity.



**Address:** 2226 N. Cazador Drive

**Date:** 1895



## **Context: Architecture & Engineering, 1850-1980**

**Theme: Late 19th and Early 20th Century Architecture, 1865-1950**

**Sub-Theme: Vernacular Hipped Cottage, 1885-1905**

Vernacular hipped cottages were constructed throughout the survey area during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries and are often some of the oldest buildings in their communities. This was a fairly common style and type of single-family residence in early Los Angeles; however, many of those that remain have been altered. Resources evaluated under this context/theme were recorded as excellent, intact examples of their style and type. The best properties are located in Elysian Valley and Glassell Park.



**Address:** 2405 N. Berkdale Street  
**Date:** 1905



**Address:** 3432 N. Arroyo Secco Avenue  
**Date:** 1905



**Address:** 2867 N. Partridge Avenue  
**Date:** 1906



**Address:** 2623 N. Huron Street  
**Date:** 1907

## **Context: Architecture & Engineering, 1850-1980**

**Theme: Late 19th and Early 20th Century Architecture, 1865-1950**

**Sub-Theme: Vernacular Gabled Cottage, 1885-1905**

Like the vernacular hipped cottage, the vernacular gabled cottage is a relatively common style and type for single-family residences in the survey area. However, many of those that remain have been altered. Only intact resources that are excellent examples of their style and type were evaluated as eligible. The best properties are located in Elysian Valley and Glassell Park.



**Address:** 2615 N. Pepper Avenue  
**Date:** 1890



**Address:** 540 W. Avenue 26  
**Date:** 1908

## **Context: Architecture & Engineering, 1850-1980**

**Theme: Housing the Masses, 1880-1975**

**Sub-Theme: Arts & Crafts Neighborhoods, 1890-1930**

One intact grouping of residences was identified as a historic district and evaluated under this context/theme. The Jeffries-Cypress Residential Historic District is located in the Cypress Park neighborhood. It consists of one block of Jeffries Avenue between Cypress Avenue and Avenue 28 and the east side of Cypress Avenue between Idell Street and Jeffries Avenue. The district is significant as an excellent grouping of single-family residences mostly designed in the Craftsman style. The district's period of significance is 1906 to 1924, reflecting the period when the tracts were subdivided and a majority of the residences were constructed. The district is also associated with the Jeffries family who had lived in Cypress Park since the 1880s. Selected examples of contributing properties are shown below.



**Address:** N. Jeffries Avenue  
**District:** Jeffries-Cypress Historic District  
**Date Range:** 1905-1924



**Address:** 2801 N. Jeffries Avenue  
**District:** Jeffries-Cypress Residential District  
**Date:** 1923



**Address:** 2907 N. Jeffries Avenue  
**District:** Jeffries-Cypress Historic District  
**Date:** 1912



**Address:** 583 W. Cypress Avenue  
**District:** Jeffries-Cypress Historic District  
**Date:** 1924



## **Context: Architecture & Engineering, 1850-1980**

**Theme: Arts and Crafts Movement, 1895-1930**

**Sub-Theme: American Foursquares or Prairie Boxes 1895-1914**

This context/theme was used for the evaluation of intact residences exemplifying the American Foursquare or Prairie Box. The style was applied to both single- and multi-family residences in the survey area, as illustrated below. However, only a handful of examples were observed in the survey area. Identified resources exhibit a high quality of design and craftsmanship. All feature the distinctive hipped roof and boxy massing typical of the style.



**Address:** 2786 W. Estara Avenue

**Date:** 1908



**Address:** 3217 N. Huron Street

**Date:** 1912

## **Context: Architecture & Engineering, 1850-1980**

**Theme: Arts & Crafts Movement, 1895-1930**

**Sub-Theme: Craftsman, 1905-1930**

This context/theme was used to evaluate examples of Craftsman architecture. Craftsman style residences were popular in the first decades of the 20<sup>th</sup> century and were fairly prevalent in the neighborhoods of Cypress Park and Glassell Park. Intact examples that retain their integrity, however, are comparatively rare. Some of the properties found significant as excellent examples of Craftsman architecture are shown below. They display the horizontal orientation, overhanging eaves, exposed rafter tails, and wood siding indicative of the style.



**Address:** 2849 W. Avenue 32

**Date:** 1912



**Address:** 2916 W. Moss Avenue

**Date:** 1910



**Address:** 4010 E. Goodwin Avenue

**Date:** 1913



**Address:** 1960 W. Isabel Street

**Date:** 1920

**Context: Architecture & Engineering, 1850-1980**

**Theme: Mediterranean & Indigenous Revival Architecture, 1887-1952**

**Sub-Theme: Romanesque Revival, 1910-1940**

The Dorris Place Elementary School located in Elysian Valley was found significant under this context/theme as an excellent example of Romanesque Revival architecture. Dorris Place Elementary School was also evaluated as significant under the Public & Private Institutional Development context as a rare intact example of a Los Angeles public school building constructed before the 1933 Long Beach Earthquake.



**Address:** 2225 N. Dorris Place

**Name:** Dorris Place Elementary School

**Date:** 1925

**Context: Architecture & Engineering, 1850-1980****Theme: Mediterranean & Indigenous Revival Architecture, 1887-1952****Sub-Theme: Mission Revival, 1887-1942**

The Mission Revival style is relatively uncommon in Los Angeles. The style was most often applied to institutional and residential buildings. The style is characterized by stucco exteriors, clay tile roofs, arched window and door openings, bell towers, and shaped parapets. Two churches in the survey area were evaluated as significant under this context/theme. The Christo Rey Catholic Church is located in the northern portion of Atwater Village and St. Anne's Catholic Church is located in Elysian Valley. Both buildings post-date the period of significance for Mission Revival but are nonetheless excellent examples of the style.

**Address:** 2302 N. Riverdale Avenue**Name:** St. Anne's Catholic Church**Date:** 1948**Address:** 4349 N. Perlita Avenue**Name:** Christo Rey Catholic Church**Date:** 1943

## **Context: Architecture & Engineering, 1850-1980**

**Sub-Context: L.A. Modernism, 1919-1980**

**Theme: Related Responses to Modernism, 1926-1970**

**Sub-Theme: Streamline Moderne, 1934-1945**

Two properties were evaluated under this context/theme as significant examples of Streamline Moderne architecture. The first property, located on San Fernando Road in Glassell Park, was originally constructed in 1923 as the Hemphill Diesel Engineering School, a trade school for engine mechanics. It was remodeled in 1936 by Norstrom and Anderson Architects who gave the building its current Streamline Moderne appearance that incorporates Mediterranean Revival and Art Deco influences. A cast stone frieze above the second floor windows depicts the use of diesel engines in various forms of transportation. The second building is located in the industrial corridor along San Fernando Road in north Atwater Village. It is an excellent intact example of Streamline Moderne architecture applied to an industrial/office building.



**Address:** 2121 N. San Fernando Road  
**Name:** Hemphill Diesel Engineering School;  
Capitol Records Pressing Plant  
**Date:** 1923/1936



**Address:** 5245 N. San Fernando Road West  
**Name:** Aeroscopic Environmental Inc.  
**Date:** 1940



**Context: Architecture & Engineering, 1850-1980**

**Sub-Context: L.A. Modernism, 1919-1980**

**Theme: Post-War Modernism, 1946-1976**

**Sub-Theme: Mid-Century Modernism, 1945-1970**

Three industrial properties were evaluated under this context/theme as significant examples of Mid-Century Modern architecture.



**Address:** 5121 N. San Fernando Road  
**Date:** 1954



**Address:** 4660 W. Colorado Boulevard  
**Date:** 1962



**Address:** 2431 N. Dallas Street  
**Date:** 1946

**Context: Architecture & Engineering, 1850-1980**

**Sub-Context: L.A. Modernism, 1919-1980**

**Theme: Post-War Modernism, 1946-1976**

**Sub-Theme: Googie, 1939-1965**

This context/theme was used to evaluate the IHOP restaurant located in the Cypress Park neighborhood at the southern end of the survey area. Originally constructed as part of the Preble's Coffee Shop chain, the building is an excellent example of a Googie style coffee shop. It was designed by the Los Angeles architectural firm of Armet & Davis who became famous for their roadside coffee shop designs of the 1950s and 60s.



**Address:** 2227 Figueroa Street

**Name:** IHOP Restaurant (Prebles Restaurant)

**Date:** 1968

**Context: Commercial Development, 1850-1980****Theme: Streetcar Commercial Development, 1873-1934**

This context/theme was used to evaluate a multi-storefront commercial building located in Glassell Park. The building is a rare surviving example of streetcar commercial development; constructed adjacent to what was once a streetcar line running on Eagle Rock Boulevard. Although the building has sustained a number of alterations, many appear to be reversible.



**Address:** 3501 N. Eagle Rock Boulevard

**Date:** 1929



**Context: Commercial Development, 1850-1980****Theme: Markets, 1880-1980**

This context/theme was used to evaluate the Manna Market building in Glassell Park. Constructed in 1923, the building is a rare surviving example of a neighborhood market, representing early commercial development in the area.



**Address:** 3131 N. Edward Avenue

**Name:** Manna Market

**Date:** 1923

## **Context: Commercial Development, 1850-1980**

### **Theme: Restaurants, 1880-1980**

This context/theme was used to evaluate a rare surviving example of a walk-up restaurant constructed in 1949. The building was constructed for and still occupied by Foster's Freeze and retains its distinctive signage. The Foster's Freeze Company was founded in 1946 in Inglewood, California.



**Address:** 2760 N Fletcher Drive

**Name:** Foster's Freeze

**Date:** 1949

**Context: Industrial Development, 1850-1980****Sub-Context: Manufacturing for the Masses, 1883-1989****Theme: Garments and Textiles, 1896-1980**

This context/theme was used to evaluate the former Theme Hosiery factory building, an excellent, intact example of an industrial loft building utilized for textile manufacturing. The Theme Hosiery Company, a manufacturer of women's silk stockings and undergarments, built the five-story factory in 1924. They continued to operate at this location until 1959 when the building was sold to the Los Angeles Archdiocese and remodeled as the Pater Noster High School for Boys. Pater Noster closed in 1991 and the building was taken over by the Ribet Academy, a private K-12 boarding school which continues to operate on the site.



**Address:** 2911 N. San Fernando Road

**Name:** Ribet Academy (Theme Hosiery)

**Date:** 1923

**Context: Industrial Development, 1850-1980**

**Sub-Context: Manufacturing for the Masses, 1883-1989**

**Theme: Food Processing, 1883-1965**

**Sub-Theme: Bakeries, 1887-1965**

This context/theme was used to evaluate the factory building currently occupied by the Frisco Baking Company, which purchased the building in 1954. The building had apparently operated as a bakery prior to its purchase by Frisco Baking. Northeast Los Angeles was once considered the City's "breadbasket" due to the large number of wholesale bakeries located in the area. The Frisco Baking Company is one of the few remaining commercial bakeries that remain today.



**Address:** 623 W. Avenue 26

**Name:** Frisco Bakery

**Date:** 1929

**Context: Industrial Development, 1850-1980**  
**Theme: Industrial Design and Engineering, 1887-1965**

This context/theme was used to evaluate the former location of Lawry's Food Inc. which was found to significant as both the national headquarters of Lawry's Food, Inc. and as an excellent example of an industrial campus designed in the Mediterranean Revival style. Lawry's purchased the site in 1953 where they produced Lawry's branded food products, seasonings, spices, and sauces. In 1960, the plant was enlarged to include a complex of test kitchens, gift shops, offices, and restaurants. The architectural firms of Buff, Straub, and Hensman and Arthur Lavagnino received the commission for the complex, which became known as Lawry's California Center. Lawry's Food Inc. occupied the site until 1992. In 1998, the Santa Monica Mountain's Conservancy assumed ownership of the complex and transformed it into the Los Angeles River Center and Gardens.



**Address:** 570 W. Avenue 26  
**Name:** Lawry's International  
**Date:** 1953/1960

## **Context: Industrial Development, 1850-1980**

### **Theme: Freight Rail Transportation, 1876-1920**

This context/theme was used to evaluate the Dayton Avenue signal tower, which appears to be all that remains of Taylor Yard, Southern Pacific Railroad's principal rail service yard in the Los Angeles area. Taylor Yard was a full-service railroad yard, responsible for the maintenance of locomotives and rolling stock as well as freight switching and classification. During its heyday in the 1950s, Taylor Yard assembled over fifty trains per day and employed over 5,000 workers. It was officially closed in 1985 and the site was subdivided and redeveloped. The Dayton Avenue signal tower was moved to its current location at the Metrolink Maintenance Facility, which was constructed on a portion of Taylor Yard in 1992.



**Address:** 1559 N. San Fernando Road

**Name:** Taylor Yard Signal Tower

**Date:** 1932



## **Context: Public & Private Institutional Development, 1850-1980**

**Sub-Context: Education, 1876-1980**

**Theme: Public Schools & the LAUSD, 1876-1980**

**Sub-Theme: Pre-1933 Long Beach Earthquake, 1920-1933**

Three public schools dating from before the 1933 Long Beach Earthquake were evaluated under this context/theme. The Long Beach Earthquake destroyed or damaged beyond repair some forty LAUSD schools; therefore, remaining schools from this period are relatively rare. Washington Irving Middle School and Florence Nightingale Middle School were also evaluated under the Architecture and Engineering Context as important examples of WPA Moderne architecture. Dorris Place Elementary school was also evaluated under the Architecture & Engineering Context as an excellent example of Romanesque Revival architecture.



**Address:** 3010 Estara Avenue  
**Name:** Washington Irving Middle School  
**Date:** 1937



**Address:** 3311 N. Figueroa Street  
**Name:** Florence Nightingale Middle School  
**Date:** 1937



**Address:** 2225 N. Dorris Place  
**Name:** Dorris Place Elementary School  
**Date:** 1925

**Context: Public & Private Institutional Development, 1850-1980**

**Sub-Context: Military Institutions & Activities, 1850-1980**

**Theme: The Cold War, 1946-1989**

**Sub-Theme: Air Raid Sirens & Civil Defense, 1939-1960**

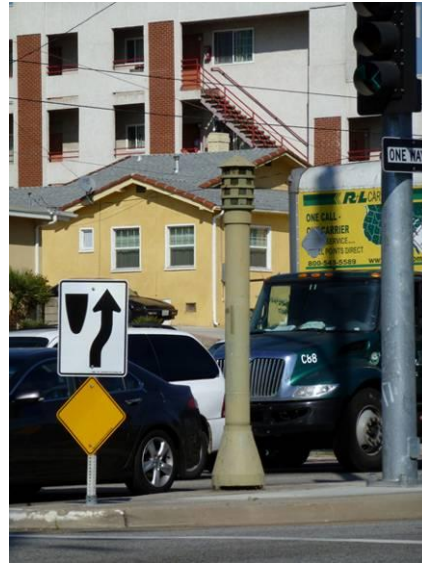
Air raid sirens were installed throughout Los Angeles during the World War II and Cold War periods. Air raid sirens within the survey are located near prominent intersections along commercial corridors that border residential neighborhoods. Three resources were documented under this sub-theme and represent different models.



**Name:** Air Raid Siren #134

**Location:** North side of Alice Street, east of San Fernando Road

**Date:** circa 1940



**Name:** Air Raid Siren #136

**Location:** Eagle Rock Boulevard traffic island, at Verdugo Road

**Date:** circa 1940



**Name:** Air Raid Siren #194

**Location:** 3036 Fletcher Drive, on top of Fire Station #55

**Date:** circa 1940



**Context: Cultural Landscapes, 1875-1980**

**Sub-Context: Designed landscapes, 1875-1980**

**Theme: Monumental Civic Improvements, 1916-1940**

This context/theme was used to evaluate two rows of mature Mexican fan palms (*Washingtonia Robusta*) planted along Seneca Avenue. The trees appear to have been planted by the City as part of a streetscape improvement program. Very few examples of uniform streetscape trees are extant within the survey area.



**Name:** Seneca Avenue Street Trees

**Location:** Seneca Avenue between Los Feliz and Glendale Boulevards.

**Date:** circa 1930

# Research Sources

The following is a list of general sources used to develop the Historical Overview for the NELA Survey Area.

## Journals & Documents

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