Los Angeles Department of City Planning
RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2022-6496-HCM
ENV-2022-6497-CE

HEARING DATE: October 6, 2022
TIME: 10:00 AM
PLACE: Teleconference (see agenda for login information)

EXPIRATION DATE: The original 30-day expiration date of October 9, 2022 per Los Angeles Administrative Code Section 22.171.10(e)1 is tolled, and a revised date will be determined pursuant to *the Mayor's March 21, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling of Deadlines Prescribed in the Municipal Code and April 17, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling HCIDLA Deadlines and Revising Expiration of Emergency Orders.*

The time to act on this item has been tolled for the duration of the local emergency period. Please note that other State law provisions may also apply.

Location: 1659 West Colorado Boulevard
Council District: 14 – de León
Community Plan Area: Northeast Los Angeles
Zoning: [Q]C4-1XL
Land Use Designation: Neighborhood Commercial
Area Planning Commission: East Los Angeles
Neighborhood Council: Eagle Rock
Legal Description: Tract 4616, Lot FR 3

PROJECT: Historic-Cultural Monument Application for the JAY RISK STANDARD OIL CO. SERVICE STATION

REQUEST: Declare the property an Historic-Cultural Monument

OWNERS: Paradigm Collaboration LLC
177 E Colorado Boulevard, Unit 200
Pasadena, CA 91105

Michael S. Clairville
Declaration of Trust
4006 Somers Avenue
Los Angeles, CA 90065

APPLICANT: David Dellinger
Eagle Rock Historical Society
2225 Colorado Boulevard
Los Angeles, CA 90041

PREPARER: Steven Luftman
1212 S. Orlando Avenue
Los Angeles, CA 90035

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Take the property under consideration** as an Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10 because the application and accompanying photo documentation suggest the submittal warrants further investigation.

2. **Adopt** the report findings.

VINCENT P. BERTONI, AICP
Director of Planning

[SIGNED ORIGINAL IN FILE]

Ken Bernstein, AICP, Principal City Planner
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Shannon Ryan, Senior City Planner
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Melissa Jones, City Planning Associate
Office of Historic Resources

Attachment: Historic-Cultural Monument Application

SUMMARY

The Jay Risk Standard Oil Co. Service Station is a one-story commercial building located on the north side of W. Colorado Boulevard between Mt. Royal Drive and Vincent Avenue in Eagle Rock. It was constructed in 1919 for Standard Oil of California, utilizing the "House with Canopy" vernacular service station design. In 1931, the subject structure was moved by John Milton 'Jay' Risk (1889-1963) from Standard Oil's main plant and maintenance facility at 1726-1756 N. Spring Street, across from the Standard Oil Company Sales Department Building/Woman's Building (1727 N. Spring St., HCM #1160), to its current location on Colorado Boulevard, which functioned as a segment of the U.S. Highway 66 (Route 66) beginning around 1934. Standard Oil's main plant and maintenance facility appears to have stored, sold, moved, and possibly constructed service stations and related buildings; it is unclear if the subject structure was an active service station from 1919 to 1931, but it served the Eagle Rock community as an oil service station from 1931 to 1939. In 1939, the oil service station was converted into a fruit and vegetable market and later, beginning in 1947, it served as a plumbing office.

The widespread use of the automobile came in the years just before the United States entered the First World War in 1917. Up until that time the passenger car was a luxury item. Overall, auto registration in Los Angeles County, numbering less than 20,000 in 1910, exceeded 100,000 by 1920 and by 1930 had reached almost 800,000. The increase in popular ownership came about through the development of an affordable car, specifically the Ford Model T, which was first introduced in 1908.

Beginning in the early 1900s, there emerged new building types – from gas stations to drive-in restaurants – which served the motorist. However, the most numerous were gas stations. The result of the need to serve a large number of cars in a safe manner off the street, and the creation of an effective standardized pump, led to the emergence of the service station as a free-standing structure. The most important force behind the emergence of the free-standing service station was the oil industry. As early as 1905 some oil companies, such as Standard Oil of California, began experimenting with free-standing stations that sold only their brand of gasoline. Soon local investors constructed buildings and then contracted with the oil companies. By the First World War stations were being opened across the country at the rate of 1,200 per year. By the late 1920s gas stations had become one of the most common building types in the city. The number of gasoline stations of all types in Los Angeles increased from about 170 in 1920 to almost 700 by 1925, and to more than 1,500 by 1930. The result was that, by 1930, Los Angeles had an oversupply; many did not survive the Great Depression. Nonetheless, the modest filling station had established itself as the dominant form of automobile-derived architecture and it became the model for other auto-oriented commercial building types.

The Standard Oil Company was established by John D. Rockefeller in Ohio in 1870 and by the late 1870s, Standard Oil had become one of the largest companies in the world. The company first established itself in California by opening an office in San Francisco in 1878 and soon after acquired oil-related assets in Southern California. In 1907, Standard Oil of California introduced the first gasoline drive-up facility at its Seattle kerosene refinery. By the mid-1910s, the Standard Oil Company was the largest oil producer in the state, and a decade later, it was the leading gasoline marketer in the western United States. In 1914, Standard Oil acquired National Supply Stations, Inc.'s chain of 34 service stations which were located in the greater Los Angeles area, San Diego, San Francisco, and Oakland; the chain grew to 2,200 stations by 1925 with locations in Oregon and Washington state, as well as California. In 1926, the company purchased Pacific Oil Company, which increased its production capacity by nearly 50 percent. The company reorganized its corporate structure and assumed the new name Standard Oil Company of California, now known as the Chevron Corporation.

Rectangular in plan, the subject structure is of steel-frame construction with sheet steel walls and a 15-foot canopy extending south. The roof is side-gabled with standing seam metal cladding. The primary, south-facing façade features a centrally located entrance consisting of a wooden door with divided-lites between two large fixed multi-lite windows and is fronted by a canopy.The south edge of the canopy is supported by two steel I-beam posts and a simple steel skeletal structure forms an elegant arch, meeting in the center. The east- and west-facing façades feature two large, steel, divided-lite pivot windows. The rear, north-facing façade has a single, fixed divided-lite window on the east side, and a large door opening on the south side.

John Milton 'Jay' Risk was born in Scotland, Missouri in 1889. He moved to Los Angeles in 1921, first working in shoe sales. In 1922, Risk opened a garage on Bunker Hill, at 709 W. 3rd Street, and in 1929 he married and moved to Eagle Rock. As of the 1930 Census, Risk was listed as a manager of a radio shop, but from 1934 to 1936, he was listed in the Los Angeles directory as an oil driller. He passed away in 1963.

The subject structure has experienced several alterations that include the removal of the wooden entrance door, the door on the rear, north-facing facade, and several steel, multi-lite windows at unknown dates. In addition, it lost its drive-through street access with the development of the surrounding business block in the mid 1950s.

SurveyLA, the citywide historic resources survey, identified the subject structure as individually eligible for listing under the national, state, and local designation programs as an excellent and very rare example of a 1919 service station in Eagle Rock. It was also noted that this structure appears to be the oldest remaining service station building in the city.

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

FINDINGS

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property may be significant enough to warrant further investigation as a potential Historic-Cultural Monument.

BACKGROUND

On September 9, 2022, the Director of Planning determined that the application for the proposed designation of the subject property as an Historic-Cultural Monument was complete. The original 30-day expiration date of October 9, 2022, per Los Angeles Administrative Code Section 22.171.10(e)1 is tolled, and a revised date will be determined pursuant to *the Mayor's March 21, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling of Deadlines Prescribed in the Municipal Code and April 17, 2020 Public Order Under City of Los Angeles Emergency Authority re: Tolling HCIDLA Deadlines and Revising Expiration of Emergency Orders.*

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CITY OF LOS ANGELES
Office of Historic Resources/Cultural Heritage Commission

HISTORIC-CULTURAL MONUMENT
NOMINATION FORM

1. PROPERTY IDENTIFICATION

Proposed Monument Name: Jay Risk Standard Oil Co. Service Station			Select source of proposed name
Other Associated Names: Standard Oil Co of California's Standard Steel Service Station			
Street Address: 1659 W. Colorado Blvd		Zip: 90041	Council District: 14
Range of Addresses on Property:		Community Name: Northeast Los Angele	
Assessor Parcel Number: 5669017003	Tract: TR 4616	Block: none	Lot: FR 3
Identification cont'd:			
Proposed Monument Property Type: ● Building	○ Structure	○ Object	○ Site/Open Space ○ Natural Feature
Describe any additional resources located on the property to be included in the nomination, here:			

2. CONSTRUCTION HISTORY & CURRENT STATUS

Year built: 1919 ● Factual ○ Estimated	Threatened? Select
Architect/Designer: Standard Oil Co of California	Contractor: Bell Co
Original Use: Service Station	Present Use: Storage building
Is the Proposed Monument on its Original Site? ○ Yes ● No (explain in section 7) ○ Unknown (explain in section 7)	

3. STYLE & MATERIALS

Architectural Style: Select from menu or type style directly into box	Stories: 1	Plan Shape: Rectangular

FEATURE	*PRIMARY*	*SECONDARY*
CONSTRUCTION	Type: Steel	Type: Select
CLADDING	Material: Select	Material: Select
ROOF	Type: Select	Type: Shed
	Material: Metal sheet	Material: Metal sheet
WINDOWS	Type: Fixed	Type: Pivot
	Material: Steel	Material: Steel
ENTRY	Style: Centered	Style: Select
DOOR	Type: Paneled, glazed	Type: Select

HISTORIC-CULTURAL MONUMENT
NOMINATION FORM

4. ALTERATION HISTORY

List date and write a brief description of any major alterations or additions. This section may also be completed on a separate document. Include copies of permits in the nomination packet. Make sure to list any major alterations for which there are no permits, as well.	
	See property discription for details.

5. EXISTING HISTORIC RESOURCE IDENTIFICATION (if known)

☐	Listed in the National Register of Historic Places	
☐	Listed in the California Register of Historical Resources	
☐	Formally determined eligible for the National and/or California Registers	
☐	Located in an Historic Preservation Overlay Zone (HPOZ)	○ Contributing feature ○ Non-contributing feature
☑	Determined eligible for national, state, or local landmark status by an historic resources survey(s)	Survey Name(s): SurveyLA Northeast Los Angeles
Other historical or cultural resource designations:		

6. APPLICABLE HISTORIC-CULTURAL MONUMENT CRITERIA

The proposed monument exemplifies the following Cultural Heritage Ordinance Criteria (Section 22.171.7):	
☑	1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.
☐	2. Is associated with the lives of historic personages important to national, state, city, or local history.
☑	3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

CITY OF LOS ANGELES
Office of Historic Resources/Cultural Heritage Commission

HISTORIC-CULTURAL MONUMENT
NOMINATION FORM

7. WRITTEN STATEMENTS

This section allows you to discuss at length the significance of the proposed monument and why it should be designated an Historic-Cultural Monument. Type your response on separate documents and attach them to this form.

A. Proposed Monument Description - Describe the proposed monument's physical characteristics and relationship to its surrounding environment. Expand on sections 2 and 3 with a more detailed description of the site. Expand on section 4 and discuss the construction/alteration history in detail if that is necessary to explain the proposed monument's current form. Identify and describe any character-defining elements, structures, interior spaces, or landscape features.

B. Statement of Significance - Address the proposed monument's historic, cultural, and/or architectural significance by discussing how it satisfies the HCM criteria you selected in Section 6. You must support your argument with substantial evidence and analysis. The Statement of Significance is your main argument for designation so it is important to substantiate any claims you make with supporting documentation and research.

8. CONTACT INFORMATION

Applicant

Name: David Dellinger	Company: Eagle Rock Valley Historical Society	
Street Address: 2225 Colorado Blvd.	City: Eagle Rock	State: ca
Zip: 90041	Phone Number: 323-257-1357	Email: david.dellinger@me.com

Property Owner Is the owner in support of the nomination? ○ Yes ○ No ● Unknown

Name:	Company: PARADIGM COLLABORATION LLC	
Street Address: 1655 W Colorado Blvd	City: Los Angeles	State: CA
Zip: 90041	Phone Number:	Email:

Nomination Preparer/Applicant's Representative

Name: Steven Luftman	Company:	
Street Address: 1212 S Orlando Ave	City: Los Angeles	State: CA
Zip: 90035	Phone Number: 310-503-9958	Email: sluftman@yahoo.com

CITY OF LOS ANGELES
Office of Historic Resources/Cultural Heritage Commission

HISTORIC-CULTURAL MONUMENT
NOMINATION FORM

9. SUBMITTAL

When you have completed preparing your nomination, compile all materials in the order specified below. Although the entire packet must not exceed 100 pages, you may send additional material on a CD or flash drive.

APPLICATION CHECKLIST

1. ✔ Nomination Form
2. ✔ Written Statements A and B
3. ✔ Bibliography
4. ✔ Two Primary Photos of Exterior/Main Facade (8x10, the main photo of the proposed monument. Also email a digitial copy of the main photo to: planning.ohr@lacity.org)
5. ✔ Copies of Primary/Secondary Documentation
6. ✔ Copies of Building Permits for Major Alterations (include first construction permits)
7. ✔ Additional, Contemporary Photos
8. ✔ Historical Photos
9. ✔ Zimas Parcel Report for all Nominated Parcels (including map)

10. RELEASE

Please read each statement and check the corresponding boxes to indicate that you agree with the statement, then sign below in the provided space. Either the applicant or preparer may sign.	
X	I acknowledge that all documents submitted will become public records under the California Public Records Act, and understand that the documents will be made available upon request to members of the public for inspection and copying.
X	I acknowledge that all photographs and images submitted as part of this application will become the property of the City of Los Angeles, and understand that permission is granted for use of the photographs and images by the City without any expectation of compensation.
X	I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.

Steven Luftman	9/8/2022	
Name:	Date:	Signature:

Mail your Historic-Cultural Monument Submittal to the Office of Historic Resources.

Office of Historic Resources
Department of City Planning
221 N. Figueroa St., Ste. 1350
Los Angeles, CA 90012

Phone: 213-874-3679
Website: preservation.lacity.org

Jay Risk Standard Oil Co. Service Station / 1659 West Colorado Boulevard

Historic-Cultural Monument Nomination Continuation Sheet

A. Property Description

Site

The property at 1659 W. Colorado Blvd. (subject building) contains a single room service station with canopy. The property occupies a rectangular parcel of 3,002.8 square feet, situated in the Eagle Rock area of Northeast Los Angeles. It is on the north side Colorado Blvd. between Vincent Ave. to the east and Mt. Royal Dr. to the west. An alley runs north of the property, parallel to Colorado Blvd.

The block is composed primarily of one- and two-story commercial buildings. The earliest buildings on the south side of the block were constructed in the early 1920s. With the exception of the subject building, the north side of the block was built from the late 1940s to the late 1950s. A tree planted medium runs down the center of Colorado Blvd, replacing the Los Angeles Railway streetcar line that ran east on Colorado to the terminus at Townsend Ave. (one-block east of the subject building) until 1948.

The area's topography is generally flat along the Colorado Blvd. business district, but slopes higher to the north as the streets rise toward the Verdugo Mountains. This section of Colorado Blvd generally adheres to a rectilinear street grid that is oriented toward the cardinal directions.

With the exception of Jay Risk Standard Oil Co. Service Station, the buildings along Colorado Blvd. have little to no setbacks from the sidewalk. The subject service station is set back 13 feet from the sidewalk. 1659 W. Colorado Blvd. has vehicular access from Colorado Blvd. via a curb-cut driveway. The subject building is placed close to the east property line, and is set seven feet from the west property line. The west side-yard, the setback from the sidewalk, and the vehicle service area under the canopy is paved in asphalt. Behind the subject building, to the north, a rear yard consumes two-thirds of the property. The majority of the yard is approximately five-feet below the level of the alley north of the subject property, as the alley is at a higher elevation than Colorado. The rear-yard is accessed via nine concrete stairs along the northwest corner of the yard. The rear yard is mostly paved with unfinished terracotta tiles, and enclosed within a vertical-board wood fence.

Exterior

Originally built in 1919 and moved to the current site at 1659 W. Colorado Blvd. in 1931, Jay Risk Standard Oil Co. Service Station is a 14' by 14' steel building, with a canopy extending 15' south of the building from the roof. This form of service station design has become known as "House with a Canopy".

The overall plan is rectangular, including the canopy. The "house" part of the building consists of a steel-framed, sheet steel-walled, single room office in a simple vernacular style. There are large steel divided-light windows on all four sides of the building. The front street-facing façade features a centrally located doorway, between two large fixed divided-light windows. The wooden door, which has recently been removed from its frame, is divided into nine panels. The panels were originally glass, but have been replaced with a single plywood backing.

The east and west façades feature one large fenestration on each wall. The single opening is filled with two large, steel, divided 12-light windows. The rear window units on the east and west façades are pivot windows, that swing open horizontally from the center of the top two-thirds of the unit. The north façade at the rear features a single fixed divided 12-light window on the east side, and a large door opening on the south side. The rear door is missing.

The building features a standing seam metal roof with an open side-gable roof reaching a height of 12 feet at the ridge. The ridge runs east-west. On the north and south side of the roof-ridge are brackets that originally held the Standard Oil of California sign. The canopy continues forward, toward Colorado Blvd. from the roof.

The south edge of the canopy is supported by two steel I-beam posts. The posts are located at the southwest and southeast corners of the canopy. A simple steel skeletal structure forms an elegant arch, meeting in the center of the south edge of the canopy.

Alterations

There are no building permits for alterations from the Los Angeles Department of Building and Safety (LADBS). The building's appearance shows that Jay Risk Standard Oil Co. Service Station is currently in a state of semi-disassembly. Both the front and rear doors have been removed. Three of the seven multi-light steel window units have been removed from their fenestration. The window units appear to be leaning against a wall on site, and we have been told the doors are being safely stored off-site.

The service area under the canopy lost its drive-through street access with the development of the block in the late 1940s.

Character-Defining Features

Site

- Setting on the historic Eagle Rock construction alignment of U. S. Highway 66 (Route 66)
- 13-foot setback from the sidewalk
- Vehicle service area under the canopy paved in asphalt

Exterior

- Rectangular building in plan
- Single room building in a simple vernacular style
- Steel frame
- Sheet steel walls
- Side-gabled roof
- Standing seam steel roof
- Standing seam steel canopy extending forward from roof
- Roof-ridge brackets that originally held the Standard Oil of California sign
- Large, steel, divided-light windows on all four sides of the building
- Pivot windows on east and west elevations
- Centrally located front doorway
- Two steel I-beams post forming skeletal structure arch supporting south-edge of the canopy
- Reflects corporate design associated with Standard Oil of California

Interior

- Visible steel structure
- Concrete foundation floor

B. Statement of Significance

Summary

Jay Risk Standard Oil Co. Service Station meets the following criteria for designation as a Los Angeles Historic-Cultural Monument (HCM):

> *It reflects the broad cultural, political, economic, and social history of the nation, state and community.*
>
> *It embodies the distinctive characteristics of an architectural-type specimen inherently valuable for a study of a period, style, or method of construction.*

Built in 1919, the one-room service station at 1659 W. Colorado Blvd. was originally constructed on Spring Street in Downtown Los Angeles. It was moved to its current site in 1931.[1]

It is a rare surviving example of a type of groundbreaking and influential construction and form that became the standard for service stations from the early development of service stations.

Starting in 1914, Standard Oil of California pioneered this design as the standardization of the service station. By the mid-1920s there were thousands of these Standard Oil stations in the western United States. The form, which became known as "House with Canopy" was copied by other oil suppliers to distribute their products throughout the country.

It represents the early era (1914-1930s) of service station design in general, and more specifically it reflects the corporate design associated with Standard Oil of California pioneering design standardization that served as part of its larger branding program.

Jay Risk Standard Oil Co. Service Station illustrates the evolution of the gas/service station as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. The subject building shows how a building type's design and site layout are shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day.[2]

Additionally, the subject building is significant for its association with U. S. Highway 66 (Route 66) during the Eagle Rock construction alignment. It was an automotive serving business providing goods and services to the traveling public along U.S. Highway 66, in addition to serving local and regional needs.[3]

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[1] City of Los Angeles, "Historic Resources Survey Report, Northeast Los Angeles Community Plan Area," ed. Office of Historic Resources Department of City Planning, SurveyLA (Los Angeles: City of Los Angeles, 2017).

[2] "Theme: Commercial Development and the Automobile, 1910-1970," ed. Office of Historic Resources Department of City Planning, LOS ANGELES CITYWIDE HISTORIC CONTEXT STATEMENT

Context: COMMERCIAL DEVELOPMENT, 1850-1980 (Los Angeles: City of Los Angeles, August 2016).

[3] United States of America, "National Register of Historic Places Multiple Property Documentation Form, U.S. Highway 66 in California," ed. Department of the Interior (United States2011).

In 2013, the SurveyLA citywide historic resources inventory identified the subject building as an "Excellent and very rare example of a 1919 service station in Eagle Rock; this property appears to be the oldest remaining service station building in the city."

SurveyLA gave it the following California Historic Resources Status Codes:

- **3S:** Appears eligible for National Register as an individual property through SurveyLA or other survey evaluation
- **3CS:** Appears eligible for California Register as an individual property through SurveyLA or other survey evaluation
- **5S3:** Appears to be individually eligible for local listing or designation through SurveyLA or other survey evaluation

The subject service station is also noted within the description of the Eagle Rock community in Gebhard and Winter's seminal guidebook, *An Architectural Guidebook to Los Angeles.*[4]

Eagle Rock Development[5]

The subject building is located within the Northeast Los Angeles Community Plan Area (CPA). The area was home to the Chumash and Tongva people.[6] In 1784, three years after the nearby El Pueblo de Los Angeles was founded, Spanish Governor Pedro Fages granted all the lands between the Los Angeles River and the Arroyo Seco, including the area now known as Eagle Rock, to Jose Maria Verdugo. The Rancho San Rafael, as it was known, covered approximately 36,000 acres.

Located in the northern portion of the CPA, Eagle Rock is situated between the Verdugo Hills to the north, the City of Pasadena to the east, Highland Park and Glassell Park to the south, and the City of Glendale to the west. The area is traversed by the Glendale (2) Freeway, Eagle Rock Boulevard, and Figueroa Street, which run north-south; and the Ventura (134) Freeway, Colorado Boulevard, and York Boulevard, which run east-west.

When Alfred Chapman and Andrew Glassell began to subdivide their Rancho San Rafael land, one of the largest parcels was purchased by Benjamin Dreyfus and subsequently acquired by a consortium led by Charles Watts, who also founded the community of Watts in South Los Angeles. This parcel included the 8,000 acres which today encompasses the majority of Eagle Rock. The remainder of the land comprising present-day Eagle Rock – the area between Loleta Avenue to the west and the Arroyo Seco to the east – was purchased by Prudent Beaudry, a real estate developer and one-time mayor of Los Angeles, then resold to Alexander Robert Campbell-Johnston and later subdivided by his heirs. In its early days, Eagle Rock was an agricultural community which produced fruit, vegetables, and flowers. By the end of the 19th century truck farms, including the Gates Strawberry Ranch, covered much of the area.

The expansion of the rail system transformed the settlement into a thriving residential community. In 1906, the Los Angeles Railway completed the Eagle Rock line, connecting Eagle Rock to downtown Los Angeles. Local rail extensions like these made it feasible for downtown workers to commute from outlying communities. As a

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[4] K. Bernstein and S. Schafer, *Preserving Los Angeles: How Historic Places Can Transform America's Cities* (Angel City Press, 2021); D. Gebhard, R. Winter, and R. Inman, *An Architectural Guidebook to Los Angeles* (Angel City Press, 2018).

[5] Excerpted from City of Los Angeles, "Historic Resources Survey Report, Northeast Los Angeles Community Plan Area."

[6] "Native Land Digital," Native Land Digital, https://native-land.ca.

result, home sites situated near the rail lines became highly desirable, and the announcement of the forthcoming rail line motivated the subdivision of many residential tracts in the area. Additional lines included a local line which ran to Glendale and Montrose, and a line along Figueroa Street to Eagle Rock to supply the Edison power station and serve the area known as Eagle Rock Park.

With the arrival of an expanded transportation network after the turn-of-the-20th century, the character of Eagle Rock began to evolve away from its agricultural origins toward a more suburban residential community. Farmland started to be subdivided into residential tracts as early as 1903, when the Gates Strawberry Ranch lands were parceled into single-family lots. Concurrently, new civic and commercial buildings were constructed to meet the demands of the growing community. The Edwards & Wildey Building, constructed in 1915, served as the hub of the burgeoning commercial district at the intersection of Eagle Rock and Colorado Boulevards and spurred further commercial construction. New social service institutions and social groups were also established; one of the best remaining examples of their facilities is the Eagle Rock Women's Twentieth Century Club (HCM #537, National Register listed), constructed in 1914.

In 1911, the community of Eagle Rock incorporated as an independent city. A post office soon followed in 1912, along with the Eagle Rock Library (HCM #292), completed in 1916 with a Carnegie grant. For the first few years, Eagle Rock's city hall was housed in a commercial building on Eagle Rock Boulevard (then called Central Avenue). A dedicated City Hall building (HCM #59) was not completed until 1922, and originally included the fire and police departments. One of the most significant catalysts for development also took place during this period: the relocation of Occidental College from Highland Park to its present location in Eagle Rock. Founded in 1887, the institution outgrew several smaller facilities before establishing a permanent campus in 1914, designed by noted architect Myron Hunt.

The new city continued to grow as Eagle Rock experienced the effects of Southern California's population boom in the early 1920s. By 1923, the population of Eagle Rock had ballooned from 600 to approximately 2,500. That same year, with the threat of an inadequate water supply and the promise of an upgraded school system, city residents voted to consolidate with the City of Los Angeles. With the resultant increase in construction, new residential neighborhoods were established. One of the more upscale neighborhoods was located along Hill Drive overlooking the Eagle Rock Valley. Eagle Rock became a cultural enclave of sorts, attracting a number of visual artists, as well as writer John Steinbeck. Mr. Steinbeck lived in Eagle Rock for extended periods during the 1920s and 1930s while visiting his close friend Carlton Sheffield. Mr. Sheffield was a professor of journalism at Occidental College.[7]

In the 1930s, Colorado Boulevard functioned as a segment of Route 66, and many automobile-related businesses and travel facilities were constructed along the corridor, including hotels, restaurants, service stations and auto courts.

Much of Eagle Rock's built environment reflects its development in the early 20th century, with a handful of farmhouses dating from the 1880s and 1890s. The neighborhood is dominated by single-family residential development, with few multi- family properties, primarily bungalow courts. Common architectural styles include Craftsman, American Colonial Revival, Spanish Colonial Revival, and Tudor Revival, and a few notable examples of Mid-Century Modernism. Commercial development is largely concentrated along automobile

[7] Tim Sanders, "The Faster Master Plaster Casters, Adventures of John Steinbeck in Eagle Rock," Eagle Rock Valley Historical Society, https://www.eaglerockhistory.org/articles/faster-master-plaster-casters/.

corridors and former streetcar lines, such as Broadway, Eagle Rock Boulevard, and York Boulevard, as well as a segment of historic Route 66 along Colorado Boulevard.

The Automobile and Los Angeles[8]

It is impossible to understand Angeleno architecture of the twentieth century without considering the impact of the automobile. This impact can best be seen in those buildings created to provide for the needs of the car.

Beginning in the early 1900s, there emerged new building types – from gas stations to drive-in restaurants – which served the motorist. These new building types led to new relationships with the street and surrounding buildings. The automobile produced buildings that stood alone, each surrounded by its own driveway and parking lot. The idea of a wall of unified background buildings, broken in places by a foreground building sitting in isolated splendor, no longer fit the increasingly auto-oriented city.

Utilitarian designers accepted the car as a given and tried to devise building forms that directly served its needs. They had little concern for architectural flourish or the larger urban setting. At its best, the utilitarian approach resulted in well-proportioned and crisply detailed industrial-style structures.

The sprawling nature of greater Los Angeles was actually the product of an earlier system of transportation, the interurban railroad. The development of the interurban, beginning in the late 1800s and reaching its peak with the Pacific Electric network in the early 1900s, allowed the residents of the city and its surrounding suburbs to spread out over the flatlands. Yet this was still a settlement pattern of clusters around interurban stops. Large expanses of vacant land sat between these settlements. It was the automobile that allowed Angelenos to fill in the expanses.

The widespread use of the automobile came in the years just before the United States entered the First World War in 1917. Up until that time the passenger car was a luxury item. Registration of passenger cars in Los Angeles County grew from 20,000 in 1910 to more than 100,000 in 1920, and almost 800,000 by 1930. The increase in popular ownership came about through the development of an affordable car, specifically the Ford Model T.

The Model T was first introduced in 1908. By the end of the First World War, in 1918, Ford had half the market for automobiles in the United States, and by 1920 every other motor car in the world was a Model T.

In great part because of the Model T, the 1920s were the years during which the motor car became the dominant mode of transportation in Southern California.

The increasing presence of the car after the First World War caused Los Angeles to rethink the nature of its street system. There were some major early thoroughfares laid out by both the city and the county, particularly after the Board of Supervisors issued $3.5 million in bonds for road construction in 1909. Typically, streets had been created by subdividers, with the higher-priced developments having some kind of hard surface provided. Otherwise, property owners created improvement districts of their own to finance the grading and surfacing of their streets. Between 1904 and 1914 Los Angeles was able to improve nearly 500

[8] Excerpted from City of Los Angeles, "Theme: Commercial Development and the Automobile, 1910-1970." With additional information

miles of streets. These included hundreds of residential lanes and such north-south and east-west arteries as Central Avenue, Vermont Avenue, Adams Boulevard and Pico Boulevard. These routes were generally thirty to fifty feet wide and topped by a firm surface. By 1915 all of the main thoroughfares had paving of some sort.

These improvements were soon overwhelmed by the increase in car ownership during the early 1920s. This increase prompted community leaders to hire the firm of landscape architect Frederick Law Olmsted in 1924 to prepare a survey of conditions and recommendations for the improvement of the city's streets, and to introduce the idea for a network of parkways. This study, entitled *A Major Traffic Street Plan for Los Angeles* was comprehensive, reaching south to Hyde Park and 110th Street, with Beverly Hills as the western edge, and to the southwest as far as Culver City. Of immediate importance was how the plan differentiated between local and arterial streets. Local streets served neighborhood residents and businesses, while arterial streets allowed traffic to move from one neighborhood or district to another.[9]

The funding for the Olmsted plan was justified to the public as the best way to accommodate the increasing number of cars. During the next six years, Los Angeles worked to carry out the widening and straightening recommended by the Olmsted Plan, and by the first years of the Great Depression of the 1930s, most of these arterial routes had been reconfigured as major distribution streets. These improved arterials were also designated for commerce. The first comprehensive zoning ordinance was drafted in 1925. Business was relegated both to its traditional downtown district and to the major distribution streets identified in the plan.

An automobile-centered architecture began to emerge where businesses could stretch out along these arterial streets, such as Colorado Boulevard, and provide their mobilized customers plenty of space.

U.S. Highway 66 (Route 66)[10]

During the 1930s Route 66 was routed from Pasadena, over the Colorado Street Bridge, through Eagle Rock. The Highway went west on Colorado Blvd., and south on Eagle Rock Boulevard to connect to the Downtown Los Angeles terminus. Documentation gives the dates ranging from 1934 until 1940 for this alignment for Route 66.[11]

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[9] "Silver Lake Texaco Service Station Historic-Cultural Monument Application Chc-2018-2846-Hcm," ed. Office of Historic Resources Department of City Planning (Los Angeles: City of Los Angeles, 2018).

[10] Excerpted from United States of America, "National Register of Historic Places Multiple Property Documentation Form, U.S. Highway 66 in California." With additional information.

[11] The Route 66 Corridor Preservation Program, under the U. S. Dept. of the Interior, lists the dates of the Eagle Rock alignment as 1934-1936. The U.S. Highway 66 in California Multiple Property Documentation Form lists the alignment as 1938-1940. Scott Piotrowski's book, *Finding the Mother Road,* lists 1934 as the Eagle Rock alignment. The website *TheRoute-66.com Online Travel Guide* lists the date as 1935. S. R. Piotrowski, *Finding the End of the Mother Road: Route 66 in Los Angeles County* (66 Productions, 2005); United States of America, "National Register of Historic Places Multiple Property Documentation Form, U.S. Highway 66 in California."; "1935 Alignment through Eagle Rock," Road Trip Journeys, https://www.theroute-66.com/los-angeles.html#eagle66; United States of America, "Route 66 Corridor Preservation Program, Letter. Kaisa Barthuli," ed. Department of the Interior (Santa Fe, New Mexico2022).

Established in 1926, U.S. Highway 66 was part of the first nationally designated highway system and was one of 13 original U.S. Highways designated in California. It was one of three Southern California east-west highways that extended from the Colorado River to the Pacific Coast.

The Highway played an important role as a migratory route that facilitated large population shifts from the East, Midwest, and Southwest into Southern California. From the time of its designation as a part of the U.S. Highway system in 1926, U.S. Highway 66 served as a main route for those seeking a warmer climate in the 1920s Sunshine Migration; jobs in agriculture and industry in the midst of the Great Depression during the 1930s; and employment in the defense industries leading up to and during World War II and during the postwar period. These migrations made this part of the country, particularly Southern California, one of the fastest growing parts of the country in the first half of the twentieth century. These waves of western migration were important in reshaping California, especially Southern California and the Los Angeles basin, in terms of demographics, culture, and growth.

U.S. Highway 66 also served as a major corridor for tourists seeking to experience California and the Southwest, and provided a transportation system for local and regional residents.

The presence of the highway led to substantial numbers of restaurants, motels, tourist courts, service garages, gas stations, and other tourist and auto businesses in direct response to traffic along the route. In the urban Los Angeles basin roughly contained within Los Angeles County, commercial development along the route served the traveling public along U.S. Highway 66, which become more dispersed as migrants and tourist reached the end of the route, and also provided goods and services to the large numbers of local residents. The pattern of commercial development seen in auto and tourism businesses due to their close proximity to U.S. Highway 66 provides an important representation of the commercial development.

Automobile services, including gas stations, service stations, automobile dealerships and garages, car washes, and drive-in markets, like the subject building are significant for providing goods and services to the traveling public along U.S. Highway 66, in addition to serving local and regional needs.

All alignments of Route 66 are important, as they tell the full story of the highway including engineering, construction, social, commercial and other developmental history of the road.[12]

Early Gasoline Station Building Forms

The subject building is of one the earliest gasoline station design forms, known as the House with Canopy.

Early automobile owners typically obtained fuel through local wholesale distributors associated with automobile-related businesses. These businesses distributed gasoline often purchased at livery and dry goods stores in crude containers that allowed the product to be funneled into automobile tanks.[13]

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[12] "Route 66 Corridor Preservation Program, Letter. Kaisa Barthuli."

[13] John A. Jakle, "The American Gasoline Station, 1920 to 1970," *Journal of American Culture* 1, no. 3 (1978); J. A. Jakle and K. A. Sculle, *The Gas Station in America*, Creating the North American Landscape (Johns Hopkins University Press, 1994); Janna Baron, "Gassing Up. A 20th-Century Form, the Gas Station Evolved," *Preservation Eastern Newsletter* 4, no. 2 (1997); R. Francis, *Black Gold in California: The Story of California Petroleum Industry*, Industry Series (Historical Publishing Network, 2016).

In 1907, Standard Oil of California introduced the first gasoline drive-up facility at its Seattle kerosene refinery. In 1909 the American Gasoline Company of St. Louis, a Shell agent, built the first "drive-in" station to be located apart from bulk plant facilities. Central Oil Co of Flint, Michigan built the first structure specially designed for gasoline distribution in 1910.

The Curbside. The term filling station first applied to curbside pumps. These "stations" were installed along streets in front of grocery, hardware, and other stores.

The Shed. The first off-street, drive-in gasoline stations took the form of a small shed. The sheds housed automotive oil, grease, and equipment.

The House. The early curbside and shed-type filling stations were generally located around the central business districts. As oil companies expanded distribution, they invested in neighborhood service stations on residential streets. These service station was made to look like a small house to blend in, reducing neighborhood opposition.

The House with Canopy. The addition of a canopy integrated into the roof of the small house or cottage produced another distinctive type of gasoline station, allowing service in inclement weather.

Standard Oil of California Service Station (now Chevron)

The Standard Oil Trust, created by John D. Rockefeller in 1863, owned some 90 percent of the nation's refinery capacity and controlled some 85 percent of the total petroleum market when it was dissolved under the Sherman Antitrust Act. The Trust was divided into 34 separate companies, and Standard Oil of California was one of the seven biggest companies, which were known as the "Seven Sisters". They dominated the world oil industry in the early 20th century.[14]

Standard of California launched its chain of look-alike gasoline stations in 1914, largely in response to competition from Shell. Standard first tried to establish a chain of four stations in 1912, but was denied permission by the City of Los Angeles on the grounds that they would be hazardous and unsightly and reduce property values in the city. In 1914 Standard acquired National Supply Stations, Inc.'s chain of 34 stations. The service stations were located in the greater Los Angeles area, San Diego, San Francisco, and Oakland. The chain grew to 2,200 stations by 1925 with locations in Oregon and Washington state, as well as California.[15]

The National Supply Stations took the same basic form as the subject building, a simple 12 x 15 walled in glass with a canopy extending over pumps, they were painted red, white, and blue (Chevron, Standard Oil of California's successor company, still uses red, white, and blue as their corporate identity colors.). There are two primary differences between the original 1914 stations and the subject model that was first introduced in 1918:

[14] Jakle, "The American Gasoline Station, 1920 to 1970."; Jakle and Sculle, *The Gas Station in America.*

[15] *The Gas Station in America.*

the 1914 version was wood construction, whereas the 1918 model was steel, and the canopy was supported by a single post, while the 1918 version has two posts supporting the canopy.[16]

The Standard Oil of California form became the prevailing design form for the service station of the early 1920s.[17]

Standard Oil of California was storing, selling, moving, and possibly building these ubiquitous services stations from their Main Plant and Maintenance Facilities at 1726-1756 N. Spring St., across Spring Street from the Standard Oil Company Sales Department Building/Woman's Building (1727 N. Spring St., HCM 1160). There are permits for moving 36 buildings from the facility; 13 appear to be the same type as the subject building. By 1925 there appears to be over 250 of these stations in the Los Angeles area alone. This is the last remaining example of this innovative design.[18]

Development of the Jay Risk Standard Oil Co. Service Station

J M. Risk is listed as the owner on the 1931 building moving permit. John Milton Risk (1889-1963), known as Jay, was born in Scotland, Missouri. He moved to Los Angeles in 1921, first working in shoe sales. In 1922 Mr. Risk opened a garage on Bunker Hill, at 709 W. 3rd St. At the time he was living in a four-flat in Silver Lake, at 1277 Elysian Park Ave.[19]

In 1929 he married, and moved to a home in Eagle Rock two blocks from Occidental College, at 2116 Ridgeview Ave. In 1931 he purchased the subject building from Standard Oil of California and moved it to its current location at 1659 W. Colorado Blvd., a mile and a half from his home.

When Jay Risk moved the service station to Eagle Rock, the entire north side of the block was undeveloped. As there were no buildings on the block, the service station could operate as it was designed to: cars could pull up under the canopy, get served, and then pull out onto Colorado Blvd. The lots on either side of the subject property remained undeveloped until 1949.

It is not clear if Mr. Risk ran the service station when he moved it to Eagle Rock; in the 1930 Census he listed his profession as manager of a radio shop. Jay Risk is listed in the Los Angeles directory in the years of 1934 to 1936 as an oil driller, and the service station is listed as J M Risk 1659 Colorado under the Oil and Lubricants Dealer section of the directory during those years.

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[16] Jakle, "The American Gasoline Station, 1920 to 1970."; Jakle and Sculle, *The Gas Station in America*; Baron, "Gassing Up. A 20th-Century Form, the Gas Station Evolved."; City of Los Angeles, "Theme: Commercial Development and the Automobile, 1910-1970."; California Standard Oil Company of, *Bulletin - Standard Oil Company of California* (Standard Oil Company of California., 1918).

[17] City of Los Angeles, "Theme: Commercial Development and the Automobile, 1910-1970," 25.

[18] Standard Oil of California, "The Best Buy in Town," *Los Angeles Times*, February 8 1925.

[19] LADBS 25426 December 1, 1931; We were not able to accurately trace the ownership records for the property prior to 1959 due to Los Angeles County Covid-19 restrictions and a broken water pipe at the Los Angeles County Map Book Archives.

Clyde A. Brown advertised the station starting in April 1932, shortly after it was moved to Eagle Rock. Mr. Brown is also listed as running the station in the Los Angeles directory from 1932-1933.[20]

William R. Sykes ran the subject service station starting in 1938. Mr. Sykes manufactured and sold Travel-Eze trailers as well as installing "Lecos". Lecos were advertised as a mechanical marvel that could give you 40 mpg. Additionally, William Sykes offered to re-silver the reflectors in your car's headlights.[21]

In late January 1939 Ernest B. Ames, a local rancher, opened the Stop & Shop fruit and vegetable market at the subject building. Sometime around 1947 George Clairville purchased the Jay Risk Standard Oil Co. Service Station and used it as an office for his plumbing company. In 1949 Mr. Clairville built a modern office and home next door at 1655 W. Colorado Blvd. Over the following decades the Clairville family expanded the building at 1655 W. Colorado Blvd., but left the subject building untouched. In February 2022 the Clairville family sold both 1659 and 1655 W. Colorado Blvd to Paradigm Collaboration LLC.[22]

Period of Significance

The period of significance for the Jay Risk Standard Oil Co. Service Station is defined as 1919 for its significance as an example of one of the earliest extant gas/service station in Los Angeles., reflecting the year of the building's construction. The period of significance for the Jay Risk Standard Oil Co. Service Station as an example of the evolution of the gas/service station as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture is defined as 1919 to 1939, when the subject building use was changed from automotive service to fruit stand.

The period of significance for the Jay Risk Standard Oil Co. Service Station for its association with the Eagle Rock construction alignment of U.S. Highway 66 (Route 66) is defined as 1934 to 1939, when the building's use was changed from automotive service to fruit stand.

[20] "C. A. Brown Buys out Oil Service," *Eagle Rock Advertiser*, May 6 1932.

[21] "Leco Saves," *Highland Park News-Herald*, January 9 1939.

[22] "Market's Opening Decided Success," *Eagle Rock Advertiser*, January 26 1939.

Integrity

As the Jay Risk Standard Oil Co. Service Station appears unaltered, it retains a high degree of integrity. Historic integrity is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."[23] The aspects of integrity, as defined by the National Park Service, are location, design, setting, materials, workmanship, feeling and association.

- **Location**: The subject building was built in 1919, and moved to the current location in 1931. As its current location became an alignment of U. S. Route 66, the building gains additional significance in this aspect of integrity.

- **Design:** The subject property retains most of its character-defining features from its period of construction, and therefore is able to convey its historic significance as an early example of a house with a canopy service station. With the exception of the missing signage and driveway access, the exterior remains unchanged from its original construction, and retains its character-defining features.

- **Setting:** The property is located along the 1934 to 1940 alignment of U. S. Highway 66 in the Eagle Rock neighborhood of Los Angeles, amongst other Route 66 serving businesses along the corridor, including hotels, restaurants, service stations and auto courts.

- **Materials:** The subject building has recently been partially disassembled, with the removal of doors and windows. Most of these material remain on site. The building's primary structure remains unaltered, dating to its period of significance. Because the property retains almost all of its materials from the time of its construction, this element of integrity remains highly intact.

- **Workmanship:** The subject property's original workmanship is still evident through its overall construction method and materials. The property retains its integrity of workmanship.
- **Feeling:** The property retains almost all of its essential character-defining features and appearance from its historical period. As such, the building retains integrity of feeling.

- **Association:** Though the building no longer operates as a service station, the subject property appears almost exactly as it did when it was first constructed by Standard Oil of California in 1919. Thus, it retains integrity of association.

[23] U.S. Department of the Interior, National Register Bulletin 16A: How to Complete the National Register Registration Form (Washington D.C.: National Park Service, 1997), 4.

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ONE WAY
PLUMBING
The Accounting & Tax Group

Exhibit 2a. **Vicinity Map**

Magenta star indicates the subject building at 1659 W Colorado Blvd. (Apple 2022)

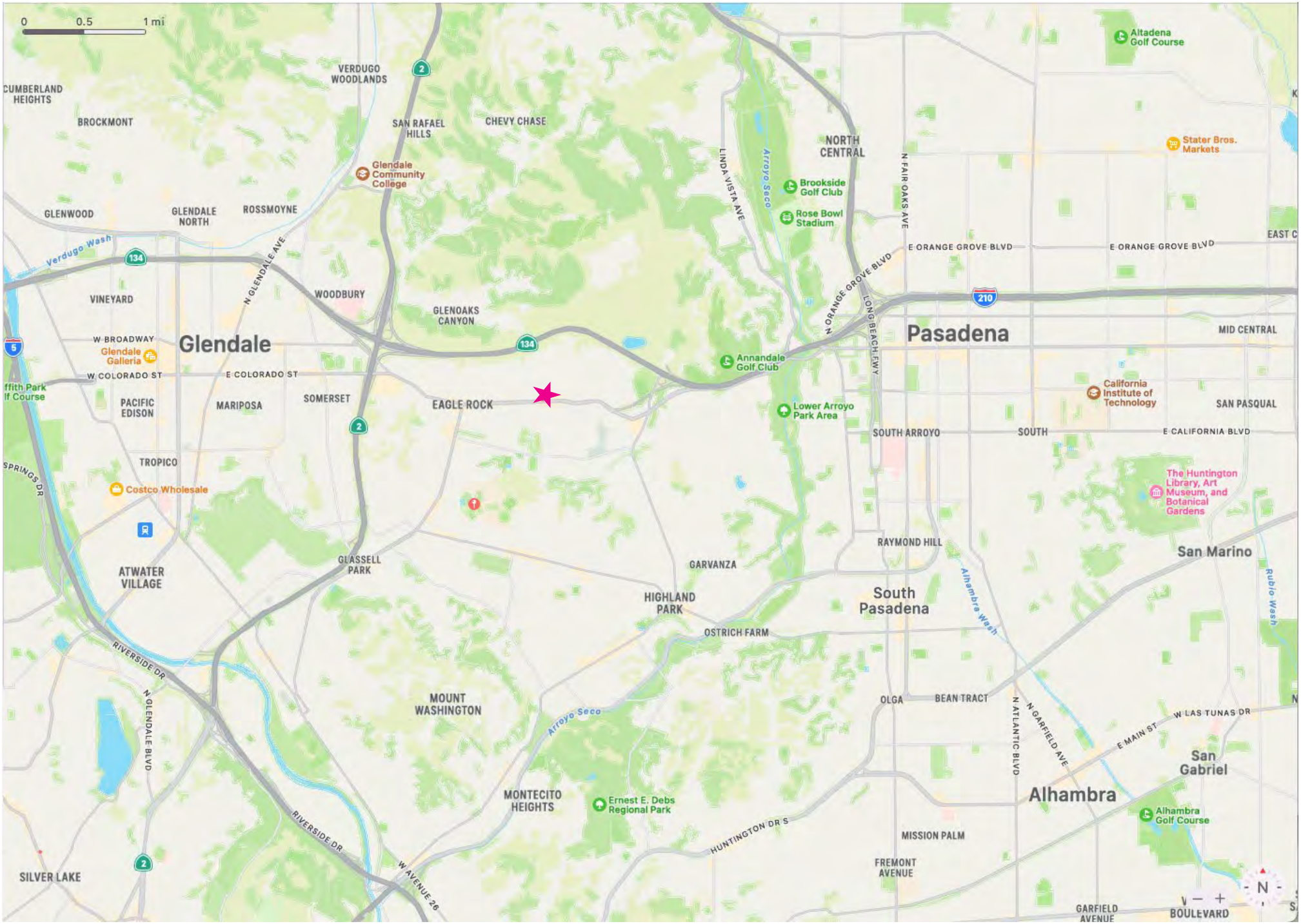


Exhibit 2b. **Tract Map**

Tract 4616 was subdivided in 1921, page 1 of 2. The Magenta outline indicates the future location of the Jay Risk Standard Oil Co Service Station. Royal Drive was renamed Mt. Royal Drive, Virginia Avenue was renamed Vincent Ave.

TRACT № 4616

SHEET NO 1

IN THE CITY OF EAGLE ROCK

BEING A RESUBDIVISION OF A PORTION OF LOT 59.
OF WATTS SUBDIVISION
AS PER MAP RECORDED IN BOOK 5, PAGE 200
MISCELLANEOUS RECORDS OF
LOS ANGELES COUNTY
SURVEYED BY ENGINEERING SERVICE CO.
DEC. 1921. SCALE 1" = 200'.

The bearing of Colorado Boulevard shown on Rosemont Park Tract, recorded in Map Book 12, Page 56, was taken as the basis of the bearings shown upon this map.

10
14 9 50/8
Maps
By G.W. Taylor
Cashier
5.00

I, Thos. A. Jordan, hereby certify that I am a Civil Engineer and that this map consisting of one sheet correctly represents a survey made under my supervision December 1921, and that all monuments shown thereon actually exist and their positions are correctly shown.

Thos. A. Jordan

State of California
County of Los Angeles } ss.

On this 21th day of January in the year one thousand nine hundred and twenty one before me [illegible] a Notary Public in and for said County of Los Angeles, State of California residing therein duly commissioned and sworn, personally appeared Thos. A. Jordan, known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.
In Witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

[illegible]
Notary Public in and for Los Angeles Co., State of Calif.

We hereby certify that we are the owners of or interested in the land included within the subdivision shown on the annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use all the streets and alleys shown on said map within said subdivision.

[illegible]
Title Insurance and Trust Company
Corp.
William H. Allen Jr.
Pres.
O. P. Clark
Secty.

I hereby certify that the Board of Trustees of the City of Eagle Rock by resolution adopted Dec. 5th 1921 approved the attached map, and accepted on behalf of the public, for highway purposes, the streets, avenues, drives and alleys shown upon said map and therein offered for dedication as public highways.
Dated Dec. 5, '921 Benjamin B. Martsolf
City Clerk.

State of California
County of Los Angeles } ss.

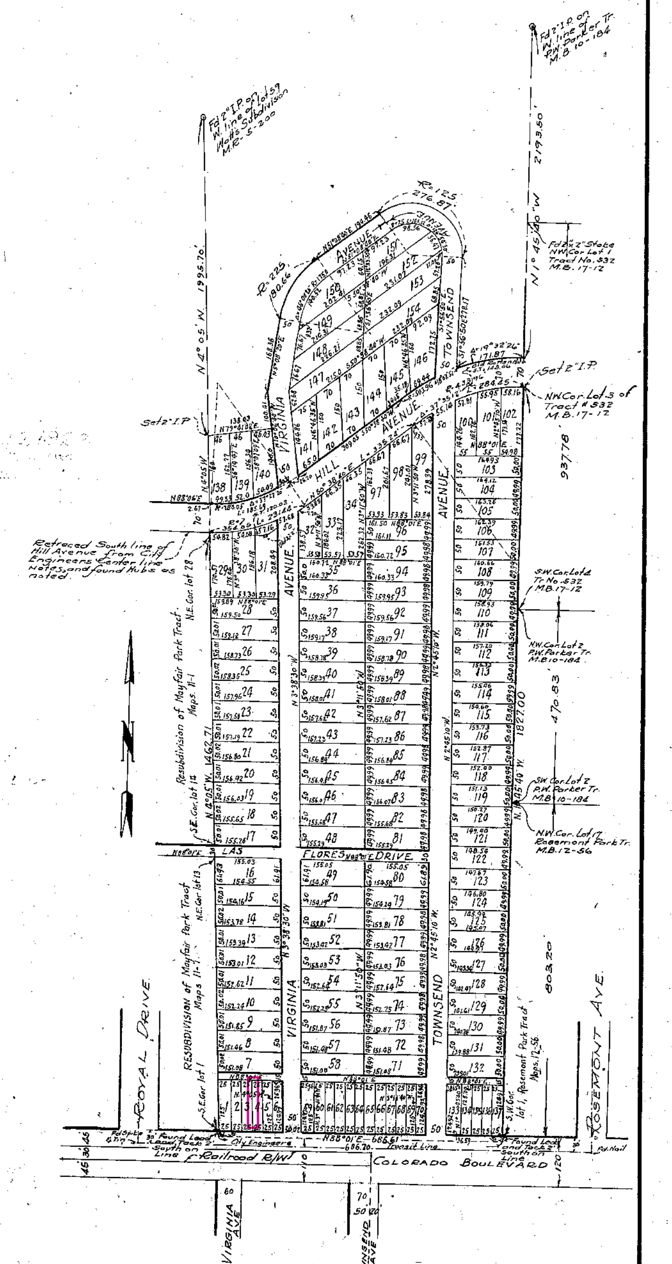
On this 5 day of [illegible] in the year one thousand nine hundred and twenty-one before me [illegible] a Notary Public in and for said County of Los Angeles, State of California residing therein duly commissioned and sworn, personally appeared [illegible] known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.
In Witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for Los Angeles Co., State of Calif.

State of California
County of Los Angeles } ss.

On this 29th day of December in the year one thousand nine hundred and twenty one, before me F. H. Greene a Notary Public in and for said County of Los Angeles, State of California residing therein duly commissioned and sworn, personally appeared William H. Allen Jr. known to me to be the President and O. P. Clark known to me to be the Secretary of the Title Insurance and Trust Co. the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same.
IN WITNESS whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

F. H. Greene
Notary Public in and for Los Angeles Co. State of Calif.



TRACT № 4616

SHEET No. 2.

IN THE CITY OF EAGLE ROCK.
BEING A RE-SUBDIVISION OF A PORTION OF
LOT 59 OF WATTS SUBDIVISION
AS PER MAP RECORDED IN BOOK 5, PAGE 200
MISCELLANEOUS RECORDS OF
LOS ANGELES COUNTY

SURVEYED BY ENGINEERING SERVICE CO.
DEC. 1921. SCALE 1"=200'

The bearing of Colorado Boulevard shown on Rosemont Park Tract, recorded in Map Book 12, Page 56, was taken as the basis of the bearings shown upon this map

10
14 9 50
Maps 9
By G.M. Taylor
Cashier
Free

I, Thos A. Jordan, hereby certify that I am a Civil Engineer and that this map consisting of one sheet correctly represents a survey made under my supervision — [illegible] — 1921, and that all monuments shown thereon actually exist and their positions are correctly shown.

Thos. A. Jordan

State of California } SS.
County of Los Angeles }

On this 17th day of December in the year one thousand nine hundred and twenty-one, before me Thos. Burnet a Notary Public in and for said County of Los Angeles, State of California, residing therein duly commissioned and sworn personally appeared Thos. A. Jordan, known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same

IN WITNESS whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Thos. Burnet
Notary Public in and for Los Angeles Co, State of Calif —

We, hereby certify that we are the owners of or interested in the land included within the subdivision shown on the annexed map, and that we are the only persons whose consent is necessary to pass a clear title to said land, and we consent to the making of said map and subdivision as shown within the colored border line.

Frank P. [illegible]
[illegible]
Title Insurance and Trust Co.
William H. Allen Jr. Corp.
O. P. Clark Pres.
Secty

State of California } SS
County of Los Angeles }

On this 17th day of December in the year one thousand nine hundred and twenty one, before me Florence Meaxor a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn personally appeared, Frank P. [illegible] known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

IN WITNESS whereof I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

Florence Meaxor
Notary Public in and for Los Angeles Co. State of Calif.

I, hereby certify that the Board of Trustees of the City of Eagle Rock by resolution adopted December 1, 1921, approved the attached map

Dated December 1921. Benjamin B. Wurtsolf
City Clerk.

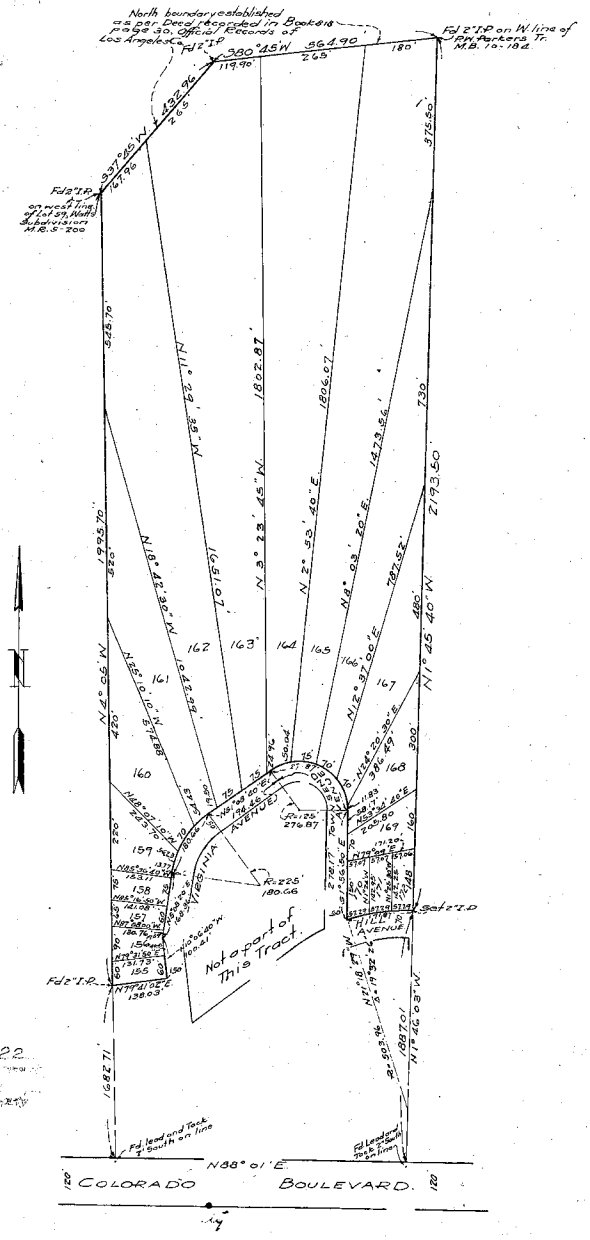
Jan. 10, 1922
By [illegible]
Deputy

State of California } SS.
County of Los Angeles }

On this 29th day of December in the year one thousand nine hundred and twenty one, before me F. H. Greene a Notary Public in and for said County of Los Angeles, State of California, residing therein, duly commissioned and sworn personally appeared, William H. Allen Jr. known to me to be the President, and O. P. Clark known to me to be the Secretary of the Title Insurance and Trust Company the corporation that executed the within instrument and known to me to be the persons whose names are subscribed thereto and acknowledged to me that such corporation executed the same

IN WITNESS whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

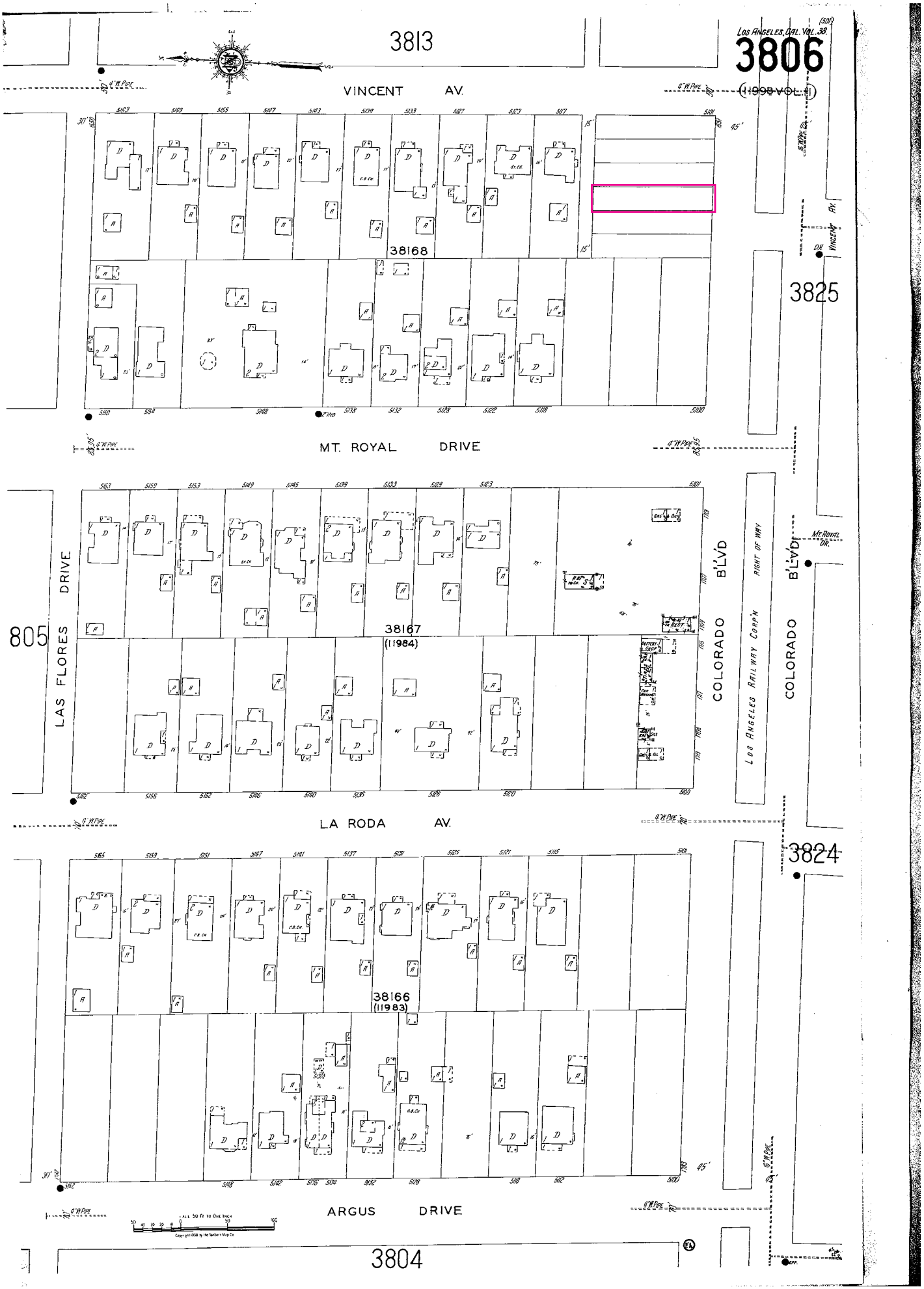
F. H. Greene
Notary Public in and for Los Angeles Co. State of Calif.



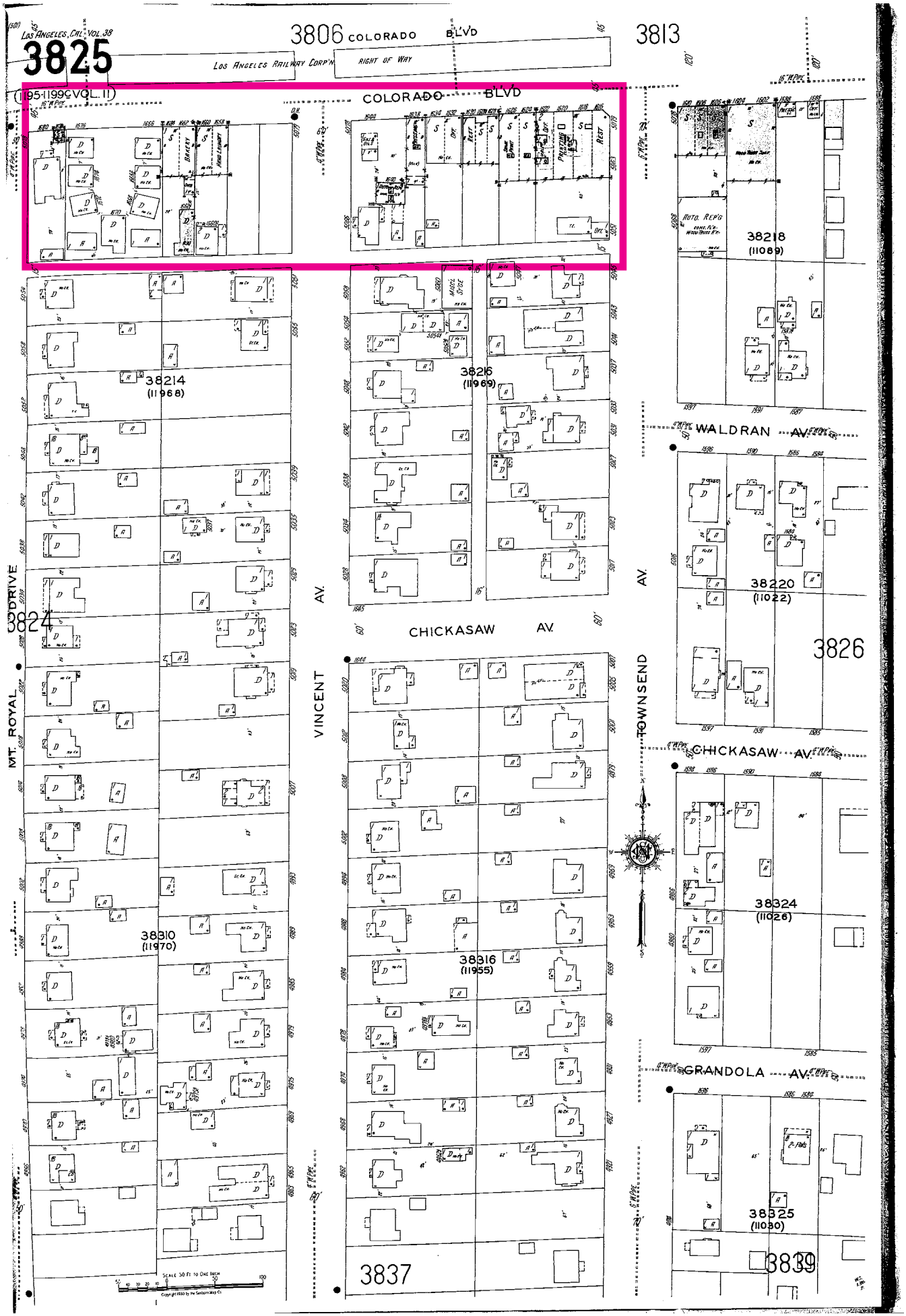
10 Jan 22
F. O. Hedman

Exhibit 2c. **Sanborn Maps**

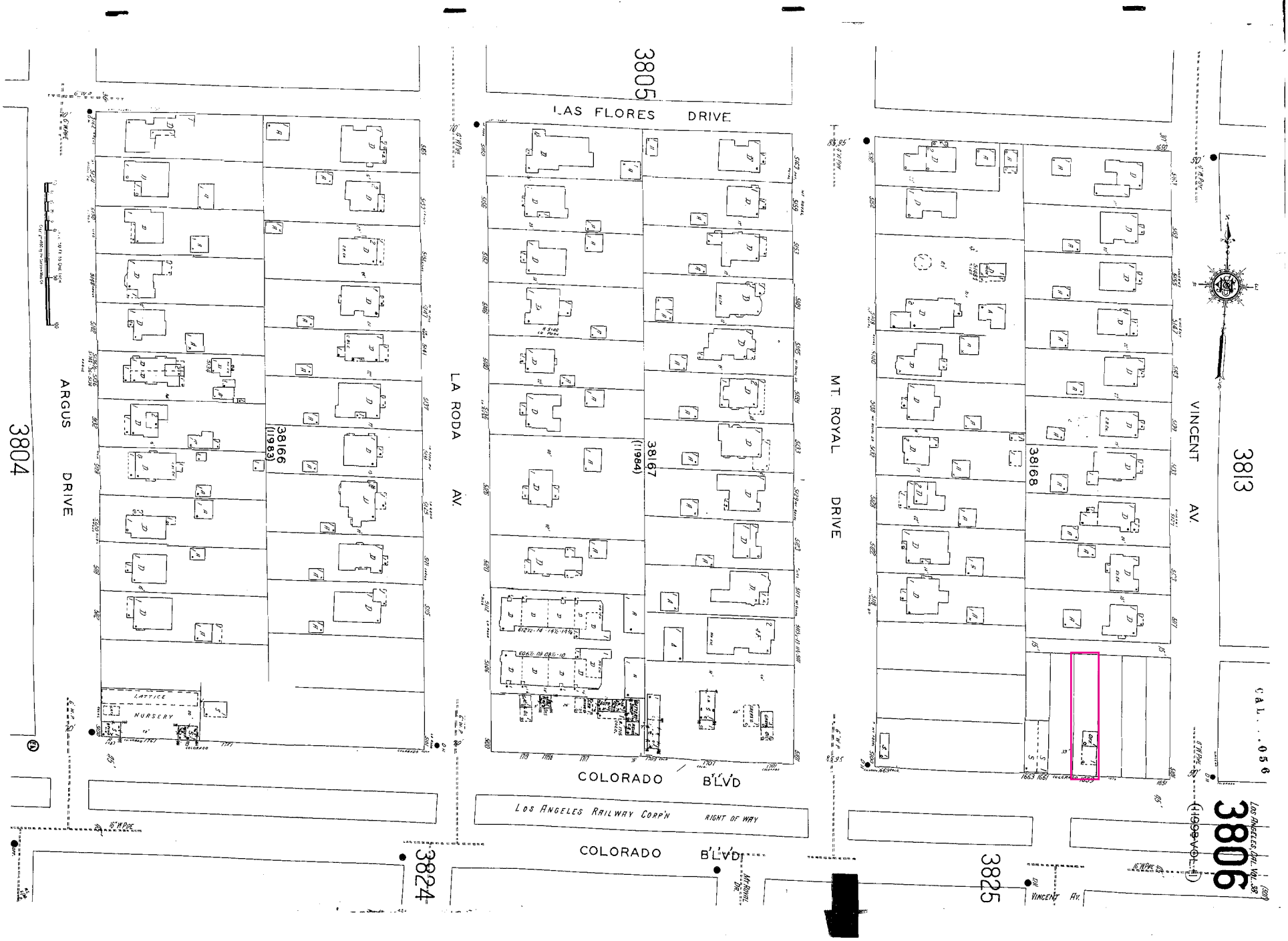
1930 Sanborn Map Co. The magenta outline indicates the future location of Jay Risk Standard Oil Co Service Station.
A year before Mr. Risk moved the subject building to the site, the block was undeveloped.



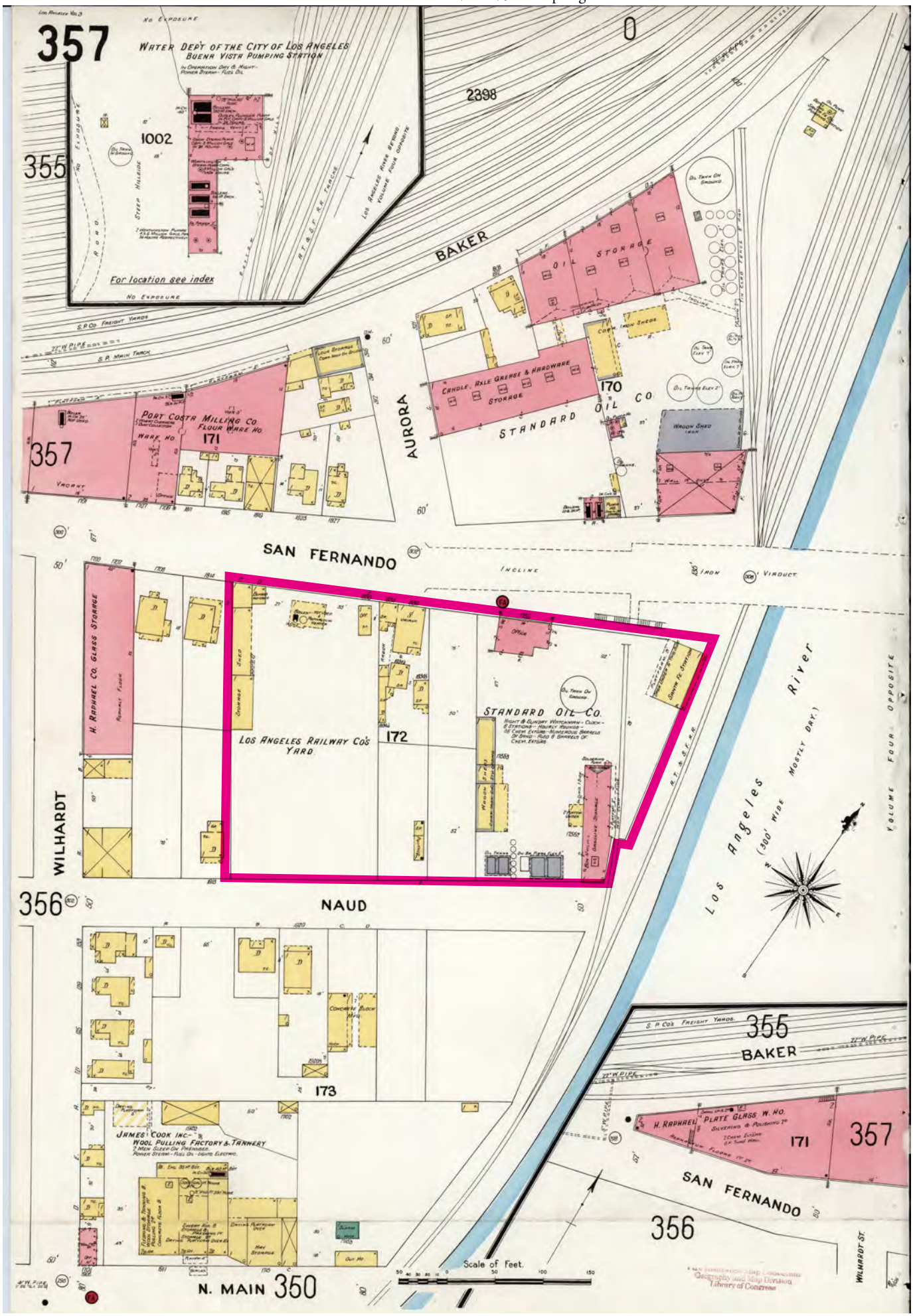
1930 Sanborn Map Co. The magenta outline indicates the developed blocks across the street from the subject property.



1951 Sanborn Map Co. The magenta outline indicates the location of Jay Risk Standard Oil Co Service Station, twenty years after the subject building was moved to 1651 W. Colorado Ave.



1906 Sanborn Map Co. The magenta outline indicates the location of Standard Oil Co. of California Maintenance Facilities 1726-1756 N. Spring St.



1950 Sanborn Map Co. The magenta outline indicates the location of Standard Oil Co. of California Maintenance Facilities 1726-1756 N. Spring St.

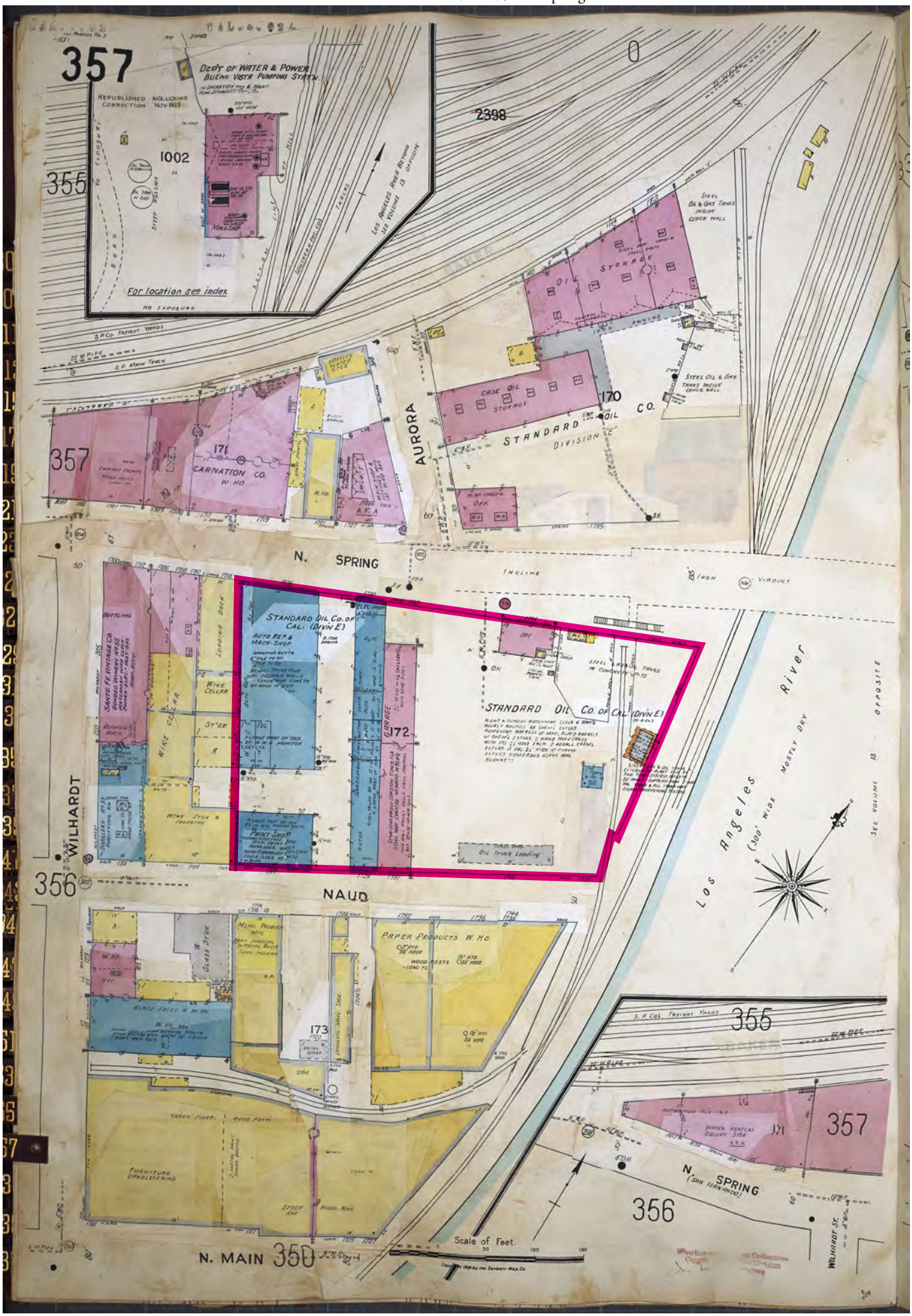


Exhibit 3. Satellite Photographs

The magenta outline indicates the subject property. (Apple 2022)

Exhibit 4. Building Permits

Exhibit 4a. Building Permit 1659 W. Colorado Blvd.

Exhibit 4b. Select Building Permit 1655 W. Colorado Blvd.

Exhibit 4c. List of Building Moving Permits—to and from—
Standard Oil of California Maintenance Facilities
1726-1756 N. Spring Street

.

Exhibit 4a. **Original Moving Building Permit**

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot 1756 No Spring St Standard Oil Co	Lot 3 EAGLE ROCK DISTRICT
Tract	Tract 4616

Present location of building: 1756 No Spring St. Standard Oil Co. (House Number and Street)

New location of building: 1659 Colorado Blvd Eagel Rock (House Number and Street)

Between what cross streets: Mt. Royal & Vincent

Approved by City Engineer. JNT Deputy.

1. Purpose of PRESENT building: Oil Station (Store, Residence, Apartment House, or by other purpose.) Families ... Rooms 1
2. Use of building AFTER alteration or moving: Oil Station Families ... Rooms 1
3. Owner (Print Name): J M Reish Phone ...
4. Owner's address: 2116 Ridgeview ave Eagel Rock
5. Certificated Architect ... State License No. ... Phone ...
6. Licensed Engineer: ... State License No. ... Phone ...
7. Contractor: Lang Bell Co State License No. ... Phone ...
8. Contractor's address: Long Central ave
9. VALUATION OF PROPOSED WORK (Including all Material, Labor, Finishing, Equipment and Appliances in Completed Building.) $ 360 00
10. State how many buildings NOW on lot and give use of each.: None (Residence, Hotel, Apartment House, or any other purpose.)
11. Size of existing building 14-0 x 14-0 Number of stories high 1 Height to highest point 12-0
12. Class of building 4D-Steel Material of existing walls Steel Exterior framework Steel (Wood or Steel)

Describe briefly and fully all proposed construction and work:

Mr. There is no Buildings within 50-0 of Building

Move Building. New Foundation

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO. 25426

PLANS Rec'd 12/5/31

FOR DEPARTMENT USE ONLY 12/5/1931

Plans and Specifications checked: Thompson
Zone: C
Fire District No.: 3
Fee: 2 50
Corrections verified: Thompson
Set Back: None Ft.
Street Widening: None Ft.
Plans, Specifications and Applications rechecked and approved: Director
Application checked and approved: 12/30/31 Clerk.
Plans See / Filed with
SPRINKLER Required / Valuation Included / Specified Yes—No
Inspector

Stamp here when issued: LOS ANGELES DEC 1 1931 BUILDING

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition None Size of Lot 25 x 125 Number of Stories when complete 1

Material of Foundation Concrete Width of Footing 12" Depth of footing below ground 6"

Width Foundation Wall 6 Size of Redwood Sill ..... x ..... Material Exterior Walls .....

Size of Exterior Studs ..... x ..... Size of Interior Bearing Studs ..... x .....

Joists: First Floor Slab Second Floor ..... x ..... Rafters ..... x ..... Material of Roof .....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here ..... (Owner or Authorized Agent)

By .....

FOR DEPARTMENT USE ONLY

Application	Fire District	Set back	Termite Inspection .....
Construction	Zoning	Street Widening	Forced Draft Ventil .....

(1)
REINFORCED CONCRETE

Barrels of Cement .....

Tons of Reinforcing Steel .....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from

..... Street

Sign Here ..... (Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here ..... Owner or Authorized Agent.

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here ..... (Owner or Authorized Agent)

REMARKS: .....

Exhibit 4b. **Select Building Permit** 1655 W. Colorado Blvd
(7/13/1930 Permit shows relationship with the subject building)

3

APPLICATION TO ALTER - REPAIR - DEMOLISH
AND FOR CERTIFICATE OF OCCUPANCY

Form 8-3

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 3 & 4 E	BLK.	TRACT 4616	ADDRESS APPROVED
2. BUILDING ADDRESS 1655 Colorado Blvd.				DIST. MAP 162 225
3. BETWEEN CROSS STREETS Mt Royal Ave. AND Vincent Ave.				ZONE C-2
4. PRESENT USE OF BUILDING Dwelling and Plumbing shop	NEW USE OF BUILDING Warehouse /same-gar and			FIRE DIST. II 45
5. OWNER'S NAME Geo Clairville	PHONE CL65556			INSIDE / KEY
6. OWNER'S ADDRESS 1655 Colorado Blvd.	P. O.	ZONE		COR. LOT / REV. COR.
7. CERT. ARCH. Geo J. Fosdyke	STATE LICENSE	PHONE MI6538		LOT SIZE 50x120
8. LIC. ENGR.	STATE LICENSE	PHONE		
9. CONTRACTOR Owner	STATE LICENSE	PHONE		REAR ALLEY 20 / SIDE ALLEY
10. CONTRACTOR'S ADDRESS	P. O.	ZONE		BLDG. LINE
11. SIZE OF EXISTING BLDG. 25x20x65	STORIES 2	HEIGHT 10	NO. OF EXISTING BUILDINGS ON LOT AND USE 1 store and dwelling	BLDG. AREA

3 1655 Colorado Blvd.

DISTRICT OFFICE E. R.

12. MATERIAL EXT. WALLS: ☐ WOOD ☐ METAL ☐ CONC. BLOCK ☐ STUCCO ☐ BRICK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ STEEL ☐ CONC. ☐ OTHER	ROOFING	SPRINKLERS REQ'D. SPECIFIED	
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 1000.		VALUATION APPROVED Mayo	AFFIDAVITS	
14. SIZE OF ADDITION ~~12x24~~ 14x9	STORIES 2	HEIGHT 21	APPLICATION CHECKED Ingram*	
15. NEW WORK: (Describe) ~~Alter~~ Change of plans under permit LA5783-Also add 2nd sty to portion	EXT. WALLS	ROOFING	PLANS CHECKED Mayo	DWELL. UNITS
			CORRECTIONS VERIFIED Mayo	SPACES PARKING
			PLANS APPROVED Mayo	GUEST ROOMS
			APPLICATION APPROVED Mayo	FILE WITH LA5783/58
			INSPECTOR	CONT. INSP.

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

Signed George W Chinilly

This Form When Properly Validated is a Permit to Do the Work Described.

TYPE	GROUP	MAX. OCC.	P.C. 3.00	S.P.C.	G.P.I.	B.P. 6.00	I.F.	O.S.	C/O

CASHIER'S USE ONLY

	JUL-13-60	44604	C — 2 CS	3.00
LA65823	JUL-21-60	46821	C — 1 CK	6.00

P.C. No. FF6518 GRADING ..... CRIT. SOIL ..... CONS. .....

SEWER (Available) (Not Available)

CRITICAL SOIL

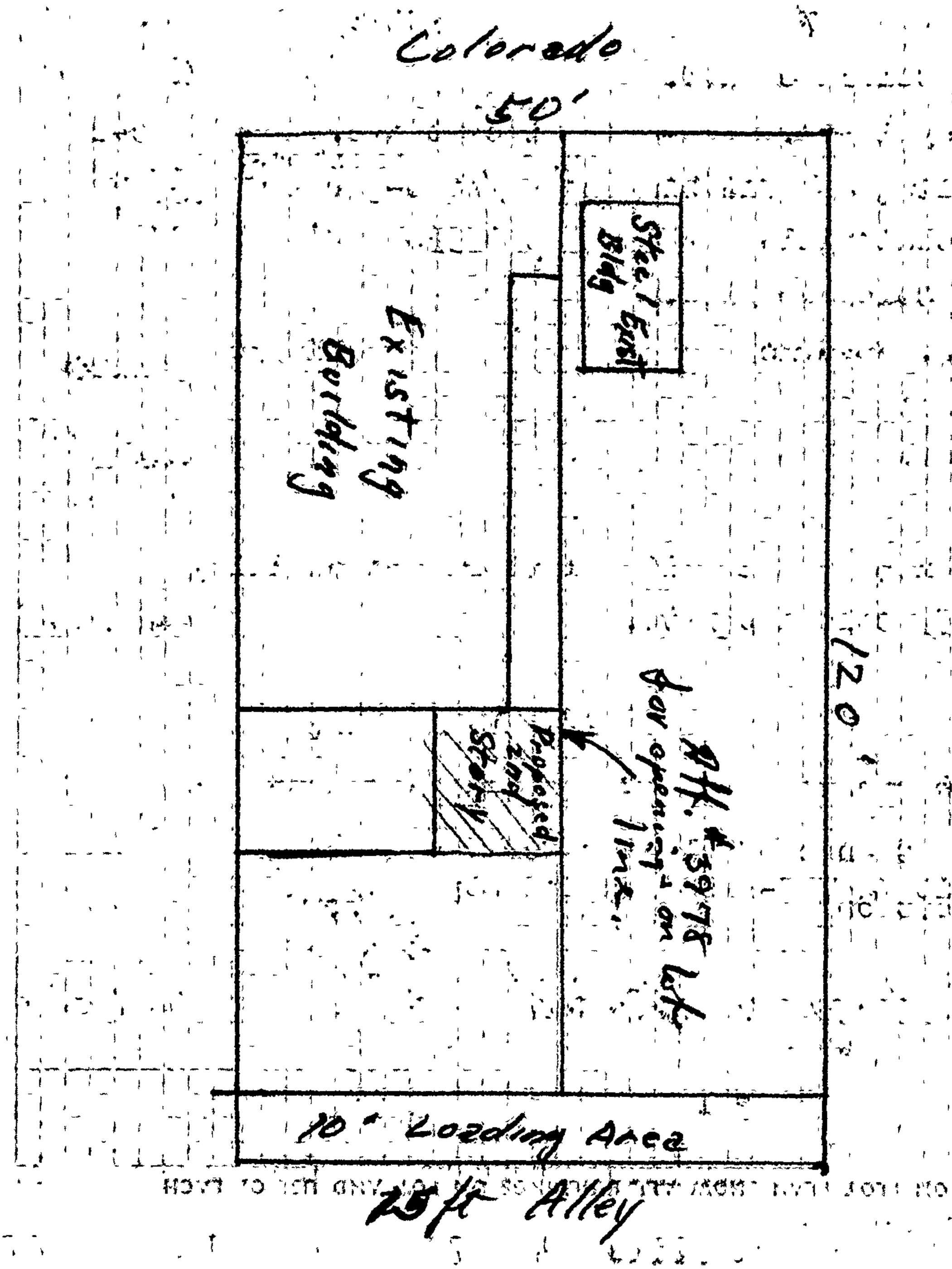

Colorado
50'
Steel Exist Bldg
Existing Building
Proposed 2nd Story
Aff. #3978 for opening on lot line.
120'
10' Loading Area
25 ft Alley

Exhibit 4c. **Exhibit 4c. List of Building Moving Permits—to and from—Standard Oil of California Maintenance Facilities 1726-1756 N. Spring Street**

Building Permits—MOVING
From and to Standard Oil Maintenance Facilities
1726-1756 N. Spring Street, Los Angeles

Standard Oil of California was storing, selling, moving, and possibly building the services stations, restroom facilities, and other buildings from their Main Plant and Maintenance Facilities. The records show complete buildings being moved to and from sites.

The moving records start in 1927, as the steel twin post version of the service station first appeared in 1918, these units might have been already assembled on other sites. Documentation of this process has not been located.

Key—List of Building Moving Permits

Indicates the subject building, Jay Risk's Standard Oil Co. Service Station

Buildings that appear to be the same type as the subject building

Building moved to the Standard Oil Maintenance Facilities

Building Permits—MOVING—Standard Oil Maintenance Facilities-Spring Street

Date	Permit	Address FROM	Address TO	Owner	Contractor	Building Current Use	Building Future Use	Building Material / Size	Valuation	Notes
Jan 24, 1927	2161	Standard Oil Co 1760 N Spring	5852 Pico Blvd SE Corner Fairfax	R B Evans 1454 S Stalding Ave	self	Service Station	Fruit and Vegetables	Steel / 14'7" x29'4"	$100.00	10 foot set-back
Jan 24, 1927	2162	Standard Oil Co 1760 N Spring	5852 Pico Blvd SE Corner Fairfax	R B Evans 1454 S Stalding Ave	self	Service Station	Auto Exc.	Steel / 14'7" x29'4"	$100.00	10 foot set-back
Feb 1, 1927	3019	1746 N Spring	11906 San Vicente Blvd	Standard Oil Co of Cal 605 W 10th St		Service Station	Service Station	Steel / 14'6" x14'6"	$200.00	Move Steel Service Station from 1727 N Spring to above address. No Charges above first floor
Apr 28, 1927	12020	1726 N Spring	140 West Channel Road, Santa Monica Canyon	Mrs I G Zaman 133 Center St, Santa Monica Cyn		Service Station	Service Station	Steel / 14'6" x14'6"	$75.00	Move Steel Service Station from Warehouse 1726 Spring St. No Charges above first floor. Concrete Floor + Foundation to be constructed. Standard Steel Building of Standard Oil Co Plan of which is on file.
Oct 15, 1927	30557	1716 N Spring St 150' N of Wilhardt	1345 S Boyle Ave NW cor E 9th St	Standard Oil Co of Calif 605 W 10th St	same	Service Station	Service Station	Steel / 16'x39'	$1200.00	No new Construction above floor line. Bldg to be moved on new to Floor & Foundation.
Oct 15, 1927	30558	1716 N Spring St 150' N of Wilhardt	1345 S Boyle Ave NW cor E 9th St	Standard Oil Co of Calif 605 W 10th St	same	Ladies Rest Room	same	Steel / 10'x16'6"	$1000.00	No new Construction above floor line. Bldg to be moved on new to Floor & Foundation.
Oct 18, 1927	30947	1716 N Spring St 150' N of Wilhardt	6162 W Pico St SE cor. La Cienega	Standard Oil Co of Calif 605 W 10th St	same	Ladies Rest Room	same	Steel / 10'x11'6"	$1000.00	No new Construction above floor line. Bldg to be moved on new to Floor & Foundation.
Oct 18, 1927	30948	1716 N Spring St 150' N of Wilhardt	6162 W Pico St SE cor. La Cienega	Standard Oil Co of Calif 605 W 10th St	same	Service Station	same	Steel / 14'6" x14'6"	$1000.00	No new Construction above floor line. Bldg to be moved on new to Floor & Foundation.
Dec 21, 1927	37892	1726 N Spring St	5323 Wilshire Blvd NE Cor	Standard Oil Co of Calif 605 W 10th St	same	Service Station	same	Steel / 14'7" x14'7"	$500.00	Bldg to be moved from warehouse to above location No new Construction above floor line. New to Floor & Foundation. Standard O. Co Service Station Building.
Dec 28, 1927	38354	1736 N Spring St	306 N Fairfax NE cor Beverly + Fairfax	Standard Oil Co of Calif 605 W 10th St	same	Service Station	same	Steel / 14'7" x14'7"	$500.00	Bldg to be moved from warehouse to above site. New Foundation & Floor. New Rough Plumbing. No new Construction above floor line.
Feb 23, 1928	5323	1756 N Spring St	1631 Fremont Bet Medford & Alcanzar	H. Metzler 208 W Ave 18	A Lopez	Residence	same	Frame 4 rooms / 24x26	$350.00	underpinning connect to sewer Building Moved
Feb 15, 1928	4339	1756 N Spring St	1631 Fremont st Bet Medford & Alcanzar	Metzler Miller Box & Lbr. Co. 218 W Ave 18	Frank Arloski	Residence 1 Fam	same	Frame 4 rooms / 24x28	$195.00	Move building and put in foundation and underpinning.

Date	Permit	Address FROM	Address TO	Owner	Contractor	Building Current Use	Building Future Use	Building Material / Size	Valuation	Notes
Jan 31, 1929	2743	Standard Oil Co 1756 N Spring	624 Sierra St NE cor Sierra & Rolle	Rafael P Gonzales 624 Sierra St		Service Station	Service Station	Wooden / 13'x13'	$500.00	No alteration. Service Station Building Transfer to above location and used as is
May 26, 1930	12217	Standard Oil Co 1756 N Spring	7098 Hollywood Blvd SE cor La Brea	Standard Oil Co of Calif 605 W 10th St	W S Craig & Son	Service Station	Service Station	Steel / 14'x14'	$500.00	To be moved
Jun 29, 1931	13119	2743 W Pico Blvd	1726 N Spring St for Storage	Standard Oil Co of Cal 605 W 10th St	Finn Finne general contractor civil engineer	Gasoline Service Sta	none	15'x30	$75.00	removed for storage
Nov 5, 1931	23657	Standard Oil Co 1726 N Spring	7924 S Western ave. btw 79th & 80th	Henry Claman 1072 West Blvd	Leslie S Reynolds	Gas Station	Gas Station	Steel / 14'x14'	$450.00	Concrete Foundation & Floor move on and set Standard Oil Type steel building which is fully constructed
Dec 1, 1931	25426	1756 N Spring St Standard Oil Co	1659 Colorado Blvd Eagle Rock Mt. Royal & Vincent	J M Risk	Bell Co	Oil Station	Oil Station	Steel / 14x14	$350.00	[Subject building] There is no Buildings Within 50 of Building Move Building. New Foundation
Mar 10, 1932	4370	1726 N Spring	6822 S Main St N/E cor 69th st	Bud Kanter 8207 Naome Ave	Bud Kanter	Gas Station	Gas Station	Steel / 14'6'x14'6"	$100.00	The Concrete floor will be 6" thick and building will be bolted to concrete slab. bldg moved
Mar 21, 1933	3572	1726 N Spring St	2501 W 9th St NW cor Carondelet	Standard Oil Co 605 W 10th St	Miller & Miller	Gasoline Filling Station	same	Steel / 15x15	$500.00	Move Steel bldg onto lot as unit Remove old roof and Install New Hipped Roof
Mar 21, 1933	3573	1736 N Spring St	5437 N Figueroa St NW cor Ave 53	Standard Oil Co 605 W 10th St	Miller & Miller	Gasoline Filling Station	same	Steel / 15x15	$500.00	Move Steel bldg onto lot as unit Remove old roof and Install New Hipped Roof
Apr 10, 1933	4911	1726 N Spring St	2604 Beverly Blvd SW corner Rampart	Standard Oil Co Ca Bldg 605 W 10th St	Myers Bros	Rest Room	Rest Room	Steel / 10'x12'	$150.00	Move restroom —— install on new foundation More than 30' from any building
Aug 24, 1933	12362	1756 N Spring St	2903 N Broadway North East Corner Griffin Ave	P R McDowell	Walter F Lewis	Gasoline Service Station	same	Steel / 12x20	$60.00	Concrete floor— Building moved intact
Apr 18, 1934	5244	1726 N Spring St	4181 W Washington Blvd NW cor Crenshaw	Standard Stations 605 W 10th St	Miller & Miller	Rest Room	same	Steel / 8'6"x10'	$150.00	To move as a unit from the Standard Oil Storehouse on Spring St to Location as shown above,
Jul 2, 1934	9491	1726 N Spring St	1026 N Vermont Ave SE Sor Santa Monica	Standard Stations 605 W 10th St	Miller & Miller	Rest Room	same	Steel / 6'x10'	$150.00	To move as one unit assembled onto above property
Jun 13, 1935	11502	1726 N Spring St	Santa Monica Blvd at Butler Ave	Standard Oil Co 605 W 10th St	Myers Bros	Service Station	same	Steel / 14x28	$500.00	Move building and set on new foundation

Date	Permit	Address FROM	Address TO	Owner	Contractor	Building Current Use	Building Future Use	Building Material / Size	Valuation	Notes
Jun 13, 1935	10042	1726 N Spring St	11502 Santa Monica Blvd at Butler Ave	Standard Oil Co 605 W 10th St	Myers Bros	Toilet Bldg	same	Steel / 10x12	$200.00	Move building and set on new foundation
Jun 18, 1935	10295	1726 N Spring St	1389 E 7th St Alameda & Central	Signal Oil Co	Myers Bros	Service Station	Service Station	Steel / 12x20	$190.00	Install steel building on new foundation
Jul 11, 1935	11861	1726 N Spring St	1387 W Adams	Standard Oil Co 605 W 10th St	Miller & Miller	Rest Room	2- Gasoline Filling Sta & Grease Rack	Steel / 8x10	$50.00	To move bldg as a unit & set up at new location
Sep 26, 1935	17240	1726 N Spring St	7098 Hollywood Blvd SE cor La Brea	Standard Oil Co 605 W 10th St	Myers Bros	Rest Room	same	Steel / 10'x12'	$60.00	Move all steel rest rooms & install on concrete foundation. Building will be 10' from any building on —— and 10' from any street property line
Dec 9, 1935	23132	1726 N Spring St (out of Storage)	2333 E 4th St corner -Soto-	Standard Oil Co 605 W Olympic	Myers Bros	Service Station	same	Steel / 16'x28'	$250.00	Move bldg & place on new foundation
Dec 9, 1935	23133	1726 N Spring St (out of Storage)	2333 E 4th St corner -Soto-	Standard Oil Co 605 W Olympic	Myers Bros	Grease rack	same	Steel / 20x20	$400.00	Move bldg & place on new foundation & alter same. not structural changes
Mar 9, 1936	5181	1726 N Spring St (out of Storage)	940 Wilshire Blvd Figueroa & Kipp Streets	Pacific Auto Park 619 S Hill St	Myers Bros	Service Station	Oil Service Station	Steel / 15x28	$150.00	Move service Station bldg & Set on new foundation
Apr 1, 1936	7501	1726 N Spring St	900 S Grand 9th & 10th Sts SE cor 9th & Grand ave	Standard Oil Co 605 W 10th St	Miller & Miller	Canopy over Pumps	same	Steel / 4x16	$100.00	To move bldg as a unit to new Location & set up
May 28, 1936	13038	1726 N Spring St	5151 Hollywood Blvd NW cor Winowa	Standard Oil Co 605 W Olympic	Miller & Miller	Rest Room bldg	same	Steel / 10x12	$200.00	To move 10x12 steel rest room bldg as a unit to above address approx 75' from Hollywood
Nov 20, 1936	32865	1726 N Spring St	1751 N Vine St Yucca & Hollywood	Standard Oil Co of Calif 605 W Olympic	Miller & Miller	Steel Pump Canopy	same	Steel / 4x16	$150.00	To move existing STEEL pump canopy intact from 1726 N Spring to above Location
Jan 8, 1937	661	1726 N Spring St	1735 South Figueroa St 17th & 18th Streets	Standard Oil Co of Calif 605 W Olympic	Miller & Miller	Lubrication Canopy	same	Steel / 20x20	$200.00	To move 20x20 open steel canopy from existing location to location shown above, building to be moved as a unit.
Aug 9, 1938	25046	1726 N Spring St	2600 S Maple SE Cor Adams	Standard Oil Co of Calif 605 W Olympic	Miller & Miller	Service Sta Sales Office	same	Steel / 15x30	$200.00	To move above bldg from present location to new as shown above. Bldg to be moved as a unit.

Exhibit 5. Photographs

Exhibit 5a. Exterior

Exhibit 5b. Interior

Exhibit 5c. Historic Photograph

Exhibit 5a. **Exterior**

Jay Risk Standard Oil Co. Service Station. View northeast, from Colorado Blvd. (Schafer 2020)

Jay Risk Standard Oil Co. Service Station. View north. (CRISNET 2022)

Jay Risk Standard Oil Co. Service Station. View northeast. Photographed after the owner started to disassemble the building. (Sullivan 2022)

Jay Risk Standard Oil Co. Service Station. View north. Photographed after the owner started to disassemble the building. (Luftman 2022)

Jay Risk Standard Oil Co. Service Station. View south, from service station office. (CRISNET 2022)

Jay Risk Standard Oil Co. Service Station. View southwest, from backyard. (CRISNET 2022)

Jay Risk Standard Oil Co. Service Station. View southwest, from backyard. (CRISNET 2022)

Jay Risk Standard Oil Co. Service Station. View southeast. Photographed after the owner started to disassemble the building. (Sullivan 2022)

Jay Risk Standard Oil Co. Service Station. View south from the alley. (Luftman 2022)

Exhibit 5b. **Interior**

Jay Risk Standard Oil Co. Service Station. Interior. View northeast. Photographed after the owner started to disassemble the building. (Sullivan 2022)

Jay Risk Standard Oil Co. Service Station. Interior. View east. Photographed after the owner started to disassemble the building. (Sullivan 2022)

Exhibit 5c. **Historic Photograph**

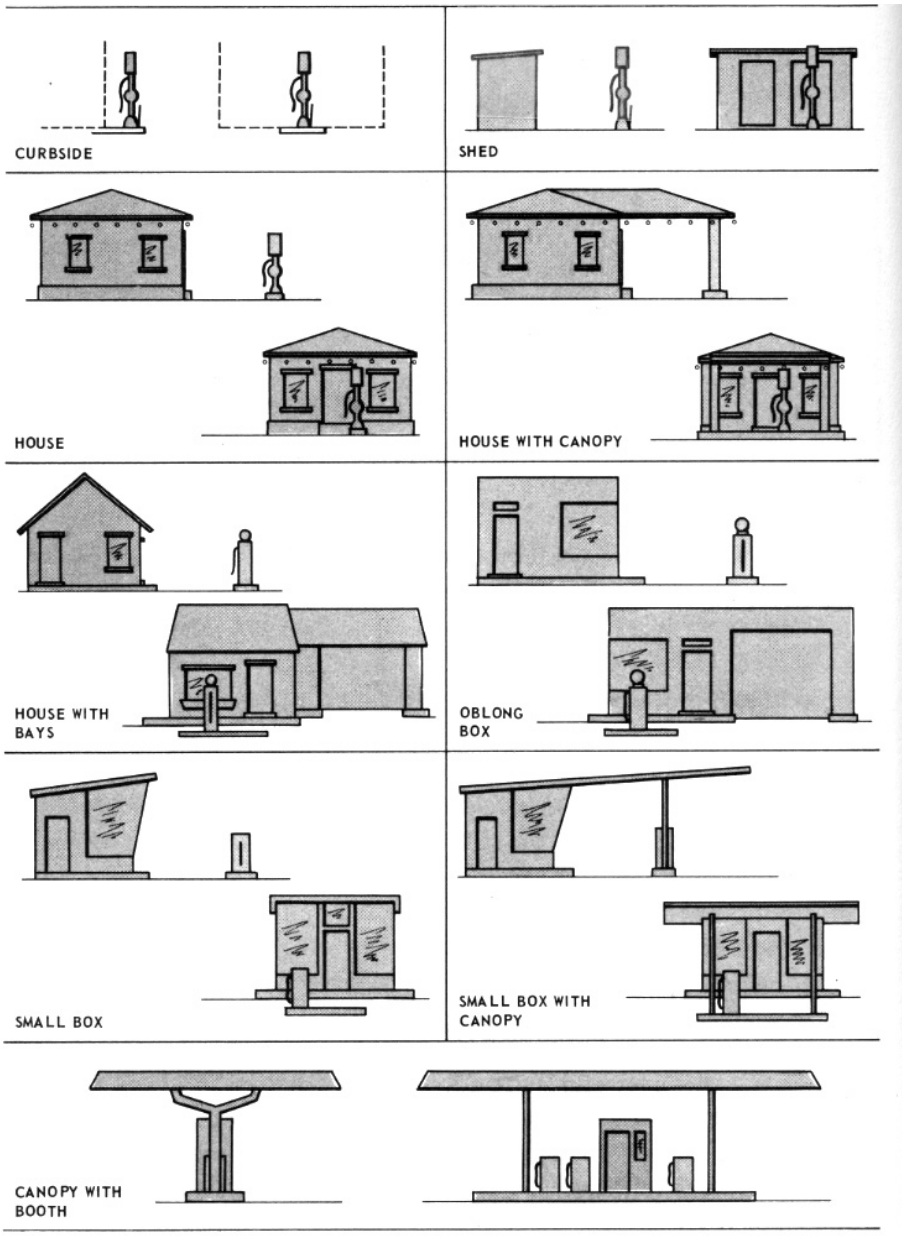
Jay Risk Standard Oil Co. Service Station. View north. (Warren 1998)

Exhibit 6. Historic References

Exhibit 6a. Gas Station as Form—Standard Oil of California
Exhibit 6b. 1659 W. Colorado Ave. Service Station Operators 1931-1939
Exhibit 6c. 1659 W. Colorado Ave. Post Automotive Services Use 1939-2022
Exhibit 6d. U. S Highway 66 (Route 66)

Exhibit 6a. **Gas Station as Form—Standard Oil of California**

Gasoline station types identified in an analysis by *National Petroleum News*, 1910-1990.



An example of an independent seller of Standard Oil of California brands of gasoline from the "shed". Circa 1911.

National Supply Stations circa 1913. In 1914 Standard Oil of California purchased the chain of 34 stations, adapting the station design as their own.

1914-10-11 LATimes -Standard Oil buys National Supply Stations-ad.

STANDARD OIL COMPANY (California)

TO THE MOTORING PUBLIC

On October 8th, 1914, we purchased the properties of the National Supply Stations, Inc., which will be operated on and after Monday, October 12th, by this company.

It is with pleasure that we announce the consummation of this purchase, feeling that it gives us an opportunity for further carrying out our long established policy of improving, whenever possible, our service to the motoring public

STANDARD OIL COMPANY (California).

Supply stations, where Red Crown gasoline and Zerolene lubricants may be obtained conveniently and at a reasonable price, are located at the following near-by points:

LOS ANGELES—

Grand and Washington Streets.
Vermont and Washington Streets.
Wilshire Boulevard and Mariposa Street.
Vermont Avenue and Sunset Boulevard.
Westlake Avenue and Seventh Street.
Pico and Alvarado Streets.
Second Street and Beaudry Avenue.
Jefferson and Figueroa Streets.
North Broadway and Avenue 20.
Ninth Street and Broadway.
Seventh and Vermont Streets.
Figueroa and Washington Streets.
Sixth and San Pedro Streets.
Pasadena Avenue and Avenue 24.
North Main and Willard Streets.

PASADENA—

Colorado and El Molino Streets.
Vernon and Colorado Streets.

Stations also located at convenient points in San Diego, Oakland and San Francisco.

1914-10-13 LATimes -Standard Oil buys National Supply Stations-article.

STATIONS PASS TO STANDARD OIL.

NATIONAD SUPPLY SYSTEM PURCHASED, ANNOUNCEMENT OF COMPANY SAYS.

The purchase of the National supply stations, which have been engaged in the sale of gasoline and lubricants in a number of California cities, by the Standard Oil Company was consummated last Thursday, according to an announcement made by the company yesterday in San Francisco. They are now being operated by the oil company.

There are fifteen of these stations in Los Angeles, three at San Francisco, seven at Oakland, one at Berkeley, three at San Diego, and two at Pasadena. Although there have been repeated rumors that the Standard Oil Company was back of the stations, before the consummation of the recent deal, these was always denied by the company as well as the heads of the supply stations. The rumor arose largely because the National stations sold only Standard Oil products.

The Standard has a number of competitors in the field, as the idea embodied in the stations has been followed up by a number of gasoline-producing concerns. It is estimated that there are in Los Angeles nearly fifty of the gasoline stations.

GROCERY BILL SHOOTING.

Man Claiming Brother-in-law Owes Him for Provisions Takes it with Two Shots.

Juan Corda, No. 1515 Navarro street, with two bullet wounds in his left thigh, was taken to the Receiving Hospital early last night as the result of a quarrel with his brother-in-law, Juan Ruiz of No. 1412 North Main street.

According to the wounded man, the fight started before a small grocery store, when Ruiz declared that Corda owed him a grocery bill. Denials by Corda were followed by the shooting. Patrolman Ballestero and Officer Hill, who were standing directly across the street from where the shooting occurred, placed both men under arrest.

At Central Police Station Ruiz declared he owns the grocery store at No. 1412 North Main street, where the shooting took place, and that his brother-in-law, Corda, refused to pay him a small bill which he owed. Each asserted that the other carried a revolver. A revolver was found in the possession of Ruiz, but none was discovered on Corda.

PERSONAD EFFICIENCY COURSE.

Three Lectures Given at Y.M.C.A. Auditorium as Forerunner of Series to be Given Soon.

"Personal Efficiency" was the topic of an address by Dr. C. W. Hall of the Emerson Institution of Efficiency in the auditorium of the Young Men's Christian Association last night.

D. W. Jones, service manager of Bullock's, spoke of "The Importance to the Institution of Individual Efficiency," and Jesse D. Burks, efficiency expert of the Los Angeles city department, discussed "Individual Efficiency in Public Service."

The "efficiency night" was the forerunner of a special course in efficiency to be given at the local Y.M.C.A. within a short time. William G. Adams, a member of the International Efficiency Society, has charge of the course.

PATROL BOAT ARREST.

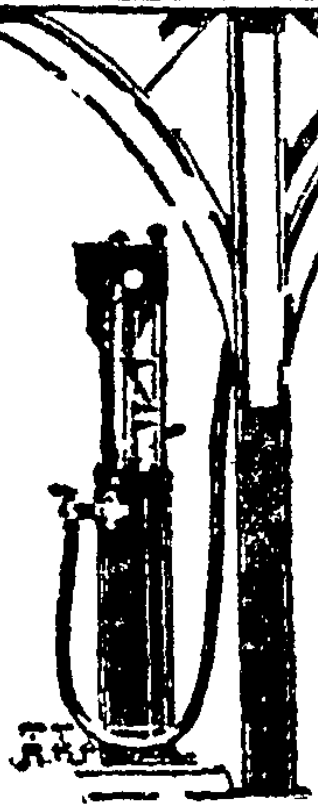
Henry Gomez, wanted in San Bernardino on a charge of embezzlement, was arrested by Sergt. McCarthy of the harbor police boat patrol last night at Wilmington. The patrol boat was making a round of the harbor when the man was found hidden on the wharf.

AFTER HIS MAN.

Chief of Police Martin Burns of Spokane arrived in Hanford, Kings county, last night, to interrogate Joseph Brown, who is said to have confessed to killing Acting Chief of Police Sullivan in January, 1911. Brown was wounded in a night battle last week with a Santa Fe "train rider."

Display Ad 24 -- No Title
Los Angeles Times (1886-1922); Sep 7, 1915; ProQuest Historical Newspapers: Los Angeles Times
pg. I9

Pure Distilled
RED CROWN GASOLINE ZEROLENE
the Standard Oil for Motor Cars



At Standard Service Stations

Get the Oil and Gas that Won Highest Honors, San Francisco and San Diego Expositions

—made from California asphalt-base crude—the oil and gas the Jury of Awards declared first in efficiency, uniformity, purity—the gold medal products. And you'll find Standard Service Stations wherever you go on the Coast. Look for our name.

Standard Oil Company

(California)
Los Angeles

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Sacramento Daily Union, Volume 182, Number 30, 30 May 1915 — SERVICE STATIONS BECOME MORE POPULAR. [ARTICLE+ILLUSTRATION]

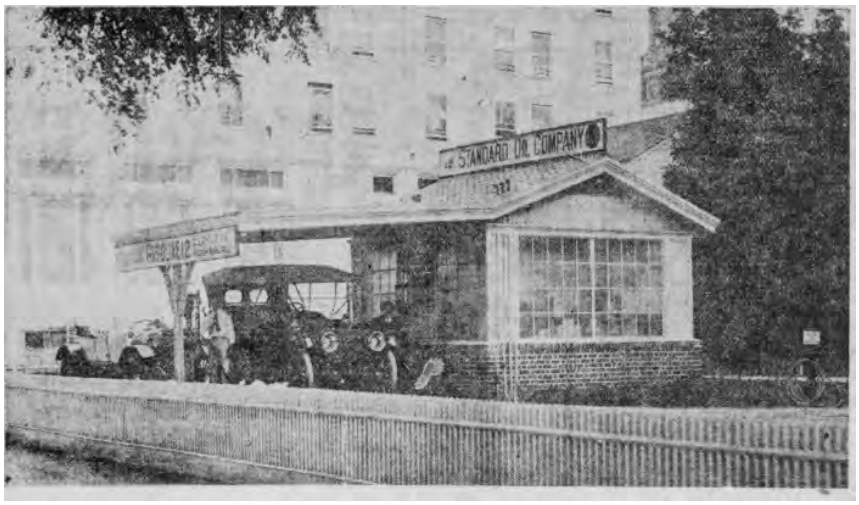
SERVICE STATIONS BECOME MORE POPULAR.

Standard Oil company's service station, where gasoline, lubricants, water and air may be obtained, at Tenth and L streets.

Growth of Business Seems Due to Fulfil Prophecy of Gasoline Faucets at Every Corner.

A little-known prophet predicted a few years ago that the time was not far distant when everybody who wanted a motor car would have one, and that faucets where one could get gasoline and motor oil would be conveniently located on every street corner, just like letter boxes. Although one San Francisco bay town has a cluster of service stations that suggests mail service where the rural delivery maintains, the automobile service station has not yet become as common on the Pacific coast as the letter box. However, present conditions indicate that our little-known prophet's promises were sound enough, and that he saw into the future with fairly accurate vision. The automobile service station is the logical response to a demand that has come with the vast increase in the ranks of motor car owners.

Through service the marketer can show the extent of his knowledge relative to governing conditions and trade demands, and demonstrate his willingness to make concessions for the convenience of the purchaser in return for patronage. That was the thought in mind when the Standard Oil company purchased the National Supply company's service stations situated on selected sites in the larger cities of California. The Standard has now followed out further its general policy of going to the customer with its products—in this instance Red Crown gasoline and Zerolene lubricants for motor cars—by opening service stations at the principal corners of this city. With these stations in downtown and resident districts, on the highways and byways used by automobiles, the company is demonstrating its understanding of service to the motoring public. It is endeavoring to be at the customer's elbow when he wants what he needs.



1915-08Standard_Oil_Bulletin. p7

Shortly after his arrival, Stevens made a gasoline call at the Company's Van Ness Ave. service station.

A·L·STEVENS·ARMLESS DRIVER ARRIVES IN SAN FRANCISCO

AMONG the transcontinental tourists recently to arrive in San Francisco by motor car is A. L. Stevens, a hotel keeper and supervisor of Schenectady, N. Y. Many years ago "Al." bumped into outrageous fortune and was subjected to a terrific mauling. But he came out of it smiling and is today as thorough an optimist as one could wish to meet.

When he decided to drive with his wife from his home town to the Panama-Pacific Exposition he also decided to make capital of the fact that his handling of a car attracted attention. Manufacturers of automobile accessories whom he interviewed agreed that he, and his car, and his trip, were a good advertising proposition, and so Stevens broke even on his trip.

Being a hotel man it is perhaps natural that Al. Stevens should smile and laugh his way through life. To him it was funny when he concluded that farmers in Nebraska were directing him and other cross-country motorists into mud holes so that they could have the job of hauling them out at $10.00 per car. To him it was funny when a Golden Gate Park policeman ordered him out of the park because San Francisco has regulations against advertising on the park boulevard. He dismissed it with a smile and the observation that Lincoln Park, Chicago, was still open to him, and that it takes all kinds of people to make a world—including the park policeman and the Nebraska farmers. He says also that there are all kinds of gasolines and motor oils, and he is reasonably certain that Red Crown and Zerolene are the best of them.

Stevens will motor back to Schenectady in time for the fall campaign.

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1915-11Standard_Oil_Bulletin p135.

NOTICE

TO WHOM IT MAY CONCERN:

Here is an all-refinery gasoline, re-distilled to insure absolute purity and better carbureting qualities. Highest competitive Awards, San Francisco, 1915, San Diego, 1915. Dealers everywhere; and at our Service Stations

STANDARD OIL COMPANY
(CALIFORNIA)

Red Crown
the Gasoline of Quality

1914-11-13 LA Herald Standard Oil Co-Ad

As you drive up these streets

You'll see one of our Supply Stations—ready to serve you with Zerolene and Red Crown.

The demand for our products has increased enormously. Along with it has come the demand, equally as insistent, for greater convenience in securing them.
As a result of this we have bought the National Supply Stations. We have put Zerolene lubricants and Red Crown gasoline where the motoring public can get them easily, quickly, conveniently. We have backed Standard products with Standard service.

ZEROLENE

The Standard Oil for Motor Cars

AND

RED CROWN

The Gasoline of Quality

are the best motor oil and motor fuel the Standard Oil Company can make—the result of more than forty years' successful experience. Zerolene lengthens the life of your car and cuts down repair bills by giving efficient lubrication. Red Crown is *pure* gasoline—a straight-run refinery product, not a mixture. That's why there's power in every drop. It's the cheapest fuel per mile.

Our stations are conveniently located. They are all on streets you use every day. You need not go a foot out of your way to get Zerolene and Red Crown.

Standard Oil Company
(California)

LOS ANGELES

Grand Ave. and Washington St.
Vermont Ave. and Washington St.
Wilshire Boulevard and Mariposa St.
Vermont Ave. and Hollywood Boulevard.
Westlake Ave. and Seventh St.
Pico and Alvarado Sts.
Second St. and Boundry Ave.
Jefferson and Figueroa Sts.
North Broadway and Ave. Twenty.
Ninth St. and Broadway.
Seventh St. and Vermont Ave.
Figueroa and Washington Sts.
Sixth and San Pedro Sts.
Pasadena Ave. and Ave. Twenty-four.
Eastlake Ave. and Mission Road

PASADENA

Colorado and El Molino Sts.
Vernon and Colorado Sts.

1918-10 Bulletin Standard Oil Company. This is the first time a photograph of the 1918 version of the Standard service station, all steel with two post supporting the canopy, was used in the company magazine.

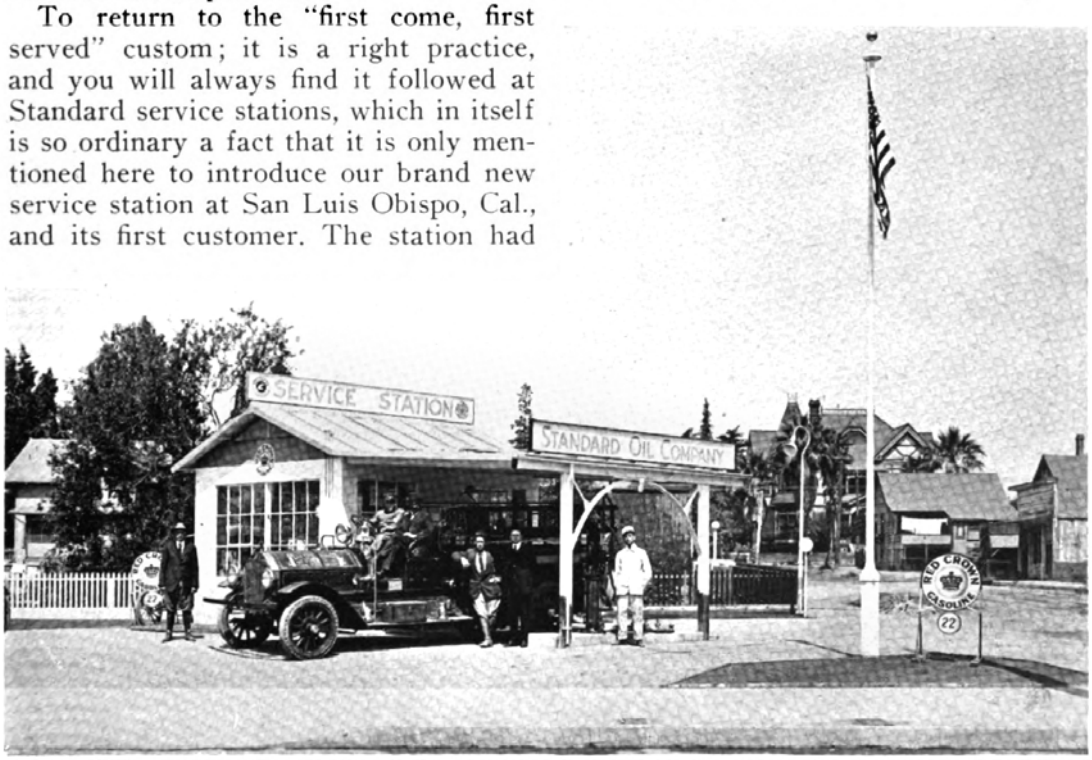
FIRST COME-FIRST SERVED

A REALIZATION of moral right accounts for the "first come, first served" custom, which came into vogue as long ago as that time when people began to introduce ethics into their dealings with one another. History has no record of the man who to establish a clear field for himself first advanced as argument, "I saw it first," or "I was here first"; he did it long before men began keeping records of events. So while it is a long-established, universal custom among civilized human beings, you occasionally will find a sub-normal individual who feels that he has a right to break in ahead of those already in line if he can get away with it. He blossoms out at the theater box office and almost any place where people line up to await their turn; you might find him in the breadline. He ignores the rights of others, and illustrates a type of mind which the world has come to consider as essentially Hunnish or German. He is more often a bully than a sneak, and so usually succeeds in his impositions.

To return to the "first come, first served" custom; it is a right practice, and you will always find it followed at Standard service stations, which in itself is so ordinary a fact that it is only mentioned here to introduce our brand new service station at San Luis Obispo, Cal., and its first customer. The station had not yet been officially opened, but when the town's fine Segrave fire truck drove up with the local fire chief and engineer on the seat, our station operator, tank-wagon driver, auditor and Special Agent Weimer, all of whom were on the ground, came to attention. Then the visitor, being first to come, was first served. And the event is photographically recorded in the picture reproduced herewith.

A Tip-Top Gun Oil

C. E. Shaffer, who sees to it that nothing gets rusty around Portland (Oregon) Police Headquarters, advises that of all the oils tried by the police department of that city our Standard Household Lubricant has given far the best results. "It is the only oil we have found," he writes, "that will work on our guns for any length of time without gumming, and as this is the all-important feature of gun-lubrication, we have, of course, adopted your Household Lubricant."



Our new Service Station at San Luis Obispo, Cal., recently opened in that "old mission" town, and its first customer, part of the San Luis fire-fighting equipment

Digitized by Google

1918-06-19 National Petroleum News 1918 p1369.

Potato Supplants Rose Around Filling Stations

Model garden at Standard San Francisco station

SAN FRANCISCO, June 15.—The humble but nourishing potato and the unostentatious but highly edible string bean for the past two summers have superseded decorative flower beds and shrubbery and velvety lawns that formerly surrounded the service stations of the Standard Oil Company of California at San Francisco.

Last summer, when the call for food, all the food that could be raised was first heard, the company went into the gardening campaign systematically. Joining forces with the California Council for National Defense, it spaded up its lawns and planted gardens which would serve as models.

This year the plots surrounding the company's many stations in the city are again planted and flourishing. Both last summer and this year, truckloads of garden stuff have been hauled from the plots around the service stations to hospitals, asylums and other public institutions of the city.

While the actual production of food is by no means insignificant, it is the example set by the gardens that is regarded by the company officials who were responsible for the idea as their chief aim. This statement on this point is made in the Standard Oil Bulletin, the organ of the company:

"These gardens splendidly illustrate what can be accomplished thru intelligent effort and already produce from them has been donated to several public institutions in San Francisco.

"It is not to be inferred from this, however, that the company has embarked upon any altruistic campaign to supply free vegetables or that in its enthusiasm it harbors a belief that the produce from the service station plots is going to be a contribution of consequence to the nation's food supply."

1921-11 Bulletin_Standard_Oil_Company_p114.

THE OLD CORNER IS SOMEWHAT CHANGED

"NOT what it used to be" is usually a lament, but in this instance everybody concerned seems glad that the change came. Exactly how it was wrought is illustrated by the two photographs reproduced herewith: On the site of a residence that obviously had outlived its usefulness a spick-and-span Standard Oil service station for motorists was set up. Whereat somnambulency, or a condition approaching it, gave way to vim and vigor—the old corner came back to life again. All this happened in a city famous for its salmon output and as a lumber port—Astoria, Oregon. Activities at this station since the day it opened make it very plain that the Astorians appreciate the quality of Standard Products and Standard Oil service, and, incidentally, also show that the change was desirable for reasons other than the sprucing-up of the neighborhood.

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MEETING THE WAVES OF TRADE

USUALLY patronage comes to the service stations of the Standard Oil Company in distinct waves: Morning finds our service stations meeting the needs of business and professional men en route to their offices and places of business. With them at this time also come the vehicles of industry—the trucks and delivery cars. As the day advances this wave of trade enlarges to include all the types of gasoline-propelled vehicles operating in the city area. Another distinct wave is due to the ladies' cars—throughout the day, but particularly during the afternoon, we meet the needs of the cars of the gentler sex, their visits being incidental to shopping and calling activities. The closing day brings again cars of business and professional men, and trucks and delivery cars homeward bound. After nightfall the stations are visited by all classes of motorists, parties—family or otherwise—usually bent on pleasure. Their plans may call for an evening spin, or for the diversion the theatre, movies, or amusement park afford.

Some day chance, choice, or necessity may include you for the first time in one of these waves of trade, and you will make your introductory call on a service station of the Standard Oil Company. When you do, you will find men waiting for you—Standard Oil men whose efficiency is due to their desire to make Standard Oil Service to the public requiring motor products the very best service of its kind in the land.

The Gasoline of Quality

RED CROWN GASOLINE

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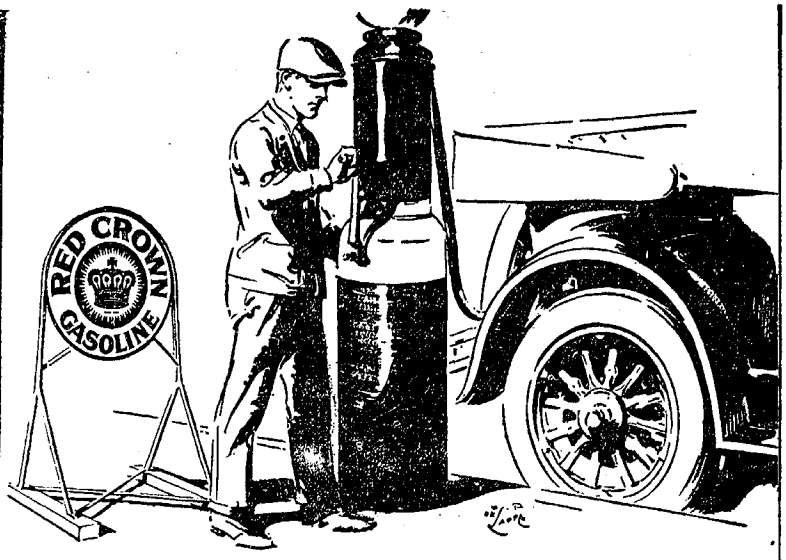
Display Ad 18 -- No Title
Los Angeles Times (1923-1995); Mar 12, 1924; ProQuest Historical Newspapers: Los Angeles Times
pg. 14



These dealers sell gasoline that's always good!

The dealers listed here protect their customers by selling Red Crown gasoline, which because of the exacting production standards maintained by this Company, is uniformly reliable, always and everywhere.

Protect your car by patronizing the dealers who protect you. You'll never have to drive very far to find a red, white and blue Red Crown sign, and your car will run better and farther if you let nothing go into your fuel tank except clean, reliable "Red Crown." Quick on the start, prompt on the pickup, economical on the long run—"Red Crown" has all the qualities you demand of a motor fuel, and has them uniformly.

Incidentally, it's worth reflecting that the garage man, service station, or other dealer who refuses to let his customers take chances with inferior or unknown motor fuels, is likely to be equally responsible and reliable if your car needs inspection or repairs.

Look for the Red Crown disc and the red, white and blue pump—the two signs that identify a reliable dealer.

STANDARD OIL COMPANY
(California)

RED CROWN GASOLINE

STANDARD of QUALITY

These Dealers
in Los Angeles Sell
RED CROWN GASOLINE

Downtown District

A-1 GARAGE
821 W. Pico Street
ACME WRECKING CO.
1146 S. Main Street
ALEXANDRIA GARAGE
437 S. Grand Avenue
ALLEN, EVANS & HARLAN
1019 S. Broadway
APARTMENT GARAGE
955 W. 7th Street
ARCONTI HDWE. CO.
642 N. Main Street
B. & B. MOTOR SALES CO.
1017 W. 9th Street
B. BALLINGER
415 Molino Street
BARNARD & JOHNSON
1317 Orange Street
BECKER & GIBSON
1100 S. Los Angeles Street
BRODIE BROTHERS
8th and Central Avenue
BURKHART & LEWIS
1803 W. Pico Street
C. C. CARTWRIGHT
1011 Santa Fe Avenue
COLUMBIA GARAGE
955 S. Grand Avenue
C. C. COLYEAR
1228 S. Hill Street
COMMODORE GARAGE
1127 Ingraham Street
CROWN HILL GARAGE
1430 Crown Hill
DUMONT SERVICE STATION
410 N. Los Angeles Street
G. M. DUNTLEY
528 S. San Pedro Street
EVER-READY GARAGE
649 S. Wall Street
W. O. FLEISHER
353 S. Central Ave.
FORD MOTOR COMPANY
7th and Santa Fe Street
F. & K. GARAGE
231 N. San Pedro Street
GUARANTEE VULCANIZING COMPANY
113 E. 12th Street
HENDERSON MOTORCYCLE COMPANY
1019 W. 9th Street
W. P. HERBERT & CO.
11th and Flower Street
HARRY HOFFMAN
930 S. Olive Street
HOTEL CLARK GARAGE
4th and Olive Street
HOWARD AUTO COMPANY
1701 N. Spring Street
A. J. HOWELL
831 S. Figueroa
HUNTLEY GARAGE
1200 Huntley Drive
INONYE & MATSUMOTO AUTO COMPANY
307 Jackson Street
J. & L. GARAGE
521 S. San Pedro Street
KAWAII AUTO SALES
111 N. San Pedro Street
DON LEE
1218 S. Main Street
LORD MOTOR CAR CO.
1240 S. Figueroa Street
MARTIN & GREEN
971 N. Broadway
MEYERS & GRIDLEY
302 Belleview
MIZUTA & YAMAMOTO
342 E. 1st Street
MONARCH GARAGE
607 S. Union Avenue
N. OOMURA
610 E. 1st Street
OTTOWA GARAGE
740 Ottowa Street
PACIFIC SOUTHWEST WHSE.
1600 East 6th Street
PAIGE CO. OF CALIF.
1127 S. Olive Street
S. PELUFFO
718 New High Street
POPE & SHAPIRO
Pico and Flower St.
REX ARMS GARAGE
951 Orange Street
RADIO GARAGE
230 S. Figueroa
H. E. RIAL
1115 Sentous Street
C. W. RISDON
1115 S. Olive Street
ROSE AUTO PARK
542 S. Flower Street
B. E. SAVAGE
1209 S. Hill Street
SHATTO GARAGE
625 Valencia Street
SONOMA SALES & SERVICE
530 S. Los Angeles Street
SPENCER-KENNELLY
12th and Main Street
SUNSET VULCANIZING WKS.
866 Sunset Boulevard
TALLY-HO GARAGE
107 N. Broadway
C. H. THOMPSON
225 W. 12th Street
C. & B. TURNER
1231 W. Pico Street
TYRREL-DEARING
1313 Maryland Avenue
UNION MOTOR, INC.
961 S. Flower Street
VALENCIA STREET GARAGE
913 Valencia Street

Downtown District
(CONTINUED)

VICTORIA GARAGE
641 S. Hope Street
WALL STREET GARAGE
754 S. Wall Street
A. WEISER
722 S. Grand Avenue
M. WELLS
1121 W. 9th Street
WEST 6TH ST. GARAGE
1222 W. 6th Street
WESTERN MOTOR COMPANY
11th and Flower Streets
WILD CAT GARAGE
213 S. Figueroa Street
HOWARD WILDE
645 S. San Pedro Street
WILLYS-OVERLAND PAC. CO.
11th and Hope Streets
WILSON GARAGE
117 N. Grand Avenue
F. C. WOELLFLEN
626 S. Grand Avenue
H. J. WURZBURGER
1101 S. Hope Street
ZINS & CLAWSON
1228 S. Grand Avenue

Wilshire District

BRYSON AUTO SERVICE
623 S. Rampart Boulevard
A. B. CALVER
215 S. Western Avenue
T. M. GAGEN
222 N. Vermont Avenue
CORONADO GARAGE
2630 W. 7th Street
HAMMERSLACK & JOHNSON
2517 W. Pico Street
SIXTH & LAKE GARAGE
6th and Lake Streets
SUNDINE GARAGE
2521 W. Pico Street
OTTO WIEDMANN
2313 W. Pico Street

Hollywood District

F. G. BAKER & SON
7880 Santa Monica Boulevard
M. G. BOYNTON
Highland and Cahuenga Avenues
CRESTMONT AUTO REPAIR
3625 Sunset Boulevard
C. R. DECKERT
708 N. Manhattan Place
CHARLES ENG
5341 Melrose Avenue
ERWIN & WILKINS
7501 Santa Monica Boulevard
HAROLD & KNOT
5640 Hollywood Boulevard
L. H. HATCH
Sunset and Commonwealth Ave.
HILLCREST MOTOR CO.
6156 Hollywood Boulevard
W. O. HILL
2803 Glendale Boulevard
PAUL G. HOFFMAN
6116 Hollywood Boulevard
C. E. HULL
5430 Hollywood Boulevard
JANSSEN-HOGAN
1720 Hudson Street
P. F. JENSEN
4449 Sunset Boulevard
A. V. KURTH
626 N. Heliotrope Drive
C. M. LANE
1650 Highland Avenue
D. H. McGRAW
4749 Hollywood Boulevard
REED & JOHNSON
5200 Santa Monica Boulevard
W. J. SCHUESSLER
5732 Sunset Boulevard
STANDARD MOTOR SERV. CO.
1680 N. Western Avenue
STUDIO SERVICE STATION
5510 Melrose Avenue

Slauson District

ADAMS GARAGE
5808 Moneta Avenue
AJAX GARAGE
1375 W. Jefferson
R. ANEAR
66th and S. Main Street
A. AUSTRIA
3350 S. Maple Avenue
BANNON & McGUIRE
4274 Moneta Avenue
C. J. BENSON
1910 W. Adams
BLUE & WHITE S. S.
Jefferson and Kenwood Avenue
BLUE RIBBON GARAGE
4500 S. Main
R. A. BRASE
831 W. 16th Street
J. W. BROWN
11324 S. Main Street
WALTER M. BROWN
600 W. Washington
W. E. BRUNDIGE
1785 E. Vernon Avenue
BULLIS SERVICE STATION
22nd Place and Vermont Avenue
W. E. BUSH
1701 S. Grand Avenue
Carpenter & Carpenter
1145 W. 25th Place
CHASE & BEARDSLEY
2134 W. 54th Street
CHURCHILL GARAGE
5136 Moneta Avenue
CLYDE'S SERVICE STATION
3625 S. Main Street
DAVIS BROTHERS
210 E. Washington Street

Slauson District
(CONTINUED)

DICK'S SERV-US
5301 S. Normandie Avenue
FEDERAL GARAGE
4100 S. Vermont Avenue
FIGUEROA GARAGE
4141 S. Figueroa Street
FIGUEROA SHOP
6719 S. Figueroa Street
DON FINKLE
2207 W. Jefferson Street
GATES & KREKLER
Manchester & Main Street
GOLDEN ARROW AUTO WKS.
2700 S. Figueroa Street
H. & S. GARAGE
2415 S. Vermont Avenue
F. A. HEATON
315 W. Florence Avenue
C. W. HICKS
55th and S. Main Streets
M. E. HILL
1501 W. Jefferson Street
C. E. HOGUE
2811 S. San Pedro Street
HOTZE & SNYDER
49th Place and Central Avenue
MURRAY B. JONES
2314 W. Washington Street
C. JORGENSON
2108 W. Jefferson Street
K. & K. SERVICE
54th and Vermont Street
LEAL'S SERVICE STATION
39th and Central Avenue
LEXINGTON LOS ANGELES COMPANY
16th and Figueroa Street
LOCOMOBILE CO. OF CALIF.
1925 S. Figueroa
J. A. McMENAMY
1424 S. Main Street
W. W. MADGE
4824 Moneta Avenue
FELIX MARTIN
1535 Central Avenue
MORELAND SALES CORP.
23rd and S. Main Street
MOTOR ECONOMIST
3000 S. Main Street
MUIR TEMPLE GARAGE
1011 W. 38th Place
NAT. AUTOMOTIVE SCHOOL
4001 S. Figueroa Street
PAIGE CO. OF CALIFORNIA
2200 S. Figueroa Street
PELTON MOTOR COMPANY
801 W. Washington Street
E. J. PETERSON
31st and S. Main Street
PETERSON & CRIDER
5326 Moneta Avenue
WILLIAM SHAHAN
826 W. Vernon Street
SHERLOCK MOTOR TRUCK COMPANY
1310 S. Grand Avenue
SILVER BROS.
704 W. Jefferson Street
SPEER'S SERVICE STATION
1904 W. Washington Street
ROY STAPLES
93rd and S. Main Street
TERMINAL SERV. STA. NO. 3
38th and Alameda Streets
TORREY & McKENZIE
3311 S. Main Street
UNION SQUARE GARAGE
1145 25th Place
S. N. WEST
5825 S. Figueroa Street
WEST JEFFERSON GARAGE
672 W. Jefferson Street
WILBEE & HANDLOSER
3968 S. Grand Avenue
L. A. WIEKE
1344 W. Slauson Avenue

Boyle Heights District

BEACON GARAGE
918 S. Boyle Avenue
COHN & SPITZ
2503 Brooklyn Avenue
F. G. FIFE
2505 E. 4th Street
HARVEY BROTHERS
Soto and Alosta Avenue
J. B. LEACH
Alosta and Downey Road
HARRY LEONARD
3569 Whittier Boulevard
LINCOLN PARK GARAGE
3319 Mission Road
McKINNEY, PETERS & McKINNEY
2701 E. 1st Street
MANAHAN BROS.
976 S. Boyle Avenue
J. S. NICKERSON
3318 Mission Road
NOLL AUTO CO.
1800 Pasadena Avenue
PACIFIC WOOD & COAL CO.
2144 E. 7th Street
RICHARDSON BROS.
Brooklyn and Evergreen Street
SCENIC SERVICE STATION
3240 Whittier Boulevard
SERVICE MOTOR COMPANY
714 Mission Road
SNYDER'S GARAGE
2411 Brooklyn Avenue
R. SCHWARTZ
1855 E. 1st Street
SEEHORN & CALLECOD
4900 Alhambra Avenue
P. B. STEWART
918 S. Boyle

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Display Ad 97 -- No Title
Los Angeles Times (1923-1995); Jul 19, 1931; ProQuest Historical Newspapers: Los Angeles Times
pg. K19

OF ALL THIS SUMMER'S TRAVEL BARGAINS

"STANDARD" GASOLINE SETS THE PACE FOR VALUES . . . . .

"MONEY CAN'T BUY A BETTER OIL THAN ZEROLENE"

More for Your Money!

For your car—and for every car made—there's a correct body of Zerolene—the Standard Oil for Motor Cars. It's an economy to use this fine oil and be sure of proper lubrication.

Zerolene is approved by leading distributors of Auburn, Buick, Cadillac, Chevrolet, Chrysler, Cord, De Soto, Dodge, Duesenberg, Essex, Ford, Franklin, Hudson, Hupmobile, La Salle, Oakland, Oldsmobile, Packard, Pontiac, Studebaker.

YES—AND EASIER HOUSEKEEPING!

More for Your Money!

More vacations from tiresome household tasks—here are STANDARD VALUES for housekeepers too! Just put these everyday helpers to work—

Waxglo Liquid Wax—it's the new Standard discovery. It keeps floors new-looking, *safer and less slippery*—and makes cleaning as easy as dusting.

Oronite Furniture Polish gives fine chairs and tables a hard, dry, lasting lustre—Oronite Auto Polish shines your car in a jiffy. And both are so easy to use—real values!

At home or along the roadside, you can freshen up smudges or spots with Oronite Cleaning Fluid. You can kill every pesky insect and cooking odor *dead* with a handy Oronite Fly Spray kit. Oronite Products make scores of everyday jobs easier.

IT'S LIKE PUTTING MONEY IN THE BANK . . . this shopping for a bigger dollar's worth! You see motorists who no longer believe "all gasolines are alike"—now buying values and profiting by it!

Dry "Standard" Gasoline — first announced this Spring as the finest motor fuel we have ever made without Ethyl—has already been tried by hundreds of thousands — compared — and enthusiastically approved.

Fast starting — clean burning — complete combustion! These are the superiorities offered in this premium gasoline at no increase in price.

The "percentage" always *is* in your favor with Standard Products — be it "Standard" Gasoline, Standard Ethyl, or any other of a hundred products and accessories motorists need. With Standard Lubrication, you're sure of the finest lubricants possible — Zerolene Motor Oils and Greases — and Mobiloil, finest of Eastern Oils. Oronite Household and Motoring Products are proving their usefulness and economy to thousands every day.

You find Standard values everywhere — at Standard Stations, Inc., and 11,000 Red White and Blue Dealers — from Canada to Mexico. Ask your Dealer for full information.

MORE FOR YOUR MONEY

"Standard" Gasoline

ALL THIS FOR $1.00 AND UP!

More for Your Money!

STANDARD LUBRICATION — a complete lubricating job for as little as $1.00 up! It's a great money-saver — an economy for all cars — makes a difference in every mile you travel.

Special Greases are used in Standard Lubrication, for the various special needs of your car. Bearings, gears and springs are all protected by special products —each made for its particular job. This is a superior service at low cost.

ROAD MAPS, REST ROOMS, TELEPHONES

More for Your Money!

Many free services—new Standard Road Map by States. Many new features. Mileages between towns on all Western roads and highways. Mileage tables. Principal points of interest. Elevations. Mileage map of the entire Pacific West. Miniature map of the United States with distances.

Information on road conditions, places to see and other directions you may need.

CLEAN Rest Rooms — and, very often, convenient pay telephones. Helpful services for your car — when and where you need them — tire inflation, water for your radiator, etc.

More motoring comfort—greater motoring values—a fine variety of useful products—from Canada to Mexico at Standard Stations, Inc., and Red White and Blue Dealers.

At STANDARD STATIONS, INC., and RED WHITE & BLUE DEALERS

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1932-04-05 LATimes -By 1932 Standard Oil of California's ads started to feature their new Art Deco stations.—Ad.

AT STANDARD STATIONS, INC. RED WHITE & BLUE DEALERS MOTOR CAR DEALERS

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Exhibit 6b. **1659 W. Colorado Ave. Service Station Operators**
1931-1939

1932-05-06 Eagle Rock Advertiser -C A Brown Buys Out Oil Service

C. A. BROWN BUYS OUT OIL SERVICE

C. A. Brown, with years of experience in the oil business in its various branches, has purchased the oil service station at 1659 Colorado Blvd., near Vincent. He is conducting the establishment as an oil service only, for motor vehicles. He does not handle gasoline.

Since taking over the station Mr. Brown has done considerable remodeling and repainting, and has installed equipment to provide facilities for a complete up-to-date oil service.

GLEE CLUB IN SURPRISE PARTY FOR MRS. QUIGLEY

Members of Unity glee club, American Legion auxiliary, honored

1932-05-13 Eagle Rock Advertiser -Help Wanted, Salesmen—oil on commission

HELP WANTED

WANTED SALESMEN—With car, to sell oils on commission. Hustlers only. Oil Service, 1659 Colorado Blvd. 1t13c

1932-04-22 Eagle Rock Advertiser -Motorists-Ad

MOTORISTS
ATTENTION!

HERE IS YOUR OPPORTUNITY TO FILL YOUR CRANKCASE WITH

MOTOR OIL

Eastern or Western

AT A BIG SAVING

FINEST WESTERN
Qt. 5c
5 Gal. for 85c

100% EASTERN
Qt. 10c
5 Gal. for $1.75

1659 Colorado Blvd.
EAGLE ROCK

1932-04-29 Eagle Rock Advertiser -Motorists Oil Service-Ad

MOTORISTS

Here is your chance to save even more money on

YOUR MOTOR OILS

Use the Coupon — It's Worth Money
ALL OUR OILS ARE GUARANTEED

Best Western Heavy
Qt. 5c
5 Gal. for 85c

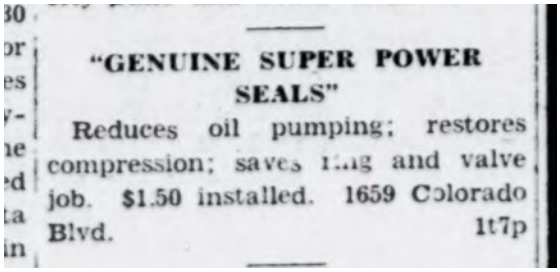
100% Parafine Base
Eastern Motor Oil
Medium or Heavy
Qt. 10c
5 Gal. for $1.75

BEST 100% PENNSYLVANIA MOTOR OIL
Special at 15c Pint

— — — — — — — — COUPON—Good for 15c — — — — — — — —
on 5 gallons of our 100% Parafine Base Eastern Motor Oils.
Name .....
Address .....
— — — — — — — — Void after May 5th — — — — — — — —

OIL SERVICE — 1659 Colorado Blvd.
EAGLE ROCK

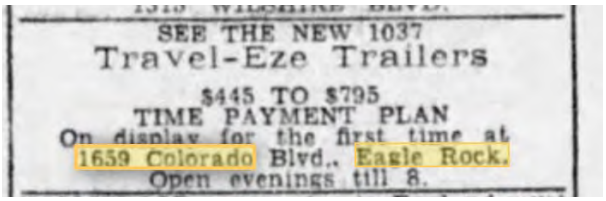
1935-01-07 Eagle Rock Advertiser -Genuine Super Power



"GENUINE SUPER POWER SEALS"

Reduces oil pumping; restores compression; saves ring and valve job. $1.50 installed. 1659 Colorado Blvd. 1t7p

1937-06-05 LATimes-Travel-eze trailer -classified ad-



SEE THE NEW 1037
Travel-Eze Trailers
$445 TO $795
TIME PAYMENT PLAN
On display for the first time at
1659 Colorado Blvd., Eagle Rock.
Open evenings till 8.

1938-11-20 LATimes p20 -40 Miles 1 Gal -classified ad.

PERSONALS 10

40 Miles
1 Gal. Gas?
Free Trial

NO VALVE GRINDING
NO OIL PUMPING

A mechanical marvel. Eliminates hard carbon-motor pings. If your motor needs a valve grind LECO will save you this money before your car leaves our floor. If you use an excessive amount of oil LECO will stop oil pumping.

INSTALLED IN 10 MINUTES

$5.00 INSTALLED
3627 Beverly Blvd.
DR-0228

Also—1659 Colorado Blvd., Eagle Rock
12666 Washington Blvd., Culver City.
1805 S. Broadway
2570 E. Slauson, Hts. Park.
155 S. Fair Oaks, Pasadena.

Out-of-town distributors wanted.

1939-01-02 Highland Park News-Herald -Leco ad

LECO SAVES UP TO 40% OF YOUR CAR UPKEEP

COME TO
1659 Colorado, Eagle Rock

ARE YOUR LIGHTS O.K.?
FOR SAFETY'S SAKE
HAVE YOUR REFLECTORS RE-SILVERED
1659 Colorado, Eagle Rock

1938-11-20 LATimes p20 -classified ad.

PERSONALS 10

40 Miles
1 Gal. Gas?
Free Trial
In
just
1 MINUTE
and
30 seconds
you'll have
THE ANSWER
COSTS NOTHING
to try it.
GUARANTEED
in writing

You can increase your gas mileage up to 45%. If your valves are sticking and need grinding—you will not have to grind your valves. LECO will seat those valves in a ride around the block.

If your rings are stuck in the ring grooves and your motor is pumping oil LECO is guaranteed to release the rings, increase your compression & STOP OIL PUMPING.

Free Trial
No Oil Pumping
No Valve Grinding

Prove it to yourself. Drive in today—as soon as you can—to the main installation plant. A LECO will be put on your car on an absolutely free trial. Drive it. Put it to any test you wish. If LECO doesn't do EVERYTHING that's claimed for it, it doesn't cost you one penny.

$5 Installed
Takes Only 10 Minutes
3627 Beverly Blvd.
Open Sunday until 12 noon. DR-0228.

1659 Colorado Blvd., Eagle Rock
1805 S. Broadway
12432 Washington Blvd.
2570 E. Slauson, Hts. Park.

Distributors Wanted

Exhibit 6b. **1659 W. Colorado Ave. Post Automotive Services Use**
1939-2022

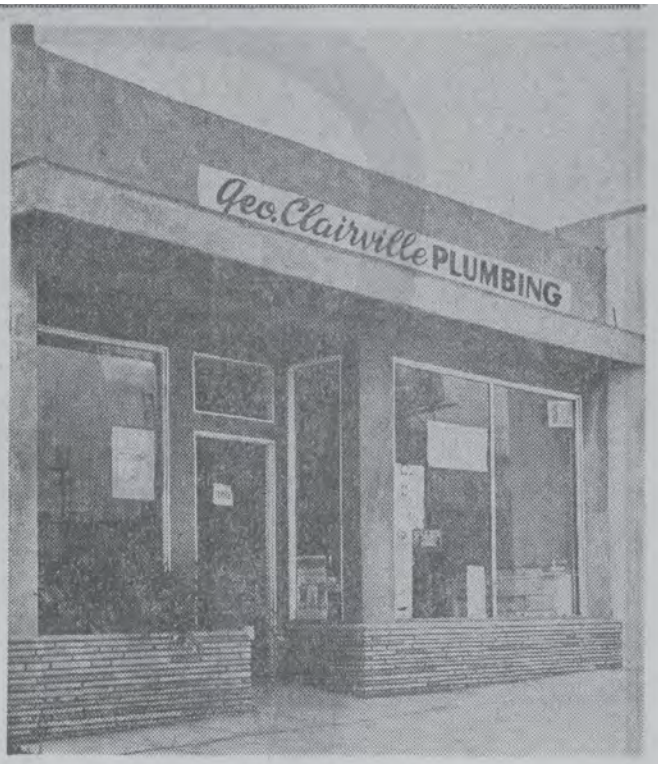
1939-01-26 Eagle Rock Advertiser -Stop & Shop Market opens -article

MARKET'S OPENING DECIDED SUCCESS

Opening of the Stop & Shop fruit and vegetable market, at 1659 Colorado Blvd., last week was a decided success, according to the owner of the business. Announcement in the Eagle Rock Advertiser of a number of specials for the opening brought a larger number of customers than anticipated.

Brightness of the sunshine proved something of a hardship for the new market. Lack of covered space on the outside made it necessary to move all of the vegetables inside the building, which is rather small, and thus gave no opportunity for proper display. Considerable improvement of the market is planned, including a complete concrete "floor," and awnings to keep off the sunshine.

1960-03-31 Eagle Rock Sentinel -Clairville Plumbing-stores of Eagle Rock



George Clairville, Plumbing

1655 Colorado Boulevard
CLinton 6-5556

Before settling into the plumbing business in the Eagle Rock area thirteen years ago, George Clairville made sure that he was bringing the maximum know-how in plumbing service. A man with a clear purpose, he ranged the western areas (as far away as Bethel, Alaska) in search of the best techniques in plumbing installation and repair. As journeyman plumber he worked for many of the large firms in Los Angeles and Pasadena and before that he grew up in the trade with his father who established the tradition thirty five years ago.

Choosing Eagle Rock as the scene of his first business venture, George augmented his skill with the fine plumbing equipment, bent on giving Eagle Rock the finest plumbing service that could be obtained. Why did he choose Eagle Rock? "A quiet neighborhood, well established, yet with a strong prospect for growth. It was a desirable blend of old quality homes and new modern ones," he explains. George has never regretted his choice.

As evidence of his business success, George is in the process now of doubling the size of his present building, erecting a warehouse and work area in the rear of the front building and further plans to construct store and office buildings on adjoining property. He has faith in Eagle Rock's future.

George has taken an active interest in community life. He is active in church and YMCA work. His sons are his hobby whom he joins in various sports, YMCA and Indian guide projects. Off-hours George likes to work with his hands on his various construction projects, a builder whose greatest satisfaction is helping Eagle Rock grow.

Exhibit 6c. **U.S. Highway 66** (Route 66)

United States Department of the Interior

NATIONAL PARK SERVICE
National Trails Office – Regions 6,7,8
1100 Old Santa Fe Trail
Santa Fe, New Mexico 87505

August 26, 2022

Cultural Heritage Commission
City of Los Angeles, Department of Planning
221 N. Figueroa St., Ste. 1350
Los Angeles, CA 90012

Cultural Heritage Commissioners:

I am sending this letter in response to a request for information regarding the service station located at 1659 W. Colorado Blvd. in Eagle Rock, California.

According to our documentation and research, the station is located on an historic 1934-1936 construction alignment of U.S. Highway 66 (Route 66). Our office considers all alignments of Route 66 to be of importance because they tell the full story of the highway including engineering, construction, social, commercial and other developmental history of the road. According to historic advertisements in newspapers and publications such as the 1935 *Eagle Rock Advertiser*, the station was in operation during the historic period of use for the construction alignment and would have been in service to automobilists along the route during this time. As such, the property would be considered associated with Route 66 and eligible for grant funding through our program office (please note that other eligibility criteria also apply).

Regarding specific documentation of the building, in 2018 we undertook research of existing historic property inventory surveys to identify auto-related properties along Route 66 alignments from Pasadena to Santa Monica. This was part of a larger multi-year effort by my office to record Route 66 historic properties throughout California as per Route 66 property types defined in the *U.S. Highway 66 in California Multiple Property Documentation Form*. As a result, we have incorporated the 2017 Survey LA data for the station into our inventory database, and we refer you to the Historic Places LA inventory form for that information: http://www.historicplacesla.org/reports/6541f992-9c9a-46bc-a386-153112c4a96a.

Please let us know if we can be of further assistance.

Sincerely,

Kaisa Barthuli
Program Manager
Route 66 Corridor Preservation Program

The Eagle Rock construction alignment of U.S. Highway 66 (Route 66) is shown in light brown. (Google Map Route 66 in California 2022)

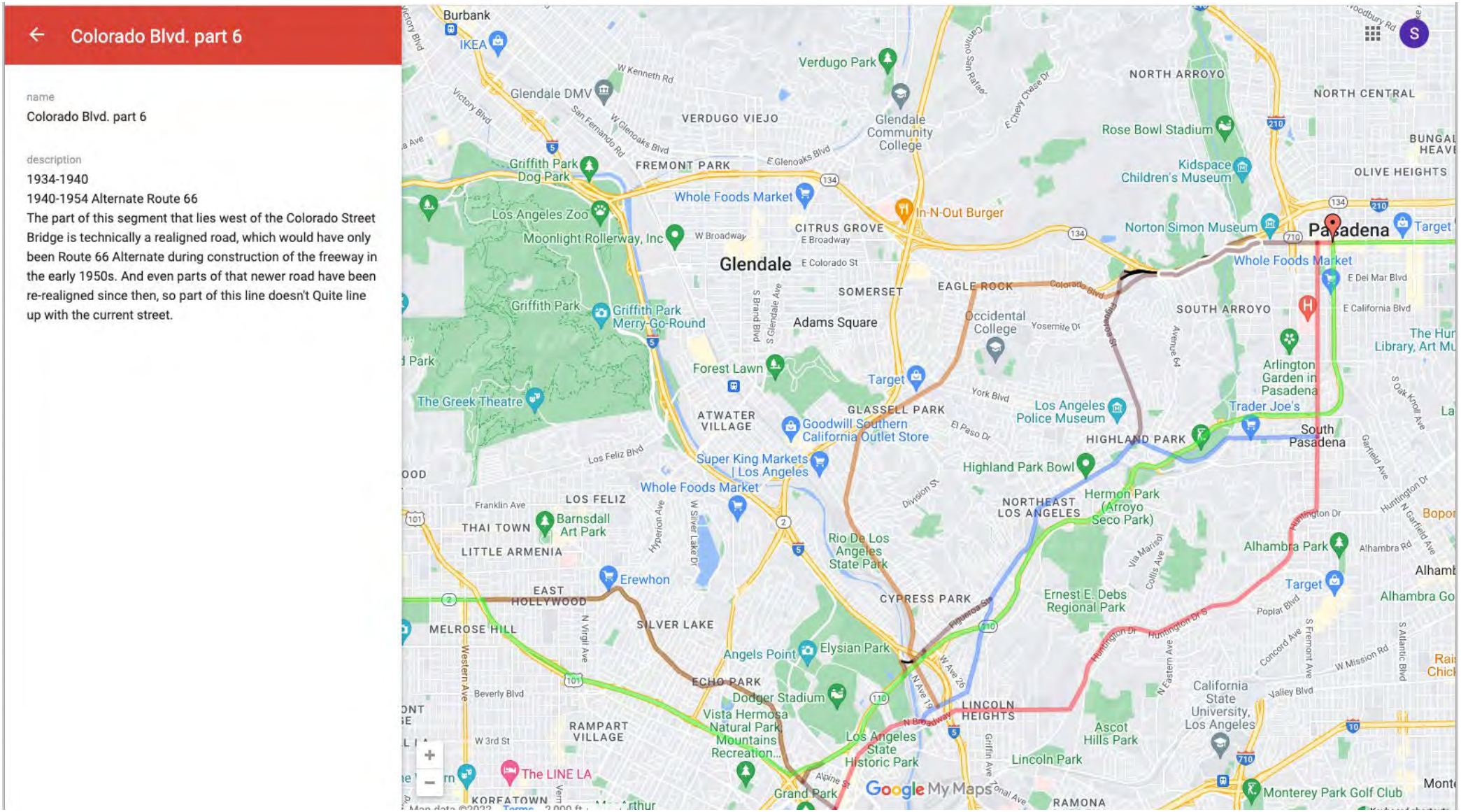


Exhibit 7. SurveyLA Northeast Los Angeles Community Plan Area, Individual Resource, 1659 W Colorado Blvd.

Primary Address: 1659 W COLORADO BLVD
Name:
Year built: 1919
Architectural style: No style

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Development and the Automobile, 1910-1980
Sub theme:	The Car and Car Services, 1910-1960s
Property type:	Commercial - Auto Related
Property sub type:	Gas/Service Station
Criteria:	A/C; 1/3; 1/3
Status code:	3S;3CS;5S3
Reason:	Excellent and very rare example of a 1919 service station in Eagle Rock; this property appears to be the oldest remaining service station building in the city. Originally constructed on Spring Street in Downtown Los Angeles, it was relocated to its current site in 1931.

Primary Address: 1717 W COLORADO BLVD
Other Address: 1719 W COLORADO BLVD
Name: Der Wienerschnitzel
Year built: 1966
Architectural style: Googie

Context 1:

Context:	Architecture and Engineering, 1850-1980
Sub context:	L.A. Modernism, 1919-1980
Theme:	Post-War Modernism, 1946-1976
Sub theme:	Googie, 1935-1969
Property type:	Commercial
Property sub type:	No Sub-Type
Criteria:	C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of Googie commercial architecture in Eagle Rock, incorporating an A-frame.

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City of Los Angeles
Department of City Planning

9/9/2022
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
1659 W COLORADO BLVD

ZIP CODES
90041

RECENT ACTIVITY
ENV-2022-6497-CE
CHC-2022-6496-HCM

CASE NUMBERS
CPC-2014-3669-SP
CPC-2006-1958-SP
CPC-1989-22490
CPC-1989-177
CPC-1987-386
CPC-1986-826-GPC
ORD-183602-SA2
ORD-178098
ORD-173606-SA1325
ORD-172316
ORD-168046-SA2
ORD-168045
ORD-165351-SA654
ORD-129279
ENV-2014-3699-ND
ENV-2013-3392-CE
ENV-2006-1959-MND

Address/Legal Information	
PIN Number	162A225 64
Lot/Parcel Area (Calculated)	3,002.8 (sq ft)
Thomas Brothers Grid	PAGE 565 - GRID B5
Assessor Parcel No. (APN)	5669017003
Tract	TR 4616
Map Reference	M B 50-8 (SHT 1)
Block	None
Lot	FR 3
Arb (Lot Cut Reference)	None
Map Sheet	162A225
Jurisdictional Information	
Community Plan Area	Northeast Los Angeles
Area Planning Commission	East Los Angeles
Neighborhood Council	Eagle Rock
Council District	CD 14 - Kevin de León
Census Tract #	1810.00
LADBS District Office	Los Angeles Metro
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	[Q]C4-1XL
Zoning Information (ZI)	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-1404 Specific Plan: Colorado Boulevard
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	COLORADO BOULEVARD
Subarea	II
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5669017003
Ownership (Assessor)	
Owner1	PARADIGM COLLABORATION LLC
Address	177 E COLORADO BLVD UNIT 200 PASADENA CA 91105
Ownership (Bureau of Engineering, Land Records)	
Owner	CLAIRVILLE, MICHAEL S DECLARATION OF TRUST
Address	4006 SOMERS AVE LOS ANGELES CA 90065
Owner	PARADIGM COLLABORATION LLC
Address	177 E COLORADO BLVD STE 200 PASADENA CA 91105
APN Area (Co. Public Works)*	0.069 (ac)
Use Code	170V - Commercial - Office Building - Vacant Land
Assessed Land Val.	$25,307
Assessed Improvement Val.	$0
Last Owner Change	05/25/2022
Last Sale Amount	$2,100,021
Tax Rate Area	4
Deed Ref No. (City Clerk)	1858540
	0561194
	0561193
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 5669017003]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No

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Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Raymond Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.50000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	-75.00000000
Maximum Magnitude	6.50000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Not Qualified
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 5669017003]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Public Safety	
Police Information	
Bureau	Central
Division / Station	Northeast
Reporting District	1109
Fire Information	
Bureau	Central
Battallion	2
District / Fire Station	42
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2014-3669-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	PER COUNCIL MOTION (CF-14-0936), DELETE HOURS OF OPERATION IN SECTION 6.H OF COLORADO BOULEVARD SPECIFIC PLAN.
Case Number:	CPC-2006-1958-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT
Case Number:	CPC-1989-22490
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1989-177
Required Action(s):	Data Not Available
Project Descriptions(s):	INTERIM CONTROL ORDINANCE FOR THE ENTIRE NORTHEAST LOS ANGELESDISTRICT PLAN CONTINUATION OF CPC-89-0177. SEE GENERAL COMMENTS FOR CONTINUATION.
Case Number:	CPC-1987-386
Required Action(s):	Data Not Available
Project Descriptions(s):	MORATORIUM ORDINANCE - ON THE DEVELOPMENT OF MINI-SHOPPING CENTERS, ALONG COLORADO BLVD. BETWEEN EAGLEDALE AVE. AND EAGLE VISTA DRIVE
Case Number:	CPC-1986-826-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY - ZONE CHANGES - HEIGHT DISTRICT CHANGES AND PLAN AMENDMENTS - VARIOUS LOCATIONS
Case Number:	ENV-2014-3699-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	PER COUNCIL MOTION (CF-14-0936), DELETE HOURS OF OPERATION IN SECTION 6.H OF COLORADO BOULEVARD SPECIFIC PLAN.
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2006-1959-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	SPECIFIC PLAN AMENDMENT

DATA NOT AVAILABLE

ORD-183602-SA2

ORD-178098

ORD-173606-SA1325

ORD-172316

ORD-168046-SA2

ORD-168045

ORD-165351-SA654

ORD-129279

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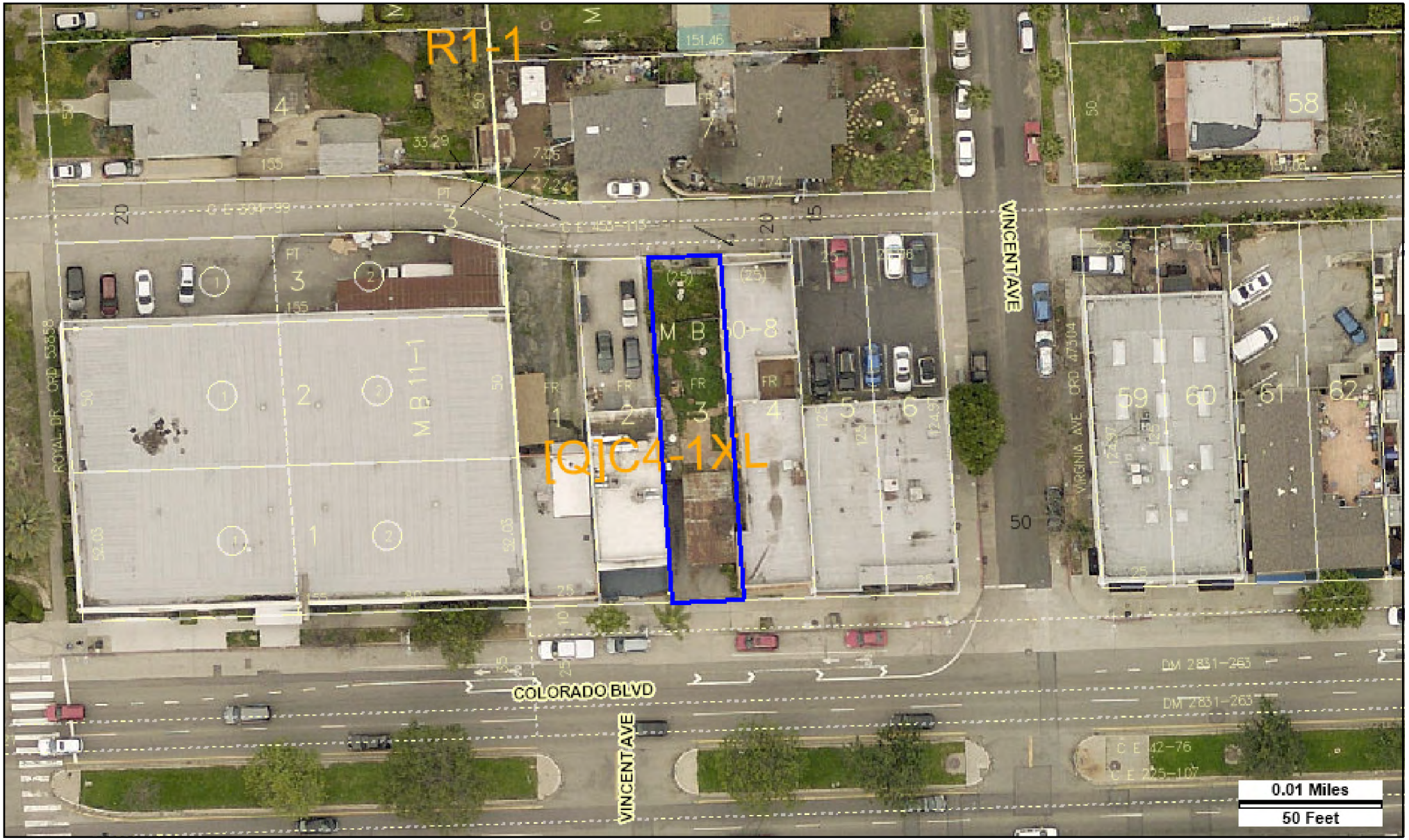
ZIMAS INTRANET

LARIAC5 2017 Color-Ortho

09/09/2022

City of Los Angeles
Department of City Planning



Address: 1659 W COLORADO BLVD
APN: 5669017003
PIN #: 162A225 64

Tract: TR 4616
Block: None
Lot: FR 3
Arb: None

Zoning: [Q]C4-1XL
General Plan: Neighborhood Commercial

N
W
E
S