

**APPENDIX 4.3**

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**Historic Resources Evaluation**



**3940 San Fernando Road  
Glendale, California  
Historic Resource Evaluation**

**April 21, 2008**

**Submitted to:  
Impact Sciences**

**Submitted by:**

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### ***Executive Summary***

Kaplan Chen Kaplan conducted an historic resource assessment of a commercial facility, a car wash, located at 3940 San Fernando Road in Glendale, California. The building at 3940 San Fernando Road does not appear eligible for designation as a historic resource on the City of Glendale Register of Historic Resources nor is it eligible for inclusion on the California Register of Historical Places or the National Register of Historic Places.

### ***Methodology***

KCK employed standard historic preservation methodology in order to evaluate the facility at 3940 San Fernando Road and environs. Existing structures as well as urban design elements in the subject area were analyzed for their potential eligibility as a historic resource based on the criteria for inclusion to the Glendale Register of Historic Resources, the California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP). Standard methodology included multiple visits to photograph and analyze the built environment of the site and adjacent area in order to confirm conditions and assessments and assess historic significance. Research included review of primary resources such as building permits, maps and other records as well as use of secondary sources detailed in the References Section of this report.

The CRHR and City of Glendale criteria, detailed later in this report, were applied to determine if a property should be considered a potential historic resource. As noted in California Office of Historic Preservation Technical Assistance Series Bulletin #6: California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register, the California Register “was consciously designed on the model of the National Register” and “the two programs are extremely similar.” The National Park Service, the agency that administers the National Register program, provides technical bulletins and information regarding methods of analysis to determine historic significance. The National Register Bulletins, *How to Apply the National Register Criteria for Evaluation* and *How to Complete the National Register Registration Form* provided information on development of historic context, identification of period of significance, how to evaluate a property for significance, and how to evaluate the integrity of a property.

### ***Neighborhood, Parcel, and Building History***

The subject property is located in the area of Glendale that was known as Tropic in the early 20<sup>th</sup> century. The following brief history of the town of Tropic includes excerpts from the *Glendale Historic Preservation Element*.

“From 1911 to 1918, the southern and southwestern sections of modern day Glendale were in the independent municipality of Tropic. Like Glendale, Tropic was once a part of Rancho San Rafael. Before its development as a town in 1887, the area was ranch land used first for grazing cattle and sheep, and later for the cultivation of oranges and strawberries. Some of the original pioneer settlers of the area were Jesse D. Hunter, who had been established on San Fernando Road at the junction of Verdugo Road since 1860;

W. C. B. Richardson, who received most of his 700 acre Santa Eulalia Ranch from Samuel Heath in 1868, and Benjamin Dreyfus, who acquired title to 8,000 acres of land as a result of the Great Partition of 1871. In 1884, a portion of the Dreyfus tract was bought by a syndicate and divided into lots of 10, 20, and 40 acres. Four hundred acres of this land were in the city limits of Tropicco.”

By 1883 town centers were emerging both at Glendale Avenue and Third Street as well as to the south, at Central Avenue and San Fernando Road. “The division came to a climax in 1887 when separate townships were established for Glendale and Tropicco. C.B. Erskine, John Erskine, Hezekiah Jarvis, and Albion Chandler laid out the town of Tropicco...The first name given to the town was Ethelden, while the post office was called Mason. Residents began to call the town Tropicco when the Southern Pacific Depot nearby was so named. The name was further reinforced when the main east-west street through the area (present day Los Feliz Road) was designated Tropicco Avenue. The recognized boundaries between Glendale and Tropicco became Central Avenue, the half way point between Windsor Road and Garfield Avenue. “

“The Tropicco Improvement Association was organized in 1900 to promote the development of the town. Its most important endeavor was to secure an interurban line from Los Angeles in association with the Glendale Improvement Association in 1903...when the line was completed in 1904...both towns grew rapidly. The economy revolved around small businesses, strawberry farming, and tile manufacturing. The buildings associated with the economic development of Tropicco are utilitarian commercial and industrial buildings, most of which were destroyed during subsequent waves of development.”

“The business district of Tropicco was concentrated at the intersection of Central Avenue and San Fernando Road...the economic infrastructure was firmly established by 1910 when the Tropicco Chamber of Commerce was formed and the Bank of Tropicco was organized.”

W. C. B. Richardson donated property to further support development of Tropicco. He provided land for the Tropicco Tile Company (later known as Gladding McBean) to provide employment opportunities. Tropicco also became the shipping center for strawberries grown in Burbank, Glendale, and Tropicco. Known as “Tropicco Beauties” strawberries became “the most lucrative and dominant agricultural enterprise...in 1907 the (grower’s) association reported that Tropicco was shipping 7,000 cases of strawberries daily.” Production declined, “fueled by the encroachment of residential development on agricultural land. The interurban had made Tropicco a popular residential suburb for people who worked in Los Angeles but wished to live in a more rural setting. By 1914 the suburbanization process had completely replaced the roughly 200 acres of land in Tropicco that had been devoted to raising strawberries.”

In 1911 Tropicco became an independent city in spite of attempts to annex it to Glendale or Los Angeles. The new city government included: Trustees, C. A. Bancroft, John Hobbs, E. W. Richardson, C. C. Rittenshouse, Daniel Webster; Clerk, S. M. Strees; and Treasurer, John A. Logan. “The annexation effort, however was by no means dead. The brief history of Tropicco is fraught with no fewer than six annexation attempts. In 1914 a new city hall with library, auditorium and fire station was built at the southwest corner of Brand Boulevard and Tropicco Avenue (now Los Feliz Road). In spite of the new municipal services structure, efforts to consolidate Tropicco to Los Angeles or Glendale continued, culminating in consolidation with Glendale in 1918.

## ***Neighborhood and Building History and Description***

### *History of San Fernando Road in Tropico Era*

John Calvin Sherer described Tropico's first business district: "previous to 1905, a general store, a blacksmith shop, meat store, livery stable, and a few small concerns constituted the business district of Tropico, gathered together near the foot of Central Avenue along the San Fernando Road. In 1905, the frame structure in which the general store had been conducted gave way to a two-story brick block erected by John A. Logan, who opened therein a large general store. Within another year another brick building was erected on the same side of the street by Peter Gabaig, and the 'sleepy village' soon found itself awake." (Sherer, p. 79)

The business district of Tropico continued to develop around the intersection of San Fernando and Central Roads. San Fernando Road was renumbered around 1919. A description of the Tropico business district observed that "practically all of the buildings of the business district are substantial brick and stone structures. The street is wide, and lined with shops, in which may be noted abundant signs of activity and traffic." (*Tropico, the City Beautiful, c1917*)

Buildings at the crossroads included the Tropico Mercantile, a grocery store as well as buildings housing the Red Cross, a furniture manufacturing business, the Hotel Tropico, and retail shops and services. A prominent building, the Bank of Tropico, was located on the triangular corner of Central and San Fernando Roads and also served as the city hall. The *City of Tropico Ordinance #1* established that the Board of Trustees would meet in the "north room on the ground floor of the brick building, known as the Bank of Tropico Building, located at the junction of Central Avenue and San Fernando Road." The promotional brochure entitled, *Glendale, The Jewel City* (c1912) in the section called *Beautiful City of Tropico*, described this building as a "two-story brick block" (buildings were referred to as "blocks" in this era) "in which are located the Tropico Bank, the City Hall and office of the Tropico newspaper, 'The Sentinel,' below, the second story being devoted to rooming apartments." The Bank building served this function until Tropico's City Hall was constructed in 1914. (The Bank of Tropico Building was demolished in the mid-1990s).

Street improvements were touted in early promotional materials. One touted that "the main streets are laid with Petrolithic pavement, while all of the side streets have been oiled and graded from curb to curb and are kept in excellent condition. Two direct routes to Los Angeles are in use, one over the recently paved San Fernando Road entering Los Angeles from the northwest and one over the Los Feliz Road connecting with Vermont Avenue in the west part of the city. These roads are as hard and smooth as city streets and are traversed daily by hundreds of automobiles." (*Tropico, the City Beautiful, c1917*)

San Fernando Road has a long history as a road traversed by travelers. It was part of the El Camino Real, the King's Highway that connected the 20 California missions and has a rich history. By the early 20<sup>th</sup> century San Fernando Road had been developed to an urbanized road where "each day there are from two to three thousand vehicles of every description going and coming upon it." It evolved into a state highway serving as a principle artery, part of the state highway system, connecting southern and northern California. (*Tropico, the City Beautiful, c1917*)

Los Feliz was described as “the main cross-road from Tropic to the beach resorts, and is a part of the direct road to Pasadena by paved boulevard, and to San Bernardino and foothill towns by foothill boulevard.” It also proclaimed that the paved Los Feliz Road was “the joy of tourists and auto owners.” (*Tropico, the City Beautiful, c1917*)

Redevelopment of the area began in the 1920s as land developer L. H. Wilson promoted its commercial and industrial redevelopment potential. Wilson’s vision for the area was regaled in several newspaper articles of the time. One article in a Glendale newspaper (clipping labeled “GDN” in special collections files could be *Glendale Evening News* or *Glendale Daily Press*) from January 1, 1923 outlines development plans. The article notes that Wilson immediately constructed three business blocks including “storerooms on the main floor...on the upper floors there are three strictly modern apartments. Another block, a one-story structure, has been started at the corner of Acacia and San Fernando...in addition to the property already described, Mr. Wilson has purchased the grape vineyard located on San Fernando at Pacific. This consisted of 3-3/4 acres and has already been divided into 59 lots...Another purchase made was the property at the corner of Central and San Fernando Road. This consists of a brick block with three storerooms and a garage downstairs and a hotel above. The price paid for this property was \$38,000. A lot located at the corner of Garfield and San Fernando was also purchased...twenty seven lots lying west of the Southern Pacific tracks were also purchased this year by this realtor.”

An article the following year in the *Glendale Evening News* (January 1, 1924) stated that “the name L.H. Wilson has become synonymous with the remarkable development along the San Fernando road...Today, with values trebled and quadrupled and scores of shrewd investors [were] made rich through dealing with this progressive realtor.” The article goes on to notes that “two years ago, with a few exceptions, San Fernando Road was a residence district...then L. H. Wilson came, visioning a San Fernando Road lined solid with brick construction on both sides, straight through Glendale. The rest of this story is now being told along San Fernando road right now, in brick and mortar. Frontage prices have risen from \$20 a front foot to \$100 and \$300 and \$500 a front foot. Innumerable stores and offices have spring up. Prosperity has come. The road is to be widened into an 86 foot boulevard and paved from curb to curb with asphaltic concrete....construction of close to \$1,00,000 has taken place along San Fernando road during the past year.” (1924)

### ***Context of Auto Laundries and Car Washes***

The mechanized car wash was introduced in the 1920s and was called an “auto laundry.” The function and facility was closely tied to car maintenance. While the type did not begin in Southern California, a number of contributions significant to its development occurred in the region. The need for auto laundries was initially not only cosmetic, but a regular maintenance necessity. Early road networks were not paved and the auto designs of the era left many of the car’s mechanical parts exposed and regular cleaning was critical to keeping the vehicle operational.

The first commercial ventures were established in the Midwest as early as 1914 and mostly relied on hand scrubbing. A system of stationary racks was used to position the vehicle so the undercarriage as well as the sides and tops could be washed and air and water sprays were employed. This system required only limited enclosure and by the mid-1920s facilities

were often appendages to gasoline stations. A more sophisticated process was developed in 1923 by Wimsett System Auto Laundries of Los Angeles. According to architectural historian Richard Longstreth, they constructed “two outlets where cars moved on a circular platform while being cleaned in a processional, multitasked operation similar to an assembly line. Each facility was housed in a building that looked like an elaborate super service outlet and included a lunch room, an accessories dealer, and a filling station.” Longstreth goes on to observe that “over the next five years a number of competitors entered the business, constructing even more lavish plants. Speed was a primary objective. The quicker the service, the greater its appeal; the higher the volume, the lower the price.” (Longstreth, .p. 22)

Longstreth identifies the El Patio Laundry (1926-27) on South Vermont in Los Angeles as the “largest and most influential undertaking...the building was less pretentious than some, but departed from precedent by including a wide range of other automobile services. Auto laundries were located in Glendale as early as 1925 with four establishments under the listing for “Auto Wash Racks.” As the national, state and local road systems were improved, the large, elaborate auto laundries of the 1920s rendered the car wash more cosmetic than utilitarian. In the 1930s there were four “Auto Laundries” in Glendale including one located at 1121 San Fernando Road (with the tagline “cars washed in 15 minutes”) and by the late 1930s the number had grown to eight. (Longstreth, p.27)

The car wash reemerged as a commercially attractive business in the prosperous post World War II era at the same time that new forms of architectural expression, such as the ultramodern and “googie-style,” were emerging. Architectural historian Alan Hess observed that “water was as important to a desert city like Los Angeles as its cars, and Los Angeles car washes celebrated it in an extravagant manner rarely equaled since Bernini’s fountain in Piazza Navona: plumes of fountain-like steel pylons sprayed into the sky; to the eye of the motorist, they merged and separated visually as one drove by, dramatically sculpting space.” (Hess, p. 55)

### ***Use History and Description of 3940 San Fernando Road Building***

Building permit records and Sanborn Maps show that there was one building along Tropic Avenue located on a parcel in the center of the block between San Fernando Road and Central Avenue in 1908. The mid-block structure was still there in 1919 but the west parcel had been developed with a “gasoline and oil station” at the address 1400 San Fernando Road. Building permit records show that in 1923 a “gas pump and tank” was being built by owner Guy C. Clauson. Building permit records for 1925 list another service station at the location (by then renumbered to 3942 San Fernando Road) listed as a Service Station with E. E. Hewitt as owner. The 1925 Sanborn shows a different footprint, compared to the 1919 map, of the “gasoline and oil station.” By 1925 the house that had been located mid-block has been demolished. In 1930 the station was known as Van Fleet and Durkee who had four other stations in Glendale. A 1936 building permit for an “Adv structure” was given to Shell Oil and in 1940 the three lots were tied together as Shell Oil Company made further improvements to the site. The 1950 Sanborn Map shows that a “gas and oil” station remained on the site.

Los Angeles County Assessor records show the date of construction of the car wash as 1952 with additions in 1960. (No records were found under the addresses 3934 through

3942 San Fernando Road.) One record from the period shows the original car wash building from c1952 and another, from c1960, shows the remodeled car wash.

The c1952 car wash is a linear building, designed so that the cars would enter at one end, move through the washing steps, and exit at the other end. The building is simple in its style, designed to accommodate its specific functions. A small office projects out toward the street close to the “exit” end of the structure. A series of windows are positioned between the entrance end and the office, allowing clients and others to observe the operations. The building is clad in brick and simple, smooth columns divide the window bays. The structure has a flat roof and the operation’s name, the “California Car Wash” is mounted on the car entrance elevation. The office is also clad in brick. The entry door is on one of its three elevations. The other elevations feature window walls that meet at the corner, providing some transparency. The main building is flat roofed as is the office structure. A projecting flat canopy shades the entry area to the office. A planter box, clad in the same brick as the building is located in front of the observation bays. A pole sign saying “car wash” is also on the parcel.

In c1960, the building was remodeled. The office area was expanded toward the “entrance” end of the building. The corner windows of the office remained but a patterned concrete panel was applied over the original brick on the office’s front façade and a new section of office was added. The pattern of a bank of windows on the street elevation and entry door on the west elevation was followed. Another addition to the facility was that of a large canopy. The typology is the same as had been used in gasoline station design for decades, that of an oblong box with canopy. The canopy was “L” in shape with the wider canopy set perpendicular to the car wash building, and a narrower canopy running parallel with the car wash building, aligned with the open observation bays. The canopies were supported by simple metal columns. Since the 1960s another modification has been made to the car wash structure. A new roof, with deep overhang, thick profile and slight cant on the front façade, was added to provide a hint of modernism in terms of design.

### ***Eligibility Criteria***

#### **National Register of Historic Places**

The National Historic Preservation Act (NHPA) of 1966 established the National Register of Historic Places (National Register) as an authoritative guide “used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and indicate what properties should be afforded protection from destruction or impairment.” (36 Code of Federal Regulations, Section 60.) Buildings, districts, sites and structures may be eligible for listing in the National Register if they possess significance at the national, state or local level in American history, culture, architecture or archeology, and in general, are over 50 years old. Significance is measured against the following established criteria (National Register Bulletin 16):

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high

- artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

In addition, a resource must retain enough integrity to “convey its significance” (*National Register Bulletin 15*). An analysis of integrity is based on: location, design, feeling, association, setting, workmanship and materials. Buildings may be eligible for inclusion on the National Register as an individual resource and/or as a contributor to a district. A resource which no longer reflects historic significance as a result of damage or alterations is not eligible for the National Register.

National Register Bulletin 32, *Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*, provides criteria to measure whether association with a person or persons meets the threshold for historic significance:

1. Specific individuals must have made contributions or played a role that can be justified as significant within a defined area of American history or prehistory.
2. For properties associated with several community leaders or with a prominent family, it is necessary to identify specific individuals and to explain their significant accomplishments.
3. Contributions of individuals must be compared to those of others who were active, successful, prosperous, or influential in the same field.

Bulletin 32 also states that “associations with one or more individuals in a particular profession, economic or social class, or ethnic group will not automatically qualify a property.”

The National Register of Historic Places is administered by the National Park Service. Owner consent is required for privately owned resources to be individually listed in the National Register. However, a resource that meets National Register criteria but lacks owner consent may be given a formal “determination of eligibility.”

Listing in the National Register recognizes a historic resource's significance to the nation, state, or community. Eligible resources are given consideration in the planning process for Federal or federally assisted projects and may apply for Federal tax incentives. When discretionary Federal funds are available (i.e., disaster response), National Register eligible resources qualify for Federal assistance for repair. Section 106 of the NHPA requires that federal agencies must take into account the effects of their undertakings (including funding) on historic properties (36 CFR 800.1(a)).

### **The California Register of Historical Resources**

The State of California administers historic preservation programs through the Office of Historic Preservation in the Department of Parks and Recreation in the Resources Agency. State programs include the California Landmarks program that recognizes sites and structures of state-wide significance, and the Points of Historical Interest which recognize sites and structures of local or county-wide significance.

The California Register, adopted in 1992 (official regulations effective January 1, 1998), is the “authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” (*Title 14, State Historical Resources Commission, Regulations for the Nomination of Historical Resources to the California Register of Historical Resources.*) State and local agencies may also determine which resources are to be considered in order to comply with California Environmental Quality Act (CEQA) requirements.

The California Register criteria are based on National Register criteria. California properties (individual buildings and contributors to districts) that meet these criteria may be listed in the California Register. If the owner of a historical resource objects to the nomination, the property is not listed in the California Register, but the State Commission may formally designate the resource as eligible for listing. Listing in the California Register does not protect the resource from demolition or alteration, but it does require environmental review for proposed projects. Some resources are listed automatically (such as resources already on the National Register); others may be nominated through an application and public hearing process administered by the State Office of Historic Preservation (SOHP).

The California Register automatically includes the following: California properties listed on the National Register and those formally determined eligible for the National Register; California Registered Historical Landmarks from No. 0770 onward; and Points of Historical Interest that have been evaluated by SOHP and State Historical Resources Commission. Resources which may be nominated for listing in the California Register include: historical resources with a significance rating of category 3 through 5 in the State Inventory (Categories 3 and 4 refer to potential National Register eligibility; Category 5 refers to properties with local significance); individual historical resources; historical resources contributing to historic districts; and historical resources designated or listed under a municipal or county ordinance.

To be eligible for inclusion on the California Register, one of the following criteria must be met:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Additionally, a resource must retain historic architectural integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

**City of Glendale Historic Resource Preservation**

The City of Glendale designates historic resources including “any building, structure, area or place, man-made or natural, which is historically or archaeologically significant in the cultural, architectural, archaeological, engineering, scientific, economic, agricultural, educational, social, political or military heritage of the city of Glendale, the state of California, or the United States.” (Glendale Municipal Code, 15.20.020)

An historic resource or historic district may be designated if it meets one or more of the following criteria:

- A. The proposed resource or district identifies interest or value as part of the heritage of the city;
- B. The proposed resource or district is the location of a significant historic event;
- C. The proposed resource identifies with a person or persons or groups who significantly contributed to the history and development of the city, or whose work has influenced the heritage of the city, the state or the United States;
- D. The proposed resource exemplifies one of the last remaining architectural type in a neighborhood; or contains outstanding or exemplary elements of attention to architectural design, detail, materials or craftsmanship of a particular historic period.
- E. The proposed resource is in a unique location or contains a singular physical characteristic representing an established and familiar visual feature of a neighborhood.
- F. The proposed resource is a source, site or repository of archeological interest;
- G. The proposed resource contains a natural setting that strongly contributes to the well being of the people of the city.

***Evaluation of Significance of 3940 San Fernando Road***

The car wash facility at 3940 San Fernando Road does not appear eligible for inclusion on the City of Glendale Register of Historic Resources:

- A. *The car wash facility at 3940 San Fernando Road does not display characteristics that related of interest or value as part of the heritage of the city.* Although the site contained early 20<sup>th</sup> century structures that served the town of Tropic, those uses predated the current structure and all historic evidence of their presence has been removed. The site was redeveloped as a car wash in 1950. Car wash enterprises had been established as a viable business with businesses, starting with rack-type car washes and auto laundries in the 1920s. The car wash at 3940 San Fernando Road was not the first or a seminal structure in the redevelopment of San Fernando Road into a commercial industrial thoroughfare.
- B. *The car wash facility at 3940 San Fernando Road was not the location of a significant historic event.* No historic event occurred associated with the buildings or improvements on the site.

- C. *The car wash facility at 3940 San Fernando Road is not identified with any person or persons or groups who significantly contributed to the history and development of the city, or whose work has influenced the heritage of the city, the state or the United States. No historically significant individuals or groups are associated with the buildings or facilities.*
- D. *The car wash facility at 3940 San Fernando Road does not exemplify one of the last remaining architectural types in a neighborhood; nor does it contain any outstanding or exemplary elements of attention to architectural design, detail, materials or craftsmanship of a particular historic period. The original car wash building was constructed in 1950 as a simple rectangular structure. It was added onto in 1960. In the 1960s-70s a new roof structure was added to update the building with a look reminiscent of the ultramodern styles popularized in the 1950s-60s. There are no other architectural flourishes or details, and as evidenced by photographs of the building from the 1950s and early 1960s, the structure was designed as a simple box. The original building has been subsumed into a larger facility as the periodic modernization and upgrading of equipment occurred. The original design of the structure is no longer apparent. The current configuration with additions does not possess any significant architectural design or historic character defining features. The craftsmanship of the structures is not exemplary of a technique or method.*
- E. *The car wash facility at 3940 San Fernando Road is not unique in its location nor does it contain a singular physical characteristic representing an established and familiar visual feature of a neighborhood. The car wash is located on a triangular shaped block, but it is sited at the wide end of the shape. Thus, although the parcel angles slightly along Los Feliz it is imperceptible to the user or passer-by. The car wash sign is not the original sign (compared to the sign in the c1950 photograph).*
- F. *The car wash facility at 3940 San Fernando Road is not a source, site or repository of archeological interest. The site has had numerous buildings and facilities constructed on it throughout the 20<sup>th</sup> century and the facilities are being analyzed for historic significance but there has been no evidence to date to point to any archeological potential on the site.*
- G. *The car wash facility at 3940 San Fernando Road is not in a natural setting that strongly contributes to the well being of the people of the city. The parcel and neighborhood were developed in the early 20<sup>th</sup> century and has remained urbanized throughout the century.*

The car wash facility at 3940 San Fernando Road does not meet the criteria for inclusion on the Glendale Register of Historic Resources or for the California Register of Historical Resources.

**Appendix A**  
**Photographs, Maps and Illustrations**



3940 San Fernando Road – Aerial Photo North View



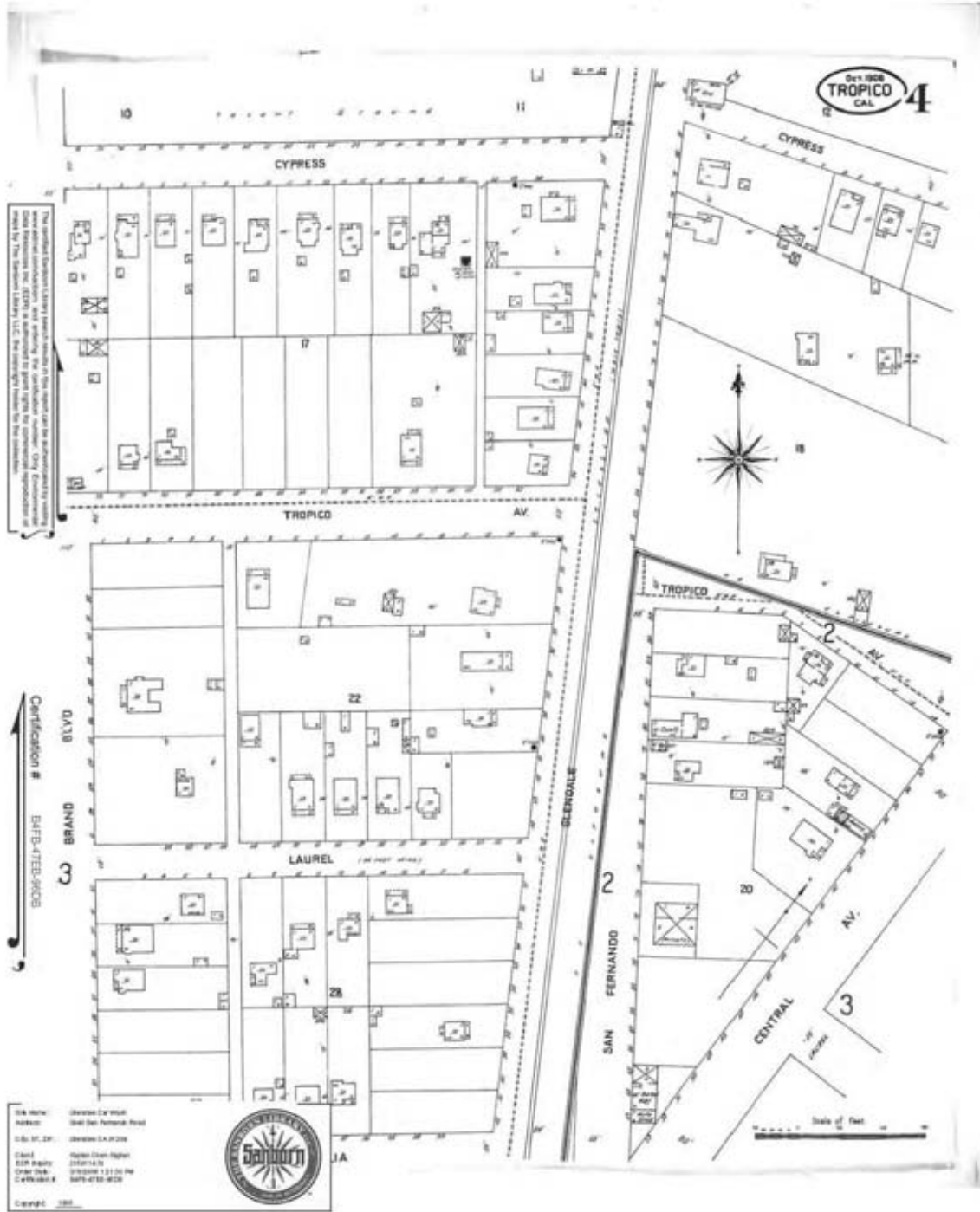
3940 San Fernando Road – Aerial Photo East View



California Car Wash c 1952



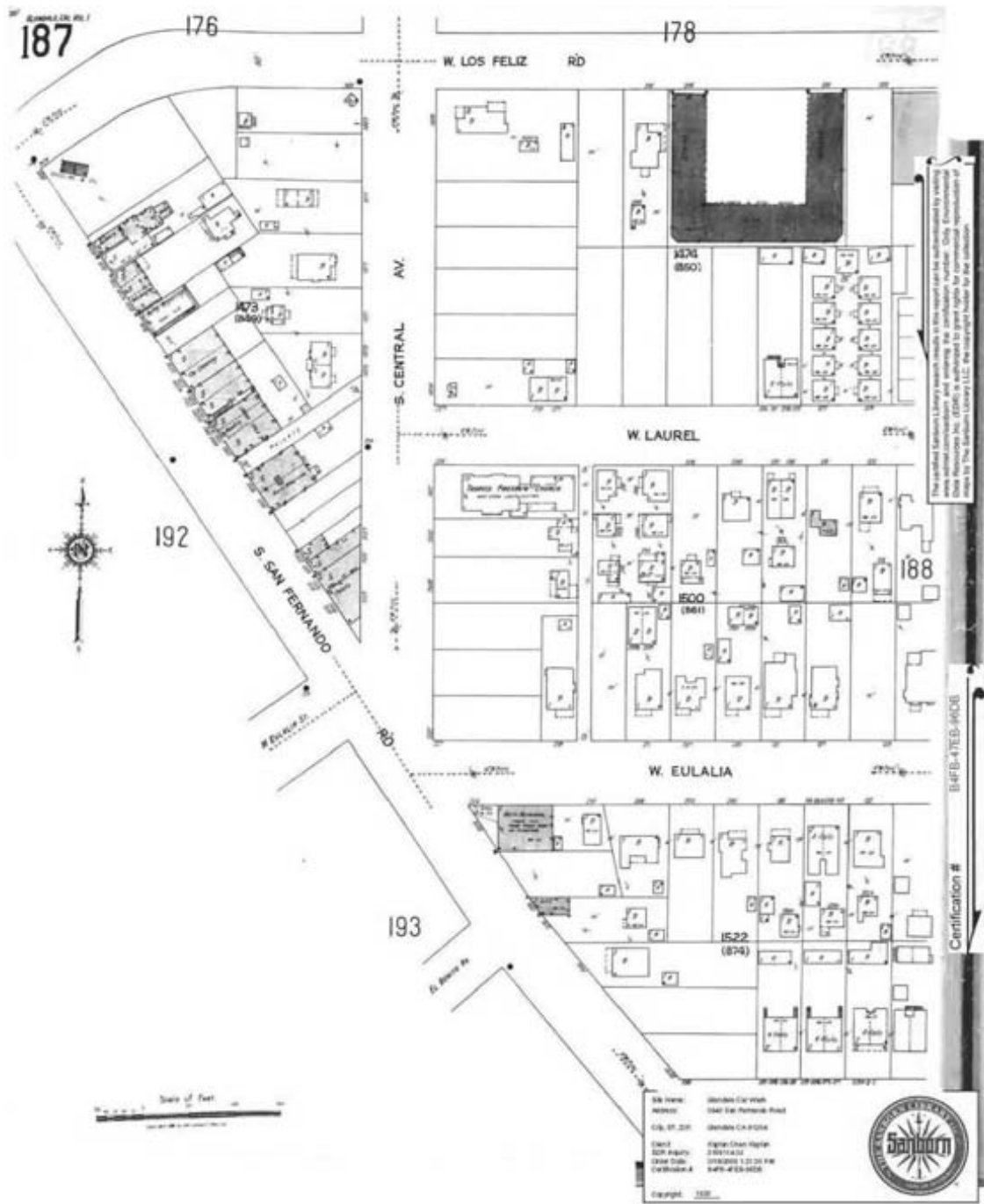
California Car Wash c 1960s



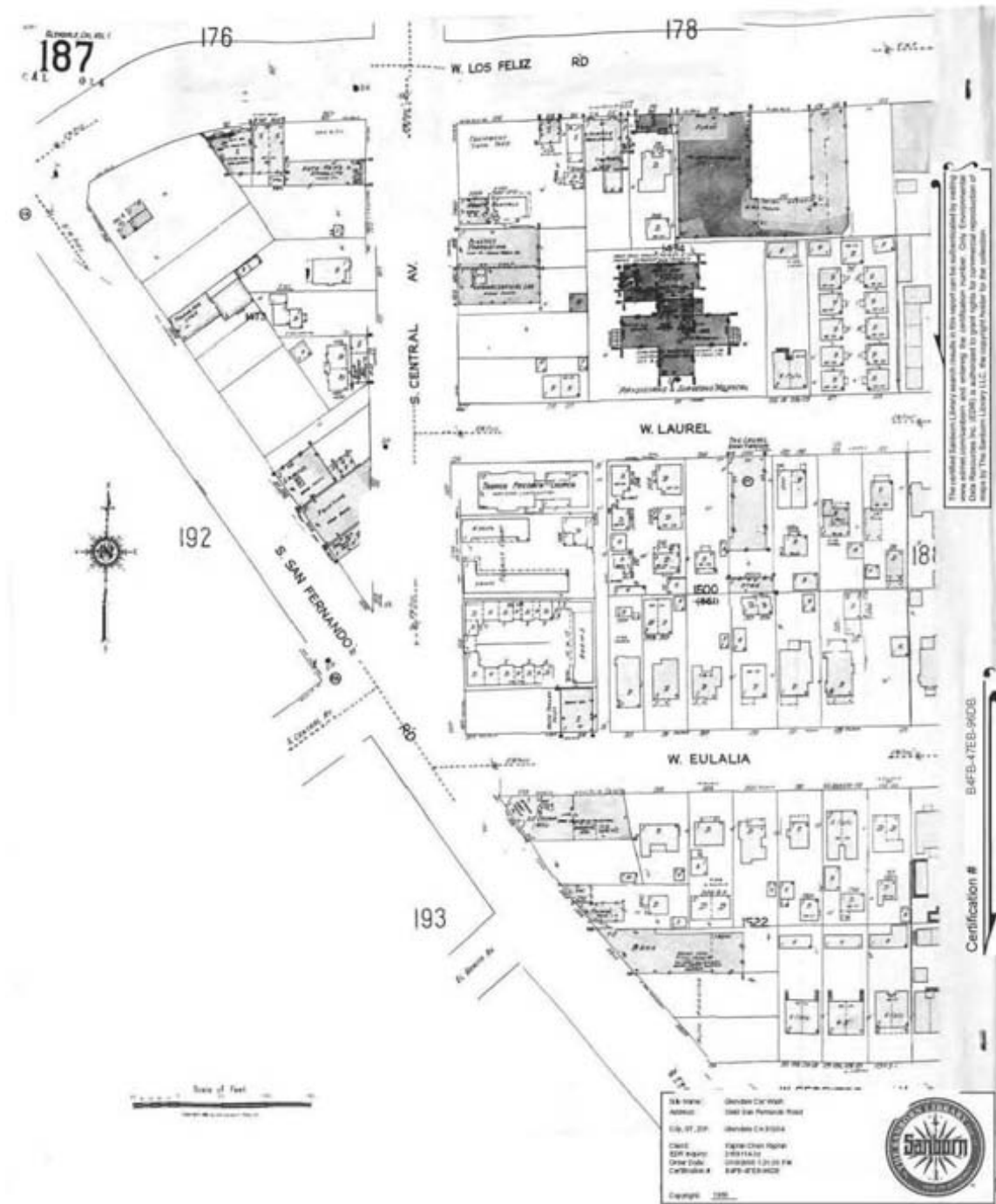
1908 Sanborn Insurance Map



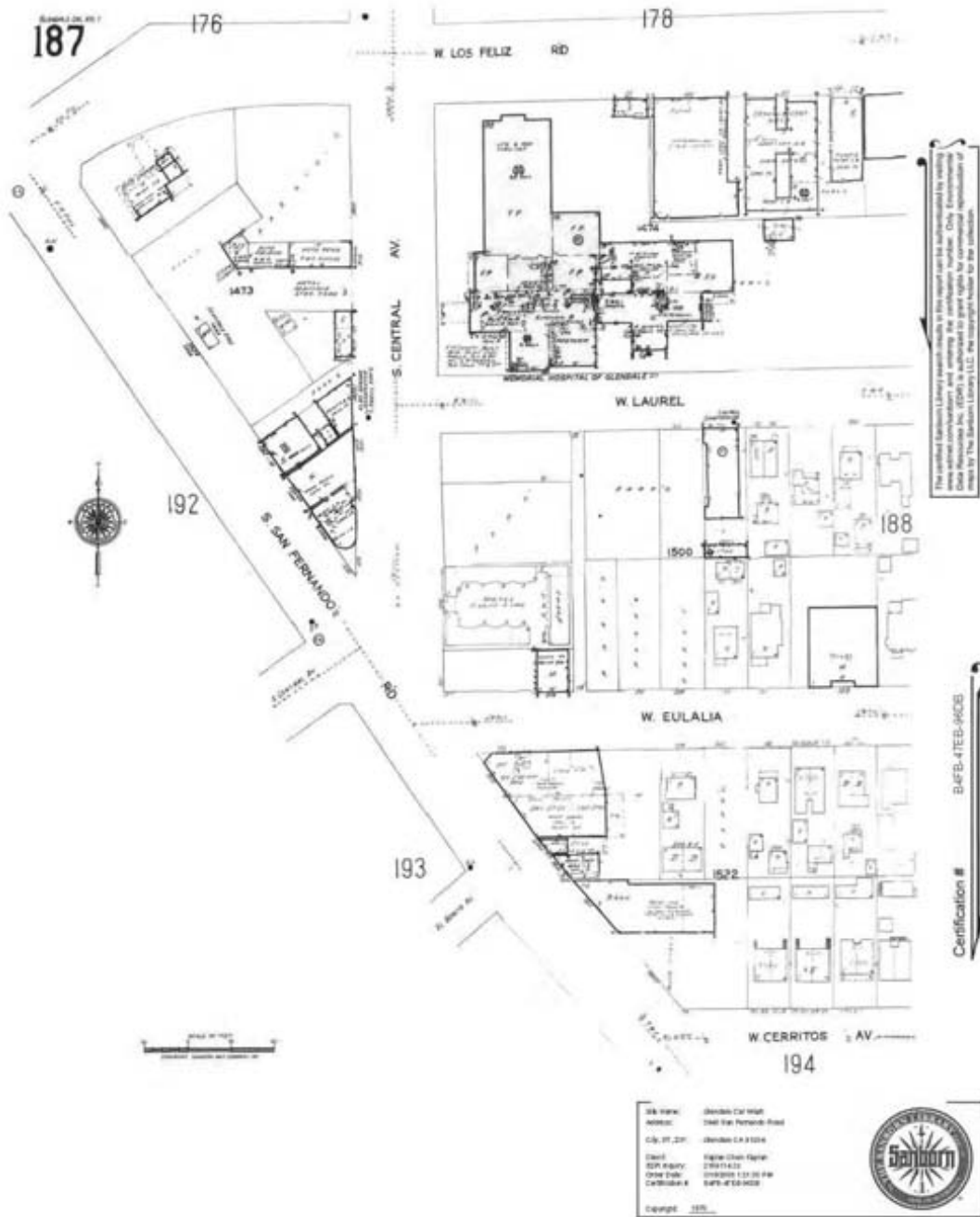
1919 Sanborn Insurance Map



1925 Sanborn Insurance Map



1950 Sanborn Insurance Map



1970 Sanborn Insurance Map



1928 Aerial Photo



1940 Aerial Photo



1956 Aerial Photo



2002 Aerial Photo



1. North elevation (Los Feliz Road)



2. West elevation (San Fernando Road)



3. West elevation (San Fernando Road)



4. Corner, north and west elevations



5. Corner, north and west elevations



6. North elevation (Los Feliz Road)



7. North elevation (Los Feliz Road)



8. North elevation (Los Feliz Road)



9. Corner, east and north elevations



10. East elevation (facing Central Avenue)



11. East elevation (facing Central Avenue)



12. Parking staging area (Los Feliz and Central)



13. Looking west to San Fernando Road



14. Looking east to Central Avenue

## Appendix B

### Sources

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# Natural History

of Los Angeles County

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Vertebrate Paleontology Section  
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28 May 2008

Impact Sciences, Inc.  
234 East Colorado Boulevard, Suite 205  
Pasadena, CA 91101

Attn: Lucy Barraza, Project Planner

re: Paleontological Records Search for the proposed Glendale Triangle Project, in the City of  
Glendale, Los Angeles County, project area

Dear Lucy:

I have conducted a thorough search of our Vertebrate Paleontology records for the proposed Glendale Triangle Project, in the City of Glendale, Los Angeles County, project area as outlined on the section of the Burbank USGS topographic quadrangle map that you sent to me on 22 May 2008. We have no vertebrate fossil localities that lie directly within the proposed project area, but we do have localities nearby from the same or similar sedimentary deposits as probably occur subsurface within the proposed project area.

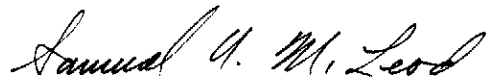
The entire proposed project area has surficial deposits composed of younger Quaternary Alluvium, derived as fluvial deposits from the Los Angeles River that flows to the west or as fan deposits from the hills to the east. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers. At unknown, but possibly relatively shallow, depths in the proposed project area, however, there are deposits of older Quaternary Alluvium. Our closest vertebrate fossil locality in these older Quaternary deposits is LACM (CIT) 342, just south of east of the proposed project area east of the Pasadena Freeway (I-110) and Eagle Rock Boulevard just south of York Boulevard, that produced fossil specimens of turkey, *Parapavo californicus*, and mammoth, *Mammuthus*, at a depth of 14 feet below the surface. The fossil turkey specimen from locality LACM (CIT) 342 was published in the scientific literature by L.H. Miller in 1942 (A New Fossil Bird Locality. *Condor*, 44(6):283-284) and the mammoth specimen was a rare, nearly complete skeleton.

Surface grading or very shallow excavations in the younger Quaternary Alluvium exposed in the proposed project area probably will not uncover significant vertebrate fossil remains. Deeper excavations that extend into older Quaternary deposits, however, may well encounter significant

fossil vertebrate specimens. Therefore, any substantial excavations in the proposed project area should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

A handwritten signature in cursive script that reads "Samuel A. McLeod". The signature is written in black ink and is positioned below the word "Sincerely,".

Samuel A. McLeod, Ph.D.  
Vertebrate Paleontology

enclosure: invoice