

SILVER LAKE TEXACO SERVICE STATION

1650 North Silver Lake Boulevard

CHC-2018-2846-HCM

ENV-2018-2847-CE

Agenda packet includes:

1. [Final Determination Staff Recommendation Report](#)
2. [City Council Motion 18-0184](#)
3. [Commission/ Staff Site Inspection Photos—May 10, 2018](#)
4. [Categorical Exemption](#)
5. [Historic-Cultural Monument Application](#)
6. [Correspondence from Members of the Public](#)

Please click on each document to be directly taken to the corresponding page of the PDF.

Los Angeles Department of City Planning

RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2018-2846-HCM
ENV-2018-2847-CE

HEARING DATE: June 7, 2018
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA 90012

Location: 1650 North Silver Lake Boulevard
Council District: 13 – O'Farrell
Community Plan Area: Silver Lake – Echo Park –
Elysian Valley
Area Planning Commission: East Los Angeles
Neighborhood Council: Silver Lake
Legal Description: Tract TR 5980, Lots 103-106

EXPIRATION DATE: June 24, 2018

PROJECT: Historic-Cultural Monument Application for the
SILVER LAKE TEXACO SERVICE STATION

REQUEST: Declare the property a Historic-Cultural Monument

OWNER(S): Case Studies SilverLake, LLC
c/o Bolour Associates, Inc.
8383 Wilshire Boulevard, Suite 920
Beverly Hills, CA 90211

APPLICANT: City Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

PREPARER: Office of Historic Resources
Department of City Planning
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Declare the subject property** a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.7.
2. **Adopt** the staff report and findings.

VINCENT P. BERTONI, AICP
Director of Planning

[SIGNED ORIGINAL IN FILE]

Ken Bernstein, AICP, Manager
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Melissa Jones, Planning Assistant
Office of Historic Resources

Attachments: City Council Motion 18-0184
Commission/ Staff Site Inspection Photos—May 10, 2018
Historic-Cultural Monument Application

FINDINGS

- The Silver Lake Texaco Service Station “reflects the broad cultural, economic, or social history of the nation, state, or community” as a rare, surviving example of an automobile commercial development from the 1940s.
- The Silver Lake Texaco Service Station "embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style or method of construction” as an excellent example of an automobile service station from the 1940s.

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, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

SUMMARY

The Silver Lake Texaco Service Station is a one-story auto-related commercial building located at 1650 North Silver Lake Boulevard, on the south side of the intersection of Effie Street and North Silver Lake Boulevard with North Occidental Boulevard on the east, in the Silver Lake neighborhood. Constructed in 1941, the subject property was designed by Walter Dorwin Teague and built by engineer Blaine Noice in the Streamline Moderne architectural style. The subject property originally served as a Texaco service station, but was converted into an automotive repair shop in 1988, which is its current use today.

In the early 1900s, gas stations appeared in Los Angeles to serve the new motorists, as general stores selling gasoline in cans. Then oil companies began opening free-standing stations to sell their own brand, with crude pumps with rubber hoses. By 1920, their architecture began to develop distinctive forms that could be recognized from afar by the tired traveler. By the late 1920s, they had become one of the most common buildings in the city, establishing an auto-oriented architecture that acted as an advertisement. By the mid-1920s the layout featured gas pumps and a small office at the front of the site with the other services in a separate building behind. Most common was the all-prevalent Spanish Colonial Revival style. Their popularity in Los Angeles was due to the city's high rate of auto ownership, the large role of the gas companies in the region's economic life, and the mild climate that made the open-air arrangement practical. The number of stations in Los Angeles increased from about 170 in 1920 to almost 700 by 1925, and to over 1,500 by 1930. During the Depression, the service station was one of the first architectural types to adopt the Streamline Moderne style. The advent of self-service stations eliminated the need for attendants to pump gas, and the oil companies opened multi-pump stations with only a cubicle in which a single attendant acted as cashier. Eventually, the box migrated from under the canopy to its side and came to include a mini-mart.

The Texas Fuel Company, better known as Texaco, was founded during the Beaumont, Texas oil strike of 1901, which suddenly had the United States awash in cheap petroleum. Rather than focus on regional markets, Texaco built itself into a national brand. By 1928, it was the first oil company to sell gasoline throughout the United States and was one of the major distributors in California. Brand identity was an essential part of the business. Texaco wanted to present a cleaner, more progressive image, so in the 1930s they hired two industrial designers, Norman Bel Geddes and Walter Dorwin Teague, to give Texaco a fresh, clean, unified brand image. The first step was to design a series of sanitary, streamlined, eye-catching tank trucks. Then the pair came up with Texaco's famous red T-star and the block-letter logo. They also styled the attendants' white uniforms and the architecture and color schemes of the stations themselves. Teague designed the prototypical gas station, a basic white box covered in white porcelain enamel with forest-green stripes and a free-standing post bearing the red Texaco star logo on a white disk. By 1942, the white box of Texaco had slipped seamlessly into the American vernacular, giving Texaco outlets a consistent appearance and identity with some 40,000 stations built across the United States.

L-shaped in plan, the central rectangular portion of the subject property has a rectangular attached canopy supported by two steel poles extending from the northwest corner. The building is steel-frame construction with metal cladding and a flat roof. Atop the canopy is a horizontal fin, and beneath it is the primary west-facing entrance to the office/waiting area, consisting of a wooden 10-lite door, with a hopper transom window above. The entrance is flanked by two fixed, divided-lite windows. The divided-lite window to the north of the door wraps around the corner to the north elevation, which also features two restroom doors with a window between them. South of the primary entrance a wide garage with a folding metal gate opens to a single space containing two automotive service bays. Speedlines run the width of the south elevation, above a band of three metal windows, the outer pair fixed and the center a hopper. The rear, east elevation has a sliding window and another hopper. The building has several rooms that include the office/waiting area in the northwest corner, a single space occupying the southern three quarters of the building, which contains the two service bays, and two restrooms located at the northeast corner of the building. Above the service bays, metal beams support the corrugated metal ceiling and hanging metal shelves.

Based on building permits and observations during the site inspection, the property has experienced few alterations that include the removal of the free-standing Texaco sign, gas pumps, Texaco signage from the horizontal fin above the canopy, and speedlines on the edge of the canopy, and on the west and north elevations. Other alterations include the installation of fluorescent lighting and the replacement of the lites of the top row of windows wrapping around the office/waiting room.

SurveyLA identified the subject property as eligible for listing at the national, state, and local levels as an "Excellent example of an automobile service station from the 1940s" and "A rare, surviving example of automobile commercial development from this era."

DISCUSSION

The Silver Lake Texaco Service Station meets two of the Historic-Cultural Monument criteria. The property "reflects the broad cultural, economic, or social history of the nation, state, or community" as a rare, surviving example of automobile commercial development from the 1940s. Millions of new residents arriving in Southern California at the start of the 20th century led to the development of the first suburbs. The sprawling nature of greater Los Angeles, the product of the interurban railroad, left large expanses of vacant land between these settlements,

which were allowed to be filled in through Angelenos' use of the automobile. By 1930, registration of passenger cars in Los Angeles County totaled 800,000, and despite being in the midst of the Great Depression, between 1930 and 1940, automobile registration increased by some 300,000. 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. Service stations, such as the subject property, illustrate the evolution of the gas/service station as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. As of 1953, the intersection occupied by the Silver Lake Texaco Service Station contained three gas stations. Of the three, only the subject property is extant.

The Silver Lake Texaco Service Station also "embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style, or method of construction" as an excellent example of an automobile service station from the 1940s. Following the Depression, oil companies felt the need for an updated station image as competition increased; particularly useful was a look that stressed efficiency and cleanliness. The common type of service station, in its most basic form, was a white enameled oblong box with a parapeted flat roof, and it often included an office with large display windows, restrooms, service bays, and auxiliary spaces. Industrial designer Walter Teague designed the prototypical service station for Texaco: a basic white box in the Streamline Moderne style. The gleaming surface was designed to catch the eyes of passing motorists. To further the brand recognition, Teague created five variations of the station design, each modified to a different lot configuration with different uses of the canopy. Service stations, such as the subject property, exemplify how a building type's design and site layout are shaped by accommodation to the needs of the automobile, as well as the stylistic and economic trends of the era. Intact examples of service stations from the 1940s are becoming increasingly rare.

Despite the previously mentioned alterations, the subject property appears to be intact and retains a sufficient level of integrity of location, design, setting, materials, workmanship, feeling, and association to convey its historic significance.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*"

State of California CEQA Guidelines Article 19, Section 15331, Class 31 "*consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.*"

The designation of the Silver Lake Texaco Service Station as an Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code ("LAAC") will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space.

The Secretary of the Interior's Standards for Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2018-2847-CE was prepared on May 22, 2018.

BACKGROUND

On April 10, 2018, the Los Angeles City Council, acting upon a motion introduced by Councilmember Mitch O'Farrell, initiated consideration of the subject property as a potential Historic-Cultural Monument. On May 10, 2018, a subcommittee of the Cultural Heritage Commission consisting of Commissioners Milofsky and Kanner visited the property, accompanied by staff from the Office of Historic Resources.

HOLLY L. WOLCOTT
CITY CLERK

SHANNON D. HOPPE
EXECUTIVE OFFICER

When making inquiries relative to
this matter, please refer to the
Council File No.: 18-0184

City of Los Angeles
CALIFORNIA



ERIC GARCETTI
MAYOR

OFFICE OF THE
CITY CLERK

Council and Public Services Division

200 N. SPRING STREET, ROOM 395
LOS ANGELES, CA 90012
GENERAL INFORMATION - (213) 978-1133
FAX: (213) 978-1040

BRIAN E. WALTERS
DIVISION CHIEF

CLERK.LACITY.ORG

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

April 12, 2018

Council File No.: 18-0184

Council Meeting Date: April 10, 2018

Agenda Item No.: 36

Agenda Description: PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT
relative to initiating consideration as a City Historic Cultural Monument for
the property located at 1650 Silver Lake Boulevard.

Council Action: PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT -
ADOPTED

Council Vote:	YES	BOB BLUMENFIELD
	YES	MIKE BONIN
	ABSENT	JOE BUSCAINO
	ABSENT	GILBERT A. CEDILLO
	YES	MITCHELL ENGLANDER
	YES	MARQUEECE HARRIS-DAWSON
	YES	JOSE HUIZAR
	YES	PAUL KORETZ
	ABSENT	PAUL KREKORIAN
	YES	NURY MARTINEZ
	YES	MITCH O'FARRELL
	YES	CURREN D. PRICE
	YES	MONICA RODRIGUEZ
	YES	DAVID RYU
	YES	HERB WESSON

HOLLY L. WOLCOTT
CITY CLERK

PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to initiating consideration as a City Historic Cultural Monument for the property located at 1650 Silver Lake Boulevard.

Recommendations for Council action, pursuant to Motion (O'Farrell - Huizar):

1. INITIATE consideration of the property located at 1650 Silver Lake Boulevard as a City Historic Cultural Monument under the procedures set forth in Section 22.170.10 of the Los Angeles Administrative Code.
2. INSTRUCT the Department of City Planning to prepare the Historic Cultural Monument application for review and consideration of the Cultural Heritage Commission.
3. REQUEST the Cultural Heritage Commission, after reviewing the application, to submit its report and recommendation to the Council regarding the inclusion of the property located at 1650 Silver Lake Boulevard on the City's list of Historic Cultural Monuments.

Fiscal Impact Statement: None submitted. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

At its meeting on March 27, 2018, the PLUM Committee considered Motion (O'Farrell - Huizar) relative to initiating consideration as a City Historic Cultural Monument for the property located at 1650 Silver Lake Boulevard. After an opportunity for public comment, the Committee recommended on consent to approve the Motion. This matter is now submitted for Council consideration.

Respectfully Submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER:</u>	<u>VOTE:</u>
HUIZAR	YES
HARRIS-DAWSON	YES
ENGLANDER	ABSENT
BLUMENFIELD	YES
PRICE	YES

SD

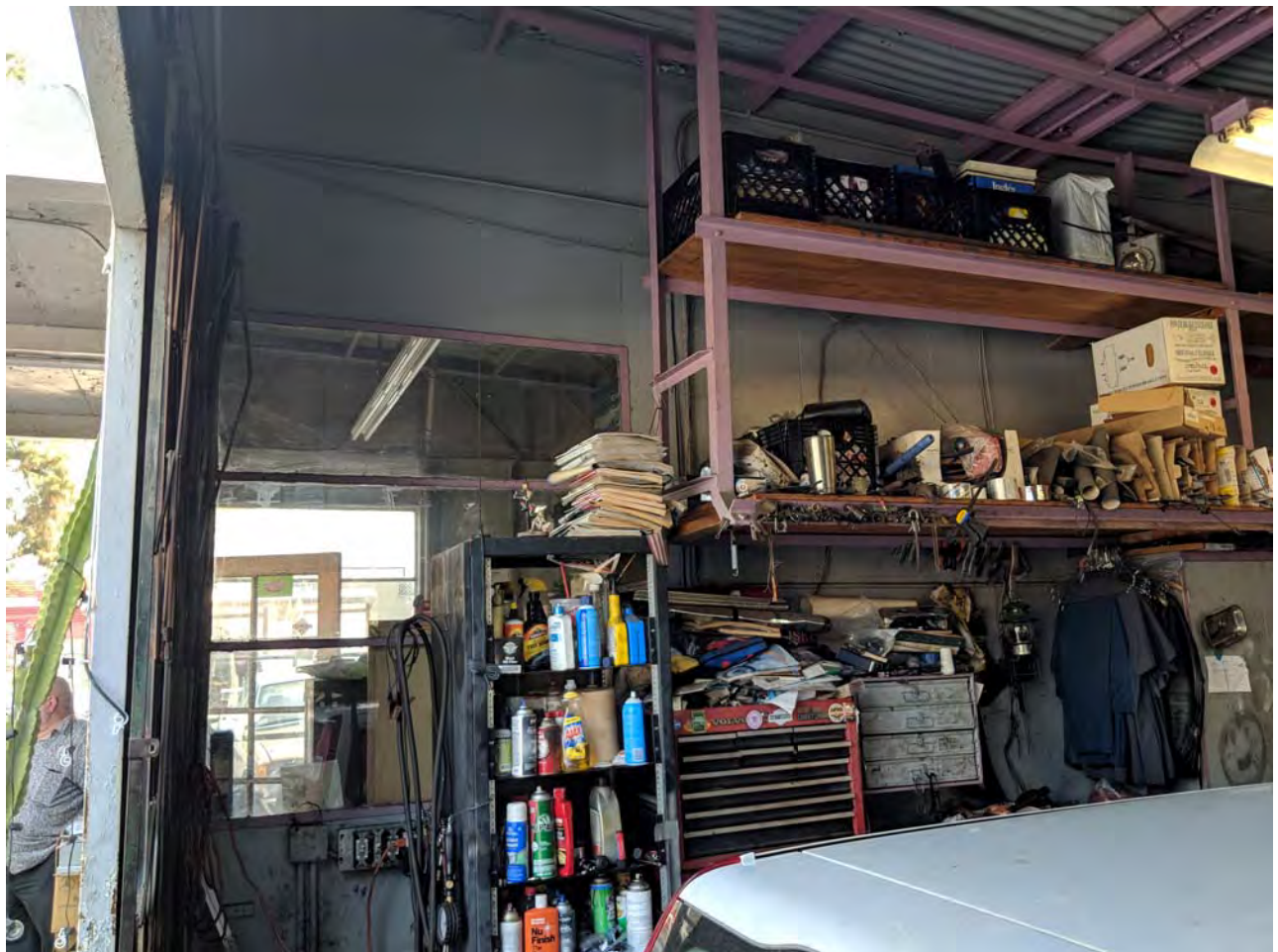
-NOT OFFICIAL UNTIL COUNCIL ACTS-

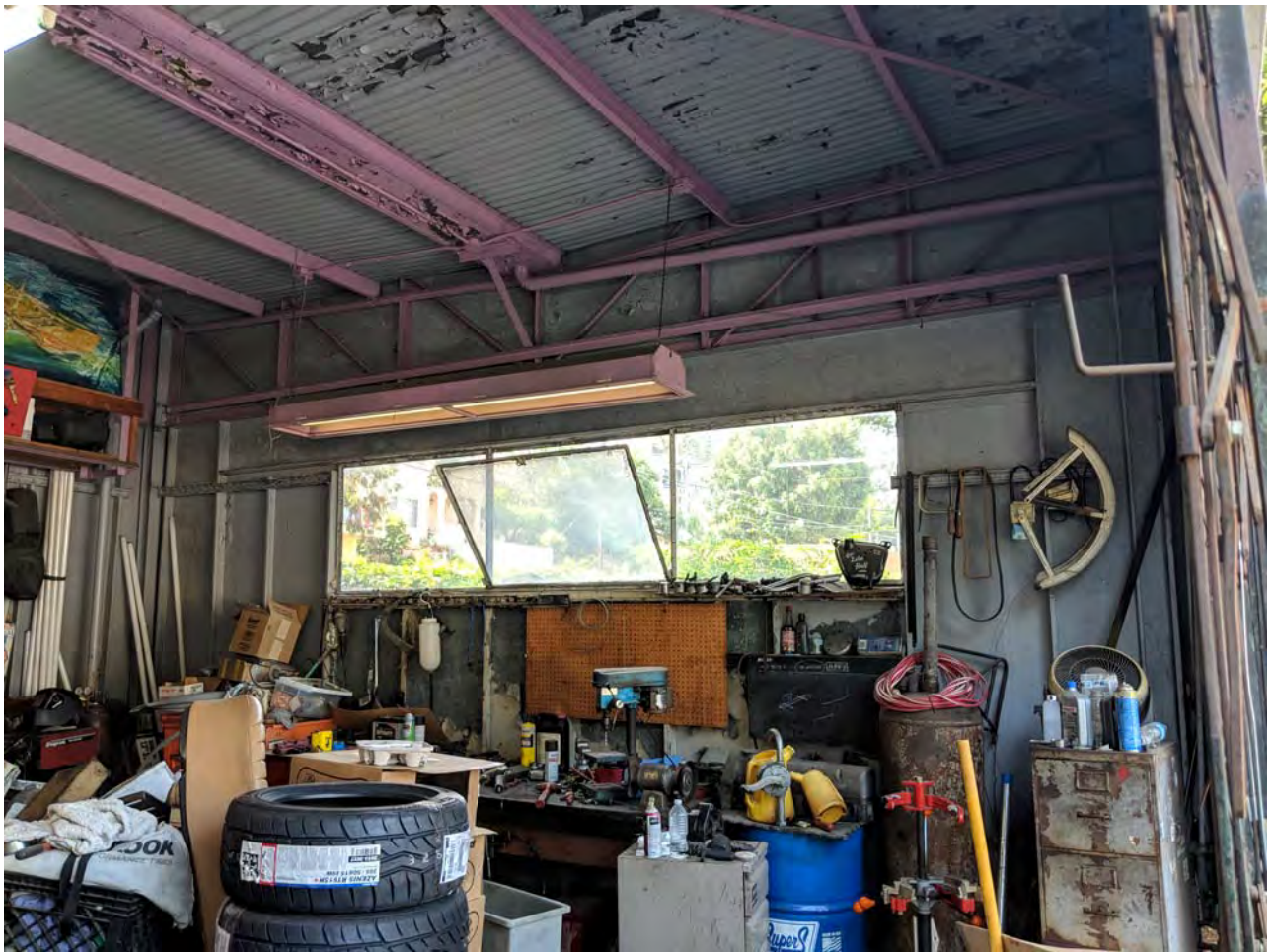


















COUNTY CLERK'S USE CITY OF LOS ANGELES OFFICE OF THE CITY CLERK 200 NORTH SPRING STREET, ROOM 360 LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT <h1 style="text-align: center;">NOTICE OF EXEMPTION</h1> <p style="text-align: center;">(California Environmental Quality Act Section 15062)</p>	CITY CLERK'S USE																						
Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.																							
LEAD CITY AGENCY City of Los Angeles Department of City Planning		COUNCIL DISTRICT 13																					
PROJECT TITLE Silver Lake Texaco Service Station		LOG REFERENCE ENV-2018-2847-CE CHC-2018-2846-HCM																					
PROJECT LOCATION 1650 North Silver Lake Boulevard, Los Angeles, CA 90026																							
DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: Designation of the Silver Lake Texaco Service Station as an Historic-Cultural Monument.																							
NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:																							
CONTACT PERSON Melissa Jones	AREA CODE 213	TELEPHONE NUMBER EXT. 978-1192																					
EXEMPT STATUS: (Check One)																							
<table style="width: 100%; border: none;"> <tr> <td></td> <td style="width: 33%;">STATE CEQA GUIDELINES</td> <td style="width: 33%;">CITY CEQA GUIDELINES</td> </tr> <tr> <td>MINISTERIAL</td> <td>Sec. 15268</td> <td>Art. II, Sec. 2b</td> </tr> <tr> <td>DECLARED EMERGENCY</td> <td>Sec. 15269</td> <td>Art. II, Sec. 2a (1)</td> </tr> <tr> <td>EMERGENCY PROJECT</td> <td>Sec. 15269 (b) & (c)</td> <td>Art. II, Sec. 2a (2) & (3)</td> </tr> <tr> <td>× CATEGORICAL EXEMPTION</td> <td>Sec. 15300 <i>et seq.</i></td> <td>Art. III, Sec. 1</td> </tr> <tr> <td colspan="3"> Class <u>8 & 31</u> Category _____ (City CEQA Guidelines) </td> </tr> <tr> <td colspan="3"> OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision. </td> </tr> </table>				STATE CEQA GUIDELINES	CITY CEQA GUIDELINES	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)	× CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1	Class <u>8 & 31</u> Category _____ (City CEQA Guidelines)			OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.		
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Class <u>8 & 31</u> Category _____ (City CEQA Guidelines)																							
OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.																							
JUSTIFICATION FOR PROJECT EXEMPTION: Article 19, Section 15308, Class 8 of the State's Guidelines applies to where project's consists of "actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment." Class 31 applies "to maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of historical resources in a manner consistent with the Secretary of Interior's Standards for the Treatment of Historic Buildings." Designation of the Silver Lake Texaco Service Station as an Historic-Cultural Monument will assure the protection of the environment by the enactment of project review regulations based on the Secretary of Interior's Standards to maintain and preserve the historic site.																							
IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.																							
SIGNATURE [SIGNED COPY IN FILE]		TITLE Planning Assistant																					
DATE May 22, 2018																							
FEE:	RECEIPT NO.	REC'D. BY																					
		DATE																					

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record

IF FILED BY THE APPLICANT:

NAME (PRINTED) _____

SIGNATURE _____

DATE _____



HISTORIC-CULTURAL MONUMENT NOMINATION FORM

1. PROPERTY IDENTIFICATION

Proposed Monument Name:					
Other Associated Names:					
Street Address:				Zip:	Council District:
Range of Addresses on Property:				Community Name:	
Assessor Parcel Number:	Tract:			Block:	Lot:
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:	Factual	Estimated	Threatened?	
Architect/Designer:			Contractor:	
Original Use:			Present Use:	
Is the Proposed Monument on its Original Site?		Yes	No (explain in section 7)	Unknown (explain in section 7)

3. STYLE & MATERIALS

Architectural Style:		Stories:	Plan Shape:
<i>FEATURE</i>	<i>PRIMARY</i>	<i>SECONDARY</i>	
CONSTRUCTION	Type:	Type:	
CLADDING	Material:	Material:	
ROOF	Type:	Type:	
	Material:	Material:	
WINDOWS	Type:	Type:	
	Material:	Material:	
ENTRY	Style:	Style:	
DOOR	Type:	Type:	



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.

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):
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):
Reflects the broad cultural, economic, or social history of the nation, state, or community
Is identified with historic personages or with important events in the main currents of national, state, or local history
Embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style, or method of construction
A notable work of a master builder, designer, or architect whose individual genius influenced his or her age



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:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	

Property Owner

Is the owner in support of the nomination?

Yes

No

Unknown

Name:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	

Nomination Preparer/Applicant's Representative

Name:		Company:	
Street Address:		City:	State:
Zip:	Phone Number:	Email:	



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 | 5. ✓ Copies of Primary/Secondary Documentation |
| 2. ✓ Written Statements A and B | 6. ✓ Copies of Building Permits for Major Alterations
(include first construction permits) |
| 3. ✓ Bibliography | 7. ✓ Additional, Contemporary Photos |
| 4. ✓ Two Primary Photos of Exterior/Main Facade
(8x10, the main photo of the proposed monument. Also
email a digital copy of the main photo to:
planning.ohr@lacity.org) | 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.

✓	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.
✓	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.
✓	I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.

Melissa Jones, Planning Asst. 5-22-2018

Name:

Date:

Signature:

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

Office of Historic Resources
Department of City Planning
200 N. Spring Street, Room 620
Los Angeles, CA 90012

Phone: 213-978-1200
Website: preservation.lacity.org

Proposed Monument Description

Site

The Silver Lake Texaco Service Station is located at 1650 North Silver Lake Boulevard in the Silver Lake neighborhood. This area of Silver Lake is composed of a mix of one and two-story commercial buildings dating from the 1940s and 1950s, and multi-family residences dating from the 1920s to the 1950s. The subject property is located on the corner of Effie Street and North Silver Lake Boulevard with North Occidental Boulevard to the east. The primary, west-facing building is set back from the sidewalk on the southern end of the property, and has a non-historic accessory structure located at the southeast corner. The buildings sit on a rectangular parcel made up of four lots, the northern two lots covered by an asphalt parking lot. A metal lamp post occupies the northeast corner on the lot of the subject property.

Exterior

The subject property was constructed in 1941 in the Streamline Moderne architectural style. The one-story L-shaped building is of steel frame construction with metal cladding, and is capped with a flat roof. The primary, west-facing elevation fronts North Silver Lake Boulevard, and a canopy with curved corners extends west from the north end of the building, supported by two steel poles at its halfway point. Atop the canopy is a horizontal fin that once featured Texaco signage. Beneath the canopy is the primary entrance consisting of a multi-lite wood door, with a hopper transom window above and flanked by fixed, divided-lite steel windows. The divided-lite window to the north of the door wraps around the corner to the north elevation. South of the primary entrance a wide garage with a folding metal gate opens to a single space containing two automotive service bays. Triple speedlines run the width of the south elevation, above a band of three metal windows, the outer pair fixed and the center a hopper. In addition to the fixed, divided-lite window of the waiting room/office, the north elevation features two doors with a window between them, and the rear, east-facing elevation has a sliding window and a hopper window.

Interior

The building consists of several rooms. The office/waiting area in the northwest corner is reached via the primary entrance. A single space occupying the southern three quarters of the building contains two automotive service bays and is accessed from the double-sized garage entrance on the primary west elevation. There is a fixed, divided-lite steel window between the office and service bays. Metal beams support the corrugated metal ceiling and hanging metal shelves, and a metal joist bisects the ceiling between the two service bays. Two restrooms are located at the northeast corner of the building.

Building Chronology and Alterations

1941	Permit issued to erect a one-story gasoline station at 1650 Silver Lake Boulevard. The Texas Company was listed as the owner, and Blaine Noice was listed as the engineer (LADBS Permit No. 19378).
1969	Permit issued to install 17-foot sign post on the corner of Effie Street and Silver Lake Boulevard. Texaco was listed as the owner.
1988	Permit issued for change of use from a gas station to an auto repair shop. The owner listed was Aliver A. Villarreal.

Alteration dates unknown	The free-standing Texaco sign removed.
	The gas pumps removed.
	Texaco signage removed from the horizontal fin above the canopy.
	Installation of fluorescent lighting.
	Removal of triple speedlines on the edge of the canopy and on the west and north elevations; they are still present on the south elevation.
	Replacement of the top row of lites of the windows wrapping around the office/waiting room.

Statement of Significance

SurveyLA identified the subject property as eligible for listing at the national, state, and local levels as an "Excellent example of an automobile service station from the 1940s" and "A rare, surviving example of automobile commercial development from this era." Constructed in the Streamline Moderne architectural style in 1941, its high quality of design and retention of original form and a high level of integrity stand as a visible reminder of the 1940s-era California car culture. The Silver Lake Texaco Service Station is also an example of the rare surviving type of construction that was prominent in service stations at the time. It represents 1930s and 1940s service station design in general, and more specifically Texaco's pioneering design standardization that served as part of its larger branding program.

The Silver Lake Texaco Service Station reflects the broad cultural, economic, and social history of the nation, state, and community.

Silver Lake Boulevard Development

The Silver Lake neighborhood was originally called Ivanhoe, named by Scotsman Hugo Reid after the book by Sir Walter Scott. Due to its proximity to downtown Los Angeles, the area developed with residential neighborhoods relatively early in the city's history. Lots began to be sold during the real estate boom in 1887. The area was made more attractive to homebuyers after the Pacific Electric railroad provided access in 1904. Early residential tracts including Childs Heights, Rowland Heights, and Mabery Heights were subdivided on either side of Sunset Boulevard, which was the path of a streetcar line. The land in the northern portion of Silver Lake became part of the City of Los Angeles as part of the East Hollywood Annexation in 1910. The completion of Glendale Boulevard in 1915, which connected Los Angeles to Glendale by a bridge over the Los Angeles River, stimulated interest in the development of the Silver Lake neighborhood. The community was centered around the Silver Lake and Ivanhoe Reservoirs. It is from the Silver Lake Reservoir that the community gets its present name. The reservoir was named in honor of Herman Silver, a Jewish pioneer who was elected to the City Council and served as the Chairman of the City's Water Commission. Both reservoirs were designed by Chief Engineer William Mulholland, and were constructed in 1906 and 1907. They were only to be utilized in the event of an emergency at first; it was not until 1920s, when demand for water rose with the area's increasing population, that they were used on a regular basis.

The majority of the neighborhood's streets were laid out in the 1920s, following the contours of the hills. The subsequent development of individual lots resulted in a great variety of architectural styles and modernist experimentation.

Addressing the impact of the automobile on the Silver Lake area, SurveyLA states that the...

...development patterns clearly reflect automobile influences, as evidenced by the numerous tracts of single-family residences located in the hilly areas along Echo Park and Silver Lake Boulevards. By 1920, there were two automobiles for every three residents in Los Angeles. In the 1920s, a small commercial district developed in the center of the neighborhood on Silver Lake Boulevard, southeast of the Silver Lake Reservoir.

Further illustrating the importance of the automobile, a 1953 Sanborn Insurance map shows three gas stations at the same intersection (1650, 1701, and 1706 Silver Lake Boulevard). Of the three, only the one at 1650 is extant.

The Automobile in Los Angeles

Los Angeles has long been known as a city dominated by the automobile. As World War I came to a close, the quiet growth at the beginning of the 20th century shifted to an era of unprecedented expansion in regional population. The increase in oil production, the rising popularity of motion pictures, and the booming tourist trade all served to bring settlers and dollars into Southern California and prompted the real estate boom of the 1920s and the development of Southern California's first suburbs. Roughly 1.5 million new residents settled in Southern California during the 1920s, an impact that was felt locally.

The sprawling nature of greater Los Angeles was the product of an earlier system of transportation, the interurban railroad. Beginning in the late 1800s, and reaching its peak with the Pacific Electric network in the early 1900s, the area had developed the most extensive interurban light rail system in the world. The Pacific Electric Red Cars and the Los Angeles Railway Yellow Cars allowed the residents of the city and its surrounding suburbs to spread out over the flatlands. Yet this was still a pattern of settlements clustered around interurban stops, while large expanses of vacant land sat between these settlements.

This system could only go so far to reach the various new developments that sprang up in the area. 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 World War I, in 1917. Up until that time the passenger car was considered 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 through the development of an affordable car, specifically the Ford Model T.

Built using assembly-line techniques, the Model T was durable, easy to operate, economical to maintain and simple to repair. The Model T was first introduced in 1908, and by 1911 Ford had become the largest single automobile manufacturer in the country. 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 development and proliferation of the automobile was a major factor in the growth of Los Angeles during the mid-20th century. With plenty of land to develop, the need for an extensive road system for reaching the far flung communities was an ongoing concern.

The increasing presence of the car after World War I caused Los Angeles to rethink the nature of its street system. Some early major thoroughfares were laid out by the city and the county, but typically streets were created by developers, 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. In spite of this generally haphazard system, between 1904 and 1915 all of the main thoroughfares had paving of some sort and the City had improved nearly 500 miles of streets. However, 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.

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.

Despite being in the midst of the Great Depression, between 1930 and 1940, automobile registration increased by some 300,000 in Los Angeles County as migrants to the southland brought their cars with them. The combination of abundant cheap land and continued car use led architects and planners to embrace the roadside architectural model of the isolated building surrounded by parking. A few planners had begun, before the onset of hard times, to accept the roadside arrangement of a commercial building with parking in front rather than hidden in the rear. An automobile-centered architecture began to emerge where businesses could stretch out along these arterial streets, such as Silver Lake Boulevard, and provide their mobilized customers plenty of space.

The Silver Lake Texaco Service Station embodies the characteristics of an architectural-type specimen inherently valuable for a study of a period, style, or method of construction.

Automobile-Related Architecture in Los Angeles

It is impossible to understand 20th century architecture in Los Angeles without considering the impact of the automobile, which 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 buildings were a clear break from the older pedestrian-oriented commercial buildings. The idea of a wall of unified buildings no longer fit the increasingly auto-oriented city. In its place, the advent of the automobile produced buildings that stood alone, each putting itself forward as a monument, surrounded by its own driveway and parking lot.

In the early 1900s, general stores supplied gasoline and motor oil. Gasoline came in cans purchased like kerosene. As early as 1905, some oil companies began experimenting with free-standing stations that sold only their brand of gasoline, and crude pumps that used rubber hoses made their appearance. Gas stations began appearing just before World War I, evolving from storefronts, houses, and barns. The National Supply Station chain operated what were perhaps the first of the detached gas stations in Los Angeles. By 1913, the chain had outlets at the corners of Grand and

Washington, Vermont and Washington, Wilshire and Mariposa, Pico and Alvarado, Seventh and Westlake, and Vermont and Hollywood. The common building was a utilitarian box with a shed roof, porte-cochere, and a single pump. These gas stations were positioned on the site so as to allow the customer to drive through without backing up, and set diagonally on the corner to allow equal access from both streets.

By 1920, road architecture began to develop distinctive forms that could be recognized from afar by the tired traveler. Driving long distances, travelers would scan the horizon, seeking buildings with forms that defined their function. By the late 1920s, they had become one of the most common buildings in the city, establishing an auto-oriented architecture that was free-standing and acting as an advertisement for itself.

These new buildings took on features which celebrated the automobile. The celebratory approach embraced the idea of the free-standing structure and transformed it into a type of identifying sculpture, with the car as an integral part. Significant examples of these building types indicated the flourishing car culture of Los Angeles. By the mid-1920s, a common layout characterized gas stations. The gasoline pumps and the accompanying small office sat at the front of the site with the other services in a separate building or buildings behind. The two entities were divided by a paved space ample enough for customers to maneuver their cars. Most commonly the ensemble would occupy a corner so that the service buildings formed an L behind the gasoline station.

During the 1920s, a larger and more functionally varied form, known as the superstation, became popular. Vendors evolved from simple suppliers of gasoline into multi-purpose stops for all automobile needs. The popularity of the superstation in Los Angeles can be attributed to the city's high rate of auto ownership, the large role of the petroleum companies in the region's economic life, and the mild climate that made the open-air arrangement practical. 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. By the end of prosperity in 1930, Los Angeles had an oversupply.

The Depression resulted in a change in service station design. The service station was one of the first architectural types to adopt the Streamline Moderne and the International Style. The common type, in its most basic form, was the white enameled oblong box with a parapeted flat roof. It included an office with large display windows, restrooms, service bays and auxiliary spaces. Each of the oil companies then treated this basic entity with detailing to provide identity. The companies offered various models of their prototypical stations with differing numbers of bays and sizes of offices. However, all models shared the same Streamline Moderne detailing and all were topped by the company's identifiable logo.

Beginning as early as the late 1940s, independent vendors experimented with self-service, allowing customers to pump their own fuel. Because of its nature – a great number of pumps and no repair bays – the self-service outlet reverted to the architectural form of the beginning days of the gas station. This was the small office and the canopy. Along with elimination of the need for attendants to pump gas came the death of the service bay. The oil companies opened multi-pump stations with only a cubicle in which a single attendant acted as cashier. Architecturally the independent form of a vast canopy covering a sea of pumps and a cashier's box became the norm. Eventually the box migrated from under the canopy to its side and became larger to include a mini-mart. Extant examples of the early service station model are now rare.

Streamline Moderne

The auto-oriented architecture of the Depression years followed, with roadside architecture

adopting a less monumental and more playful style commonly known as Streamline Moderne. Streamline Moderne was actually a collection of decorative devices that first made its appearance in the late 1920s. Its direct ancestor was the Art Deco style that was forged by Finnish architect Eliel Saarinen's famous design for the Chicago Tribune building and later by industrial advances in the streamlined design of transportation vehicles, namely automobiles, ships, and airplanes. The Moderne style, or Streamline Moderne, is seen from 1920 to 1940 and is more common in residential construction after 1930 while the Art Deco style is more typical in commercial construction in the 1920s and early 1930s.

Streamlining differed from the angular Art Deco approach in its smoother, more rounded, generally more horizontal lines. Streamline also differed from Art Deco in that it was more willing to break with traditional architectural principles such as symmetry and balancing of masses, and experiment with asymmetric arrangements appropriate to a free-standing building being viewed from a moving automobile. Instead of replicating non-architectural objects, Streamline Moderne buildings provided an abstract image of movement, which was particularly appropriate for auto-related architecture. The association with movement was due to Streamline Moderne's use in the industrial design of modes of transportation. The rounded forms appropriate for aircraft were also used for locomotives and automobiles such as the Chrysler Air-Flow of the mid-1930s. The popular Streamline Moderne designs loosely followed the new "International" style identified with experimental European designs of the 1920s, particularly the Bauhaus movement in Germany. It was relatively inexpensive to build compared to other forms, particularly given the wood-frame-and-stucco construction of Los Angeles. The style also adapted well to innovations in exterior lighting, particularly fluorescent, neon and indirect.

The Streamline Moderne style provided architectural unity to auto-oriented building types. The service stations of the era were the first, with the oil companies standardizing their designs around an International Style box adorned with Streamline detailing.

By the mid-1930s, the gas station was the most widespread type of commercial building in America, and had evolved into a one-stop destination where one could purchase tires, have your car repaired, and buy supplies from oil to gasoline. A fully functional gas station would include a waiting room for customers, a restroom and may even provide snacks for those waiting for their cars to be washed. This complex business model came to be known as the "service station." The expansion from a place to buy gas to a specialized structure for related services was a phenomenon of the Depression. The Depression marked the beginnings of modern consumer culture as businesses used advertising and branding to compete for customers. To counter deteriorating sales, many companies expanded product lines and repair services. The Depression also resulted in some companies expanding territorially, which included building stations that were distinctly different from their competitors. Marketing engineers, or architect-designers, took pride in introducing streamlined, modern stations. But "Modern Architecture" was actually a stripped-down, functional design to put a new optimistic face on hard economic times. Industrial design was a newly emergent profession incorporated by American manufacturers to create products with maximum sales appeal.

The Architecture of Texaco

The Texas Fuel Company, better known as Texaco, was founded during the Beaumont, Texas oil strike of 1901, which suddenly had the United States awash in cheap petroleum. The oil industry at that time was battling the coal industry, each vying for the home heating market. Unlike its competitors, which focused on regional markets, Texaco was determined to build itself into a national brand. By 1928, Texaco was the first oil company to sell gasoline throughout the United States, and was one of the major gasoline distributors in California for many years. Gasoline is a

fiercely competitive business. Standing out from the crowd is a must, and brand identity – in whatever form it might be – was an essential part of the business. Coal and oil trucks were usually filthy, covered with dust, grime and residue. Oil companies, including Texaco, wanted to put forth a cleaner, more progressive image than coal companies, so in the early 1930s, Texaco hired two industrial designers, Norman Bel Geddes and Walter Dorwin Teague, to give Texaco a fresh, clean, unified brand image.

Walter Dorwin Teague and Norman Bel Geddes

Walter Teague was known as the "Dean of Industrial Design" for designing the Kodak Brownie camera and a host of other streamlined artifacts. Norman Bel Geddes, heavily influenced by modern architectural trends such as Bauhaus and Streamline Moderne, had designed an Art Deco-style house of tomorrow and a teardrop shaped car. By bringing these two cutting-edge designers on board, Texaco sought to design distinctive service stations and gas trucks that were instantly recognizable to the motorist.

The first step was to have Bel Geddes and Teague design a series of sanitary, streamlined, eye-catching tank trucks. The Texaco Doodlebug was an important design for several reasons. Basically, it erased all vestiges of 1930s car and truck architecture. There were no fenders, no hood, no cowl, no runningboards and no flat, upright windshield. The passenger cabin got blended into the overall design, and the Doodlebug's simple bread loaf shape was all one piece. The truck used curved side glass and a compound- curved windshield. But the Doodlebug's overall height was what surprised most people; the truck stood a mere 72 inches tall. Texaco's tank trucks doubled as rolling billboards, especially the Doodlebugs - probably the most striking and successful from an aesthetic point of view.

Together Bel Geddes and Teague came up with Texaco's famous red T-star and the block-letter logo. The red star in the center of the circle referred to the "Lone Star State" as did the "T" overlapping the star, marking the site of service and gas with an instantly recognizable logo. They also styled the attendants' white uniforms and the architecture and color schemes of the stations themselves. Teague designed the prototypical gas station, a basic white box covered in white porcelain enamel with forest-green stripes and a free-standing post bearing the red Texaco star logo on a white disk. Evocative of the then-popular streamlined look, his incredibly successful box design simultaneously suggested speed, modernity and cleanliness, as Teague took something supposedly dirty and messy and turned it into the white, sparkling image of a hospital. In every version, the outside was white, porcelain-clad metal which defied rust and was easily cleaned. The gleaming surface contrasted sharply with its surroundings, and readily caught the eyes of passing motorists. In addition to designing a banjo-shaped sign that clearly identified the company, Teague created five variations of a Streamline Moderne station design. Each variation was modified to a different lot configuration with different uses of the canopy. The Silver Lake Texaco Service Station is an example of the "Type C" design, which is identified as an oblong box with a single canopy projecting from the main block, and most commonly had two service bays (See description and plans in "Primary/Secondary Documentation" section).

By 1942, the white box of Texaco had slipped seamlessly into the American vernacular, giving Texaco outlets a consistent appearance and identity with some 40,000 stations built across the United States. Teague elevated the Texaco station from the past and placed it into the progressive future, but like other high style products designed by Teague during the Depression, the Texaco stations belied the depressing fact that many Americans could not afford to purchase a car, much less buy gas. The most important element of Teague's Texaco station was their utopian nature and the promise of the future. Their design and business model instilled confidence in the American ability to carry on and move forward into the future. Texaco merged

with Chevron in 2001 and the Texaco stations in Southern California were rebranded at that time, although the Texaco name survives elsewhere.

Blaine Noice

The Silver Lake Texaco Service Station was engineered for the site by prominent local structural engineer Blaine Noice, who came to California during the early years of the 20th Century. He was a self-schooled civil engineer when he was hired by the Southern Pacific Railroad as their Supervisor of Bridges and Buildings for their Mexican operation at the age of 18. In 1912, he went to work for the City of Los Angeles as a building inspector. After serving as a 1st Lieutenant and then a Captain in World War I, he returned to Los Angeles as the chief engineer for the building department until 1922, when he went into private practice with fellow structural engineer David H. Merrill. The firm of Noice and Merrill was responsible for the design of a number of large buildings in Southern California until 1929, when Merrill left the firm to become the managing secretary treasurer of the Pacific Coast Building Officials Conference. Noice continued in the firm and went on to engineer a number of significant buildings, including many of the structures for the Walt Disney Studios on Hyperion and later at the present Burbank location.

Noice was one of the founders of the Structural Engineers Association of Southern California in 1929. The following year, he was appointed to the Los Angeles Building and Safety Commission. Noice was one of the principal engineers who developed the Field Act for earthquake safety after the devastating Long Beach Earthquake in 1933. One of his early accomplishments was to get structural engineers on par with architects when building permits are issued. Noice was the engineer/designer of numerous large industrial projects and bridges throughout Southern California, as well as smaller projects such as building signs and theater marquees, and the Silver Lake Texaco Service Station was definitely a small project in comparison to much of his other work.

Conclusion

Automobile-related commercial architecture had its high point in the decades between the mid-1930s and the mid-1960s. The exotic buildings of the 1920s and 1930s and the smooth, curving lines of the Streamline Moderne style gave way to futuristic post-World War II designs, which made use of wartime technology, such as plastics; ideas of the future were manifested in shapes that were influenced by jets, cars, and rockets. It was during this time that the celebratory attitude toward the automobile was most prevalent. The result was an acceptance of the car as part of the architecture. Today intact examples of auto-related resources from this period are scattered citywide, but are becoming increasingly rare.

There are three service stations that are currently Los Angeles Historic-Cultural Monuments, and each represents a different period in the evolution of Los Angeles gas station architecture. The 1924 Marquez Filling Station in Pacific Palisades (HCM #800) reflects the simplicity of the pre-superstation, featuring only a small office, canopy and pumps and no service bays. The 1939 Gas Station (HCM #387) in Brentwood, with its 45-foot high tower, is an example of the elaborate Spanish style that preceded the more measured Streamline Moderne style. And while the 1935 Gilmore Gasoline Service Station in Hollywood (HCM #508) is of Streamline Moderne design, its unique layout does not match the pioneering uniform branding of Teague's Silver Lake Texaco Service Station.

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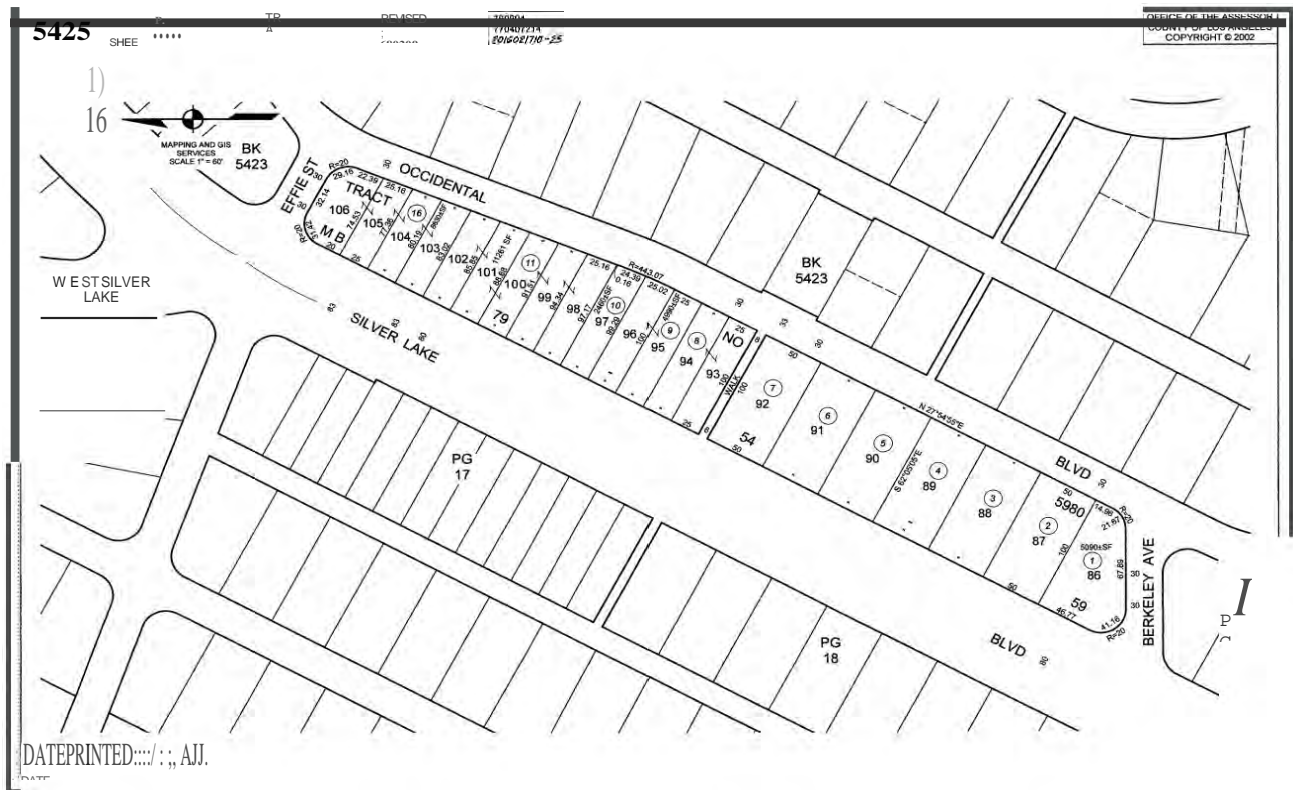
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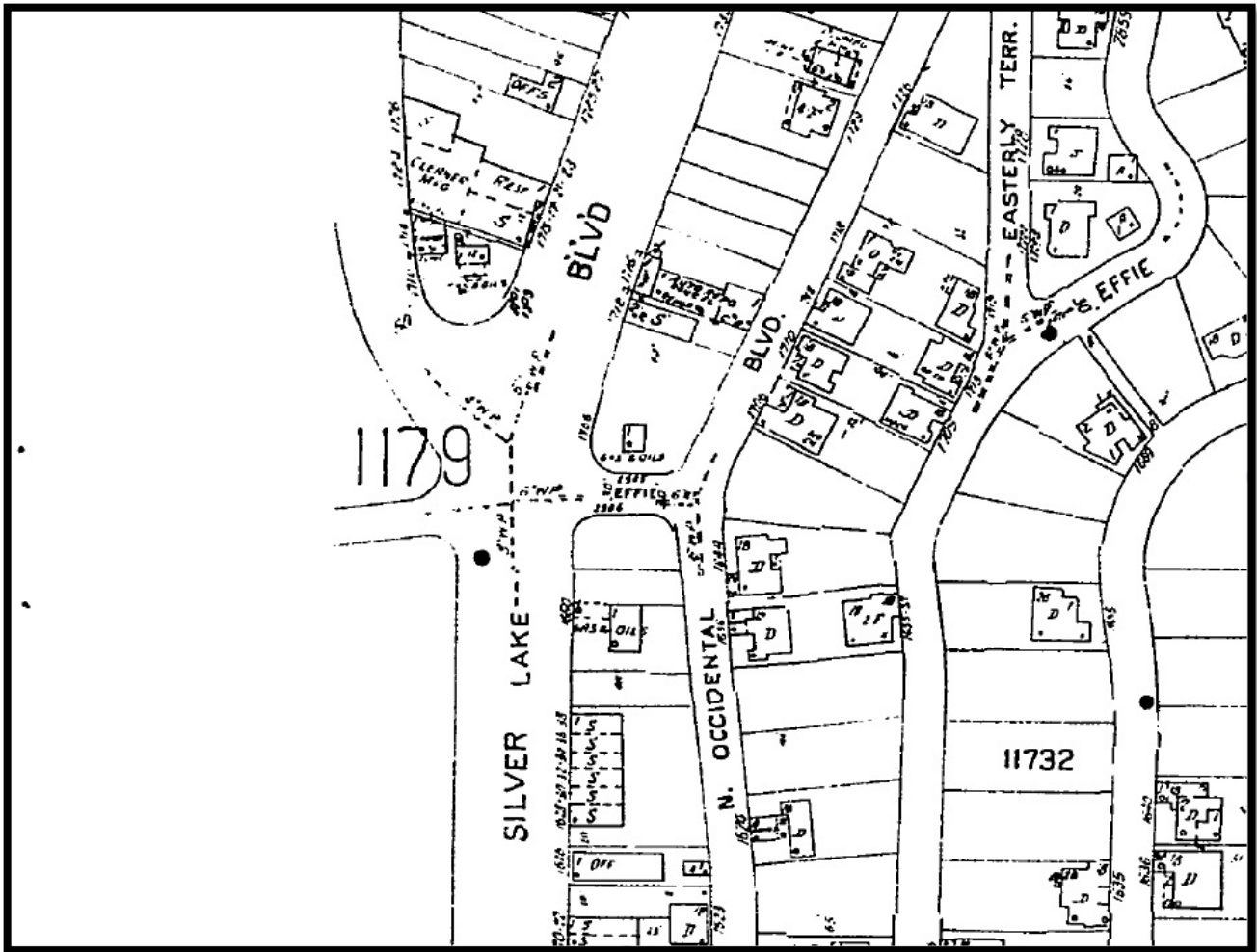
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Two Primary Photos of Exterior/Main Façade



Primary/Secondary Documentation





1953 Sanborn Map, showing gas stations at 1650, 1701 and 1706 Silver Lake Boulevard. Only 1650 remains.



Gas station in Silver Lake, 1932 (USC Digital Library)



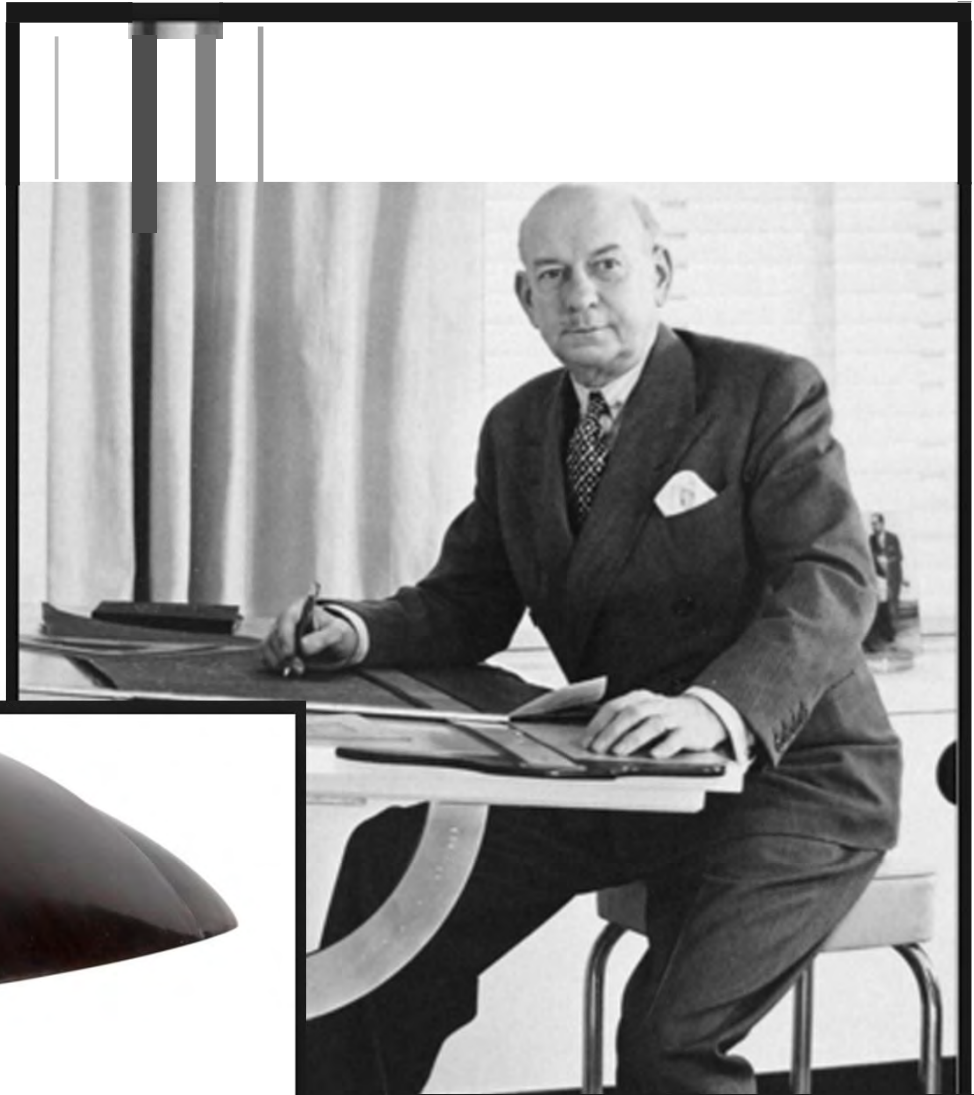
Auto court in Silver Lake, 1930 (SilverLake.org)



Streamline Moderne in transportation (kknews.com)



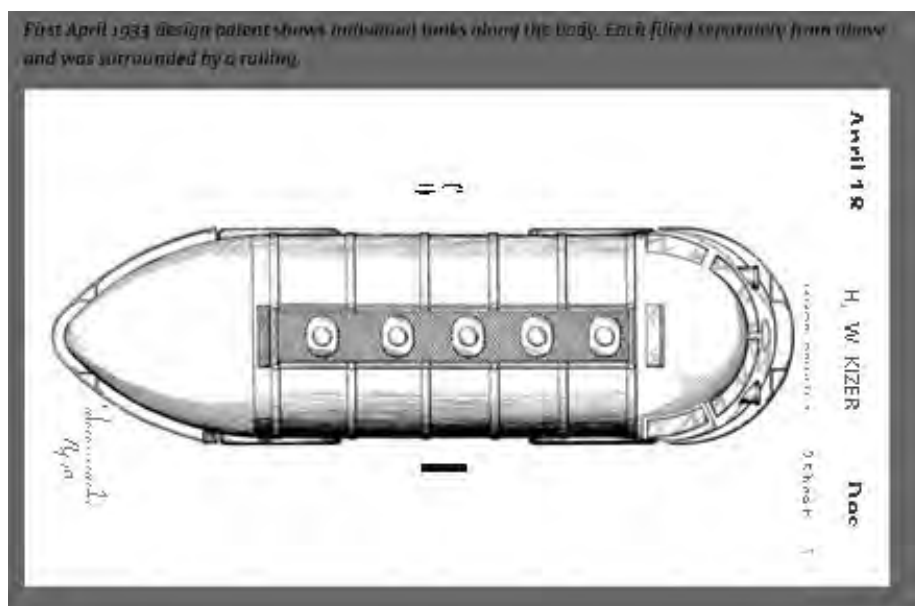
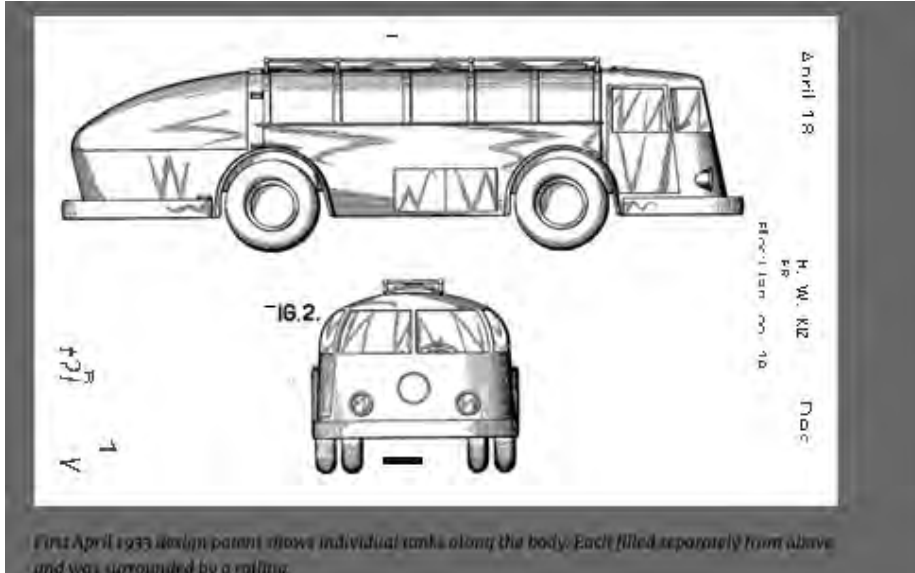
Streamline Moderne architecture: Coulter's Department Store, 1939 (Los Angeles Conservancy)



Walter Dorwin Teague



Norman Bel
Geddes





Example of the same Texaco branding that would lead to Teague's Streamline Moderne service stations

"Mr. Service" in all 48 states

GREAT new source of POWER
Stay Chief
WITH PETROX

TEXACO

HE WILL HAVE TEXACO TOURING SERVICE SEND YOU FREE ROAD MAPS WITH ROUTES INDICATED AND THE LATEST HIGH-WAY INFORMATION

MIGHTY HANDY...CON-SERVES CASH—TEXACO IS THE ONLY CREDIT CARD HONORED UNDER ONE SIGN IN ALL 48 STATES—AND IN CANADA, TOO

CONVENIENCE YOU AND YOUR FAMILY WILL AP-PRECIATE STOP WHERE YOU SEE THIS FAMILIAR GREEN AND WHITE SIGN—CLEAN ACROSS AMERICA!

FOR THE FINEST PETRO-LEUM PRODUCTS, TIRES, BATTERIES AND ACCESSO-RIES, COURTESY, AND THE BEST OF CARE FOR YOUR CAR—SEE "MR. SERVICE"

REST ROOM

TEXACO
The TEXAS COMPANY

TEXACO DEALERS
IN ALL 48 STATES
Texaco Products are also distributed in Canada and Latin America

Tour with Texaco

The All-Encompassing Texaco branding, including the white service station with the red Texaco sign and green speedlines. (browser.com/oilandgasads)



1940-1950

TEXACO /THE TEXAS COMPANY

**Form: Oblong Box With
or Without Canopy**

Designed in five variations, A-E.

Type A: Oblong box with island canopy
and two service bays.
Purchase price: \$15,000.

Type B: Triangular box with canopy
and two to three service bays.
(Designed for corner lots.)
Purchase price: Unknown.

Type C: Oblong box with single canopy
projecting from the main block
and two service bays (most common).
Purchase price: \$10,000-\$13,000.

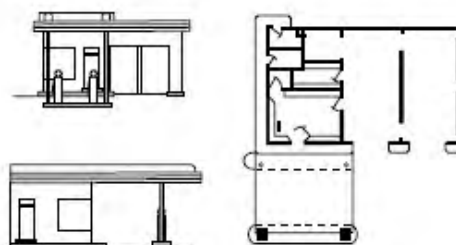
Type D: Oblong box with canopy flush
with the main block and with one
or two service bays (common form).
Purchase price: Unknown.

Type E: Oblong box. Smallest version
with only one room.
Purchase price: \$5,000.

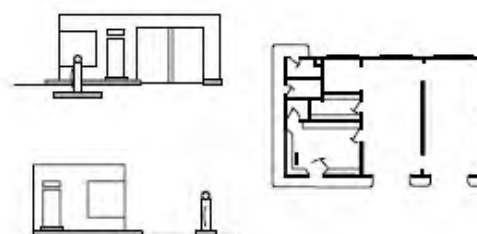
Identifying Features:

- White porcelain enamel steel panels (rarely stucco or wood).
- Rounded corners on the box and canopy.
- Raised bands of trim, sometimes in green.
- Ghost impressions of a five-pointed star.
- Parallel rounded forms projected across the canopy and served as a back-lighted space for signage.
- Three green bands were featured around the building above the display area and service bay doors.
- Single red stars were placed on the upper part of each facade.
- Large metal windows opened to the display and service area.
- Small metal columns supported the canopy.
- Separate pump islands may have been included, sometimes placed perpendicular to the oblong box and canopy, with "Texaco" stretched across the top of the island canopy.
- Large glazed overhead service doors.
- A large round sign on single square column, "banjo" shaped, contained the five-pointed red star emblem with a green "T" and "Texaco" written and lighted.
- Streamlined Moderne (industrial, machine-made).

**Oblong Box with Canopy
Type C**



**Oblong Box
Type D**





Vintage drawing and photo of Type C Texaco gas stations (luckymojo.com)



Restored Type C Texaco gas station in Cowan, Tennessee (top and bottom, roadarch.com)



Historic-Cultural Monument No. 800, Marquez Filling Station, 1924 (City of Los Angeles Office of Historic Resources)



Historic-Cultural Monument No. 508, Gilmore Gasoline Service Station, 1935 (City of Los Angeles Office of Historic Resources)



Historic-Cultural Monument No. 387, Gas Station, 1939 (City of Los Angeles Office of Historic Resources)

Existing Conditions Photos



Silver Lake Texaco, west (primary) façade featuring canopy, office and service bays, view southeast
(May 10, 2018)



Silver Lake Texaco, canopy, view northeast (May 10, 2018)



Silver Lake Texaco, canopy, view northwest (May 10, 2018)



Silver Lake Texaco, west façade featuring canopy, office and service bays, view northeast (May 10, 2018)



Silver Lake Texaco, close-up of office, view east (May 10, 2018)



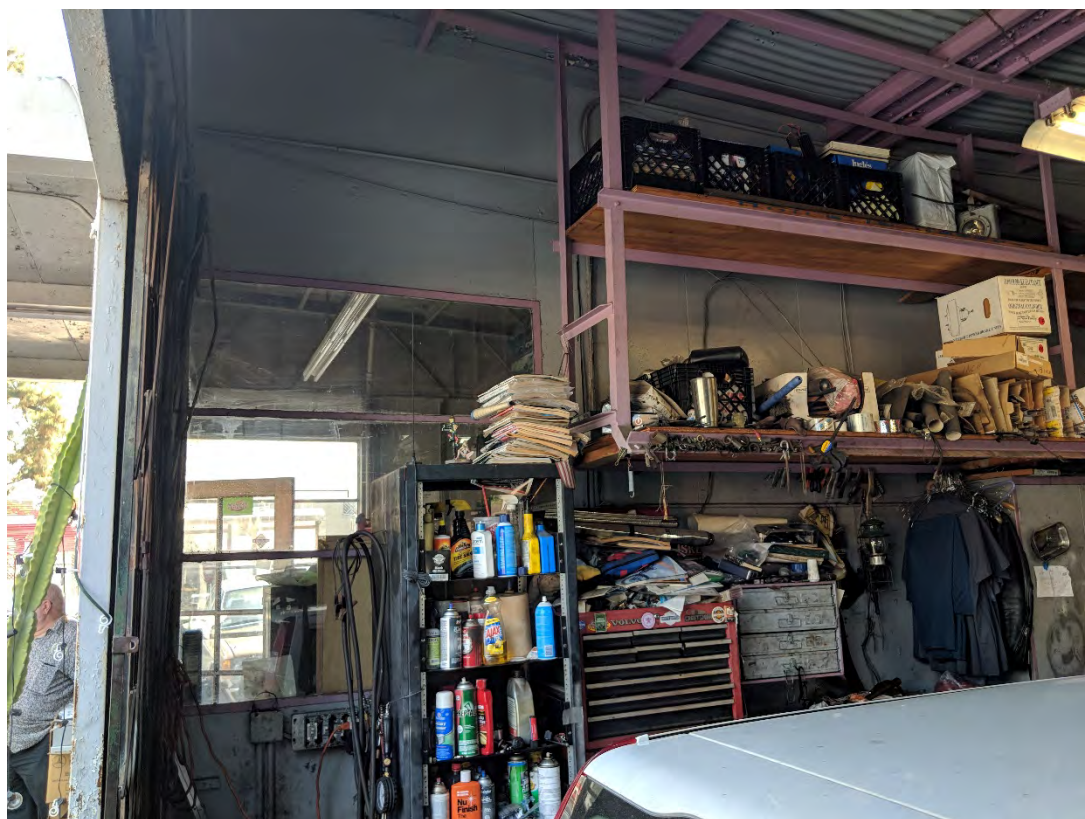
Silver Lake Texaco, primary entrance to office, view southeast (May 10, 2018)



Silver Lake Texaco, service bays, view east (May 10, 2018)



Silver Lake Texaco, service bay, view east (May 10, 2018)



Silver Lake Texaco, north wall of service bay, with office through the window, view north (May 10, 2018)



Silver Lake Texaco, south wall of service bay, view south (May 10, 2018)



Silver Lake Texaco, south elevation and accessory structure, view east (May 10, 2018)



Silver Lake Texaco, north elevation, view south (May 10, 2018)



Silver Lake Texaco, east elevation, view southwest (May 10, 2018)



Silver Lake Texaco, accessory structure, view south (May 10, 2018)

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building
OF
CLASS "D"

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.

Lot No. 103, 104, 105, 106

Tract 5980

Location of Building 1650 Silver Lake Blvd
(House Number and Street)

Approved by
City Engineer

Between what cross streets S.E. cor Silver Lake & E. 1st St

Deputy.

USE INK OR INDELIBLE PENCIL

- Purpose of building Gasoline Station Families Rooms
- Owner (Print Name) THE TEXAS CO Phone
- Owner's address 929 So Broadway
- Certificated Architect State License No. Phone
- Licensed Engineer Blaine Proje State License No. 97 Phone
- Contractor Rev Steel & Meade Corp State License No. 56036 Phone CA 523157
- Contractor's address 4407 San Fernando R. Blvd
- VALUATION OF PROPOSED WORK {including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon} \$4000
- State how many buildings NOW on lot and give use of each. None (Store, Residence, Apartment House, Hotel, or any other purpose)
- Size of new building 1500 x No. Stories 1 Height to highest point 14 Size lot 95' x 38'
- Type of soil Foundation (Material) Depth in ground
- Width of footing Width of foundation wall Size of redwood sill x
- Material exterior wall Size of studs: (Exterior) x (Interior bearing) x
- Joist: First floor x Second floor x Rafters x Material of roof
- Chimney (Material) Size Flue x No. inlets each flue Depth footing in ground

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

Sign here

(Owner or Authorized Agent)

Plans, Specifications and other data must be filed if required.

By

PERMIT NO. 15378 PLANS Rec'd 10/10/41	FOR DEPARTMENT USE ONLY 4310				Fees 15.00 Stamp here when Permit is issued AUG 16 1941 Inspector Anderson 17
	Plans and Specifications checked 12/17/41	Zone C-3	Fire District No. 16		
	Corrections verified	Bldg. Line No.	Street Widening Ft.		
	Plans, Specifications and Application rechecked and approved 12/17/41	Application checked and approved 12/17/41		Clerk	
	For Plans See	Filed with	Required Ventilation Included	Specified Yes-No	

CERTIFICATE NO. 5623

FOR DEPARTMENT USE ONLY			
Application..... <i>Handwritten</i>	Fire District..... <i>Handwritten</i>	Bldg. Line.....	Forced Draft Ventil.....
Construction.....	Zoning.....	Street widening.....	

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

8-15-41 OK have found
much more material
OK

***PAID

4/15/91

Issuance of permit approved subject to
architectural uniformity approval at a
later date by the Commission is
contingent.

J. Williams

CITY OF LOS ANGELES
DEPARTMENTOF
BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

Date Certificate Issued:

19.....

1650 Silver Lake Blvd. Address of
BuildingCC..... Owner
Owner's
Address

(Post Office) (Zone) (State)

Permit
Number Year

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Chapter 1, as to permitted uses of said property; Chapter 9, Articles 1, 3, 4, and 5; and with the applicable requirements of the State Housing Act,—for the following occupancies:

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

G. E. MORRIS
Superintendent of Building

By

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY N^o 5623
BUILDING DIVISION

CERTIFICATE OF COMPLETION

Los Angeles, Calif., January 20, 1942

THIS CERTIFIES that the Antonia Street

ing, located at 1650 Silver Lake Blvd

which Building Permit No 19378 was issued Aug. 18, 1941,
been inspected and found to comply with Building Ordinance provisions.

BOARD OF BUILDING AND SAFETY,

By [Signature]

Chief Clerk.

S CITY OF LOS ANGELES		APPLICATION FOR INSPECTION OF SIGNS 5-1				B&S B-5—Rev. 10-68	
						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	BLK.	TRACT	CENSUS TRACT		
		106	-	5980	1955		
2.	TYPE OF SIGN OR NEW WORK				DIST. MAP		
	(19) Post Sign				144-205		
3.	JOB ADDRESS				ZONE		
	1650 Silverlake				C2-1		
4.	BETWEEN CROSS STREETS				FIRE DIST.		
	Effie St. AND Berkeley Ave				80		
5.	OWNER'S NAME				LOT (TYPE)		
	Texaco				COR TRAC		
6.	OWNER'S ADDRESS				P.O. BOX	ZIP	LOT SIZE
	Same						1 RREG
7.	ARCHITECT OR ENGINEER				STATE LICENSE NO.		PHONE
	James A. Lynch				CE 6055		223 4141
8.	CONTRACTOR				STATE LICENSE NO.		PHONE
	Heath & Co.				116892		223 4141
9.	LENDER		BRANCH		ADDRESS		BLDG. LINE
							HILLSIDE OCC.
10.	SIZE OF SIGN		HEIGHT ABOVE		TOTAL COPY AREA		AFFIDAVITS
	7 x 4		GRADE 16 FT. - 6 ROOF 11 FT.		2856		
11.	ILLUMINATION TO BE USED: SINGLE FACE <input type="checkbox"/> DOUBLE FACE <input checked="" type="checkbox"/>						
	NONE <input type="checkbox"/> DIRECT <input checked="" type="checkbox"/> INDIRECT <input type="checkbox"/> FLASHING <input type="checkbox"/> OTHER <input type="checkbox"/>						
12.	MATERIAL OF CONSTRUCTION		SUPPORTING FRAME		FRAME OF SURFACE		SURFACE OF SIGN
			STEEL		STEEL		PLEX
13.	JOB ADDRESS						
	1650 Silverlake						
14.	VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN.						
	\$700.						
15.	SIZE OF EXISTING BUILDING		TYPE	STORIES	EXT. WALLS	ROOF CONST.	HIGHWAY BED
							YES
16.	TYPE OF SIGN OR NEW WORK						
	Post Sign						
FREEWAY CLEARANCE		NOT REQUIRED <input type="checkbox"/> REQUIRED <input checked="" type="checkbox"/>		INSPECTION ACTIVITY			ZONED BY
		HEIGHT		COMB.	GEN.	MAJ.S.	CONS.
FREEWAY CLEARANCE		FLASHING LIGHTS Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		FREEWAY CHECKED			FILED WITH
		MOVING PARTS Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		PLANS CHECKED			FREEWAY CLEARED
		ANIMATIONS Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		PLANS APPROVED			DATE
		OTHER		APPLICATION APPROVED			INSPECTOR
SIGN REQUIRES:		TRAFFIC APPROVAL <input type="checkbox"/> BOARD APPROVAL <input type="checkbox"/>		17'			I
P.C. No.	CONT. INSP.		APPLICATION APPROVED		INSPECTOR		
	PP1561						
P.C.	3 22	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O
				4 25			
PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.							

CASHIER'S USE ONLY	OCT-22-69	551935	•97727	X — 6 CK	3.22
	OCT-22-69	551945	•97727	X — 1 CK	4.95

STATEMENT OF RESPONSIBILITY

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.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed	(Owner or Agent)	Name	Date
Bureau of Engineering	ADDRESS APPROVED	Nagae	10-14-69
	HIGHWAY DEDICATION REQUIRED		
	COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		

Effie St

Oxidant Ave

Silver Lake Blvd



NO FLASHING LIGHTS
NO MOVING PARTS
NO ANIMATION

3

APPLICATION
FOR
INSPECTION

CITY OF LOS ANGELES DEPT. OF BUILDING AND SAFETY

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

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

1. LEGAL DESCR.	LOT 103-106	BLOCK -	TRACT 5980	COUNCIL DISTRICT NO. 13	DIS. MAP 144B205
2. PRESENT USE OF BUILDING () Gas Station	NEW USE OF BUILDING Auto Repair Shop Only				CENSUS TRACT 1955
3. JOB ADDRESS 1650 Silverlake Bld.	AND Berkeley Ave.				ZONE C2-1
4. BETWEEN CROSS STREETS Effie St.	PHONE 662-2972				FIRE DIST. II
5. OWNER'S NAME Aliver A. Villarreal	CITY 90027				LOT TYPE Cor/thru
6. OWNER'S ADDRESS 2257 N. Edgemont St.	BUS. LIC. NO.				LOT SIZE Irr
7. ENGINEER	ACTIVE STATE LIC. NO.				ALLEY -
8. ARCHITECT OR DESIGNER	PHONE				BLDG. LINE -
9. ARCHITECT OR ENGINEER'S ADDRESS	CITY				AFFIDAVITS ZI 1417 CritSoil
10. CONTRACTOR Owner-Builder	BUS. LIC. NO.				PC REQ'D Yes
11. SIZE OF EXISTING BLDG. WIDTH LENGTH	STORIES 1	HEIGHT 10	NO. OF EXISTING BUILDINGS 1	LOT AND USE Repair Shop	
12. CONST. MATERIAL OF EXISTING BLDG. →	EXT. WALLS	ROOF	FLOOR	STREET GUIDE	DISTRICT OFFICE LA
13. JOB ADDRESS 1650 Silverlake Blvd.	SEISMIC STUDY ZONE				
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 1000				
15. NEW WORK (Describe)	Comply with Order Dec. 23, 1987				
CHANGE OF USE from Gas Station to Auto Repair Shop					
NEW USE OF BUILDING Auto Repair Shop					
TYPE	GROUP H4	FLOOR AREA	STORIES	HEIGHT	PLANS CHECKED JOHN VASQUEZ
DWELL UNITS	MAX OCC.	TOTAL	APPLICATION APPROVED		INSPECTION ACTIVITY
GUEST ROOMS	PARKING REQ'D N/C	STD.	COMF.	COMB	GEN.
PC	EPL	CONT. INSP.	C 17:00 BP-C		
SPE	PM		C 17:00 BP-C		
EP	EL	Claims for refund of fees paid on permits must be filed: 1. Within one year from date of payment of fee, or 2. Within one year from date of expiration of extension for building or grading permits granted by the Dept. of B. & S. (Sections 2212 & 2213 LAMC)	C 20:00 BP-C		
LE	ER		C 1:00 DSS		
SD	ESS	SPRINKLERS REQ'D SPEC	B 5551 0001		
DIST. OFFICE	SGSS	ENERGY	B 558 2 01/07/88		
P.C. NO.	CO		B 558 2 01/07/88		

DECLARATIONS AND CERTIFICATIONS
LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

Date _____ Lic. Class _____ Lic. Number _____ Contractor _____ (Signature)

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500):

☐ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code). The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.

☐ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code). The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.

☐ I am exempt under Sec. _____, B. & P. C. for this reason: _____

Date 1/7/88 Owner's Signature: Aliver A. Villarreal

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. _____ Insurance Company _____

☐ Certified copy is hereby furnished.

☐ Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date _____ Applicant's Signature _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner as to become subject to the Workers' Compensation Law of California.

Date 1/7/88 Applicant's Signature: Aliver A. Villarreal

NOTICE TO APPLICANTS: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Address _____

Lender's Name _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 LAMC)

Signed: Aliver A. Villarreal Owner Position Date: 1/7/88

mtb 1/7/88

☒ SFC NOT APPLICABLE

SFC PAID

SEG DUE

PRIVATE SEWAGE SYSTEM APPROVED

PRIVATE SEWAGE SYSTEM APPROVED

APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐

APPROVED (TITLE 19) (L.A.M.C.-5700)

HOUSING AUTHORITY APPROVAL

APPROVED UNDER CASE #

APPROVED FOR

RECEIPT NO.

DWELLING UNITS

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

NOT AND USE OF EACH

FE FIVE EXTRAORDINARY

Hand-drawn floor plan of a building. The plan shows a rectangular layout with several rooms and a large open area. The rooms are labeled: "Restroom" (top left), "Dining" (top middle), "Restroom" (bottom left), "Office" (bottom right), and a large area labeled "Lube Bays" (center). Dimensions are noted: "13'" on the left side, "41'-0\"" on the right side, and "11'-3\"" at the bottom. Various symbols are marked, including "FE" and "XFE".

soo'denfar Bl.

Silver Lake Bl.

Is to be

ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE



City of Los Angeles Department of City Planning

5/16/2018 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1650 N SILVER LAKE BLVD

ZIP CODES

90026

RECENT ACTIVITY

CHC-2018-2846-HCM

ENV-2018-2847-CE

CASE NUMBERS

CPC-1995-357-CPU

CPC-1986-255

ORD-176825-SA43

ORD-165167-SA1615

ORD-129279

ENV-2017-3434-CE

Address/Legal Information

PIN Number	144A205 246
Lot/Parcel Area (Calculated)	2,746.3 (sq ft)
Thomas Brothers Grid	PAGE 594 - GRID D6
Assessor Parcel No. (APN)	5425023016
Tract	TR 5980
Map Reference	M B 79-54/59
Block	None
Lot	106
Arb (Lot Cut Reference)	None
Map Sheet	144A205

Jurisdictional Information

Community Plan Area	Silver Lake - Echo Park - Elysian Valley
Area Planning Commission	East Los Angeles
Neighborhood Council	Silver Lake
Council District	CD 13 - Mitch O'Farrell
Census Tract #	1955.00
LADBS District Office	Los Angeles Metro

Planning and Zoning Information

Special Notes	HISTORIC MONUMENT UNDER CONSIDERATION
Zoning	[Q]C2-1VL
Zoning Information (ZI)	None
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	Yes
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
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
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Not Eligible

CRA - Community Redevelopment Agency	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)	5425023016
Ownership (Assessor)	
Owner1	CASE STUDIES SILVERLAKE LLC C/O C/O BOLOUR ASSOCIATES INC
Address	8383 WILSHIRE BLVD STE 920 BEVERLY HILLS CA 90211
Ownership (Bureau of Engineering, Land Records)	
Owner	CASE STUDIES SILVERLAKE LLC
Address	
APN Area (Co. Public Works)*	0.198 (ac)
Use Code	2600 - Commercial - Auto, Recreation Equipment, Construction Equipment Sales and Service - Auto Body Repair Shop - One Story
Assessed Land Val.	\$1,094,989
Assessed Improvement Val.	\$0
Last Owner Change	10/24/2013
Last Sale Amount	\$9
Tax Rate Area	13
Deed Ref No. (City Clerk)	869015
	7-349
	2-21
	1964894
	1562337
	1522632
Building 1	
Year Built	1941
Building Class	SX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	902.0 (sq ft)
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
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	Yes
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Special Grading Area (BOE Basic Grid Map A- 13372) Yes

Oil Wells None

Seismic Hazards

Active Fault Near-Source Zone

Nearest Fault (Distance in km)	Within Fault Zone
Nearest Fault (Name)	Upper Elysian Park
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	1.30000000
Slip Geometry	Reverse
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	3.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	50.00000000
Maximum Magnitude	6.40000000

Alquist-Priolo Fault Zone No

Landslide No

Liquefaction No

Preliminary Fault Rupture Study Area No

Tsunami Inundation Zone No

Economic Development Areas

Business Improvement District None

Promise Zone None

Renewal Community No

Revitalization Zone None

State Enterprise Zone None

Targeted Neighborhood Initiative None

Housing

Direct all Inquiries to Housing+Community Investment Department

Telephone (866) 557-7368

Website <http://hcidla.lacity.org>

Rent Stabilization Ordinance (RSO) No

Ellis Act Property No

Public Safety

Police Information

Bureau	Central
Division / Station	Northeast
Reporting District	1172

Fire Information

Bureau	Central
Batallion	11
District / Fire Station	20
Red Flag Restricted Parking	No

CASE SUMMARIES

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

Case Number:	CPC-1995-357-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SILVERLAKE/ECHO PARK COMMUNITY PLAN UPDATE PROGRAM (CPU) - THESILVERLAKE/ECHO PARK COMMUNITY PLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II(7-1-95 TO 12-31-96)
Case Number:	CPC-1986-255
Required Action(s):	Data Not Available
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - SILVER LAKE AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TOBRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN THE HILLSIDE FEDERATION LAWSUIT
Case Number:	ENV-2017-3434-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	HAUL ROUTE FOR NEW APARTMENT BUILDING, WITH 4,500 CUBIC YARDS OF GRADING DIRT EXPORT.

DATA NOT AVAILABLE

ORD-176825-SA43
ORD-165167-SA1615
ORD-129279



Address: 1650 N SILVER LAKE BLVD

APN: 5425023016

PIN #: 144A205 246

Tract: TR 5980

Block: None

Lot: 106

Arb: None

Zoning: [Q]C2-1VL

General Plan: Neighborhood Commercial



SILVER LAKE TEXACO SERVICE STATION

1650 North Silver Lake Boulevard

CHC-2018-2846-HCM

ENV-2018-2847-CE

Correspondence from Members of the Public



Melissa Jones <melissa.jones@lacity.org>

Fwd: 1650 Silverlake Blvd

Planning CHC <chc@lacity.org>
To: Melissa Jones <melissa.jones@lacity.org>

Mon, May 21, 2018 at 7:33 AM

----- Forwarded message -----

From: Barika Rankin <barikarankin@yahoo.com>
Date: Fri, May 18, 2018 at 3:02 PM
Subject: 1650 Silverlake Blvd
To: "councilmember.ofarrell@lacity.org" <councilmember.ofarrell@lacity.org>
Cc: "CHC@lacity.org" <CHC@lacity.org>

To Whom it May Concern,

I am writing today to express my disappointment in finding out that a gas station at [1650 Silver Lake Boulevard](#) was nominated for historic status. We are in a housing crisis. We can't just preserve every old building on Silver Lake Blvd, as we will never be able to catch up to our current housing demand if every single building is deemed historic. They're not all historic and it feels a little ridiculous that I am writing this email, to begin with. We already can't catch up with the deliberate roadblocks put in place by our rich neighbors. We are not all rich and we need to aggressively address our housing problems.

Historic preservation, when done the right way is fantastic. I think it is a terrific way to leave something from the past while responsibly moving ahead with the future. I signed the petition to save the Hollywood Palladium when I lived in East Hollywood because it enhanced the community and brought something from the past into the future. That project preserved the old but made sure it was useable for the future. What is the plan for this gas station? Leaving it as is is a complete waste of time and nothing more than an attempt to appease someone's sense of nostalgia. We need solutions first. This prevents solutions.

Barika Rankin
T.C.C Secretary/ Marketing Chair
Tel. (952)261-1248
BarikaRankin@yahoo.com



Melissa Jones <melissa.jones@lacity.org>

Fwd: Deny Motion Please

Planning CHC <chc@lacity.org>
To: Melissa Jones <melissa.jones@lacity.org>

Mon, May 21, 2018 at 7:29 AM

----- Forwarded message -----

From: Michael Nelson <mike.nelson.la@outlook.com>
Date: Thu, May 17, 2018 at 2:23 PM
Subject: Deny Motion Please
To: "CHC@lacity.org" <CHC@lacity.org>
Cc: "councilmember.ofarrell@lacity.org" <councilmember.ofarrell@lacity.org>

Cultural
Heritage Commission
200
North Spring Street - Room 1010
Los
Angeles, CA 90012

Dear
Cultural Heritage Commission,

I
am writing today to give my disapproval of the historic nomination process for
Precision Motors in Silver Lake on Silver Lake Boulevard. Los Angeles is in a housing
crisis. We need more housing more than we need a non working gas station to look at for
the
next hundred years. I can tell you with 100% certainty I would skip the Historic Gas
Stations of Silver Lake Tour if it existed. That is something I would never spend money
to see or spend money to preserve even if I owned the place.

It
seems really odd this is even nominated. I have googled this for about 20 minutes
hoping to find old pictures and articles of the station from the 40s or 50s and I have
found next to nothing. I'm not seeing anything that makes it historic.

Please do not vote to preserve this.

Michael Nelson
1011 Waterloo
Los Angeles, CA 90026



Melissa Jones <melissa.jones@lacity.org>

Fwd: Regarding 1650 Silver Lake Blvd

Planning CHC <chc@lacity.org>
To: Melissa Jones <melissa.jones@lacity.org>

Tue, May 22, 2018 at 8:53 AM

----- Forwarded message -----

From: Ruthie Myers <myer0159@gmail.com>
Date: Mon, May 21, 2018 at 12:34 PM
Subject: Regarding 1650 Silver Lake Blvd
To: CHC@lacity.org
Cc: councilmember.ofarrell@lacity.org

Los Angeles Cultural Heritage Commission & Councilmember O'Farrell
Los Angeles City Hall
200 N Spring Street
Los Angeles, CA 90012

Dear Councilmember O'Farrell,

I was shocked to read in the Los Feliz Ledger that you personally were nominating [1650 Silver Lake Boulevard](#) for historic status. Are you not aware that we are in the middle of the biggest housing crisis Los Angeles has ever seen? I know that you are, but given this nomination, I have to ask. To nominate a 900-foot gas station built in the 1940s for historic status seems like a deliberate attempt to halt development in your district. To nominate a 900-foot gas station built in the 1940s for historic status seems like a way to satisfy the, less concerned with social impact, voters in your district. The all-powerful rich NIMBY vote. In this political climate, and considering the demographics of your constituents I'd think you'd like to be a little more "awake." I know the rest of us sure are.

I don't understand how making a decrepit old gas station with a few curves instead of right angles into a historic building is responsible in this economy. In fact, it is irresponsible to have ever filed this paperwork. You should have let a local obstructionist file it, they always do.

Restoring a standing a gas station with a paint job is not going to house any of your constituents. It's not going to get a single person off the streets. In your State of Hollywood speech on January 25th, 2018 you said with the defeat of Measure S "It means we can continue growing our economy while providing great construction jobs and creating more places for people to live and work." How does preserving a gas station live up to that? How does that create a place to live? How does that create places to work?

Thank You,

Ruthie Myers
(952) 200-0944



Melissa Jones <melissa.jones@lacity.org>

Fwd:

Planning CHC <chc@lacity.org>
To: Melissa Jones <melissa.jones@lacity.org>

Thu, May 24, 2018 at 7:38 AM

----- Forwarded message -----

From: Sidney Perry <sidneyp@post.com>
Date: Tue, May 22, 2018 at 3:25 PM
Subject:
To: CHC@lacity.org
Cc: councilmember.ofarrell@lacity.org

Cultural Heritage Commissioners,

Please do not approve the recommendation of Councilmember O'Farrell to make the gas station at 1650 Silver Lake a historic building.

The current gas station is not, in my opinion, historic in any way. Yes it was built in 1941 which makes it older than most buildings locally, but that fact alone does not make it worth saving. That one fact does not make it worth preserving. I am surprised and disappointed that this nomination was even made. We are in the thick of a historic housing crisis. One in which Councilman O'Farrell has promised to provide more housing. During his run for office he stood up for those who added to the housing stock without displacing current residents. The building proposed to go in at 1650 Silver Lake would have 14 units of housing without displacing a single one of his constituents. This is the kind of development the rest of us want to see. This is a great use of space and a sincere improvement over the current structure.

Please deny this nomination. Silver Lake needs housing, not a rundown gas station.

Thank you,

Sidney Perry
1011 Waterloo #13
Silver Lake, CA 90026