

# Los Angeles Department of City Planning

## RECOMMENDATION REPORT

### CULTURAL HERITAGE COMMISSION

**CASE NO.:** CHC-2008-2317-HCM

**HEARING DATE:** September 4, 2008  
**TIME:** 10:00 AM  
**PLACE:** City Hall, Room 1010  
200 N. Spring Street  
Los Angeles, CA  
90012

Location: 2800 N. Glendale Blvd.  
Council District: 4  
Community Plan Area: Silver Lake-Echo Park-  
Elysian Valley  
Area Planning Commission: East Los Angeles  
Neighborhood Council: Silver Lake  
Legal Description: Lot 13 of TR 5552

**PROJECT:** Historic-Cultural Monument Application for the  
RICHFIELD SERVICE STATION

**REQUEST:** Declare the property a Historic-Cultural Monument

**OWNER:** Adrine Hamamah  
1725 Grandview Ave.  
Glendale, CA 91201

**APPLICANT:** Silver Lake Neighborhood Council

**APPLICANT'S  
REPRESENTATIVE:** Charles J. Fisher  
140 S. Ave. 57  
Los Angeles, CA 90042

**RECOMMENDATION**      **That the Cultural Heritage Commission:**

1. **Take the property under consideration** as a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10(c)4 because the application and accompanying photo documentation suggest the submittal may warrant further investigation.
2. **Adopt** the report findings.

S. GAIL GOLDBERG, AICP  
Director of Planning

**[SIGNED ORIGINAL IN FILE]**

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Ken Bernstein, Manager  
Office of Historic Resources

**[SIGNED ORIGINAL IN FILE]**

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Lambert M. Giessinger, Preservation Architect  
Office of Historic Resources

Prepared by:  
**[SIGNED ORIGINAL IN FILE]**

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Edgar Garcia, Preservation Planner  
Office of Historic Resources

**Attachments:** March 18, 2008 Historic-Cultural Monument Application  
ZIMAS Report

## **SUMMARY**

Built in 1936 and located in the Silver Lake area, this one-story commercial gas station building exhibits character-defining features of Streamline Moderne architecture. The L-shape plan building has a flat roof with a single-square canopy. The flat roof canopy is surmounted by a slightly rounded center signage parapet and is supported by two round metal poles set onto a concrete pump island. A three-level finned decorative feature is located at the top of the support poles. The main rectangular shaped building has an off-center entrance with multi-pane fixed windows. Decorative horizontal banding is located at the flat edge of the roof. A rounded signage parapet bisects the roof, intersecting with the signage parapet that extends from the canopy roof. The exterior has a painted steel finish with steel trim as well as corrugated steel walls at rear of building.

The proposed Richfield Service Station historic monument was built by the Nigg Engineering Corporation of prefabricated materials and may have been designed by an architect or builder. The subject building was built in 1936 by the Richfield Oil Company as one of a chain of several service stations located in Los Angeles. The Streamline Moderne design was a standard gas station design used by the company throughout Los Angeles. The Richfield Oil Company would later merge with another oil company to form Atlantic Richfield (ARCO).

Alterations to the subject building include the addition of signage, replacement of the front door, and removal of original gas pumps. A secondary building consists of a small restroom structure at rear of property

## **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.

## **FINDINGS**

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

# HISTORIC-CULTURAL MONUMENT APPLICATION

TYPE OR PRINT IN ALL CAPITAL BLOCK LETTERS

## IDENTIFICATION

1. NAME OF PROPOSED MONUMENT RICHFIELD SERVICE STATION
2. STREET ADDRESS 2800 GLENDALE BOULEVARD  
CITY SILVER LAKE ZIP CODE 90039 COUNCIL DISTRICT 4  
ASSESSOR'S PARCEL NO. 5438-019-017
3. COMPLETE LEGAL DESCRIPTION: TRACT TRACT No. 5552, AS PER MAP FILED IN BOOK 60, PAGE 75 OF MAPS,  
IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.  
BLOCK N/A LOT(S) 11, 12 AND 13 ARB. NO. N/A  
RANGE OF ADDRESSES ON PROPERTY 2800 THRU 2806 GLENDALE BOULEVARD AND  
4755-4763 LOCKSLEY PLACE
4. PRESENT OWNER ADRINE HAMAMAH  
STREET ADDRESS 1725 GRANDVIEW AVENUE  
CITY GLENDALE STATE CA ZIP CODE 91201-1207 PHONE (818)-UNLISTED  
OWNER IS: PRIVATE X PUBLIC \_\_\_\_\_
5. PRESENT USE ABANDONED AUTO REPAIR SHOP ORIGINAL USE GAS STATION

## DESCRIPTION

6. ARCHITECTURAL STYLE ART DECO
7. STATE PRESENT PHYSICAL DESCRIPTION OF THE SITE OR STRUCTURE (SEE OPTIONAL DESCRIPTION WORKSHEET)  
(SEE DESCRIPTION WORKSHEET)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# HISTORIC-CULTURAL MONUMENT APPLICATION

NAME OF PROPOSED MONUMENT RICHFIELD SERVICE STATION

10. CONSTRUCTION DATE: FACTUAL 1936 ESTIMATED \_\_\_\_\_
11. ARCHITECT, DESIGNER, OR ENGINEER: UNKNOWN
12. CONTRACTOR OR OTHER BUILDER: NIGG ENGINEERING CORPORATION
13. DATES OF ENCLOSED PHOTOGRAPHS JANUARY 30, 2008
14. CONDITION: ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ NO LONGER IN EXISTENCE
15. ALTERATIONS: SIDE PUMP CANOPY ENCLOSED AS SERVICE BAY,, FRONT DOOR REPLACED, GAS PUMPS REMOVED AND A WALL BUILT AROUND THE PROPERTY THAT APPEARS TO BE FROM THE 1950s OR 1960s. SOME ADDITIONAL SIGNAGE.
16. THREATS TO SITE ☐ NONE KNOWN ☒ PRIVATE DEVELOPMENT ☐ VANDALISM ☐ PUBLIC WORKS PROJECT
17. IS THE STRUCTURE ☒ ON ITS ORIGINAL SITE ☐ MOVED ☐ UNKNOWN

## SIGNIFICANCE

18. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE; INCLUDE DATES, EVENTS, AND PERSONS ASSOCIATED WITH SITE (SEE OPTIONAL SIGNIFICANCE WORKSHEET) THIS ART DECO GAS STATION WAS ORIGINALLY BUILT FOR AND MAINTAINED BY RICHFIELD OIL COMPANY, WHICH WAS TO REMAIN THE MOST SUCCESSFUL OF THE VARIOUS OIL COMPANIES THAT WERE FOUNDED IN THE LOS ANGELES AREA AT THE TURN OF THE 20<sup>TH</sup> CENTURY. IN 1929, THE RICHFIELD OIL COMPANY OPENED THEIR ICONIC BLACK AND GOLD ART DECO HEADQUARTERS BUILDING IN DOWNTOWN LOS ANGELES. TIME THE MOST MODERN STYLE OF SERVICE STATIONS. THE "RICHFIELD TOWER" WAS HAILED BY CRITICS AS BEST EXAMPLE OF THE ART DECO STYLE IN LOS ANGELES, UNTIL IT WAS DEMOLISHED IN 1969. IN THE 1930s, RICHFIELD USED A STANDARD GAS STATION DESIGN THAT HARKENED TO THEIR NEW BUILDING AS A GUIDE. THIS GAS STATION IS EMBLEMATIC OF THE TYPE OF PREFABRICATED CONSTRUCTION THAT WAS USED IN PRE-WORLD WAR II LOS ANGELES. THE STRUCTURE WAS FABRICATED BY NIGG ENGINEERING OF COVINA, CALIFORNIA AND THEN ASSEMBLED AT IT'S PRESENT SITE ALONG WITH A SEPARATE REST ROOM STRUCTURE AT THE REAR OF THE PROPERTY. THE STATION WAS DESIGNED IN THE ART DECO STYLE, WHICH WAS AT THE TIME THE MOST MODERN STYLE OF SERVICE STATIONS. THE BUILDING IS A VISIBLE REMINDER OF THE HISTORY OF RICHFIELD OIL COMPANY, THE SOUTHERN CALIFORNIA CAR CULTURE AND THE EARLY USE OF PREFABRICATED BUILDINGS AIMED AT SELLING A PRODUCT.
19. SOURCES (LIST BOOKS, DOCUMENTS, SURVEYS, PERSONAL INTERVIEWS WITH DATES) LOS ANGELES CITY BUILDING PERMITS PER ATTACHED, LA COUNTY ASSESSORS RECORDS, RECORDED DEEDS, US CENSUS RECORDS, LOS ANGELES TIMES ARTICLES..
20. DATE FORM PREPARED MARCH 18, 2008 PREPARER'S NAME CHARLES J. FISHER
- ORGANIZATION SILVER LAKE NEIGHBORS STREET ADDRESS 140 S. AVENUE 57
- CITY HIGHLAND PARK STATE CA ZIP CODE 90042 PHONE (323) 256-3593
- E-MAIL ADDRESS: ARROYOSECO@HOTMAIL.COM

# DESCRIPTION WORK SHEET

TYPE OR PRINT IN ALL CAPITAL BLOCK LETTERS

THE RICHFIELD SERVICE STATION IS A 1 STORY,  
NAME OF PROPOSED MONUMENT NUMBER OF STORIES

ART DECO, L-SHAPED PLAN GAS STATION  
ARCHITECTURAL STYLE (SEE LINE 8 ABOVE) PLAN SHAPE (SEE CHART) STRUCTURE USE (RESIDENCE, ETC)

WITH A PAINTED STEEL FINISH AND STEEL TRIM.  
MATERIAL (WOOD SIDING, WOOD SHINGLES, BRICK, STUCCO, ETC) MATERIAL (WOOD, METAL, ETC.)

ITS CONTOURED FLAT ROOF IS COVERED WITH ROLLED COMPOSITION GLASS AND STEEL,  
ROOF SHAPE (SEE CHART)) MATERIAL (CLAY TILE, ASPHALT OR WOOD SHINGLES) WINDOW MATERIAL

MULTIPANE FIXED WINDOWS ARE PART OF THE DESIGN.  
WINDOW TYPE [DOUBLE HUNG (SLIDES UP & DOWN), CASEMENT (OPENS OUT), HORIZONTAL SLIDING, ETC.]

THE ENTRY FEATURES A SIMPLE INSETTED DOORWAY ABOVE A SINGLE LOW STEP UNDER THE MAIN CANOPY.  
DOOR LOCATION (RECESSED, CENTERED, OFF-CENTER, CORNER, ETC.)

WITH A MULTI PANELED WOODEN (NOT ORIGINAL) DOOR. ADDITIONAL CHARACTER DEFINING ELEMENTS  
ENTRY DOOR STYLE (SEE CHART)

OF THE STRUCTURE ARE A SINGLE SQUARE CANOPY TO THE FRONT OF THE BUILDING WITH A FLAT ROOF THAT IS  
IDENTIFY ORIGINAL FEATURES SUCH AS PORCHES (SEE CHART); BALCONIES; NUMBER AND SHAPE OF DORMERS (SEE CHART);

SURMOUNTED BY A SLIGHTLY ROUNDED CENTER SIGNAGE PARAPET. THE CANOPY IS SUPPORTED BY TWO ROUND  
NUMBER AND LOCATION OF CHIMNEYS; SHUTTERS; SECONDARY FINISH MATERIALS; PARAPETS; METAL TRIM; DECORATIVE TILE OR CAST STONE; ARCHES;

METAL POLES AT THE FRONT. A THREE LEVEL FINNED DECORATIVE ELEMENT IS AT THE TOP OF THE POLES, WHICH ARE  
ORNAMENTAL WOODWORK; SYMMETRY OR ASYMMETRY; CORNICES; FRIEZES; TOWERS OR TURRETS; BAY WINDOWS; HALFTIMBERING; HORIZONTALITY;

SET INTO THE CONCRETE PUMP ISLAND. A SLIGHTLY HIGHER FLAT ROOM IS TRANSVERSE TO THE CANOPY OVER THE  
VERTICALITY; FORMALITY OR INFORMALITY; GARDEN WALLS, ETC.

MAIN STRUCTURE WITH A SIMILAR SIGN PARAPET EXTENDING TO THE RIGHT OVER THE SERVICE BAY. THE SERVICE BAY

IS BEHIND A LARGE METAL DOOR. THE ENTIRE BUILDING IS CONSTRUCTED OF SHEET STEEL WITH CORRUGATED  
ADDITIONAL DEFINING ELEMENTS

WALLS AT THE REAR OF THE STRUCTURE. DETAILS INCLUDE HORIZONTAL BANDING ALONG THE FLAT EDGE OF THE ROOF AND EARLY  
ADDITIONAL DEFINING ELEMENTS

LIGHTING FIXTURES AT THE FRONT OF THE CANOPY. EARLY FLORESCENT FIXTURES ARE FOUND ON THE BOTTOM SIDE OF THE  
ADDITIONAL DEFINING ELEMENTS

CANOPY.  
ADDITIONAL DEFINING ELEMENTS

ADDITIONAL DEFINING ELEMENTS

ADDITIONAL DEFINING ELEMENTS

SECONDARY BUILDINGS CONSIST OF A SMALL REST ROOM STRUCTURE AT THE REAR OF THE PROPERTY  
IDENTIFY GARAGE; GARDEN SHELTER, ETC.

SIGNIFICANT INTERIOR SPACES INCLUDE NO INTERIOR DESCRIPTION IS AVAILABLE, BUT AS THE LAST USE WAS  
IDENTIFY ORIGINAL FEATURES SUCH AS WOOD PANELING; MOLDINGS AND TRIM, SPECIAL GLASS WINDOWS,

AS AN AUTO REPAIR FACILITY, IT MAY NOT BE TOO ALTERED.  
ORNATE CEILINGS; PLASTER MOLDINGS; LIGHT FIXTURES; PAINTED DECORATION; CERAMIC TILE; STAIR BALUSTRADES; BUILT-IN FURNITURE, ETC.

IDENTIFY NOTABLE MATURE TREES AND SHRUBS

HISTORIC-CULTURAL MONUMENT APPLICATION

**CITY OF LOS ANGELES**  
**SIGNIFICANCE WORK SHEET**

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

*Complete One or Both of the Upper and Lower Portions of This Page*

**ARCHITECTURAL SIGNIFICANCE**

THE RICHFIELD SERVICE STATION IS AN IMPORTANT EXAMPLE OF  
NAME OF PROPOSED MONUMENT  
ART DECO FILLING STATION ARCHITECTURE  
ARCHITECTURAL STYLE (SEE LINE 8)

AND MEETS THE CULTURAL HERITAGE ORDINANCE BECAUSE OF THE HIGH QUALITY OF ITS DESIGN AND THE RETENTION OF ITS ORIGINAL FORM, DETAILING AND INTEGRITY.

**AND / OR**

**HISTORICAL SIGNIFICANCE**

THE RICHFIELD SERVICE STATION WAS BUILT IN 1936  
NAME OF PROPOSED MONUMENT YEAR BUILT  
RICHFIELD OIL COMPANY WAS IMPORTANT TO THE  
NAME OF FIRST OR OTHER SIGNIFICANT OWNER

DEVELOPMENT OF LOS ANGELES BECAUSE IT WAS ONE OF THE LARGEST OF THE OIL COMPANIES THAT WERE FOUNDED IN LOS ANGELES AT THE TURN OF THE 20<sup>TH</sup> CENTURY TO EXPLORE FOR, REFINE AND MARKET THE LOCAL PETROLEUM PRODUCTS THAT FUEL THE GROWTH OF SOUTHERN CALIFORNIA AS WELL AS THE NATION THROUGH THE GROWTH OF THE AUTOMOBILE AND ITS IMPACT ON THE OVERALL GROWTH OF SUBURBAN AREAS OF THE COUNTRY. INCORPORATED IN 1898, RICHFIELD OIL WAS ONE OF SEVERAL COMPANIES THAT WERE SOON DRILLING THROUGHOUT THE GREATER LOS ANGELES AREA. OIL FIELDS SOON BECAME A PART OF LIFE, AS DIFFERENT COMPANIES AN "WILDCATTERS" (INDIVIDUAL OIL PROSPECTORS) BEGAN DRILLING EVERYWHERE THEY COULD GET A HOLD OF THE MINERAL RIGHTS FOR. RICHFIELD USED SCIENTIFIC METHODS TO SEARCH FOR OIL, ESTABLISHING SEVERAL LARGE OILS FIELDS IN THE AREA. THE COMPANY STARTED BUILDING OIL REFINERIES AND IN 1917, OPENED ITS FIRST RETAIL SERVICE STATION. AS MORE AND MORE CARS CAME ONTO THE ROAD IN THE 1920S, MORE STATIONS WERE BUILT TO TAKE CARE OF THE DRIVER'S NEED TO FUEL THEIR AUTOMOBILES. AS THE COMPANY GREW, IT CONTRACTED WITH MORGAN WALLS AND CLEMENTS TO DESIGN A 12-STORY OFFICE BUILDING ON FIGUEROA STREET IN DOWNTOWN LOS ANGELES. THE RESULT WAS THE ICONIC RICHFIELD TOWER, WITH IT'S BLACK AND GOLD FAÇADE AND ITS TALL NEON TOWER, BECAME AN INSTANT LANDMARK AND A DEFINITIVE REPRESENTATIVE OF THE EMERGING ART DECO STYLE. BY THIS TIME, RICHFIELD HAD BEGUN TO ESTABLISH A NETWORK OF SERVICE STATIONS UP AND DOWN THE WEST COAST, IN CALIFORNIA, OREGON AND WASHINGTON. THE COMPANY WAS ONE OF THE FIRST THAT DECIDED TO STANDARDIZE THEIR STATION DESIGN. AN ART DECO STYLE WAS CHOSEN THAT WAS A REMINDER OF THE COMPANY'S OWN HEADQUARTERS BUILDING. THE DESIGN, BY AN UNKNOWN ARCHITECT, WAS WORKED WITH NIGG ENGINEER-

**CITY OF LOS ANGELES**  
**SIGNIFICANCE WORK SHEET**  
CONTINUED

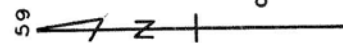
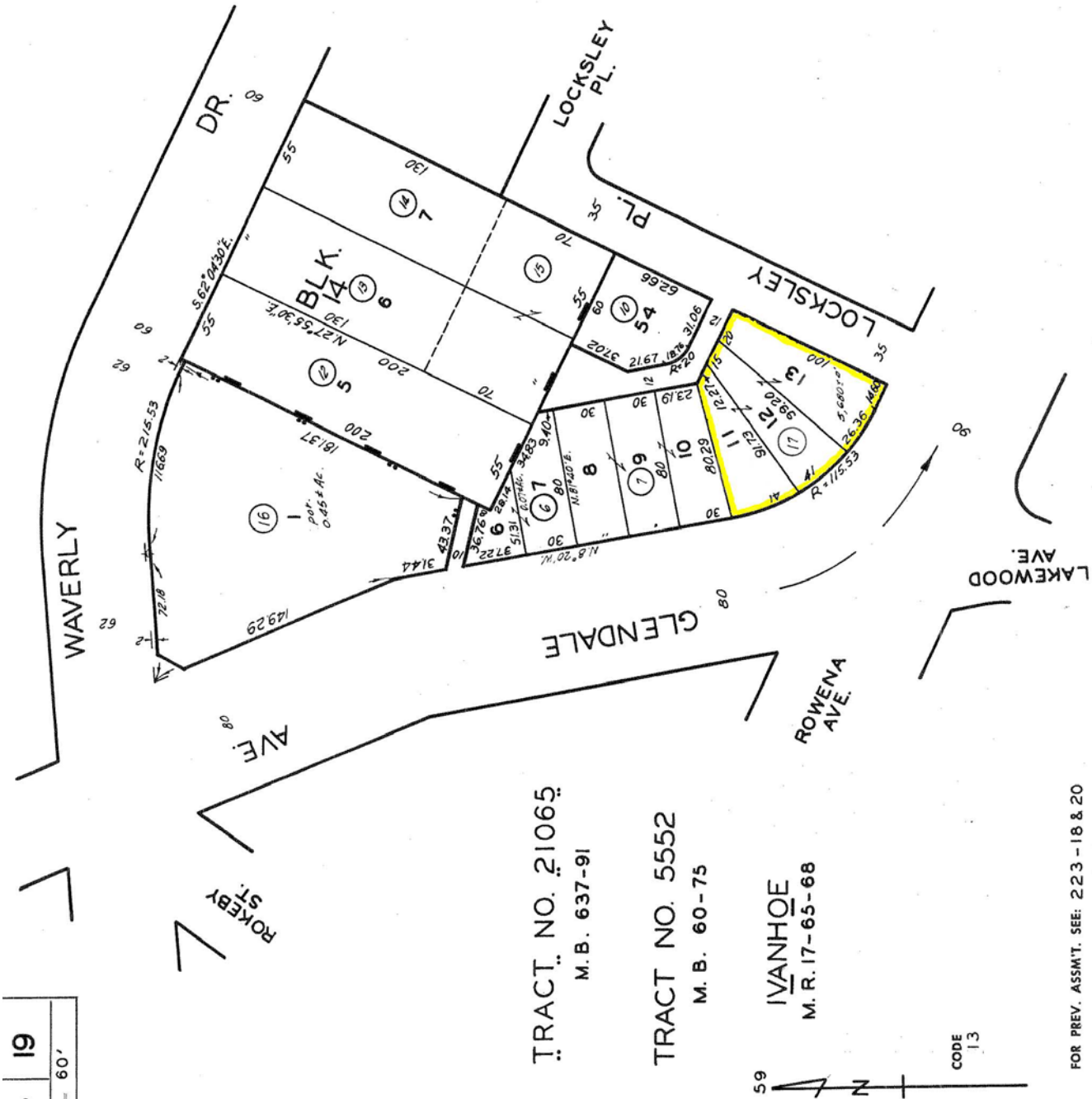
ING OF COVINA, CALIFORNIA, THAT CREATED THE PREFABRICATED UNITS OF THE STEEL BUILDINGS. THERE WERE SEVERAL VARIATIONS ON THE DESIGN, BUT THE BASIC PATTERN WAS THE RECTANGULAR BOX SET EITHER TO THE LEFT OR THE RIGHT WITH EITHER A SET OF PUMPS OR A SERVICE BAY UNDER THE MAIN ROOF AND A SINGLE CANOPY AT THE FRONT OF THE BUILDING TO COVER THE PUMPS. MOST OF THE BUILDINGS CAME WITH A SEPARATE PREFABRICATED RESTROOM BUILDING, SUCH AS THE ONE THAT IS STILL EXTANT AT THE SUBJECT SITE. OVER THE YEARS, MANY OF THE RESTROOMS WERE INCORPORATED INTO ADDITIONS AT THE REAR OF THE BUILDINGS AND THAT WAS SOON THE NORM FOR CONSTRUCTION OF STATIONS FROM THE 1940S THROUGH THE EARLY 1970S. LATER STATIONS, ESPECIALLY THOSE WITH MARKET AREAS, INCORPORATE THE RESTROOMS INTO THE MARKET WITH INTERIOR ENTRANCES. NEW SELF SERVE STATIONS, HOWEVER, HAVE FREQUENTLY RETURNED TO THE SEPARATE RESTROOM BUILDING, SUCH AS THE STRUCTURE AT THIS FACILITY. BY THE 1980S, MANY OF THE OLDER STATIONS HAD CEASED TO PUMP GAS AND HAD EITHER BEEN CONVERTED TO OTHER USES, SUCH AS AUTO REPAIR, OR WERE SIMPLY ABANDONED UNTIL THEY WERE TORN DOWN. OTHERS WERE REPLACED WITH NEW STATIONS. THE RESULT IS THAT THE EARLY STATIONS, WHICH ONCE NUMBER IN THE THOUSANDS, ARE RAPIDLY DISAPPEARING. EVEN RICHFIELD OIL WAS TO EVOLVE. IN 1966, THE COMPANY MERGED WITH ATLANTIC REFINING, AN EAST COAST FIRM AND MOVED THE MAIN HEADQUARTERS TO NEW YORK THE GAS STATIONS WERE RENAMED ARCO, AS AN ACRONYM FOR THE NEW "ATLANTIC RICHFIELD COMPANY. IN 1969, THE RICHFIELD TOWER WAS DEMOLISHED WITH HARDLY A WHIMPER FROM THE FLEDGLING PRESERVATION MOVEMENT IN LOS ANGELES. SHORTLY BEFORE THE BUILDING WAS VACATED, A FIRE GUTTED THE NEON TOWER, AS IF THE BUILDING WAS SEALING ITSELF TO ITS FATE. IN 1972, THE COMPANY HEADQUARTERS RETURNED TO LOS ANGELES, HOUSED IN THE NEW TWIN ARCO TOWERS, THAT WERE BUILT ON THE SITE OF THE OLD BUILDING. BY THIS TIME, THE COMPANY HAD NEARLY ABANDONED ALL OF ITS EARLY STATIONS, OPTING FOR MORE MODERN FACILITIES. ONE MARKETING PLOY A FEW YEARS LATER, WAS TO BECOME THE FIRST MAJOR OIL COMPANY TO CANCEL ALL OF ITS CREDIT CARDS AND GOING TO A CASH ONLY SYSTEM DURING THE GAS CRUNCH OF THE 1970S. THE LOWER PRICES WERE QUITE POPULAR AND THE GAMBLE PAID OFF. ARCO HAS MORE RECENTLY BECOME A PART OF BP-AMOCO, BUT STILL RETAINS ITS OWN IDENTITY WEST OF THE ROCKIES. RICHFIELD PETROLEUM WAS ALWAYS AN INNOVATIVE COMPANY THAT TRIED NEW MARKETING TECHNIQUES AS WELL AS MEATHODS OF REFINING THAT TODAY WOULD BE RECOGNIZED AS MORE ENVIRONMENTALLY FRIENDLY, SUCH AS A NEW WAY OF CREATING HIGH OCTANE FUEL IN 1932 THAT ELIMINATED THE USE OF ACID IN THE PROCESS, THEREBY CUTTING DOWN ON THE CORROSIVE PROPERTIES OF EARLIER VERSIONS OF THE FUEL. THE USE OF A STANDARD GAS STATION DESIGN WAS ALSO AN INNOVATION THAT WAS DIRECTLY AIMED AT MARKETING THE PRODUCT.

SILVER LAKE AUTO SERVICE  
323-663-2224 323-663-2225

SILVER LAKE AUTO SERVICE  
2800 N. GLENDALE BLVD

2800





CODE  
13

FOR PREV. ASSM'T. SEE: 223 - 18 & 20



## City of Los Angeles Department of City Planning

04/06/2008

### PARCEL PROFILE REPORT

#### **PROPERTY ADDRESSES**

2800 N GLENDALE BLVD

#### **ZIP CODES**

90039

#### **RECENT ACTIVITY**

None

#### **CASE NUMBERS**

CPC-2006-48-ICO  
CPC-1995-357-CPU  
CPC-1986-30-ZC  
CPC-1986-255  
ORD-176825-SA3  
ORD-165167-SA50  
ORD-162812  
ZA-1993-298-CUZ  
BZA-4848  
MND-93-18-CUZ  
ND-86-165-ZC

#### **Address/Legal Information**

|                          |                      |
|--------------------------|----------------------|
| PIN Number:              | 150A207 24           |
| Area (Calculated):       | 3,023.8 (sq ft)      |
| Thomas Brothers Grid:    | PAGE 594 - GRID D3   |
| Assessor Parcel Number:  | 5438019017           |
| Tract:                   | TR 5552              |
| Map Reference:           | M B 60-75            |
| Block:                   | None                 |
| Lot:                     | 13                   |
| Arb (Lot Cut Reference): | None                 |
| Map Sheet:               | 150A207<br>151-5A207 |

#### **Jurisdictional Information**

|                           |                                          |
|---------------------------|------------------------------------------|
| Community Plan Area:      | Silver Lake - Echo Park - Elysian Valley |
| Area Planning Commission: | East Los Angeles                         |
| Neighborhood Council:     | Silver Lake                              |
| Council District:         | CD 4 - Tom LaBonge                       |
| Census Tract #:           | 1873.00                                  |
| LADBS District Office:    | Los Angeles Metro                        |

#### **Planning and Zoning Information**

|                                       |                         |
|---------------------------------------|-------------------------|
| Special Notes:                        | None                    |
| Zoning:                               | [Q]C2-1VL               |
| Zoning Information (ZI):              | None                    |
| General Plan Land Use:                | Neighborhood Commercial |
| Plan Footnote - Site Req.:            | See Plan Footnotes      |
| Additional Plan Footnotes:            | Silver Lake             |
| Specific Plan Area:                   | 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                    |
| POD - Pedestrian Oriented Districts:  | None                    |
| CDO - Community Design Overlay:       | None                    |
| Streetscape:                          | No                      |
| Sign District:                        | No                      |
| Adaptive Reuse Incentive Area:        | None                    |
| 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 Number:    | 5438019017                     |
| Parcel Area (Approximate): | 8,015.0 (sq ft)                |
| Use Code:                  | 010V - Residential Vacant Land |
| Assessed Land Val.:        | \$468,619                      |
| Assessed Improvement Val.: | \$0                            |
| Last Owner Change:         | 09/20/02                       |
| Last Sale Amount:          | \$15,000                       |
| Tax Rate Area:             | 13                             |
| Deed Reference No.:        | 2219263                        |
| Building 1:                |                                |
| 1. Year Built:             | Not Available                  |

|                             |               |
|-----------------------------|---------------|
| 1. Building Class:          | Not Available |
| 1. Number of Units:         | 0             |
| 1. Number of Bedrooms:      | 0             |
| 1. Number of Bathrooms:     | 0             |
| 1. Building Square Footage: | 0.0 (sq ft)   |
| Building 2:                 |               |
| 2. Year Built:              | Not Available |
| 2. Building Class:          | Not Available |
| 2. Number of Units:         | 0             |
| 2. Number of Bedrooms:      | 0             |
| 2. Number of Bathrooms:     | 0             |
| 2. Building Square Footage: | 0.0 (sq ft)   |
| Building 3:                 |               |
| 3. Year Built:              | Not Available |
| 3. Building Class:          | Not Available |
| 3. Number of Units:         | 0             |
| 3. Number of Bedrooms:      | 0             |
| 3. Number of Bathrooms:     | 0             |
| 3. Building Square Footage: | 0.0 (sq ft)   |
| Building 4:                 |               |
| 4. Year Built:              | Not Available |
| 4. Building Class:          | Not Available |
| 4. Number of Units:         | 0             |
| 4. Number of Bedrooms:      | 0             |
| 4. Number of Bathrooms:     | 0             |
| 4. Building Square Footage: | None          |
| Building 5:                 |               |
| 5. Year Built:              | Not Available |
| 5. Building Class:          | Not Available |
| 5. Number of Units:         | 0             |
| 5. Number of Bedrooms:      | 0             |
| 5. Number of Bathrooms:     | 0             |
| 5. Building Square Footage: | 0.0 (sq ft)   |

#### **Additional Information**

|                                           |                 |
|-------------------------------------------|-----------------|
| Paul Williams Designed:                   | No              |
| Airport Hazard:                           | None            |
| Coastal Zone:                             | None            |
| Farmland:                                 | Area not Mapped |
| Very High Fire Hazard Severity Zone:      | Yes             |
| Fire District No. 1:                      | No              |
| Fire District No. 2:                      | Yes             |
| Flood Zone:                               | None            |
| Hazardous Waste / Border Zone Properties: | No              |
| Methane Hazard Site:                      | None            |
| High Wind Velocity Areas:                 | No              |
| Hillside Grading:                         | Yes             |
| Oil Wells:                                | None            |
| Alquist-Priolo Fault Zone:                | No              |
| Distance to Nearest Fault:                | 0.94265 (km)    |
| Landslide:                                | No              |
| Liquefaction:                             | Yes             |

#### **Economic Development Areas**

|                                   |      |
|-----------------------------------|------|
| Business Improvement District:    | None |
| Federal Empowerment Zone:         | None |
| Renewal Community:                | No   |
| Revitalization Zone:              | None |
| State Enterprise Zone:            | None |
| Targeted Neighborhood Initiative: | None |

#### **Public Safety**

|                          |           |
|--------------------------|-----------|
| Police Information:      |           |
| Bureau:                  | Central   |
| Division / Station:      | Northeast |
| Report District:         | 1145      |
| Fire Information:        |           |
| District / Fire Station: | 56        |
| Battalion:               | 2         |

|                              |    |
|------------------------------|----|
| Division:                    | 1  |
| 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.

|                                |                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Case Number:</b>            | CPC-2006-48-ICO                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Required Action(s):</b>     | ICO-INTERIM CONTROL ORDINANCE                                                                                                                                                                                                                                                                                                                                                       |
| <b>Project Description(s):</b> | AN INTERIM CONTROL ORDINANCE REQUIRING A PROJECT PERMIT IN ORDER TO ISSUE A BUILDING PERMIT FOR PROPERTIES ALONG THE LOS ANGELES RIVER, IN THREE SECTIONS WITH WIDTHS OF 300 FEET, 500 FEET AND 1,000 FEET.                                                                                                                                                                         |
| <b>Case Number:</b>            | CPC-1995-357-CPU                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Required Action(s):</b>     | CPU-COMMUNITY PLAN UPDATE                                                                                                                                                                                                                                                                                                                                                           |
| <b>Project Description(s):</b> | SILVERLAKE/ECHO PARK COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE SILVERLAKE/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)                                                                                                                                                                    |
| <b>Case Number:</b>            | CPC-1986-30-ZC                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Required Action(s):</b>     | ZC-ZONE CHANGE                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Project Description(s):</b> | ZONE CHANGE FROM R3-1 AND C2-1 TO RD2-1 FOR AN AREA GENERALLY BOUNDED BY GLENDALE BL, RIVERSIDE DRIVE AND FLETCHER DR                                                                                                                                                                                                                                                               |
| <b>Case Number:</b>            | CPC-1986-255                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Required Action(s):</b>     | Data Not Available                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Project Description(s):</b> | AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - SILVER LAKE AREA - COMMUNITY WIDE ZONE CHANGES AND COMMUNITY PLAN CHANGES TO BRING 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<br><br>CONTINUATION OF CPC-86-255. SEE GENERAL COMMENTS FOR CONTINUATION. |
| <b>Case Number:</b>            | ZA-1993-298-CUZ                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Required Action(s):</b>     | CUZ-ALL OTHER CONDITIONAL USE CASES                                                                                                                                                                                                                                                                                                                                                 |
| <b>Project Description(s):</b> | TO DEMOLISH AN EXISTING SERVICE STATION/AUTO SHOP AND BUILD A NEW AUTO REPAIR SHOP, ON A CORNER C2 PROPERTY WHICH IS WITHIN 300 FEET OF RESIDENTIAL ZONE.                                                                                                                                                                                                                           |
| <b>Case Number:</b>            | MND-93-18-CUZ                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Required Action(s):</b>     | CUZ-ALL OTHER CONDITIONAL USE CASES                                                                                                                                                                                                                                                                                                                                                 |
| <b>Project Description(s):</b> | Data Not Available                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Case Number:</b>            | ND-86-165-ZC                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Required Action(s):</b>     | ZC-ZONE CHANGE                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Project Description(s):</b> | Data Not Available                                                                                                                                                                                                                                                                                                                                                                  |

## DATA NOT AVAILABLE

ORD-176825-SA3  
ORD-165167-SA50  
ORD-162812  
BZA-4848

## TO STRIKE OIL

*Los Angeles Times (1886-Current File); Jun 8, 1898; ProQuest Historical Newspapers Los Angeles Times (1881 - 19*  
pg. 8

**TO STRIKE OIL.** The Richfield Oil Company yesterday filed articles of incorporation with a capital stock of \$500,000, divided into 50,000 shares, and of this amount \$5000 has been subscribed. The directors named are G. Easton, San Francisco; G. W. Parsons, W. L. Valentine, L. Phipps and G. D. Easton, all of Los Angeles. The purposes of the organization are to acquire oil bearing lands, drill wells, and produce crude petroleum and other mineral substances; to construct, manage and own oil tanks and pipe lines for the storage, sale and delivery of the same.

# History of Arco/AMPM



The history of ARCO is really the story of two US companies, Atlantic Refining and Richfield Petroleum.

The older of the two by nearly 40 years, Atlantic was founded in Pennsylvania in 1866, the state where the world's first crude oil had been discovered seven years earlier. Initially Atlantic concentrated solely on shipping and storing oil, but within a few years it got into the refining business, where it would really make a name for itself.

Less than a decade after its founding John D. Rockefeller's Standard Oil Trust snapped up the company. With that backing, Atlantic's motor oil, Polainne, became one of the best-known motor oils in the country.

Richfield Oil started business in 1905 on the West Coast. It grew quickly into one of the leading gasoline marketers there.

The Standard Oil empire crumbled in 1911, by order of the US Supreme Court, and Atlantic was its own company again. Atlantic's president at the time, John Wesley Van Dyke, is said to have urged his employees to "go find the company some crude." And they did, making significant discoveries in the American Southwest.

Atlantic's first service station opened in Pittsburgh in 1915. Richfield's first station opened in Los Angeles two years later. Business was good. In the 1920s both companies moved into iconic office spaces. Atlantic opened an office in Dallas's first skyscraper. Richfield built a landmark 12-story office tower in LA.

As of 1945, Richfield was a leading producer of high-octane fuels, while Atlantic used seismic technology techniques that it had developed in its own labs to find a large oil field in Crane County, Texas.

In 1966 the two companies merged, forming Atlantic Richfield, or ARCO for short.

## **Respected corporate environmentalists**

Two years later a team that had been roaming remote northern parts of Alaska in search of oil there found it. Prudhoe Bay was the largest oil discovery in US history. Further along the slope, BP soon tapped into its share of the vast reservoir. In the eight years before oil flowed from Alaska, ARCO and BP worked together to assure the US government that environmental risks had been addressed.

ARCO's chairman, Robert O. Anderson, and its president, Thornton F. Bradshaw, spoke out prominently on environmental issues and gained respect as corporate environmentalists.

In the late 1980s ARCO introduced America's first environmentally engineered fuel, EC-1, which was designed to help reduce pollution from older cars and trucks. A year later, it launched a premium version. By 1991 these emission-control gasolines had removed over 100 million pounds of pollutants from Southern California air.

## **A west coast company with international ambitions**

Mergers and acquisitions fuelled ARCO's growth over the years. The company bought Sinclair Oil Corporation in 1969, gaining chemical plants, refineries and a large network of pipelines. It merged with mining company Anaconda in 1977 to become a broad "earth resources" company.

But despite this growth, ARCO remained essentially a regional company within the US, strongest in the West. Its corporate headquarters moved to Los Angeles from New York in 1972. The first ampm retail outlet opened nearby in 1978. Eventually the company pulled out of the US East Coast altogether, selling its stations and refineries.

It didn't, however, limit its exploration activities to the same territory. In the 1980s ARCO's international arm made the first commercial natural gas discovery off China's coast and built a 700-kilometre subsea pipeline to pump the gas to Hong Kong. In 1996 ARCO announced a joint venture with LUKOIL, Russia's largest oil company, to produce gas and oil in Russia and elsewhere.

In 2000, ARCO joined the BP group. All of the group's US stations west of the Rocky Mountains took on ARCO branding, and the number of ampm outlets grew to more than 900.



**Fred Frame drives to VICTORY**  
on

**RICHFIELD**



WHAT, FRED, FRAME?

"Well, I broke Pete's record. It took Hi-Octane to do it. Thanks, Richfield!"

VICTORY and a new world's record for Richfield in motordom's greatest annual race—the 500-mile Indianapolis Memorial Day classic. For the second time in the past twelve races—up goes the slogan... "Richfield Wins Again!"

Hats off to Fred Frame for the greatest individual achievement in more than seven years. His sensational new track record of 104.144 miles per hour shatters by a wide margin the old mark made by Peter De Paolo in 1925, also with Richfield! It took Hi-Octane to break this record!

Frame's Miller-Hartz Special performed perfectly throughout the grueling 500-mile race, thanks to Ethylized Richfield Hi-Octane Gasoline and Richlube Motor Oil. As owner of the winning car piloted to victory by Fred Frame, Harry Hartz, former national speedway champion, again figures in first place money—for the second time in the last three years.

This year's Indianapolis race was witnessed by more than 150,000 spectators. It is acknowledged by automotive authorities to be the supreme test of power, speed and stamina in the world of motordom.

For your own driving—get this greatest gasoline in the history of competitive motor events. Ask for Richfield Hi-Octane, the sensational new product that is breaking records on sheer quality. Try it and you'll understand why it wins internationally famous races—why it breaks records that have stood for seven years—and why it is the popular choice of more than a million Pacific Coast motorists.

Fill up—at regular price—at any Richfield station!

**Richfield**

**Hi-Octane**

# HI-OCTANE GASOLINE ANNOUNCED

*New Nonpremium Product  
Now on Sale at All Coast  
Richfield Stations*

Coming as the first totally new gasoline which the Richfield Oil Company has ever offered to the motoring public, Richfield Hi-Octane, a new nonpremium gasoline, is on sale at thousands of Richfield service stations on the Pacific Coast.

Richfield is getting behind this new gasoline with what is reported to be the most complete advertising campaign it has ever put back of a new product.

Every major medium will be used in the exploitation of Richfield Hi-Octane, and a unique Hi-Octane Limerick Contest will be one of the main features.

Beyond question, the new Hi-Octane campaign is one of the most unusual advertising and sales campaigns ever used in the exploitation of a new product to Pacific Coast motorists.

The manufacture of the new Richfield product involves a radical change in manufacturing methods, specifications and refinery operations, according to officials of the Richfield Oil Company. While it is pointed out that Richfield gasoline has since its earliest days been constantly improved, keeping abreast of, and in fact, in advance of general refinery practice, Richfield Hi-Octane represents a practically complete departure from the old methods of manufacture.

For example, in making Richfield Hi-Octane gasoline, a new patented process of treating is being used. This is the Lachman process, discovered and developed by Prof. Arthur Lachman, eminent petroleum engineer and chemist. It is a vapor-treating method which is said to remove the impurities from the gasoline while retaining all the beneficial qualities without the use of sulphuric acid.

"The objection to the sulphuric acid method which is the process commonly used for treating gasoline is that although it partially eliminates the impurities it also removes some of the desirable ingredients," said Prof. Lachman. "There is also the ever-present danger of acid left in the gasoline, since the acid comes into direct contact with the gasoline during the process."

The Lachman process is owned exclusively by the Richfield Oil Company and patented by Richfield in this country and foreign countries. Richfield Hi-Octane is the only gasoline marketed today in which this treating method is employed.

Richfield Hi-Octane is available to motorists at no extra cost, it is stated.

**Building Permit History**  
**2800 Glendale Boulevard**  
**Silver Lake**

- November 25, 1936: Building Permit No. 33583 to build a 1-story, 16' X 8' 2-room steel and glass rest room building on Lot 11 of Tract No. 5552.  
Owner: Lee Lopher Bartroff  
Architect: None  
Engineer: None  
Contractor: Nigg Engineering Corporation  
Cost: \$1,000.00
- November 25, 1936: Building Permit No. 33584 to build a 1-story, 20' X 20' and 12' X 16' 1-room steel and glass Service Station building on Lots 12 and 13 of Tract No. 5552.  
Owner: Lee Lopher Bartroff  
Architect: None  
Engineer: None  
Contractor: Nigg Engineering Corporation  
Cost: \$5,000.00
- May 26, 1965: Building Permit No. LA95957 for unspecified work requiring a highway dedication. (Probably to enclose side canopy to create a service bay.)  
Owner: L. S. Dexter & Company  
Architect: None  
Engineer: R. E. Hansen  
Contractor: Madison Builders, Inc.  
Cost: \$200.00
- May 26, 1965: Building Permit No. LA95957 to enclose canopy - Change in plans.  
Owner: L. S. Dexter & Company  
Architect: None  
Engineer: R. E. Hansen  
Contractor: Madison Builders, Inc.  
Cost: \$200.00

September 29, 1994: Building Permit No. VN61725 for change of use of service station to used car office and to used car lot.

Owner: Onnik Mehrabian

Architect: None

Engineer: None

Contractor: Owner

Cost: \$6,000.00

February 15, 1995: Building Permit No. VN73378 for change of use of service station to used car lot and office with existing service bay to remain. –No fee, Dept. error, 94VN61725.

Owner: Onnik Mehrabian

Architect: None

Engineer: None

Contractor: Owner

Cost: \$0.00

## Richfield Service Station Photographs



*Richfield Service Station, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Richfield Service Station, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Richfield Service Station, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



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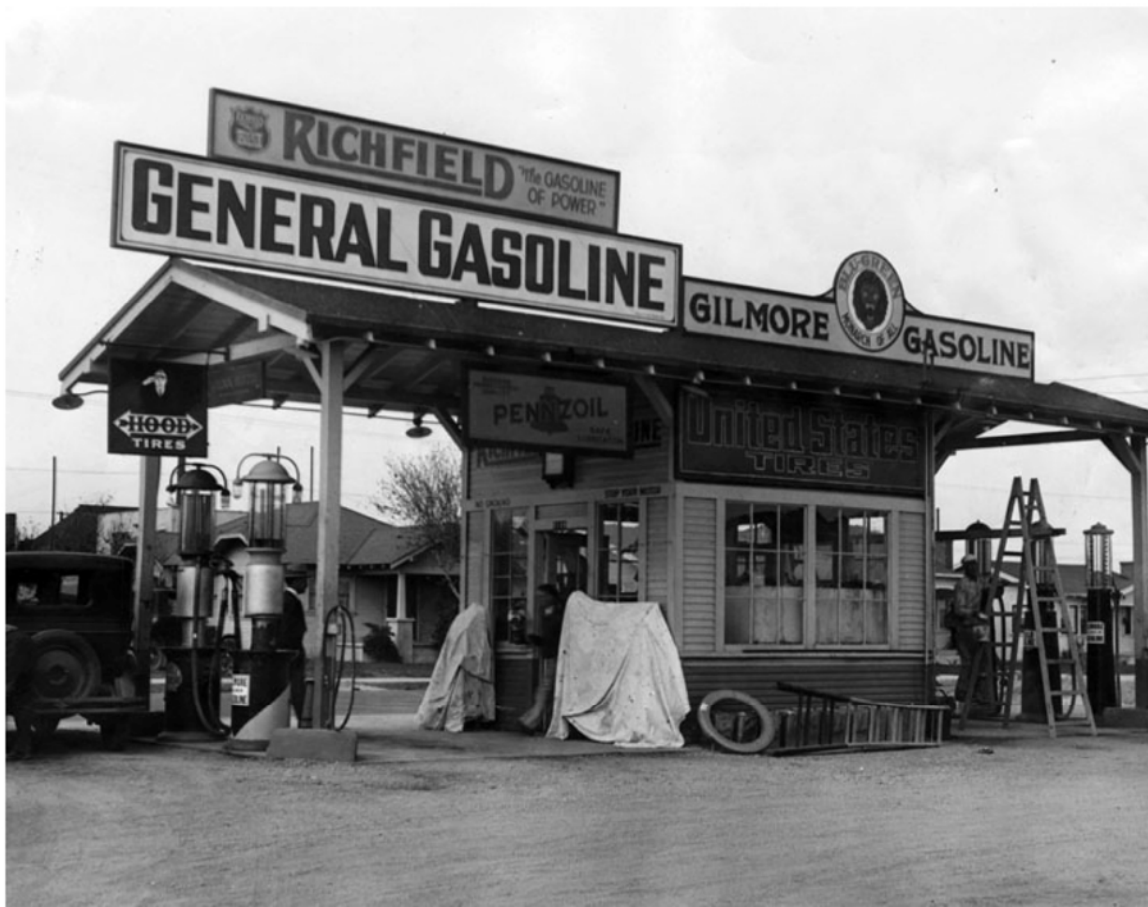
*Richfield Service Station, rest rooms, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Richfield Service Station, rest rooms, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Richfield Service Station, perimeter wall on property, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Early gas station selling various brands, including Richfield, in South Gate, June 4, 1928*



*Harvey's Super Service, c1930*



*Early Richfield Station, Larchmont and 1<sup>st</sup> Street, 1930*



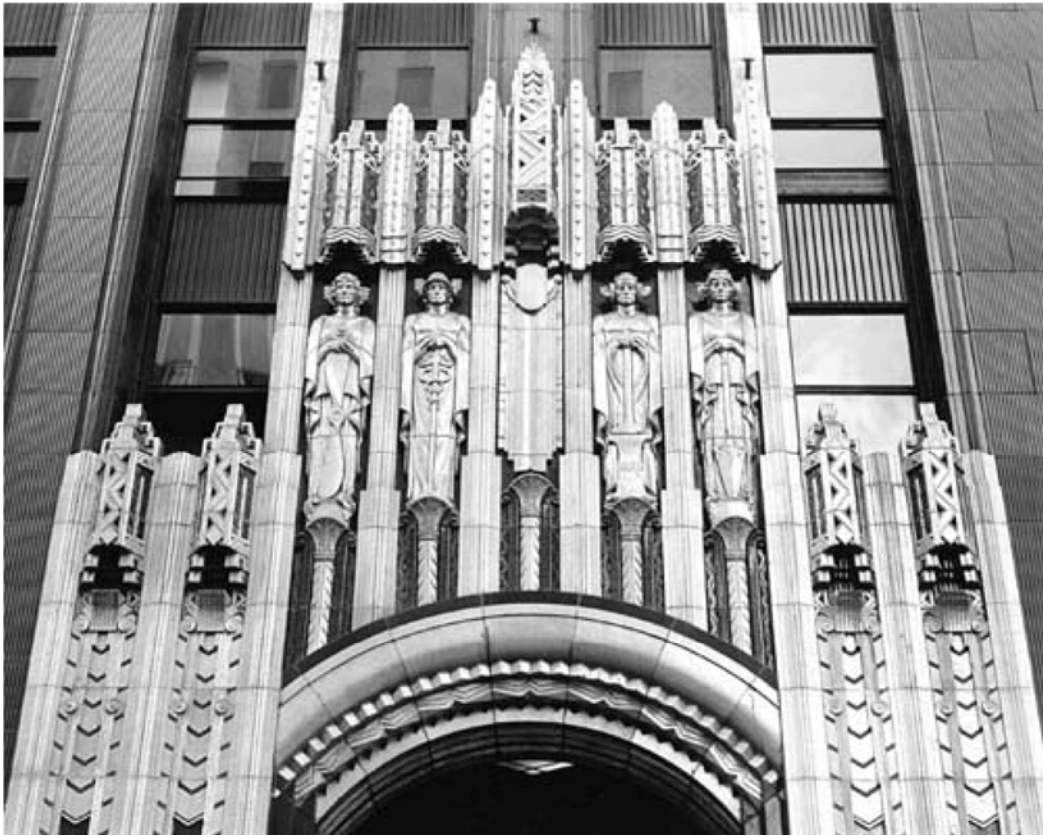
*Richfield Tower, July 2, 1968*



*Richfield Tower showing various terra cotta colors and gold leaf trim*



*Richfield Tower at night showing Beacon*



*Richfield Tower showing Art Deco detail above main entry in 1963 (William Reagh photo)*



*Richfield Service Station, Art Deco detail, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Richfield Tower, demolition photo, April 1969*



*Richfield Service Station, mirror image of subject station, Burns, Oregon, September 1, 1948*



*Richfield Service Station in present condition, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*



*Restored 1934 vintage Richfield Station, Coalinga, CA*



*Richfield Service Station, 2800 Glendale Boulevard, Mar 14, 2008 (Charles J. Fisher photo)*