

GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **“Initial Submissions”**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.
- **“Secondary Submissions”**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.
- **“Day of Hearing Submissions”**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

Material which does not comply with the submission rules is not distributed to the Commission.

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If you have any questions, please contact the Commission Office at (213) 978-1300.

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

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If you have any questions, please contact the Commission Office at (213) 978-1300.



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Vacant
USC Interest
Representative

**Joe Ward-
Wallace**
Business Interest
Representative

September 14, 2022

City of Los Angeles Department of City Planning
Office of Historic Resources
221 North Figueroa Street, Suite 1350
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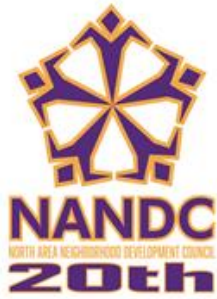
Cultural Heritage Commission: President Barry Milofsky, Vice President Gail Kennard, Commissioners Richard Barron, Pilar Buelna, Diane Kanner
chc@lacity.org

Dear Planning Staff and Commissioners:

At the July Board meeting, NANDC moved that 1.) Stakeholders attend the City's August 8 forum on the Mills Act and 2.) NANDC formulate and delegate comment for submission by the September 1 deadline. The notice was placed on NANDC web site to seek comment which we provided herein.

We are submitting a list of issues that have been identified by numerous stakeholders. NANDC will comment further as the Planning Department, Cultural Heritage Commission and Office of Historic Resources continue the review process. It is by no means comprehensive as NANDC continues to study the report and its recommendations.

- NANDC questions the proposal to cap the number of these contracts, and the proposal to begin to cancel/non-renew older existing contracts. Substantial testimony was provided by current Mills Act contract holders at public hearings



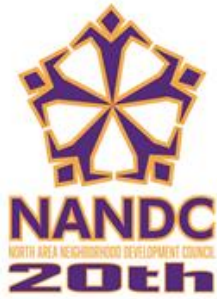
before the CHC and Planning that these actions would have a serious negative impact on the effectiveness of the Mills Act program.

- Some commented that the cancellation of their existing contract would seriously affect the ability to retain ownership.
- The City should Increase the number of Mills Act Contracts, along with the staffing budget for Mills Act administration, not place an annual cap.
- The City should not cancel/non-renew single family home contracts, unless it is learned that the owners are non-compliant, as single-Family homes only represent 25% of the taxes.
- Capping the number each year could mean that deserving properties are denied. In the past, the City has approved as many as 50 Mills Act contracts in a single year, e.g., approving those that meet the criteria and not approving applications which do not.
- The City should continue the capability of renewal of Mills Act Contract and the contract should be transferable to a subsequent owner.
- NANDC supports equity as a goal and expanding the Mills Act to underserved communities. The suggestions in the report do not go far enough. People can't afford to participate in the program and ways need to be created to incentivize applications particularly in underserve areas.
- Equity doesn't mean cancelling contracts in the very neighborhoods staff is targeting to make a more equitable program.
- The current requirement is that a property must need major structural and systems upgrades, and usually a minimum of several hundred thousand dollars of work needed conflicts with the stated goal of bringing the program to communities who/where there are barriers to opportunity (including income barriers).
- While it is positive for the City to expand the eligibility standards to make Mills Act available in other historical districts (Character Residential CPIOs, California



Register and National Register) it is counterintuitive to then limit the number of contracts.

- The South Los Angeles Community Plan Area overall has 124 current Mills Act contracts; the vast majority of these are identified as being within neighborhoods that have “medium high” and “high” Barriers to Opportunity.
- The report did little in terms of getting input from the people who currently have contracts to obtain their expert opinion on how the program is working.
- Ascertain what current Mills Act contract holders might provide in terms of suggestions.
- The major recommendation to Cancel/Not Renew all Mills Act contracts that are more than 10years old, will do little to alleviate the reported City staffing issues but will harm all of those property owners. These property owners are likely relying on the contracted "in perpetuity" renewals in the contracts they signed to be able to benefit from some degree of property tax relief. They are also having reasonable expectations on higher property valuation when their properties are sold due to having a Mills Act contract. Moreover, this in-perpetuity clause is a tool for historic communities like ours to assure that properties that are currently compliant with the Secretary of Interior Standards remain so.
- The Mills Act is the only historic preservation incentive offered to the City's single-family homeowners, and owners of historical small multi-family residences. Consideration should be given to see that no harm is done to those who have existing complying contracts.
- The Mills Act needs to be considered in the context of the benefits that ensue to both the economy and employment as well as the enhancement of a community and not just in terms of 20M less property taxes annually.
- Many neighborhood councils have stakeholders that will be affected by these recommendations, and yet the staff report has only been presented to the Cultural Heritage Commission without prior NC input.



NANDC looks forward to continuing discussions and achieving preservation, sustainability and equity goals.

NANDC is a self-governed, self-directed, and independent organization empowered by the Los Angeles City Charter. This charter offers neighborhood councils a role in the City's decision-making process. NANDC was certified by the City of Los Angeles on April 27, 2002 and was the 24th neighborhood council formed under the guidelines of the City Charter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thryeris Mason".

Thryeris Mason, President
Empowerment Congress North Area Development Council (NANDC)
www.NANDC.org

cc: Councilmember Marqueece Harris-Dawson
Councilmember Curren Price
Councilmember Gil Cedillo
Albizael Delvalle CD8
Sherilyn Correa CD 9
Gerald Gubatan CD1
Nora Martinez CD9
Hugo Ortiz CD1
Isaias Benavides CD8

SECONDARY SUBMISSIONS



Planning CHC <chc@lacity.org>

Please Support Jay Risk Standard Oil Co. Service Station CHC-2022-6496-HCM1 message

Ben Foushee <ben.foushee@begrizzlee.com>

Tue, Oct 4, 2022 at 1:26 PM

To: "chc@lacity.org" <chc@lacity.org>, "kevindeleon@lacity.org" <kevindeleon@lacity.org>

Cc: "emma.howard@lacity.org" <emma.howard@lacity.org>, Sarah Flaherty <sarah.flaherty@lacity.org>

Dear Commissioners and Councilmember,

I am writing this to bring awareness to a large scale modification to a 2 mile portion of Historic Route 66 in Los Angeles. There are organizations the nation over all along the historic Route 66 that embrace and indulge in the history of the magical route west. Now that we are in the final stages of planning for the upheaval of the stretch of Colorado Blvd. from Linda Rosa to Broadway. I think we as a city need to take into consideration our history and how to honor it as we make way for ultimate progress and advancement. Why not do more to embrace the fossil fuel past we come from to create a new world of conscience actions. We in Eagle Rock are the NE frontier of Los Angeles. And when Route 66 was the passageway Eagle Rock was at one point the gateway. I think the Standard Oil Gas station stands as a perfect example, a classic vestige of our past that can not only serve as a historical landmark but as a reminder of how to move forward and progress. It has been forgotten for a generation and I think that it can become something more.

We should embrace the Route 66 heritage as it was brief in our area but a vital passage to the great city. We should celebrate Los Angeles, car culture, old and new. It will be a sign post and a beacon that we can embrace the past and simultaneously progress to the future. It will say you are entering Eagle Rock - you are entering Los Angeles. People live here.

Ever since I moved to the area in 2001 I was transfixed by the car culture that existed up here in NELA. The Eagle Rock Rompers were something of my dreams that always inspired me with their car shows and dedication. Was so sad to see the evolution away from such events in the area. Walking the neighborhood streets I always admired the building but never knew its history until recently. I am saddened at how the entire transitions of property happened and how quick the building was brought to the threat of demolition.

If the council and the city turn their head on this - I say shame on you for not having vision for an elevating opportunity, shame for having no thought or awareness to see an obvious cultural civil and social addition to our community near and far.

A concerned citizen,

CB Foushee

[5427 Hartwick St.](#)

LA, CA 90041

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October 3, 2022

Cultural Heritage Commission
City Planning Department Los Angeles
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

RE: CHC 2022-6459-HCM Jay Risk Standard Oil Co. Service Station-1659 W. Colorado Boulevard

\$

Honorable Commissioners,

I first saw this building around the time I moved into my home in Eagle Rock in 1978. I wondered what looked to be intact but abandon service station one would have expected to find in the desert on old Route 66 was doing in the heart of Eagle Rock. A few years later I dropped by Clairville Plumbing to pay an invoice for some work that I had done and saw what appeared to be a photo of the same building but in its former glory hanging in the shop's office wall. I asked Mike Clairville if that was the building next door and he said "Yeah, kinda" then back to the business at hand.

Much later while researching Cromwell Galpin, an early settler and mayor of Eagle Rock when it had been independent city, for a book with Eric Warren on the Pioneers of Eagle Rock, I discover that his son Alfred had served as editor of the Standard Oil Bulletin. Following that lead I found an ad for a Standard Oil service station in Eagle Rock in the February 1923 edition of the Eagle Rock Sentinel that showed a similar looking building. I also come across another in an even earlier ad in the Herald Examiner from March of 1915. While it heightened my curiosity, I had a book to finish.

Then in 2017, Kari Fowler, my former colleague at Historic Resources Group asked if I would be a reviewer for the SurveyLA findings in the Northeast area. She mentioned that they had uncovered several notable resources there including what was identified in the document as an "Excellent and very rare example of a 1919 service station in Eagle Rock; this property appears to be the oldest remaining service station building in the city." The service station would get further attention when it was highlighted in Ken Bernstein's book, Preserving Los Angeles, as one of the Survey's discoveries. The notoriety and pedigree of this unassuming little building become a topic of discussion at our meetings of the Eagle Rock Valley Historical Society (ERVHS), particularly when the property which had been home to three generations of the Clairville family was put on the market about some time in 2021.

While the building was in need of maintenance it was intact and with the exception of missing signage looked like it did in the old newspaper ads. So, our group, whose purpose is to preserve Eagle Rock's history, discussed possibly landmarking the building. After getting quotes we proceeded to find ways of raising the necessary funds for the work and continued to monitor the real estate activity on the site. It has always been the groups preference to work with a new owner to preserve buildings.

Therefore, when we heard that the building had been sold and the new owner was interested in preserving it, we reached out to them to discuss the situation. Our president, David Dellinger and I spoke with Mr. Hsiang, the new owner's

representative, and were told that while they thought the building was worthy of preserving and had considered reusing it that they wanted to move it off their property to create a parking lot to be used for a renovated building next door.

He indicated that Zorthian Ranch an art farm in Altadena was interested in the building and that they planned to start demo in two weeks but could work on other parts of the site first. We told him that we were not sure that proposed new location for the building would be was advantages to the preservation of the building. That consistent with preservation practice our first preference was to have the building preserved in place or within its historic contexts in Eagle Rock. Mr. Hsiang that said he would go back and speak with his partners again. On July 13, 2022 we received an email from Mr. Hsiang saying that his partners had said that "due to our future plan to develop the parking lot into a commercial space, we feel it is still in our best interest to donate this building now to Petersen Automotive Museum or somewhere similar."

A special meeting of the ERVHS was called to discuss Mr. Hsiang response and on July 19, 2022 we sent an email stating Board met on Monday and the group agreed that our preference is still would be that the building be preserved on site and since the project being in the Colorado Boulevard Specific Plan area it may take a while to clear and we would have time to find the appropriate manner in which to assure that the building is preserved in an appropriate manner and asked that they postpone plans to remove the building from its site while we continued to have a dialog on the best manner that meets the needs of their project and addresses our concerns. We asked that they contact us at their earliest convenience to arrange a meeting to further discuss this matter.

When we did not get a response form the developers so we continued to monitor the city records to see if any permits had been applied for on the property. Then on July 21st I email a reference to the developers citing an article from that day LA Times on the Tail o' the Pup hotdog stand and stating that it the shows saving a Los Angeles historic landmark in an appropriate manner can be good for business.

On July 23, 2022, a Saturday, I got several calls and emails saying that the building was being demolished. After visiting the site, I called 311 and told the dispatcher that a potential historic building was being demolished without a permit. I was told that a Building Inspector would check on the situation. Later that same day Mr. Hsiang email arrived stating, "Apologies for the late reply, it's been a very busy week. I added Bobby Green and Sarah Flaherty on this email chain, so that everyone involved is on the same page. I understand that we all want to preserve the oil station and I have been in communications with Bobby Green, who was kind enough to take on this project. Bobby's the owner of 1933 Group, he's also the one that completed the work for Tail o' the Pup. Per Frank's last email, I'm sure everyone is quite familiar with his work. Though keeping this structure on property does not work for me, this structure will be moved in pieces and stored back to its former glory in LA. Bobby, correct me if I'm wrong, but I believe you mentioned Frogtown."

I was as surprised that someone familiar which preservation was involved in the process. First the work had begun without benefit of permit. Second, the building

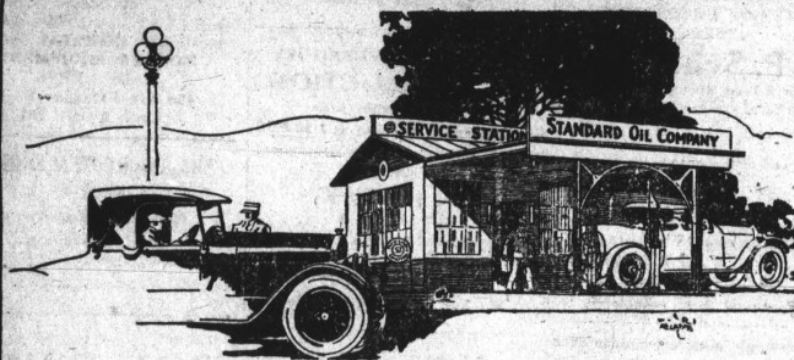
appeared to be being demolished with parts scattered about the site and potentially character defining material such as window trim and other parts were piled with debris that was removed from inside the building. Finally, since my reference to Tail o' the Pup project has sent on the 21st, it was hard to believe that there had been time to follow the appropriate preservation procedures of labeling, photographing and cataloging material and documenting the building deconstruction process. This concern has been aggravated since recently debris from the adjacent building has been add to the pile.

We were informed by the Council Office that a permit was necessary for the work and the owner was applying for one and any further demolition would be halted until if and when a permit was obtained. This was followed by an email from the building inspector that said that the building was not protected from demolition as a designated historic resource and that would not be considered at this time in the request for a demolition permit. Soon after a demolition permit appeared on the building. While the owner claimed this was a technicality applying for a demolition permit instead of one to move the building meant that if the permit was approved that technically the building could be demolished. This essentially would put an end to our discussion on how best to preserve this building that was primarily determined by not just our organization but by qualified experts to be historic.

We had hoped to continue to discuss with the developers the possibility of preserving this building in our community where it has been part of our history for over 90 years. We support preservation that balances not only beneficial to our community but takes into consideration development needs. In that regard, in addition to incentives for designated buildings, the Colorado Boulevard Specific Plan has two unique preservation incentives. First, Section 16. PRESERVATION OF CULTURAL RESOURCES B-states that Any portion of Unused Permitted Floor Area on a Cultural Resource Site in Subarea II may be transferred to any Receiver Site located in Subareas I and III. Furthermore, Section 15. PERMITTED FLOOR AREA RATIO AND PROJECT PERMIT COMPLIANCE REVIEW, D.3 Density Incentives-Rehabilitation of Cultural Resources, described in Section 16 of this Specific Plan, in exchange for Additional Permitted Floor Area shall be permitted within the Specific Plan area. The Director may approve an additional one square foot of floor area for each square foot of floor area contained in the rehabilitated Cultural Resource. This means that an owner can retain the right to the full development potential of their property while still retaining and preserving the historic resource.

Finally, we ask that the Commission support the consideration of the Jay Risk Standard Oil Station as a Historic Cultural Monument, in that the nomination application submitted by the Eagle Rock Valley Historical Society, as prepared by Mr. Luftman, verified that the building as Survey LA indicates is an "Excellent and very rare example of a 1919 service station in Eagle Rock; this property appears to be the oldest remaining service station building in the city", but also demonstrates that it is an important historic property of state and national significance and is therefore deserving of recognition as a Historic Cultural Monument by the City of Los Angeles.

Sincerely,
Frank F. Parrello, Chair
Landmarks and Preservation Advocacy Committee
Eagle Rock Valley Historical Society



Back of the Service of Standard Oil

Back of the service, expert and courteous, which our representative will offer you when you visit our new Service Station, corner Rowland avenue and Colorado Blvd., there is an **organization**. Our salesmen know that the unrivaled resources and equipment of this Company have established standards of quality in the manufacture of oil products which are not likely to be surpassed.

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Planning CHC <chc@lacity.org>

Please Support Jay Risk Standard Oil Co. Service Station CHC-2022-6496-HCM1 message

Nick Coles <nickcoles@gmail.com>

Tue, Oct 4, 2022 at 9:25 AM

To: chc@lacity.org, councilmember.kevindeleon@lacity.org, emma.howard@lacity.org, sarah.flaherty@lacity.org

Dear Commissioners and Councilmember,

I hope this email finds you all well.

My name is Nicholas Coles and I've lived in Eagle Rock since 2019 with my wife and 3 year-old daughter. I love the neighborhood, community and the historic homes and buildings along Colorado Blvd and Eagle Rock Blvd.

I'm writing to you all in the hopes that you will support the upcoming historic landmarking of the Jay Risk Standard Oil Co. Service Station at 1659 Colorado Blvd. I walk past this charming building / time capsule on an almost daily basis and I love it. It's one of the quirks of Eagle Rock that made me fall in love with the neighborhood and want to live here. It's structures like this that add to the charm and uniqueness of Eagle Rock - which other neighborhood can claim to have the oldest gas station in the city?!? - especially a city so closely associated with the automobile and car culture.

To lose it from the neighborhood would be a real shame and very short sighted.

With proper care and restoration I can see the gas station becoming a citywide attraction (and perhaps beyond) and something all of us in Eagle Rock can be proud of.

Kind regards,

Nicholas Coles
Eagle Rock Resident Since 2019



Planning CHC <chc@lacity.org>

Please Support Jay Risk Standard Oil Co. Service Station CHC-2022-6496-HCM"1 message

Tatiana <tatiana_viquez@yahoo.com>

Wed, Oct 5, 2022 at 9:34 AM

To: chc@lacity.org, councilmember.kevindeleon@lacity.org, emma.howard@lacity.org, sarah.flaherty@lacity.org

Greetings Commissioners and Council Members,

I am taking the time to voice my concern regarding the attempted demolition of LA's oldest gas station in Eagle Rock. I've been made aware that developers attempted to illegally demolish the building in order to construct a parking lot. Our thriving and eclectic cities do not need more parking lots. We need to preserve and revitalize our city's history. Please consider deeming this gas station a historic landmark so that it may never be under threat again.

Thank you for your time and consideration,

Tatiana viquez

DAY OF HEARING SUBMISSIONS



Planning CHC <chc@lacity.org>

Please Support Jay Risk Standard Oil Co. Service Station CHC-2022-6496-HCM1 message

Alexis <alexisspraic@gmail.com>

Thu, Oct 6, 2022 at 8:17 AM

To: chc@lacity.org, councilmember.kevindeleon@lacity.org, Emma Howard <emma.howard@lacity.org>, Sarah Flaherty <sarah.flaherty@lacity.org>

Dear Commissioners and Councilmember,

I am writing to you about the Jay Risk Standard Oil Co. Service Station. I am a resident of Eagle Rock and my family has lived in North East Los Angeles for four generations. Growing up my grandmother and father drove me all over LA often pointing out the things that used to be there. I learned early on how ephemeral our city's history is. I am so grateful to your commission for endeavoring to protect it.

As a kid, when we would take the Colorado Bridge across the Arroyo into Los Angeles, we often drove down the Eagle Rock leg of Route 66 to stop for lunch. The buildings and vibe of the street ignited my imagination. It was here that I first learned about Route 66 and was inspired to crack open a John Steinbeck novel for the first time.

Now when I walk down that same stretch of Colorado Blvd to take my daughter to preschool, we pass the Jay Risk Standard Oil Co. Service Station. I explain to her that it is the oldest gas station in Los Angeles and one of the earliest styles when gas stations were first created. I love seeing her wrap her mind around the idea of a world without gas stations and without cars.

These are the kind of lessons that open our minds to the world of possibilities - the things that have not been created, things that are not even in our consciousness yet. We often talk about history and preservation in terms of connecting us to the past. But our history also puts us in the future. The journey from this little to station to the new crossroads we are at with electric vehicles is important and could be just the thing that inspires the next revolutionary idea that transforms how we live.

I very much hope you will protect this singular monument for future generations to enjoy and learn from.

Best,

Alexis Spraic