

BOTHWELL RANCH
5300 Oakdale Avenue
CHC-2019-5114-HCM
ENV-2019-5115-CE

Agenda packet includes:

1. [Final Determination Staff Recommendation Report](#)
2. [Director-Initiation Letter, Dated July 9, 2019](#)
3. [City Council Motion 19-0782](#)
4. [Commission/ Staff Site Inspection Photos—August 8, 2019](#)
5. [Categorical Exemption](#)
6. [Historic-Cultural Monument Application](#)

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-2019-5114-HCM
ENV-2019-5115-CE**

HEARING DATE: November 7, 2019
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA 90012

Location: 5300 North Oakdale Avenue
Council District: 3 – Blumenfield
Community Plan Area: Encino – Tarzana
Area Planning Commission: South Valley
Neighborhood Council: Woodland Hills – Warner
Center

EXPIRATION DATE: November 21, 2019

Legal Description: Tracts 10515 and 2605;
Lots 2 and PT 36-37

PROJECT: Historic-Cultural Monument Application for
BOTHWELL RANCH

REQUEST: Declare the property an Historic-Cultural Monument

OWNERS: Helen Ann Bothwell, Co-Trustee, Et al. Bothwell Trust and
Blair B. Davis
5300 Oakdale Avenue
Woodland Hills, CA 91364

Helen A. Bothwell, Trustee, Helen A. Bothwell Trust
P.O. Box 1546
Alameda, CA 94501

Helen A. Bothwell, Trustee, Helen A. Bothwell Trust and
Helen A. Bothwell
915 Shorepoint Court, Apt. E206
Alameda, CA 94501

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

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Declare the subject property** an 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, City Planning Associate
Office of Historic Resources

Attachments: Director Initiation, Dated July 9, 2019
 City Council Motion 19-0782
 Historic-Cultural Monument Application
 Commission/Staff Site Inspection Photos—August 8, 2019

FINDINGS

- Bothwell Ranch “exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community” as one of the last remaining commercial citrus groves in the San Fernando Valley, representing a significant remnant of the region’s agricultural roots and a once-integral element of the local economy.

CRITERIA

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

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

SUMMARY

Bothwell Ranch is a 13-acre citrus orchard located at 5300 North Oakdale Avenue in the Tarzana area of Los Angeles, within the San Fernando Valley. The orchard extends north and east from the corner of Collier Street and Oakdale Avenue, approximately one half mile south of Ventura Boulevard. The subject property, originally part of a 100-acre citrus orchard, was purchased by Lindley Bothwell (1901-1986) in 1926. At that time, the subject property was about six years old and covered 30 acres. However, over the years, it was subdivided and sections to the north of the current boundaries were sold for residential development. The subject property served as both a commercial orange grove and a home for Bothwell and his wife, Helen (known as Ann), until 2016, when Ann passed away.

In general, the orchard is characterized by gravel paths and rows of regularly planted orange trees. In addition, there are several buildings including a Minimal Ranch-style single-family dwelling, a packing shed, garage, worker housing, and other ancillary buildings, all associated with the orchard. No building permits were located for the property to identify construction dates, but the single-family dwelling, the storage building, and the garage and tool shop appear to have been built prior to 1947, and the train storage shed was erected between 1967 and 1989.

Although the San Fernando Valley is often thought of in terms of widespread, post-World War II suburban expansion, prior to the turn of the twentieth century, the area remained sparsely populated and predominantly agricultural, with an abundance of fruit and walnut orchards, grazing lands, and wheat fields. The first major developmental changes began in the 1910s in anticipation of the construction of the Owens Valley aqueduct in 1913, which brought water to Los Angeles via the San Fernando Valley, and the annexation of the area into the city of Los Angeles in 1915. With the arrival of the Aqueduct, artificially irrigated acreage in the region grew from about 3,000 acres in 1915 to more than 70,000 acres within ten years, with crops including

walnuts, oranges, lemons, and sugar beets leading in production. However, at the same time, landowners in the San Fernando Valley began to plat and prepare for residential and commercial development in anticipation of the eventual real estate boom. Due to the area's exponential population growth and unprecedented demand for housing, particularly post-World War II, agricultural land was quickly converted into residential subdivisions, and land values skyrocketed. As a result, farmers could no longer make enough profit to cover rising property taxes and most were forced to downsize or sell.

Citrus was among the first crops in Los Angeles produced for widespread export. It was the highest-value crop produced in the region between 1890 and 1938, and imagery surrounding its production became instrumental in the marketing of Los Angeles to new residents. Sustained by the introduction of refrigerated boxcars in 1887 and, later, by the completion of the Owens River Aqueduct, citrus became Los Angeles' most important and long-lived export crop. Even as citrus groves were displaced from the center of the city, the Los Angeles County citrus industry grew in the 1870s and 1880s, from 25,000 citrus trees in 1865 to 500,000 in 1882, mainly in the areas south of the city. By the early 1920s, Los Angeles County devoted over 92,000 acres to citrus, constituting more than a third of state citrus acreage, and led all other U.S. counties in the value of its agricultural products. By this time, citrus farming had been displaced from the center of the city by urban expansion and had spread to areas of alluvial slopes and stream tributaries in the San Fernando Valley. Demand was spurred by the marketing of byproducts, such as juices and oils, and citrus continued to be a valuable cash crop in Southern California throughout the 20th century. However, production in the city of Los Angeles declined dramatically after World War II due to the loss of agricultural land for housing. Today, only a handful of orange groves remain in the San Fernando Valley, with Bothwell Ranch being the only one operating commercially, up until 2016.

The subject property was identified through the citywide historic resources survey, SurveyLA, as eligible for listing under the local, state, and national designation programs as one of the last remaining family-owned commercial citrus groves in the San Fernando Valley.

DISCUSSION

Bothwell Ranch meets one of the Historic-Cultural Monument Criteria: it “exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community” as one of the last remaining commercial citrus groves in the San Fernando Valley, representing a significant remnant of the region's agricultural roots and a once-integral element of the local economy.

Agriculture, particularly citrus growing, once dominated the San Fernando Valley and other parts of Los Angeles, and played a key role in Southern California's development and promotion in the late 19th and early 20th centuries. The image of orange and lemon groves supported the branding of the region as a Mediterranean paradise. However, in the decades after the Second World War orchards and other farms in the Valley mostly gave way to development. Rising water costs and property taxes made farming less profitable than before, encouraging farmers to sell their lands to developers, as evidenced by the reduction of the original 30-acre Bothwell Ranch to its current size of 13 acres. Today, nearly all agricultural land in the San Fernando Valley has been replaced with residential neighborhoods.

Citrus in California are now largely grown in the Central Valley; although, some remnants of citrus farming still exist within the City of Los Angeles—a 12-acre orange grove at City-owned Orcutt Ranch (HCM #31), and 6 acres on the California State University Northridge campus.

Nevertheless, neither of these orange groves are for commercial consumption. Bothwell Ranch, in continuous operation from 1926 until 2016, is the last property of this type, which was essential to the development of the San Fernando Valley and the local economy.

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 Bothwell Ranch 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 City of Los Angeles has determined based on the whole of the administrative record, that substantial evidence supports that the Project is exempt from CEQA pursuant to CEQA Guidelines Section Article 19, Section 15308, Class 8 and Class 31, and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies. The project was found to be exempt based on the following:

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-2019-5115-CE was prepared on August 12, 2019.

BACKGROUND

On July 9, 2019, the Director of Planning, Vincent P. Bertoni, initiated consideration of the property as a proposed Historic-Cultural Monument worthy of preservation. On August 8, 2019, a subcommittee of the Commission consisting of Commissioners Kanner and Kennard visited the property, accompanied by staff from the Office of Historic Resources. On August 14, 2019, the Los Angeles City Council, acting upon a motion introduced by Councilmember Bob Blumenfield, also initiated consideration of the subject property as an Historic-Cultural Monument. In accordance with LAAC 22.171.10, on September 6, 2019, the owner's representative requested up to a 60-day extension to the time for the Commission to act.

**DEPARTMENT OF
CITY PLANNING**

OFFICE OF HISTORIC RESOURCES
221 N. FIGUEROA STREET, SUITE 1350
LOS ANGELES, CA 90012-2639

CULTURAL HERITAGE COMMISSION

RICHARD BARRON
PRESIDENT

GAIL M. KENNARD
VICE PRESIDENT

PILAR BUELNA
DIANE KANNER
BARRY A. MILOFSKY

COMMISSION OFFICE
200 N. SPRING STREET, ROOM 272
LOS ANGELES, CA 90012-4801
(213) 978-1300

preservation.lacity.org

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

TRICIA KEANE
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

planning.lacity.org

CERTIFIED MAILING - RETURN RECEIPT REQUESTED

July 9, 2019

Helen A. Bothwell, Trustee, Helen A. Bothwell Revocable Trust Dated 9-28-89
Helen Ann Bothwell, Co-Trustee and Blair B. Davis, Bothwell Trust
Bruce Bothwell
Anne Bothwell
5300 Oakdale Avenue
Los Angeles, CA 91364

Helen A. Bothwell, Trustee, Helen A. Bothwell Revocable Trust
Lindley F. Bothwell Trust
PO Box 1546
Alameda, CA 94501

Helen A. Bothwell, Trustee, Helen A. Bothwell Trust
915 Shorepoint Court, Apartment E206
Alameda, CA 94501

Bothwell Ranch, 5300 North Oakdale Avenue

Per Los Angeles Administrative Code Section 22.171.10 (a), I, as Director of Planning, hereby initiate consideration of the above referenced property as a proposed Historic-Cultural Monument worthy of preservation. The property located at 5300 North Oakdale Avenue, Los Angeles, CA 91364, known as the Bothwell Ranch, is an intact 13-acre citrus orchard straddling the neighborhoods of Tarzana and Woodland Hills. It is worthy of further consideration for Monument status by the Cultural Heritage Commission and the City Council, as it appears to be the last large commercial citrus orchard in the San Fernando Valley and may be significant in representing the Valley's once-vast agricultural character. It was identified as eligible for historic designation in the 2013 historic resources survey of the Encino-Tarzana Community Plan Area through SurveyLA, the citywide historic resources survey.

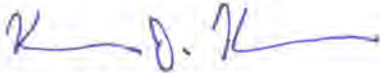
Attached is a copy of Section 22.171 through Section 22.171.18 of the Los Angeles Administrative Code so that you may be apprised of the procedures followed by the Cultural Heritage Commission in considering and declaring properties as Historic-Cultural Monuments. Please note that Section 22.171.12 provides for a **temporary stay of demolition permits** when the matter is under consideration by the City for designation as an historical or cultural monument and that **no site, building, structure or significant feature on the property shall be demolished, substantially altered or removed**, regardless of

whether a permit exists, pending final determination of potential Monument status. Also, the owner of any site, building or structure under consideration is required to notify this Commission in writing whenever application is made for a permit to demolish, substantially alter or remove such site, building or structure.

A subcommittee of the Cultural Heritage Commission will conduct an inspection tour of the above referenced property in the coming weeks. Please contact Lambert Giessinger at (213) 847-3648 or Melissa Jones at (213) 847-3679 to further discuss the specifics of the inspection tour and the designation process. After the inspection tour, the matter will be placed on the agenda of a regular meeting for final review by the Commission and, if declared, will be heard by the City Council's Planning and Land Use Management Committee, which will make a recommendation to the City Council to confirm or deny the Commission's action.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

A handwritten signature in blue ink, appearing to read "K. Keller", with a stylized flourish at the end.

Kevin Keller, AICP
Executive Officer

Enclosure: Cultural Heritage Ordinance

- c: Andrew Pennington, Director of Land Use & Planning, Council District 3
Ken Bernstein, Principal City Planner, Office of Historic Resources
Lambert Giessinger, Architect, Office of Historic Resources
Victor Cuevas, Asst. Bureau Chief, Permit and Engineering Bureau, Dpt. of Building & Safety
Pascal Challita, Chief, Department of Building and Safety, Inspection Bureau
Betty Dong, GIS Chief, Department of City Planning

HOLLY L. WOLCOTT
CITY CLERK

SHANNON D. HOPPE
EXECUTIVE OFFICER

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

PATRICE Y. LATTIMORE
DIVISION MANAGER

CLERK.LACITY.ORG

When making inquiries relative to
this matter, please refer to the
Council File No.: [19-0782](#)

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

August 16, 2019

Council File No.: [19-0782](#)

Council Meeting Date: August 14, 2019

Agenda Item No.: 8

Agenda Description: PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT
relative to initiating consideration of the property located at 5300 North
Oakdale Avenue, Los Angeles, CA 91364, Bothwell Ranch, in the list of
Historic-Cultural Monuments.

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

Council Vote:

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

HOLLY L. WOLCOTT
CITY CLERK

Adopted Report(s)

Title
Report from Planning and Land Use Management Committee

Date
08/06/2019

PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to initiating consideration of the property located at 5300 North Oakdale Avenue, Los Angeles, CA 91364, Bothwell Ranch, in the list of Historic-Cultural Monuments.

Recommendations for Council action, pursuant to Motion (Blumenfield - Borlin):

1. INITIATE consideration of the property located at 5300 North Oakdale Avenue, Los Angeles, CA 91364, Bothwell Ranch, as a Historic-Cultural Monument (HCM) under the procedures of Section 22.171.10 of the Los Angeles Administrative Code.
2. INSTRUCT the Department of City Planning to prepare the HCM application for review and consideration by the Cultural Heritage Commission (CHC).
3. REQUEST the CHC, after reviewing the application, to submit its report and recommendation to the Council regarding the inclusion of the property located at 5300 North Oakdale Avenue, Los Angeles, CA 91364, Bothwell Ranch, in the list of Historic-Cultural Monuments.

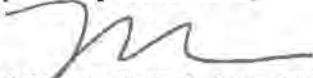
Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted.

Summary:

At a regular meeting held on August 6, 2019, the PLUM Committee considered a Motion relative to initiating consideration of the property located at 5300 North Oakdale Avenue, Los Angeles, CA 91364, Bothwell Ranch, in the list of Historic-Cultural Monuments. Department of City Planning Staff provided an overview. Councilmembers Blumenfield and Smith provided comments in support of the Motion. After providing an opportunity for public comment, the Committee recommended to approve the Motion. This matter is now submitted to the Council for consideration.

Respectfully Submitted,



PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HARRIS-DAWSON	YES
BLUMENFIELD	YES
PRICE	YES
CEDILLO	ABSENT
SMITH	YES

RM

-NOT OFFICIAL UNTIL COUNCIL ACTS-

MOTION

The San Fernando Valley has a rich and storied past that includes Indigenous groups, Spanish missions, Aerospace, and Agriculture. All of these groups and industries have helped to shape the character of the San Fernando Valley we know today. It is imperative that the City's historic-cultural treasures be celebrated, and foremost, that its historical sites be preserved for future generations.

The *Bothwell Ranch* was purchased in 1926 by Lindley Bothwell. At that time, the citrus orchard was about six years old and covered 100 acres. The period of significance for the ranch begins in 1926, the date of its initial purchase by the Bothwell family for commercial ranching purposes. Ann Bothwell continued to operate the ranch until she passed away in 2016. Lindley Bothwell, who received a degree in agriculture from Oregon State University in 1926, came to own or manage over 30 ranches across southern California. He also started a business that provided technical assistance to other growers, but research did not reveal the name of this company.


The property located at 5300 N. Oakdale Avenue, Los Angeles, CA 91364, *Bothwell Ranch*, is an intact 13-acre citrus orchard straddling the neighborhoods of Tarzana and Woodland Hills, and is the last large commercial citrus orchards in the San Fernando Valley. *Bothwell Ranch* is significant as representing the once vast agriculture nature of the San Fernando Valley. Other ranches were driven out of the area by rising land value during the housing boom after World War II. The importance of this site has previously been identified by Survey LA, the City's Historic Resources Survey.

Section 22.171.10 of the Administrative Code provides that the City Council, the Cultural Heritage Commission, or the Director of Planning, may initiate consideration of a proposed site, building, or structure as a Historical-Cultural Monument. The Cultural Heritage Commission, after reviewing and investigating any such Council-initiated designation, shall approve or disapprove in whole or in part the proposed inclusion and submit a report upon such action to the Council. In addition, Section 22.171.12 of the Administrative Code provides that there shall be a temporary stay of demolition, substantial alteration or removal of any such proposed location or structure pending designation.

I THEREFORE MOVE that the Council initiate consideration of the property located at 5300 N. Oakdale Avenue, Los Angeles, CA 91364, *Bothwell Ranch*, as a City Historic-Cultural Monument under the procedures of Section 22.171.10 of the Administrative Code, and instruct the Planning Department to prepare the Historic-Cultural Monument application for review and consideration by the Cultural Heritage Commission.

I FURTHER MOVE that after reviewing the application, the Cultural Heritage Commission submit its report and recommendation to the Council regarding the inclusion of the property located at 5300 N. Oakdale Avenue, Los Angeles, CA 91364, in the City's list of Historic-Cultural Monuments.

PRESENTED BY:

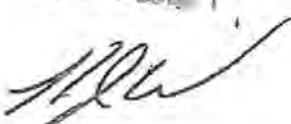

 BOB BLUMENFELD
 Councilmember 3rd District

SECONDED BY:



ORIGINAL

JUL 0 3 2016



NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CHC-2019-5114-HCM

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2019-5115-CE

PROJECT TITLE

Bothwell Ranch

COUNCIL DISTRICT

3

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

5300 Oakdale Avenue, Los Angeles, CA 91364☐ Map attached.

PROJECT DESCRIPTION:

Designation of Bothwell Ranch as an Historic-Cultural Monument.

☐ Additional page(s) attached.

NAME OF APPLICANT / OWNER:

N/A

CONTACT PERSON (If different from Applicant/Owner above)

Melissa Jones

(AREA CODE) TELEPHONE NUMBER

213-847-3679

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) **8 and 31**☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

JUSTIFICATION FOR PROJECT EXEMPTION:

☐ Additional page(s) attached

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 **Bothwell Ranch** 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.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Melissa Jones

[SIGNED COPY IN FILE]

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

N/A

FEE:

N/A

RECEIPT NO.

N/A

REC'D. BY (DCP DSC STAFF NAME)

N/A

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019



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):

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



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
Name: City Planning Associate

8-16-2019
Date:

Signature: 

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

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

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

BOTHWELL RANCH
5300 Oakdale Avenue

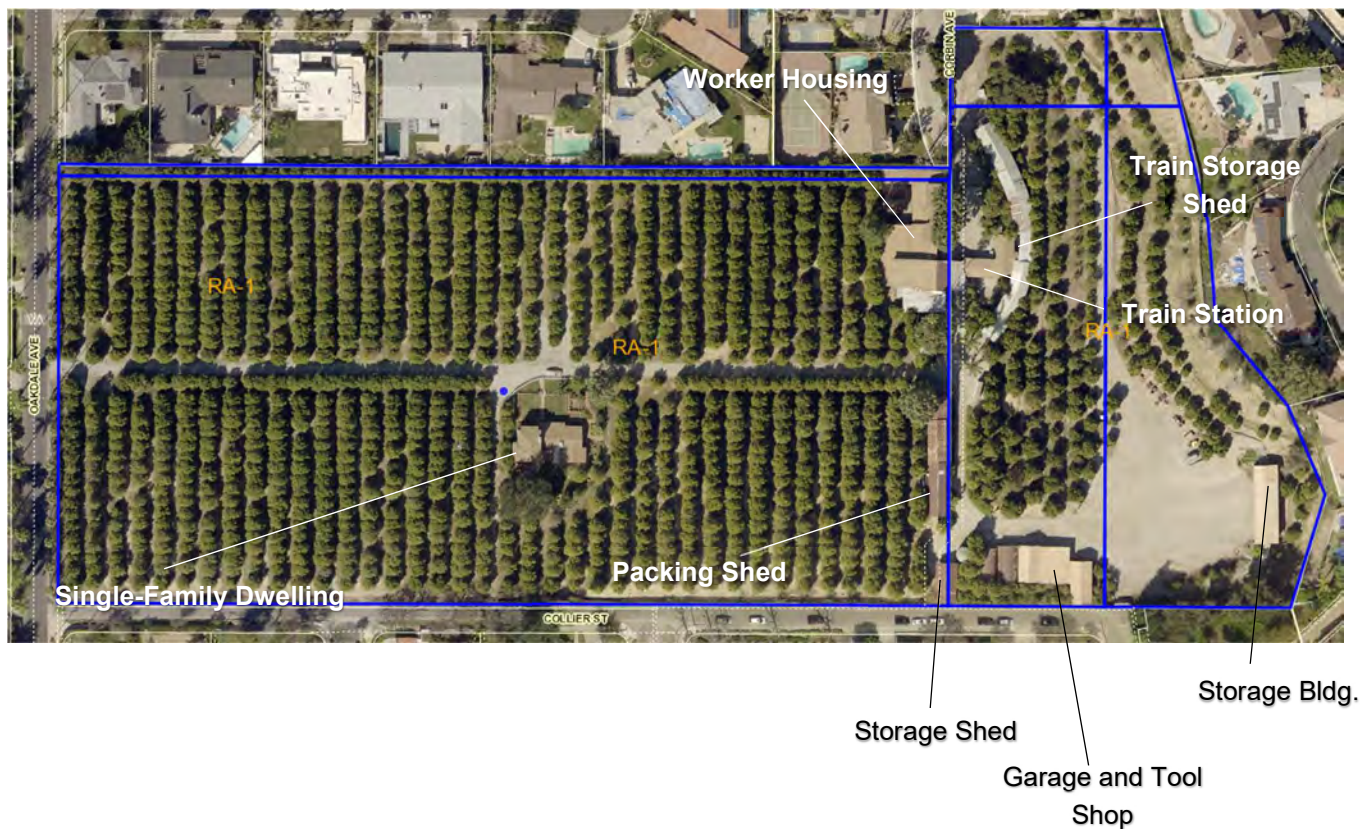
A. Property Description

Site

Bothwell Ranch is a 13-acre citrus orchard located at 5300 N. Oakdale Avenue in the Tarzana area of Los Angeles. The orchard extends north and east from the corner of Collier Street and Oakdale Avenue, approximately one half mile south of Ventura Boulevard. The main entrance is off Oakdale Avenue, but there are also gates leading onto the property from Bothwell Road and Corbin Avenue. Within the boundaries of the ranch are gravel paths and rows of regularly-planted orange trees. In addition, there are several buildings including a single-family house, a packing shed, garage, worker housing, and other ancillary buildings.

Single-Family Dwelling and Ancillary Structures

There are a number of buildings associated with the orchard (see below image), but no building permits were located for the property to inform when they were constructed. However, in comparing historical aerial images, it appears that at least the single-family dwelling, the storage building, and the garage and tool shop were constructed prior to 1947, and the train storage shed was built between 1967 and 1989.



Constructed in the Minimal Ranch architectural style, the single-family dwelling is irregular in plan and comprises two main volumes—a one-story volume with a side-gabled roof and a two-story volume with a hipped roof. Both volumes have horizontal wood siding and composition roof shingles. Fenestration primarily consists of multi-lite wood casement windows and multi-lite wood doors. There is a brick chimney on the east-facing elevation of the two-story volume and there is a manicured garden with brick walkways at the front and rear of the dwelling. The front yard is bounded by a white picket fence on three sides.

The sheds, garage, tool shop, storage building, worker housing, and other ancillary structures are all utilitarian in nature. In general, they are rectangular in plan, of wood-frame construction clad in vertical wood siding or wood panels, and have side-gabled roofs with rolled roofing and/or corrugated metal panels. When present, fenestration consists of sliding and fixed windows.

The train storage shed is of wood-frame construction and is curved in plan to follow the rail line that it covers. The train station is of wood-frame construction with vertical wood siding, rectangular in plan, and has a side-gabled roof with rolled composition roofing. On the north-facing elevation, there is a large covered porch.

B. Statement of Significance

Bothwell Ranch meets one criteria under the Cultural Heritage Ordinance: it “exemplifies significant contributions to the broad, cultural, economic, or social history of the nation, state, city or community” as one of the last remaining commercial citrus groves in the San Fernando Valley, representing a significant remnant of the region’s agricultural roots and a once-integral element of the local economy. Agriculture, particularly citrus growing, historically dominated the Valley and other parts of Los Angeles, and played a key role in Southern California’s development and promotion.

The subject property, originally part of a 100-acre citrus orchard, was purchased by Lindley Bothwell in 1926. At that time, the subject property was about six years old and covered 30 acres. Over time, the property was subdivided and sections to the north of the current boundaries were sold for residential development: in 1965 (Santa Rita and Linnet Streets), 1978 (west side of Corbin Avenue), and 1988 (east side of Corbin Avenue and south side of Wellington Lane). The other portions of the original 100-acre orchard property, still in use for citrus farming in 1947, have been entirely replaced by single-family homes and retail, though some associated structures still exist.

In addition to being a working orange grove, Lindley Bothwell and his wife, Helen Ann resided at the property. Bothwell, who came to own or manage over 30 ranches across Southern California, ran a business managing and providing services for other citrus orchards in the area and served for over 60 years as the coach of the University of Southern California Song Girls and Yell Leaders. The Bothwells were also active in philanthropy and collected vintage cars, amassing a substantial and highly-regarded collection of early automobiles. In addition, Lindley Bothwell was a train aficionado and installed a rail line, train storage shed, and a train station on the grounds of the subject property to accompany an 1890s light rail locomotive and cars. Following Ann Bothwell’s death in 2016, the property ceased commercial operation and is currently for sale.

The period of significance is 1926 until 2016, to reflect when the property was in operation as a commercial citrus orchard.

Bothwell Ranch was identified through the citywide historic resources survey, SurveyLA, as eligible for listing under the local, state, and national designation programs as one of the last remaining family-owned commercial citrus groves in the San Fernando Valley.

Agriculture in Los Angeles

Agriculture sustained settlement of the Pueblo of Los Angeles during the Spanish Colonial and Mexican era (1781–1849), promoted continued population growth after California statehood, and supported economic development with exports of cash crops across the country. Once a fertile agricultural center, the area produced citrus, grapes, olives, and flowers in large quantities, in addition to dairy, poultry, and beef products. Important agricultural subthemes that have affected the built environment include the export of cash crops, small-scale agricultural production for local markets, and ranching and dairies. Following multiple waves of population expansion starting in the 1870s, the vast majority of agricultural lands, industries, and related historic resources have vanished from the city. Remnants of the agricultural roots of the city remain in farm and ranch houses or collections of buildings associated with early farms or ranches; packing houses or cooperatives associations related to cash crop industries, particularly citrus; vernacular landscapes in the form of groves or orchards, poultry farms, and dairies.

Demand from the population boom of the 1870s combined with contemporaneous expansion and upgrade of the *zanja* and irrigation conduit system caused dramatic growth in agricultural acreage surrounding the city. Within a decade of the arrival of the Southern Pacific Railroad in 1877, the population of the city doubled. In 1849, farms occupied 1,500 acres in Los Angeles; by 1886, irrigation also had spread to 11,136 cultivated acres in the city and beyond, concentrated to the north, south, and east. The railroad also provided new opportunities for shipping produce east. This rapid increase in population and opening of new markets led to an emphasis on cash crops in the city's agriculture. Nearly half of the newly irrigated acres were devoted to fruit production with the remainder divided between vineyards and vegetable production.

With the arrival of the Los Angeles-Owens River Aqueduct in 1913, Los Angeles farms had a reliable and controlled water source to irrigate its crops year-round. Water from the Aqueduct enabled both increased agricultural activity and residential subdivision. In the San Fernando Valley, acreage irrigated through artificial means grew from about 3,000 acres in 1915 to more than 70,000 acres within ten years, with crops including walnuts, oranges, lemons, and sugar beets leading in production.

Citrus Farming

Citrus and grapes used for wine production were among the first crops in Los Angeles produced for widespread export. Citrus was the highest-value crop produced in the region between 1890 and 1938 and imagery surrounding its production became instrumental in the marketing of Los Angeles to new residents. Oranges were introduced to the region around 1804 at Mission San Gabriel, and Mission trees formed the basis of groves of several Los Angeles growers. The first orange grove in Los Angeles was laid out in 1834, when William Wolfskill planted 70 acres near present day Fourth and Alameda Streets. In the following two decades, much land south of Third Street was occupied by orange groves, soon to be replaced by urban development. Even as citrus groves were displaced from the center of the city, the Los Angeles County citrus industry grew in the 1870s and 1880s, from 25,000 citrus trees in 1865 to 500,000 in 1882, mainly in the areas south of the city.

Sustained by a controlled water source from the Los Angeles-Owens River Aqueduct, cash crops were primary drivers of Los Angeles' agricultural boom of the 1920s and 1930s. By 1922, Los Angeles County led all other U.S. counties in the value of its agricultural products, and citrus was Los Angeles' most important and long-lived cash crop for export. Before 1877, citrus was shipped in steamboats from San Pedro and Los Angeles harbors, with markets limited to northern California. In 1877, the Southern Pacific Railroad reached Southern California, and the first car of citrus was shipped east from California. With the introduction of ventilated and refrigerated boxcars in 1887, conditions for the successful shipment of citrus improved. The completion of the Atchison, Topeka and Santa Fe Railroad in 1885 increased citrus shipments and fueled citrus planting. Shipments of citrus from Southern

California surpassed one million boxes in 1887. In 1939, 51.4 million boxes were shipped.

In the early 1920s, Los Angeles County devoted over 92,000 acres to citrus, constituting more than a third of state citrus acreage. By this time, citrus that had been displaced from the center of the city and had spread to areas of alluvial slopes and stream tributaries in the north San Fernando Valley, including the City of San Fernando and the Los Angeles neighborhoods of Northridge, Granada Hills, and Chatsworth. Demand was spurred by the marketing of byproducts, such as juices and oils. Citrus continued to be a valuable cash crop in Southern California throughout the 20th century, and imagery surrounding the production of cash crops was key to marketing the bounty of Los Angeles produce to consumers nationwide. However, production in the city of Los Angeles declined dramatically after World War II due to the loss of agricultural land for housing.

Development of the San Fernando Valley and Tarzana

Although the San Fernando Valley is often thought of in terms of widespread, post-World War II suburban expansion, the south San Fernando Valley has a rich development history that spans the previous two centuries. The majority of the area was once part of the San Fernando Mission lands. In the mid-nineteenth century, the area was part of Rancho El Encino (sometimes called the Rancho Los Encinos), a 4,500 acre landholding situated between the Los Angeles River and the Santa Monica Mountains.

By the turn of the twentieth century, the area remained sparsely populated and predominantly agricultural, with an abundance of fruit and walnut orchards, grazing lands, and wheat fields. The first major developmental changes began in the 1910s in anticipation of the construction of the Owens Valley aqueduct in 1913, which brought water to Los Angeles via the San Fernando Valley, and the annexation of the area into the city of Los Angeles in 1915. Anticipating the eventual real estate boom in the San Fernando Valley, landowners began to plat and prepare for residential and commercial development. A syndicate represented by Harry Chandler, the son-in-law of *Los Angeles Times* owner Harrison Gray Otis, purchased 47,500 acres in 1909 that included most of the San Fernando Valley. The syndicate, known as the Los Angeles Suburban Home Company (LASHC), developed a “Board of Control” comprising five of the most prominent real estate developers in Los Angeles. Each Board member chose an area of the Valley for his own personal holding. To promote the sales of their land, syndicate member General Moses Sherman worked to establish a route of the Pacific Electric railway across the San Fernando Valley, connecting the remote region to Los Angeles. Otis later sold his acreage to *Tarzan* author Edgar Rice Burroughs in 1919, and he created the community of Tarzana out of this property.

The 1920s saw major road improvements in the Valley, including work on the Cahuenga Pass and, later, the Sepulveda Tunnel, which provided vehicular access between the San Fernando Valley and West Los Angeles. This coincided with the paving of Ventura Boulevard and the establishment of Mulholland Drive. Improved vehicular access spurred residential development in the southeast San Fernando Valley. However, despite this surge of residential development in the eastern communities, Tarzana and neighboring Encino remained somewhat rural due to their relatively remote location. As such, these areas became attractive to potential homeowners seeking large properties and a quiet, rustic lifestyle while remaining within Los Angeles city limits. Properties were used for country estates, hobby ranching, and farming, including the cultivation of lemons, oranges and walnuts.

The demand for housing following World War II was central to the development of Tarzana. In the five years between 1945 and 1950, the population of the San Fernando Valley doubled to just over 400,000. Anticipating postwar growth, the City initially planned for the development of the Valley to follow prevailing regional planning principles, with small urban employment centers and residential subdivisions surrounded by agricultural land. Two planning documents—a 1943 Master Plan and a 1944 Zoning Plan—called for the retention of agricultural zones around self-contained urban

communities with designated industrial and commercial areas to supplement the agricultural economy and supply employment for present and future residents. However, due to the area's exponential growth and unprecedented demand for housing, agricultural land was quickly converted into residential subdivisions and the plans were never fully realized.

The postwar years brought tremendous change to the character of the area. Large residential subdivisions cropped up on both sides of Ventura Boulevard and, as the demand for housing grew, land value skyrocketed. Fragmented urban development encroached on orchards and ranches. As a result, farmers could no longer make enough profit to cover rising property taxes and most were forced to downsize or sell. Properties that formerly included multiple acres were subdivided. The opening of the 101 and 405 Freeways in the early 1960s further bolstered suburban growth, connecting the area to the downtown and Westside business districts in Los Angeles. Single-family residential development continued south into the foothills of the Santa Monica Mountains during the late 1950s through the 1970s.

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"SurveyLA Historic Resources Survey Report: Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area." Prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Historic Resources Group, March 2013.

"SurveyLA Historic Resources Survey Report: Encino-Tarzana Community Plan Area." Prepared for the City of Los Angeles Department of City Planning Office of Historic Resources by Historic Resources Group, February 2013.

"Survey LA Los Angeles Citywide Historic Context Statement: Industrial Development, 1850-1880." Prepared for the City of Los Angeles Department of City Planning Office of Historic Resources, September 2011.



Name: Bothwell Ranch



Description:

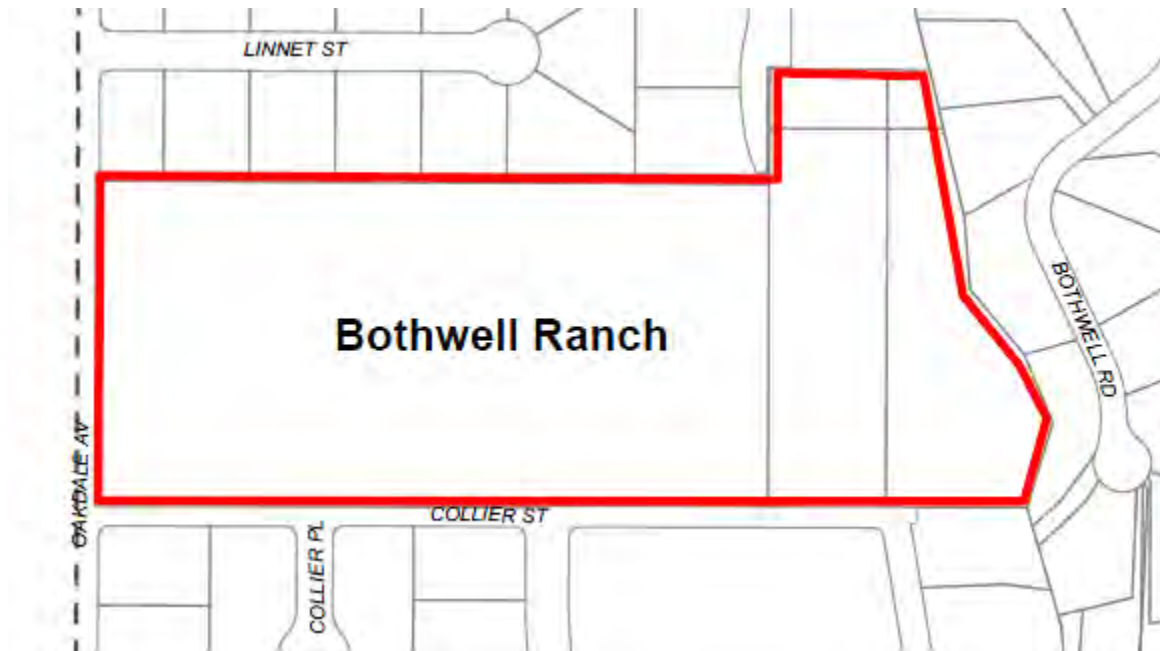
Bothwell Ranch is intact 13-acre citrus orchard located in the Tarzana area of the San Fernando Valley. Its address is 5300 N. Oakdale Avenue. The orchard is located on the corner of Collier Street and Oakdale Avenue, across the street from the Collier Street Elementary School (recently re-named the CHIME Institute's Schwarzenegger Community School), approximately one half mile south of Ventura Boulevard.

Today, Bothwell Ranch covers approximately 13 acres of flat land, surrounded by high wire fencing. Within the boundaries of the ranch are gravel paths and rows of regularly-planted orange trees. There are several buildings within the orchard, including a house and what appear to be multiple garages or ancillary shed buildings. These buildings are not clearly visible or accessible from the public right of way.

Significance:

As one of the last remaining commercial citrus orchards in the San Fernando Valley, Bothwell Ranch is significant as representing the once vast agriculture of the San Fernando Valley. Other ranches were driven out of the area by rising land value during the housing boom after World War II. Without enough land to farm or raise livestock, farmers were unable to continue making a viable living.

The Bothwell Ranch was purchased in 1926 by Lindley Bothwell. At that time, the citrus orchard was about six years old and covered 100 acres. The period of significance for the ranch begins in 1926, the date of its initial purchase by the Bothwell family for commercial ranching purposes. Ann Bothwell continues to operate the ranch to the present day. Lindley Bothwell, who received a degree in agriculture from Oregon State University in 1926, came to own or manage over 30 ranches across southern California. He also started a business that provided technical assistance to other growers, but research did not reveal the name of this company.

**Context 1:**

Context:	Industrial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Agricultural Roots, 1850-1965
Sub theme:	Cash Crops for Export, 1870-1945
Property type:	Grove/Orchard
Property sub type:	No Sub-Type
Criteria:	A/1/1
Status code:	3S;3CS;5S3
Reason:	Significant as one of the last remaining family-owned commercial citrus groves in the San Fernando Valley. Remains in continuous operation by the same family in the present day.



Historic Resources Survey Report **Encino-Tarzana Community Plan Area**



Prepared for:

City of Los Angeles
Department of City Planning
Office of Historic Resources

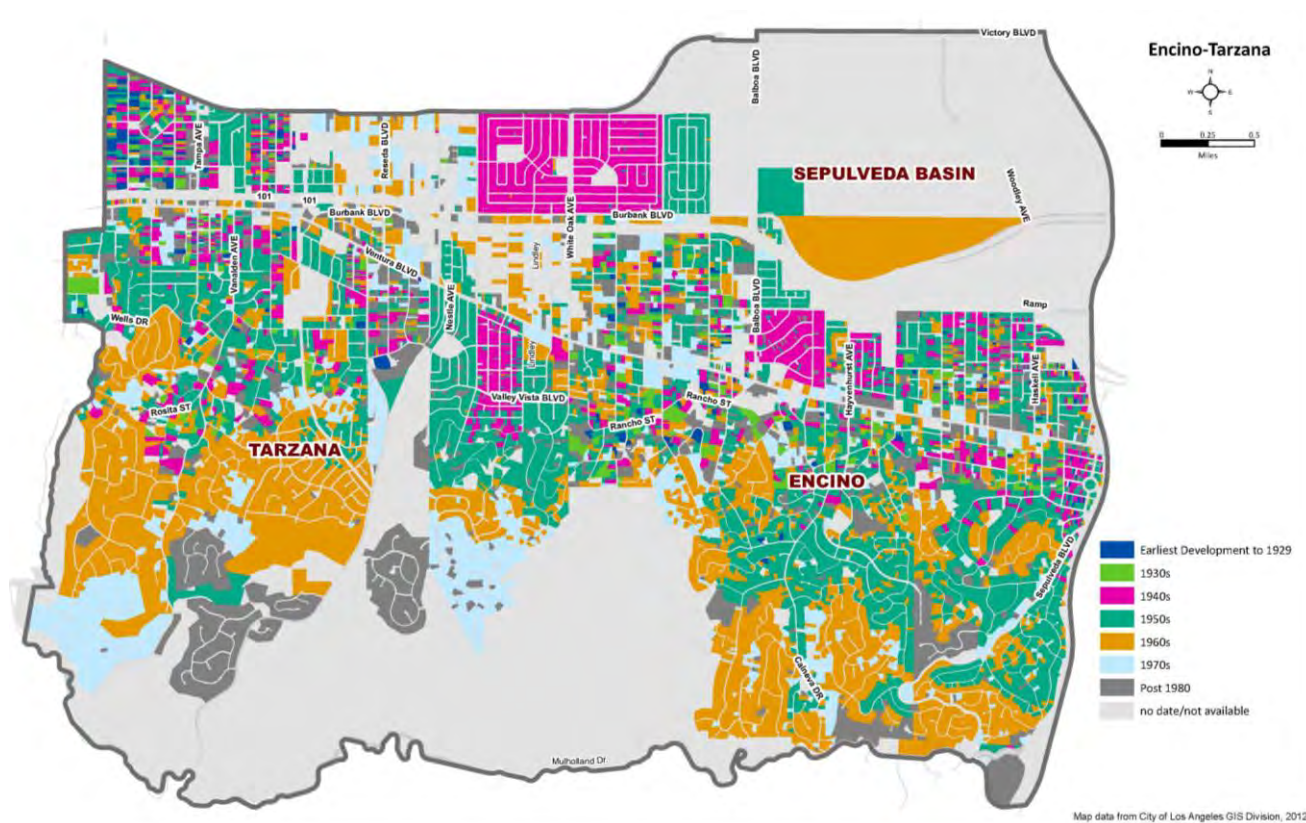


Prepared by:



Architectural Resources Group, Inc.
Pasadena, CA

February 26, 2013



Development History

Although the San Fernando Valley is often thought of in terms of widespread, post-World War II suburban expansion, the south San Fernando Valley (where Encino and Tarzana are located) has a rich development history that spans the previous two centuries. The majority of the Survey Area was once part of the San Fernando Mission lands. While there are no resources remaining from the Mission era within the Survey Area, the Spanish explorers and friars established El Camino Real, the path connecting the missions, generally along the route now occupied by Ventura Boulevard. This road in its many incarnations has operated as a major thoroughfare since the late eighteenth century and continues to serve as the dominant commercial artery of the south San Fernando Valley.

In the mid-nineteenth century, the area was part of the large Rancho El Encino (sometimes called the Rancho Los Encinos), a 4,500 acre landholding situated between the Los Angeles River and the Santa Monica Mountains. The name *Encino*, which persists today, was derived from the Spanish word for *oak* in reference to the native Valley Oak and Coastal Live Oak trees that thrived in the area. A cluster of buildings from Rancho El Encino, including the Vicente de la Osa adobe (built 1849) and the Garnier building and blacksmith shop (built circa 1870), are

situated around a natural spring near the intersection of Ventura Boulevard and Balboa Avenue in what is now Los Encinos State Historic Park.²

By the turn of the twentieth century, the Survey Area remained sparsely populated and predominantly agricultural, with an abundance of fruit and walnut orchards, grazing lands and wheat fields. The first major developmental changes began in the 1910s in anticipation of the construction of the Owens Valley aqueduct in 1913, bringing water to Los Angeles via the San Fernando Valley, and the annexation of the area into the city of Los Angeles in 1915. Anticipating the eventual real estate boom of the San Fernando Valley, landowners began to plat and prepare for residential settlement and commercial development. The Los Angeles Suburban Homes Company, headed by *Los Angeles Times* publisher Harrison Gray Otis, purchased large tracts of land throughout the Survey Area and other newly annexed sections of the Valley. Before dividing the land, the partners of the company chose acreage for themselves. Otis later sold his acreage to *Tarzan* author Edgar Rice Burroughs in 1919. Burroughs created the community of Tarzana out of his property.³

The south San Fernando Valley felt the effects of the boom of the 1920s, which had a tremendous impact on the development of Los Angeles as a whole. The 1920s saw major road improvements in the Valley, including work on the Cahuenga Pass and, later, the Sepulveda Tunnel, which provided vehicular access between the San Fernando Valley and West Los Angeles. This coincided with the paving of Ventura Boulevard and the establishment of Mulholland Drive. Improved vehicular access spurred residential development in the southeast San Fernando Valley. Sherman Oaks Circle, which is located at the far eastern edge of the Survey Area, was subdivided in the 1920s. Though it was not entirely built out until the postwar era, the platting of Sherman Oaks Circle near the Sepulveda Tunnel and adjacent to Ventura Boulevard is indicative of the impact of these improvements on the development of the area.

Despite a surge of residential development in the eastern communities of the San Fernando Valley in the 1920s, Encino and Tarzana remained somewhat rural due to their relatively remote location. As such, these areas became attractive to potential homeowners seeking large properties and a quiet, rustic lifestyle while remaining within Los Angeles city limits. Melody Acres, a 1920s subdivision in Tarzana north of Ventura Boulevard, featured large lots with rows of citrus trees and equestrian zoning. The former Amestoy family ranch in Encino was also subdivided for residential development and called Encino Acres. This subdivision, which was located north of Ventura Boulevard between Balboa and White Oak Avenues, featured lots that ranged in size between two and 20 acres. Properties were used for country estates, hobby ranching, and farming, including the cultivation of lemons, oranges and walnuts. The residences and some ancillary buildings from these properties remain in the center of blocks that were later carved up into smaller lots, forming a distinctive pattern of parcels in the Encino Acres subdivision.

² Roderick, 197-198.

³ John Taliaferro, *Tarzan Forever* (New York: Simon and Schuster, 1999), 152-156.

The rural and open character of Encino and Tarzana in the 1920s and 1930s also attracted the entertainment industry to the area. Film studios had begun to take advantage of the vast, undeveloped land in the San Fernando Valley starting in the 1910s in places such as Studio City and the city of Burbank. The RKO Studio Ranch came to Encino in 1929. In operation until 1953, the backlot covered approximately 100 acres and contained a variety of film sets. *It's a Wonderful Life*, filmed in 1946, was one of the most popular films made on the RKO Studio Ranch.⁴ In 1955, the Marwill Corporation and architect Martin Stern designed a large subdivision of single-family homes called Encino Village on the former RKO property.

The adjacency to film studios and availability of land enticed a number of film stars to build large estates in Encino and Tarzana; Clark Gable and Carole Lombard, John Wayne and Al Jolson built large estates in the hills south of Ventura Boulevard. The area would continue to attract members of the entertainment community throughout the twentieth century.⁵

After floods ravaged the south San Fernando Valley in 1938, the city began channelizing the Los Angeles River and set aside the Sepulveda Basin in the northeast of the Survey Area as a flood control area. The Army Corps of Engineers designed the Sepulveda Dam, completed in 1941. A small golf course opened in the basin in 1941, but the area remained in the control of the Army for next decade. The flood control infrastructure greatly reduced the risk of catastrophic flooding in the San Fernando Valley and made the area more desirable for wide-spread residential development and federally-insured home loans.

The demand for housing following World War II was central to the development of Encino and Tarzana. In the five years between 1945 and 1950, the population of the San Fernando Valley doubled to just over 400,000. Anticipating postwar growth, the City initially planned for the development of the Valley to follow prevailing regional planning principles, with small urban employment centers and residential subdivisions surrounded by agricultural land. Two planning documents—a 1943 Master Plan and a 1944 Zoning Plan—called for the retention of agricultural zones around self-contained urban communities with designated industrial and commercial areas to supplement the agricultural economy and supply employment for present and future residents.⁶ However, due to the area's exponential growth and unprecedented demand for housing, agricultural land was quickly converted into residential subdivisions and the plans were never fully realized.

The postwar boom brought tremendous change to the character of the Encino and Tarzana communities. Large residential subdivisions cropped up on both sides of Ventura Boulevard and, as the demand grew, land value skyrocketed. Fragmented urban development encroached

⁴ Kevin Roderick, *The San Fernando Valley: America's Suburb* (Los Angeles: Los Angeles Times Books, 2002), 90.

⁵ Dick Van Dyke, Liberace, the Jackson family (including Michael Jackson), and Smokey Robinson are among the numerous entertainers who owned residential property in Encino.

⁶ Sies, Mary Corbin and Christopher Silver. *Planning the Twentieth-Century American City* (Baltimore: Johns Hopkins UP, 1996) 258.

on orchards and ranches. As a result, farmers could no longer make enough profit to cover rising property taxes and most were forced to downsize or sell. The opening of the 101 and 405 Freeways in the early 1960s further bolstered suburban growth, connecting the Survey Area to many of the downtown and Westside business districts in Los Angeles and relieving congestion on city streets. Single family residential development continued south into the hills of the Santa Monica Mountains during the late 1950s through the 1970s. As the engineering technology became available, significant architects, including Ray Kappe, Richard Dorman, Richard Neutra, Dion Neutra, Daniel Saxon Palmer and Edward Fickett designed residences that took advantage of the views from the steep lots of the Encino and Tarzana hills. Upscale subdivisions, including Royal Woods, Royal Oaks, and Castle in the Woods, define the residential character of the Encino Hills in the southeastern portion of the Survey Area and contain a notable concentration of architect-designed, Mid-Century Modern residences.

To meet the needs of the growing population of Encino and Tarzana in the postwar era, new institutional buildings and recreational facilities were built throughout the area. Bond issues in 1946, 1952, and 1955 addressed the need for expanding school facilities, an infusion of resources that resulted in the construction and expansion of numerous schools in the San Fernando Valley. Money went to construction, improvements to existing facilities, and the purchase of land for future construction. In 1951, the city obtained a lease for the Sepulveda Flood Control Basin from the Army and converted the area into a municipal recreation center, featuring areas for golf, tennis, archery, biking, baseball and hiking. A number of private recreational institutions developed in conjunction with postwar suburbanization, including the El Caballero and Braemar Country Clubs and the Lake Encino Racquet Club.

A long history of racially restrictive housing and ownership practices meant that most of the Valley remained “a thoroughly white domain” even through the post-World War II boom. Author Kevin Roderick observed that restrictive covenants had factored into patterns of town building and settlement going back to the Valley’s earliest history.⁷ With the exceptions of Pacoima and San Fernando in the northern Valley, which were relatively ethnically diverse from the early twentieth century, members of ethnic minorities who resided in the San Fernando Valley were generally confined to segregated areas. Beginning in 1922, any property sold in Tarzana had a restriction within the deed stating “that said premises or any part thereof shall not be leased, sold, or conveyed to or occupied by any person not of the Caucasian race.”⁸ Deed restrictions like these were common throughout the greater San Fernando Valley and were not effectively eliminated until well into the 1970s.⁹

Despite the prevalence of restrictive housing practices, many of the young families flocking to the Survey Area in the postwar period were Jewish. The Jewish population was more easily able

⁷ Roderick, 139-140.

⁸ Catherine Jurca, *White Diaspora: The Suburb and the Twentieth Century American Novel* (Princeton: Princeton University Press, 2001), 42.

⁹ Sides, 104, 193.

to obtain housing in middle-class suburban neighborhoods than other “non-white” racial groups and in the decade following World War II the Jewish population of the San Fernando Valley doubled.¹⁰ This influx led to the doubling or tripling in size of existing Valley congregations and the opening of new congregations, including Valley Beth Shalom on Ventura Boulevard in Encino.¹¹ Many of the Jewish residents of the Survey Area resisted the discrimination and isolation of Jewish communities in other parts of Los Angeles and sought to assimilate into the suburban American lifestyle. In 1956, Jewish businessman Bernard Shapiro purchased El Caballero Country Club in Tarzana and made it one of the first country clubs in Los Angeles to allow both Christian and Jewish members.¹²

Designated Resources

The following map depicts designated resources within the Encino-Tarzana CPA at the time of the survey. These include properties listed in the National Register of Historic Places (NR) and/or the California Register of Historical Resources (CR), as well as locally designated Los Angeles Historic-Cultural Monuments (HCM) and Historic Preservation Overlay Zones (HPOZ).

¹⁰ George J. Sanchez, *Beyond Alliances: The Jewish Role in Reshaping the Racial Landscape of Southern California* (West Lafayette: Purdue University Press, 2012), 43.

¹¹ Lawrence Jorgenson, *The San Fernando Valley: Past and Present* (Los Angeles: Pacific Rim Research, 1982), 191-192.

¹² Harris, Scott. "A Rich Man with a Social Conscience." *Los Angeles Times*, 18 Apr. 1998.

Industrial Development, 1850-1980

Theme: Agricultural Roots, 1850-1965

Sub-Theme: Cash Crops for Export, 1870-1945

Both Encino and Tarzana have a rich agricultural history, with much of the land used for livestock grazing and crop production (including lima beans, sugar beets, walnuts, and citrus) in the late nineteenth and early twentieth centuries. With the widespread residential development in the San Fernando Valley in the postwar years, nearly all agricultural land has been replaced with residential neighborhoods. In Tarzana, however, the 14-acre Bothwell Ranch has been in continuous operation since 1926. As the last remaining commercially-farmed citrus orchards in the south San Fernando Valley, it represents a significant remnant of the Valley's agricultural roots, once an integral element of the local economy.



Address: 5300 Oakdale Ave.

Name: Bothwell Ranch

LOS ANGELES CITYWIDE HISTORIC CONTEXT STATEMENT

Context: Industrial Development, 1850-1980



Prepared for:

City of Los Angeles
Department of City Planning
Office of Historic Resources
September 2011; rev. February 2018



HISTORIC CONTEXT

The establishment and growth of industry in Los Angeles is in some ways tied to the larger narrative of population growth during the 19th and 20th centuries. Prior to the arrival of the transcontinental railroad in 1876, exports from the region comprised of agricultural goods produced by a small population of farmers, cattlemen, vintners, and horticulturalists, who traded their wares for a variety of manufactured goods they could not purchase locally. A rudimentary port at San Pedro facilitated international trade of these goods throughout the Spanish Colonial, Mexican, and early American eras of settlement. In the late 19th century, tens of thousands of new residents arrived by rail to the little pueblo, driving the population up exponentially, and in the process creating a viable local market for manufactured goods. Among these new residents were entrepreneurs, industrialists, and craftsmen, who were eager to establish and expand the region's burgeoning manufacturing sector beyond agriculture and cottage industry. Their efforts, combined with civic investments in port and freight infrastructure, an expanding pool of skilled workers, and the purchasing power of increasingly prosperous consumers, brought about a dramatic expansion of the industrial landscape of Los Angeles in the 20th century. Though it was widely known as the land of the "open shop," Los Angeles also possesses a rich labor history.² The struggles of workers and their treatment within the manufacturing sector played out dramatically within the overall context of industrial growth and development.

Over the course of the 20th century, Los Angeles County went from being known as the "Queen of the Cow Counties" to the epicenter of the Aerospace Industry. The greater Los Angeles area became a national hub for several key industries, including petroleum, steel, automotive, entertainment, aviation, and garment manufacturing. Furthermore, manufacturing flourished due to the city's own local demand for housing and household goods. The peak for most industry in Los Angeles came in the 1960s, at the height of the Post-World War II housing boom. Changing international trade policies, outside competition, and other factors caused a decline in manufacturing in the late 20th century, though the city's industrial sector remains important nationally. Los Angeles also continues to be a key international hub for freight and a worldwide leader in the entertainment industry.

The dynamic changes in industrial production and building technology that happened within less than a century's time created an equally dynamic landscape of factories, foundries, industrial plants, and freight infrastructure that today provides an important physical link to the past. Industrial properties can represent the economic importance of key industries through their historical use and association. They can represent the rise to prominence of an important product or brand name that had a lasting impact on social history. Their essential form and features can demonstrate the workings of a particular industry during an era of rapid technological change. And perhaps most tangibly, their physical and aesthetic character can convey the distinctive sense of place embodied by industrial buildings of the early 20th century, an era where issues such as lack of widespread electricity, less mechanization, and limited freight options dictated their design.

Agricultural Beginnings

Industry and commerce in Los Angeles have their roots in agriculture. The California Missions produced a variety of agricultural products for domestic consumption, including grain, livestock, citrus, and wine. During and after secularization, the Californios engaged in international trade of

² A separately published "Labor History" theme has been developed as part of the Industrial Development context.

hides, beef, and tallow from cattle raised on their extensive ranchos. Severe drought, devastating floods, and the breakup of the ranchos brought an end the cattle industry in the 1860s. In the latter half of the 19th century, Americans began to settle in and around the Los Angeles pueblo, setting up vineyards along the Los Angeles River and dry-farming in outlying regions.

The earliest industries were related to processing agricultural produce. Flour mills, such as the Capitol Milling Company (Historic-Cultural Monument No. 82), were established in the 1870s and 80s to process local grain. Packing houses opened along historic rail alignments to prepare citrus and deciduous fruits, and during the late 19th century several local wineries fermented Los Angeles grapes. More detailed information is available in the “Agricultural Roots, 1850–1945” and the “Food Processing, 1831–1955” themes and sub-themes. Growers, exchange brokers, and investors took part in developing a distribution and sales structure for the bounty of Los Angeles produce. Farmers moved their cash crops from the fields to the packing houses, along the rails to the markets. Truck farmers sold their produce in roadside stands and in rented stalls at downtown grower’s markets. This distribution and sales network is described in the “From Farm to Market, 1900–1960” subtheme.

Beyond Agriculture

Railroads were the most important catalyst for industrial growth in Los Angeles. The railroads provided an efficient means to transport goods throughout the region and to outside markets. A railroad between the city and the then-rudimentary harbor at San Pedro was completed by Phinneas Banning and John Downey in 1869. The arrival of the Southern Pacific railroad in 1876 provided Los Angeles with access to the transcontinental railroad via San Francisco, and the Santa Fe railroad provided a more direct route east in 1885. Until the rise of trucking and inter-modal shipping in the 1970s, the majority of manufactured goods and supplies were shipped through a busy network of railways. Los Angeles goods traveled from the factory on a spur to the main rail, then connected with similarly destined goods in classification yards, and were then sent out to distant markets on regional and transcontinental networks. The “Freight Rail Transportation, 1876–1920” theme discusses the increasingly rare remnants of this important freight infrastructure.

Even with the freight infrastructure provided by railroads, industrial growth remained weak due to the city’s relatively small population. The rate war between the Santa Fe and Southern Pacific railroads brought on the “boom of the eighties” with a significant influx of new residents and exuberant speculation throughout the region. Although a real estate bust in the 1890s followed the boom, by 1900, the population had grown to over 100,000 people from less than 6,000 in 1870. This growth required industrial support in the form of building materials, produce, and consumer goods, and in turn provided a steady pool of workers and industrialists who were familiar with manufacturing practices in the American Midwest and East. The construction industry that developed from the succession of population booms throughout the late 19th and 20th centuries is examined in the “Building the City, 1876–1965” theme.

In 1892, The Los Angeles Oil Field was discovered by prospectors Edward Doheny and Charles Canfield. Doheny and Canfield’s discovery in the Elysian Park area set off the first oil boom in the region. By 1910, Los Angeles was producing 77 million barrels of oil per year.³ Early exploitation of

³ Paleontological Research Institution (PRIweb.org). “The Story of Oil” in the Petroleum Education section of the PRI website. http://www.priweb.org/ed/pgws/history/signal_hill/signal_hill.html . Accessed January 2011.

oil, natural gas, and hydroelectric power in the region ensured a steady local supply of electricity for factory equipment, and cheap power was one of many benefits civic boosters trumpeted in their intensifying efforts to expand industry in the region. The “Oil and other Petroleum Products, 1892–1965” theme explores further the impact of the oil industry on Los Angeles’ built environment.

Manufacturing the Industrial Landscape

From 1870 through the turn of the twentieth century, industrial growth lagged far behind population growth, which civic boosters became determined to fix. The Chamber of Commerce organized in 1888 with a mission to increase the population and economic base of the city. In 1896, the Los Angeles Merchants and Manufacturers Association formed with an initial focus on increasing exports and promoting the steel industry.⁴ These two groups worked together to promote industrial growth in the region. Among their early tactics was creating publicity for “home products” which included all locally manufactured goods. The groups ran newspaper articles on buying locally and developed promotions like “Prosperity Week” aimed at raising awareness of local industries.⁵ Early on, these promotions focused on agricultural products, but also included displays of silk, gas engines, electric lights, and other machinery. In a particularly memorable act of boosterism, Chamber Secretary Frank Wiggins commissioned a life-size elephant made of walnuts for display at the Chicago World’s Fair of 1893.⁶

The *Los Angeles Times* acted as an unabashed cheerleader for these efforts and provided support for industrial growth in both its editorials and reportage. The efforts of the Chamber and the *Los Angeles Times* were successful in bringing new industries to the area, and as their constituency grew, the pressure on the city to improve the Port of Los Angeles increased. In 1890, the Chamber introduced a resolution to the U.S. Congress to develop a deepwater port in San Pedro.⁷

After a long public battle with Collis Huntington over control of the port (Huntington had used all his political and economic influence to secure a Southern Pacific-controlled harbor in Santa Monica), the U.S. Congress passed an amended River and Harbor Bill of 1896. The bill stated that a \$3 million appropriation would go to the development of a deepwater port in either San Pedro or Santa Monica, with the decision made by a board of engineers. Crucially, White’s amendment stated that if Santa Monica won out, the Southern Pacific would be legally obligated to let any other railroad use the tracks and the port at a reasonable price. In 1897, the board of engineers decided on San Pedro, ending Santa Monica’s bid. Los Angeles formally acquired the harbor and its facilities in 1906 by annexing a mile-wide strip of land running the 16 miles between the southern city boundary and the independent cities of Wilmington and San Pedro; by 1909 these cities were consolidated into Los Angeles. In 1907, the City Council created the Board of Harbor Commissioners and officially founded the Port of Los Angeles.⁸ The “Port of Los Angeles, 1907–1980” theme provides a discussion of the Port.

⁴ “All of One Mind – Henceforth Merchants and manufacturers will work together,” *Los Angeles Times*, July 21, 1896.

⁵, “Prosperity Week is Girls Idea,” *Los Angeles Times*, October 16, 1908.

⁶ Los Angeles Chamber of Commerce, “LA Area Chamber Timeline.” <http://www.lachamber.com/webpage-directory/about/aboutchamber-timeline/>.

⁷ “LA Area Chamber Timeline.”

⁸ Charles Queenan, *The Port of Los Angeles: From Wilderness to World Port* (Los Angeles Harbor Department, Government and Community Relations Division, 1983).

Boosters also focused on labor, starting a massive branding campaign of Los Angeles as the bastion of the “open shop.” One of their main intentions of the drive for an open shop was to undercut strong union cities, particularly San Francisco.⁹ *Los Angeles Times* owner Harrison Gray Otis was relentless in producing anti-union editorials and news articles. When his own struggles with the newspaper’s Typographical Union erupted in 1890, he compounded words with deeds and replaced his striking workers with nonunion workers from Kansas City. The workers retaliated with a boycott against the *Los Angeles Times* and its advertisers, and Otis shot back with calls to boycott any company that hired union labor.¹⁰ Otis used the *Times* and his commanding role in the nascent Merchants and Manufacturer’s Association to wage open war on unions in Los Angeles. Local industries, especially the steel industry, felt free to engage in many union-busting activities, and conflict spread between manufacturers and workers throughout the city. By the turn of the century, U.S. Steel had succeeded in driving out unions from their plants and affiliated plants, with the exception of the Iron Workers Union. In 1910, Iron Workers initiated a strike against iron manufacturers to gain a \$0.50 per hour minimum wage. The Merchants and Manufacturer’s Association raised millions of dollars to break the strike, and influenced court injunctions that severely limited their ability to picket. The fight turned deadly on October 1, 1910, when the Los Angeles Times building was destroyed by dynamite and a resulting natural gas explosion, killing 21 employees and injuring 100 more. The ensuing investigation, trial, and conviction of trade unionists John J. and James B. MacNamara for the bombing shocked the unionists and vindicated the open shop manufacturers. The labor movement in Los Angeles was set back significantly for several decades.¹¹

With cheap power and labor secured for industry, the Chamber created a new Industrial Bureau in 1913, which focused on creating trade partnerships outside the area, developing a pro-industry environment, and luring manufacturers from other parts of the country.¹² That same year, the Owens Valley Aqueduct opened, providing the city with a heretofore unimaginable abundance of water. The opening of the Panama Canal in 1914 cut the trade route between the east and west coasts of the U.S. in half, making it easier for Los Angeles exports to reach Eastern and European markets. The Port of Los Angeles had a favorable strategic position among the west coast ports due to its proximity to the canal, and the port became a key port-of-call for trans-Pacific shipments.

The Chamber printed pamphlets and flyers boasting of this and other benefits of doing business in Los Angeles. One that was published in 1934 ran down a complete list of amenities:

Many strong factors are drawing manufacturers and distributors here: Industrial freedom; low overhead; all-year working climate; cheap power, water and natural gas; local and imported raw materials; vast system of rail, water and truck transportation; dense, close-in market of 2,500,000 and a western tributary market of 11,000,000 people. This combination of factors makes Los Angeles County the Industrial Magnet of the West.¹³

⁹ Carey McWilliams, *Southern California: An Island on the Land* (Layton, Utah: Gibbs Smith, 1973).

¹⁰ Roger Butterfield, “Los Angeles is the Damndest Place,” *Life Magazine*, November 22, 1945, 108.

¹¹ Sidney Fine, “Without Blare of Trumpets”: *Walter Drew, the National Erectors’ Association, and the Open Shop Movement, 1903–57* (Ann Arbor, Mich.: University of Michigan Press, 1995).

¹² Tom Zimmerman, *Paradise Promoted: The Booster Campaign that Created Los Angeles 1870-1930* (Santa Monica: Angel City Press, 2008); “To Foster Upbuilding,” *Los Angeles Times*, February 8, 1913.

¹³ Promotional Flyer, Chamber of Commerce Archives, Doheny Memorial Library, 1934.

Not content to spread around pamphlets and flyers, the Industrial Bureau also wrote to leading manufacturers, inviting them to come to Los Angeles and see for themselves.

While successful booster campaigns brought in new industries, the contentious issue of where to site the new industries remained. Residents and real estate investors, who sought to preserve the value (and peace) of their new suburbs, protested heavy industries near them and pushed for exclusive “residential districts” in the late 19th century. The conflict was especially pointed with the oil industry, where a discovery on one lot could trigger exuberant well-building throughout a neighborhood.¹⁴ Deed restrictions were an early way for residents to put a barrier between themselves and heavy industry, but as more manufacturers moved in and residential development spread beyond established residential areas, residents and manufacturers sought a broader solution to the issue. As early as 1892, the *Los Angeles Times* was running editorials in favor of creating “industrial districts” where factories could be built without brooking complaints.¹⁵ In 1906, the City established the first industrial district in the city. The district was located in a likely strip of land that paralleled the Salt Lake, Southern Pacific, and Santa Fe Railroads east of Downtown.¹⁶ The rise of “industrial suburbs” outside Los Angeles city limits such as Vernon and Commerce also attracted industries with low taxes and dedicated infrastructure. The built legacy of manufacturing in Los Angeles in general is described in the sub-context, “Manufacturing for the Masses, 1887–1965,” while specific industries are discussed as themes.

Boom of the Twenties

A post-World War I economic boom led to the rapid expansion of industry along with commerce and residential development. The Chamber’s first notable success in attracting eastern manufacturers to Los Angeles came with the arrival of Goodyear Tire Company in 1919.¹⁷ A related industrial tract at Slauson and Avalon followed, as well as a nearby housing tract called “Goodyear Gardens.” Other new manufacturers moved in and started up at a rate beyond the Chamber’s wildest dreams.¹⁸

The year 1923 turned out to be a watershed year in the growth of the city. Among reports of staggering residential and commercial growth, the industrial sector saw record-setting growth. In early 1924, the Chamber reported to the *Los Angeles Times* that, “With bank clearings approximately \$7 billion, building permits valued at more than \$200 million, postal receipts more than \$7 million, the city population reaching 1 million and with a total of more than 5100 industrial plants in the metropolitan area, the year 1923 has established a record for Los Angeles.”¹⁹ The factories that developed at this time took advantage of available daylight and ventilation through expansive industrial sash panels and distinctive rooflines. Their visual character now serves as a window into the relatively brief but pivotal time where even the most technologically-advanced plants were tied to their environment through design. See the “Industrial Design and Engineering, 1910–1970” theme for more information about daylight factories and other industrial building types.

¹⁴ “In the Oil Field,” *Los Angeles Times*, December 4, 1895.

¹⁵ “Hard on Manufacturing Interests,” *Los Angeles Times*, December 13, 1892; “The Smoke Problem in Los Angeles,” *Los Angeles Times*, March 13, 1902; “Factories, to build where?” *Los Angeles Times*, October 3, 1909.

¹⁶ “New District for Industry,” *Los Angeles Times*, February 6, 1906.

¹⁷ Zimmerman, *Paradise Promoted*, 79.

¹⁸ Goodyear Gardens was never fully built. Several houses are listed individually as City Historic-Cultural Monuments. This property type is covered in the “Labor History” theme.

¹⁹ “Chamber’s Reports Show City’s Tremendous Gain,” *Los Angeles Times*, January 10, 1924.

A second, larger wave of oil field discoveries in the early 1920s (Huntington Beach 1920, Santa Fe Springs 1920, and Signal Hill/Long Beach 1921) led to an explosion in oil production and made the Los Angeles Basin the largest oil exporting region in the world in the mid-1920s. This led to the construction of thousands of wells, scores of refineries, tank farms, and processing sites, and produced immense wealth that financed the construction of lavish mansions and “height limit” commercial buildings.

In 1922, a large syndicate of Chicago-based industrialists established the Central Manufacturing District, a tract of 300 acres of land just outside Los Angeles City limits. Bounded by the Los Angeles River on the north and east, Downey Avenue on the west, and Fruitland Avenue on the south, the area became the focal point of industrial development.²⁰ Around the same time, the City of Vernon rededicated itself as an all-industrial city and in the process attracted a large chunk of the region’s industrial growth. In 1926, the Central Manufacturing District was annexed to the City of Vernon, which over the course of the decade became completely built-out with heavy industry, over an area of five square miles.²¹

Though it began in the late 19th century with Jewish and Italian immigrant tailors and a few textile-makers, the garment industry grew into a major industry during the boom of the 1920s. Access to inexpensive wool (and eventually cotton) from western fields and ranches helped Los Angeles textile mills gain a competitive foothold against the big Eastern mills. Chamber-funded trade schools for sewing and continuing immigration from the northeast also helped to spur the growth of the industry, which was concentrated mainly in the southeast section of Downtown. By 1928, the Los Angeles garment industry ranked second only to New York in garment manufacturing. For a detailed narrative on the rise of the garment industry and the physical character of this industrial area in Los Angeles, see the theme “Garments and Textiles, 1896–1980.”

The rise of the entertainment industry, particularly the movie industry, in the 1920s influenced the growth of manufacturing in general, as the industry required building materials for sets, cameras and film, and fashionable garments. According to historian Robert Fogelson, early movie producers settled in Los Angeles more “by coincidence than design” and saw the geographic isolation of the region less problematic than other industries because they could draw all the resources they needed to make films locally and inexpensively ship them all over the world. By 1930, 52 movie studios operated in Los Angeles, employing 15,000 people, and producing \$129.3 million in movies.²² Due to its central importance to the city’s identity, the Entertainment Industry has been developed as a separate context.

Several major automakers opened west coast factories in and around the city, including Willys Overland, Studebaker, General Motors (GM) and Chrysler, Ford, and Nash. Early auto and racing enthusiasts such as Offenhauser started up custom shops to create after-market parts and custom models. In addition to automobiles, Los Angeles became home to scores of auto parts manufacturers. And the rubber industry became especially prominent in the post-WWI era. After Goodyear opened in South Los Angeles in 1919, several other rubber companies moved in, including

²⁰ “Central Manufacturing District Organized,” *Los Angeles Times*, July 2, 1922.

²¹ “Unanimous Vote Cast, Both Ayes,” *Los Angeles Times*, January 10, 1926.

²² Robert M. Fogelson, *The Fragmented Metropolis – Los Angeles, 1850–1930* (University of California Press, 1967), republished 1993.

Goodrich, Firestone, U.S. Rubber, and Fisk. By 1930, Los Angeles “ranked not only first in the nation in movie production, but second in the making of automobile tires.”²³ Although only one former automobile factory remains within city limits, the theme “Automobile Production, 1920–1965” describes the built legacy of auto parts manufacturers and custom automakers.

Seeing the potential for passenger and cargo flights, aviators started up aircraft manufacturing firms in the city, including American Aircraft, Aero Corporation, Lockheed, Bach, and others. By July 1928, there were 43 active airfields and airports in and around Los Angeles, including Mines Field (the earliest incarnation of LAX) and Van Nuys Airport (VNY). The “Aviation and Aerospace, 1911–1989” theme expands on the impact of aviation on the Los Angeles economy and landscape.²⁴

The Great Depression

The stock market crash of 1929, and the Great Depression that followed, led to the closure of many Los Angeles businesses, including manufacturers. However, leading industries that had developed in the 1920s (especially movies and oil) helped keep the local economy stable relative to other parts of the country. Population growth likely also served to keep industry in expansion mode, albeit at a more modest pace. From 1920 to 1930, Census figures showed that Los Angeles had added 656,888 new residents, more than doubling in size. As colorfully illustrated by the *Los Angeles Times*, “Thus in ten years Los Angeles gained more population than any other western city had gained in its entire existence.”²⁵ Furthermore, Los Angeles had become the west coast hub for many eastern manufacturers, effectively tied with San Francisco in number of branch facilities (167 versus 160, respectively).²⁶ This fueled mass immigration from devastated parts of the rural Midwest. Ultimately, many of these migrant workers did not stay in California, but those who did increased the local supply of labor. The construction industry was kept afloat by public works projects funded by the Federal Works Progress Administration and the Public Works Administration. In 1939, economist Clifford Zierer described the physical character of industrial Los Angeles thusly:

“Industrial districts are likewise [compared to commercial districts] widely and irregularly placed in relation principally to transportation routes, harbor facilities, cheap lands, markets and labor supply... each satellite city or community tends to develop at least a small industrial district of its own. Such districts may have few genuinely important manufacturing plants, but may consist largely of servicing industries, such as laundries, public utility plants, retail lumber yards and associated mills and similar establishments.”²⁷

Historian Greg Hise provided an alternative view of industrial geography in the early 20th century, identifying three planned areas of industrial development that existed by the mid-20th century. These areas included a diverse eastside industrial district, several planned industrial suburbs interspersed with worker housing and dedicated to heavy manufacturing, and outlying satellite centers where growing film, aircraft, and oil industry firms established their new operations.²⁸ Both

²³ Jules Tygiel, “Introduction,” in *Metropolis in the Making*, eds. Tom Sitton and William Deverell (Berkeley: University of California Press, 2001).

²⁴ LAX was not included in SurveyLA field surveys. LAX is owned and operated by Los Angeles World Airports (LAWA) a department of the City of Los Angeles. LAWA completes surveys of historic resources within their area of jurisdiction.

²⁵ “The Growth of the Metropolis,” *Los Angeles Times*, January 2, 1931.

²⁶ “Many Nationally Known Goods Made Locally,” *Los Angeles Times*, December 18, 1932.

²⁷ Clifford Zierer, “The Land Use Patterns” in *Los Angeles: Preface to a Master Plan* (Pacific Southwest Academy, 1941).

²⁸ Greg Hise, “Nature’s Workshop: Industry and Urban Expansion in Southern California, 1900–1950” in *Journal of Historical Geography* 27, no. 1 (2001): 74-92.

of these views appear to play out in the Los Angeles industrial landscape, with clear examples of the areas identified by Hise as well as the small-scale industry sited in relation to satellite towns and transportation corridors.

World War II

World War II changed the face of Los Angeles industry, as wartime rationing dampened production of civilian goods. Manufacturers switched to wartime production, retooling shops to produce equipment and supplies for the military. Aircraft and shipbuilding industries expanded rapidly, producing new types of fighters and bombers, missiles, and tanks. At its high point, nearly 90,000 workers were employed simultaneously at the various shipbuilding yards at the Port of Los Angeles, and by the end of the war, Bethlehem Shipbuilding Company alone had constructed 24 U.S. Navy Destroyers.²⁹

In addition to physical expansion to meet wartime needs, new realities changed the physical character of industry. Military contracts with large orders of more sophisticated products resulted in the consolidation of smaller defense contractors, and the development of large complexes to meet demand. Blackout orders led manufacturers to paint over existing industrial sash windows and rely more on electricity to light workspaces. New buildings tended to be windowless to avoid detection in anticipated air raids. A shortage of building materials a few years into the war meant that buildings constructed during wartime were often made of wood frame rather than steel. To protect workers and equipment from anticipated bomb blasts, wartime factories often used non-load bearing walls that could be blown away without compromising the underlying structural system.³⁰ These changes combined with developments in electricity and air conditioning created the controlled conditions factory, which replaced the daylight factory as the dominant industrial design in the latter half of the 20th century. The “Industrial Design and Engineering, 1910–1970” theme contains more information about the character of specific industrial building types in Los Angeles during the postwar period.

Postwar Prosperity

Returning GIs, defense workers, and other new residents created an intense demand for housing after the war, sparking a building boom throughout Southern California that lasted through the 1960s. All these new households fueled a resurgent consumer market, with the resources to purchase an unprecedented volume of material goods, including appliances, processed foods, clothing, cars, and furnishings. Industry responded with a commensurate expansion of production facilities, especially in the San Fernando Valley and near LAX.

Rather than declining in the post-World War II era, defense contracts continued to come to Los Angeles as the country shifted into the Cold War. Aircraft manufacturers continued to turn out new models of aircraft and aerospace firms emerged to research and develop ever more sophisticated propulsion, navigation, and missile technology for the Department of Defense. By the 1960s, more than half of all jobs in Los Angeles County were in aerospace.³¹ The “Aerospace, 1946–1989”

²⁹ “The Bethlehem Shipyard” in *The Port of Los Angeles Virtual History Tour*. Published by the Los Angeles Harbor Department online, http://www.laporthistory.org/level3/berth_240.html.

³⁰ R. Christopher Goodwin and Associates, *Historic Context for Department of Defense Facilities WWII Permanent Construction*. Prepared for US Army Corps of Engineers, May 1997.

³¹ Los Angeles, Community Analysis Bureau, 9.

subtheme describes this key late 20th century industry in greater detail. Between 1942 and 1944, investment in new plants and expansions of existing plants in Los Angeles County totaled more than \$303 million (\$2 billion in 2009 dollars). The pace of construction continued upward through the post-World War II era, spreading out in all directions along train lines but particularly in the San Fernando Valley.

During this time, the San Fernando Valley transformed from an agricultural area to a suburban enclave. Just as commutes to jobs outside the Valley became longer, industrial land in the rest of the city was growing scarce and more expensive to establish. Developers and industrialists saw a solution to both problems by rezoning large swaths of Valley farmland for industry. In 1949, a group of these development interests joined with the Los Angeles Department of Water and Power to form the Industrial Association of the San Fernando Valley. The main objective of this group was to obtain industrial zoning along the Southern Pacific tracks in the western Valley within City limits. They succeeded in the 1950s in getting more than 7,000 acres rezoned, including a 1,400-acre special improvement district for industry in Canoga Park, bordered by Tampa Avenue to the east, Plummer Street to the north, De Soto Avenue to the west, and Nordhoff/Parthenia Streets to the south.³² Industrial activity grew in the western San Fernando Valley in these industrial parks and along the Southern Pacific alignment throughout the 1960s and 70s, mostly in high-tech, defense, and construction-related industries. As well, the north Valley saw an increase in industrial zoning along the Southern Pacific tracks and San Fernando Road. Industrial parks were also established in west Los Angeles near Playa Del Rey and LAX around the same time, demonstrating the rising importance of air freight to industrial activity.

Late 20th Century Decline and Dispersal

Los Angeles industry began a gradual decline in the late 1960s due in part to the rising price of fuel and land, dispersal of manufacturers beyond city limits, and a trade deficit that reflected ever greater reliance on foreign imports in the consumer market. Oil discoveries in the Los Angeles Basin dwindled in the 1960s and 1970s and production declines in oil and natural gas led utilities in the area to import more of the fuel to feed the energy-hungry metropolitan area. In 1973, a fuel shock resulting from an oil embargo by the Organization of Petroleum Exporting Countries (OPEC) caused intense inflation and helped to send the national economy into recession. A drought in 1977 decimated what remained of agriculture in the city, as farmers folded and sold their land for development. The drought also lowered water levels for power generation, adding to the energy woes of the state.³³

The completion of the interstate highway system in the 1960s and 1970s contributed to the rise of truck transport, which further decentralized industry in the city. Manufacturers no longer needed to be near established rail lines, opening up cheaper land beyond city limits for industrial development. Many manufacturers moved their plants eastward, following Interstate 10 (I-10) to settle in communities in the San Gabriel Valley and western San Bernardino County. The buildings they left behind in Los Angeles often shifted to warehouse use within a growing network of importing and distribution businesses.

³² Kevin Roderick, *The San Fernando Valley: America's Suburb* (Los Angeles Times Books), 2001; "Industrial park planned on 1,400 acre west valley site," *Los Angeles Times*, June, 30, 1963.

³³ "Western Drought may bring cut in industries' water," *Los Angeles Times*, February 3, 1977.

Automakers which had been manufacturing powerhouses in mid-century Los Angeles began to close in the late 20th century as more of their market share went to imports. At the time when Chrysler shut down their Commerce plant in 1971, about 41% of all sales in Los Angeles were for imported cars, a sharp increase from the 1960s. Eight years later, the Goodyear Tire and Rubber Company plant in South Los Angeles closed its doors. The plant had heralded an unprecedented wave of industrial growth just a little over five decades earlier when it was the first major manufacturer to open in the city. A few years after the Goodyear plant closed, nearly every automaker in California left as well, including the Ford plant in Pico Rivera (1980), the GM plant in South Gate (1982), and the GM plant in Van Nuys (1992). Thousands of jobs were lost, many of them in South Los Angeles among communities that were already beset with poverty.³⁴

Some industries continued to flourish in the late 20th century, especially industries with defense contracts such as the Aviation and Aerospace industries. Jobs in aerospace firms provided stability to the thousands of workers who settled in the San Fernando Valley, and were a mainstay of the economy. However, the end of the Cold War in 1991 presaged steep cuts in military spending, and many leading firms scaled back operations in Los Angeles. Despite more recent losses, Los Angeles County remains number one in space and defense systems manufacturing.³⁵

The city's manufacturing sector remains important on the national stage, ranking 4th overall among cities for number of manufacturing jobs.³⁶ Leading manufacturing sectors in the Los Angeles economy include computers and electronics, apparel, transportation equipment, fabricated metal products, and food products. However, due to increases in productivity, outsourcing, and technological changes, employment in manufacturing has declined by 50 percent since 1990.

Current uses of historic industrial buildings vary according to location and property type. Many industrial lofts close to Downtown have in the past decade been converted into residential housing. These conversions often meet the Secretary of the Interior's Standards for Rehabilitation and have been certified by the federal government for Historic Preservation Tax Credits. More common conversions for one- and two-story factories are into warehouse space, which generally involves removal of unused equipment and sometimes the creation of new bays or loading docks. Smaller shops are often still used by small and medium sized-businesses for manufacturing, though many of the large manufacturers have consolidated or moved their factories overseas, leaving large, aging facilities that are more difficult to lease.

³⁴ Bob Baker, "L.A.'s Booming Auto Industry Now a Memory," *Los Angeles Times*, July 20, 1991; Rick Wartzman, "From First and Spring: A happening corner in a changing city," *Los Angeles Times*, October 8, 2006.

³⁵ Based on 2009 Bureau of Labor Statistics. "Los Angeles Totals 179,000 Tech Jobs in 2009." Published by the TechAmerica Foundation, December 8, 2010. Available Online, <http://www.techamericafoundation.org/cybercities2010-los-angeles> Accessed June 2011.

³⁶ "Top 50 U.S. Cities by Number of Industrial Jobs" List published by Manufacturer's News, Inc. Available online, <http://www.manufacturersnews.com/news/charts/Top50CitiesJobsDec2010.pdf> Accessed June 2011.

Although the vacancy rate of industrially-zoned properties in Los Angeles County is low (about 2%), many industrial properties contain older buildings that do not always meet current industry needs, and blocks of historic early and mid-20th century industrial buildings have been demolished for larger facilities with controlled conditions. Pressures to rezone and convert these properties to retail and housing has also had mixed results for historic industrial properties, with some property types (such as industrial lofts) considered suitable for adaptive reuse and other properties vulnerable to demolition due to contaminated conditions and size constraints.³⁷

³⁷ "Manufacturing: Still a Force in Southern California," Los Angeles County Economic Development Corporation, Kyser Center for Economic Research, 2011.

INDUSTRIAL DEVELOPMENT: THEMES AND ASSOCIATED PROPERTY TYPES

THEME: AGRICULTURAL ROOTS, 1850-1945

Agriculture sustained settlement of the Pueblo of Los Angeles during the Spanish Colonial and Mexican era (1781–1849), promoted continued population growth after California statehood, and supported economic development with exports of cash crops across the country. Once a fertile agricultural center, the area produced citrus, grapes, olives, and flowers in large quantities, in addition to dairy, poultry, and beef products. Important agricultural subthemes that have affected the built environment include the export of cash crops, small-scale agricultural production for local markets, and ranching and dairies. Following multiple waves of population expansion starting in the 1870s, the vast majority of agricultural lands, industries, and related historic resources have vanished from the city. Remnants of the agricultural roots of the city remain in farm and ranch houses or collections of buildings associated with early farms or ranches; packing houses or cooperatives associations related to cash crop industries, particularly citrus; vernacular landscapes in the form of groves or orchards, poultry farms, and dairies.

Establishing Agriculture In and Around the Pueblo

Settlers during the Spanish Colonial and Mexican era pursued agriculture in fields surrounding the Pueblo of Los Angeles, growing corn, beans, barley, and wheat in surplus quantities for export to the presidio at Santa Barbara.³⁸ The ability to control water sources through irrigation was, and continued throughout the 19th century to be, a major factor in the productivity of agricultural fields. Spanish and Mexican settlers were familiar with Southern California's Mediterranean-type climate with sporadic rainfall, and they used irrigation techniques brought from Sonora and Sinaloa, Mexico to increase agricultural productivity. Water was drawn from the Los Angeles River and the *Zanja Madre* (mother ditch), which was completed in 1781 and diverted water to fields west of the Los Angeles River.³⁹ Seven additional irrigation ditches were added over the next century, with numerous smaller channels dug by property owners whose land did not abut irrigation ditches.⁴⁰ Local Native Americans were hired by settlers to cultivate the fields and maintain irrigation ditches. Their work kept the Pueblo agriculturally productive throughout the Spanish Colonial and Mexican era. By 1844, more than half of Pueblo workers were engaged in agricultural pursuits.⁴¹

Viticulture along the Los Angeles River

Wines were among the earliest agricultural products produced for export in Los Angeles, creating the initial framework for cash crops that became a vital part of the area's economy. Viticulture began with small concentrations of grapevines planted at nearly every Spanish mission. As the population of the Pueblo of Los Angeles grew, vineyards followed, spreading north and south along

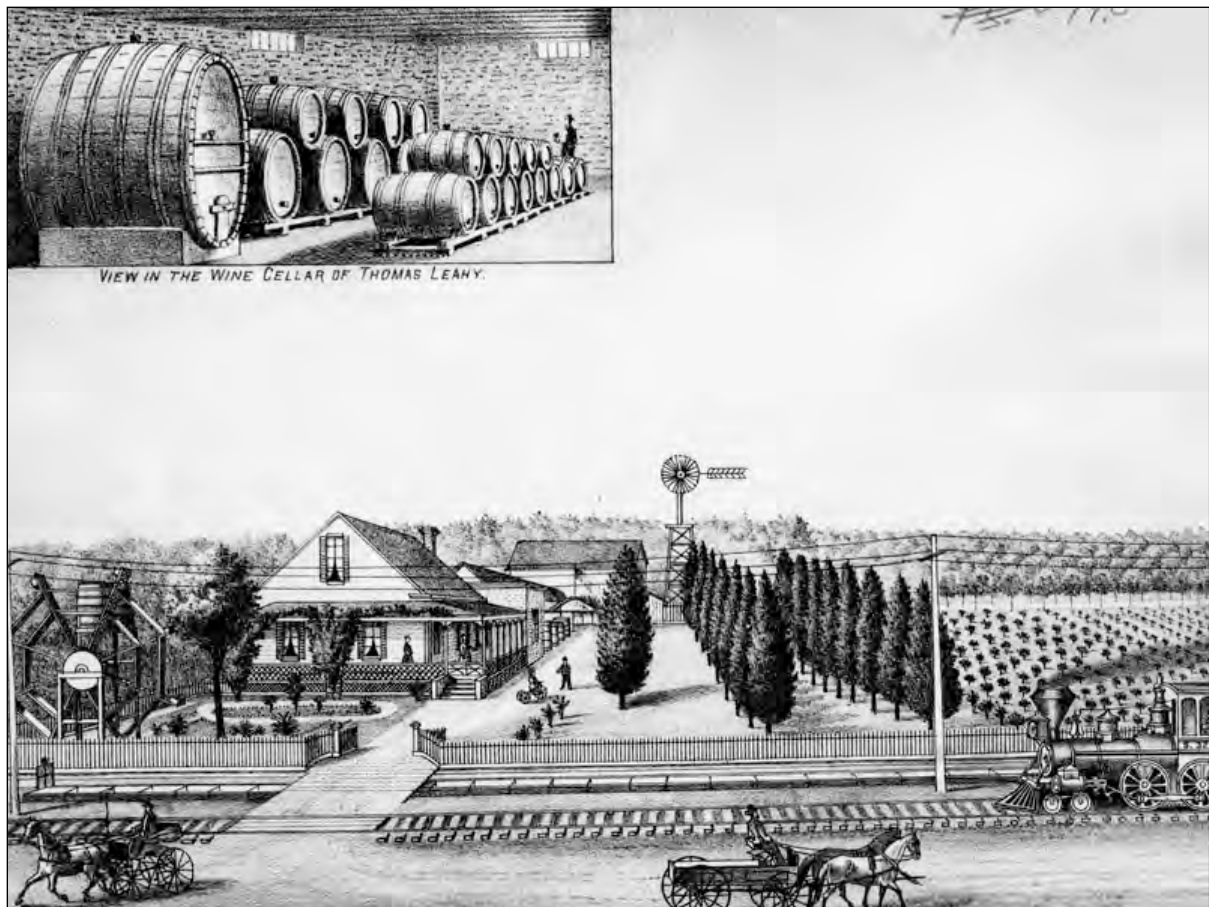
³⁸ Antonio Rios-Bustamante, "Los Angeles, Pueblo and Region, 1781–1850" (PhD. dissertation, University of California at Los Angeles, 1985), 88. The presidio at Santa Barbara served as a military installation and governmental center for the area south of San Luis Obispo to the Pueblo of Los Angeles.

³⁹ Blake Gumprecht, *The Los Angeles River: its Life, Death, and Possible Rebirth* (Baltimore: Johns Hopkins University Press, 2001), 44.

⁴⁰ Gumprecht, *The Los Angeles River*, 58 and 61.

⁴¹ Ibid.

the Los Angeles River (bounded on the west by present day San Pedro Street). In 1831, 26 vineyards in Los Angeles covered 112 acres.⁴²



*Residence, orange grove, and vineyard on Alameda Street belonging to Thomas Leahy, c. 1880
(no longer extant) Source: Los Angeles Public Library.*

In the 1840s, numerous French immigrants transformed wine production with high-quality grapes into a large-scale industry. Jean Louis Vignes became one of the most successful wine producers in Los Angeles, laying out his El Aliso Vineyard with more than 40,000 vines in 1847. By 1859, there were over one hundred vineyards and 23 commercial wineries in Los Angeles County, which had become the country's leading producer of wine.⁴³ Early production of wine was consumed locally or shipped to Santa Barbara, Monterey, and San Francisco for sale.

By the late 19th century, California wines had reached the east coast of the United States. Vineyards and wineries declined in Los Angeles in the late 19th and early 20th century as northern California took the lead in wine production. Small wineries still could be found east of Downtown until the start of Prohibition in 1920, when local wine production slowed. Given the large amounts of land needed for commercial vineyards, there are few extant resources related to viticulture within the city of Los Angeles. Resources are limited to Mission San Fernando (Historic-Cultural Monument No.

⁴² Gumprecht, *The Los Angeles River*, 47.

⁴³ Gumprecht, *The Los Angeles River*, 49; Vincent Carosso, *The California Wine Industry: A Study of the Formative Years* (Berkeley and Los Angeles: University of California Press, 1951), 27.

23, 15151 San Fernando Mission Boulevard) and San Antonio Winery (Historic-Cultural Monument No. 42, 725-749 Lamar Street).

Dry Farming in the San Fernando Valley

Dry farming in the Valley was pursued to a relatively limited degree in the 19th century. Due to the City of Los Angeles's exclusive rights, Los Angeles River water was off limits to the Valley. Irrigation came from mountain springs and underground sources, and by 1888, less than 6,000 acres in the Valley (one-tenth of total land area) was irrigated by tapping subterranean sources.⁴⁴ The Valley became the site of large-scale wheat farming when, in the 1870s, Isaac Lankershim abandoned sheepherding in favor of cultivation of wheat. With partner Isaac Van Nuys, he utilized winter rains to grow the grain, which does not require extensive irrigation. Wheat cultivation dominated the southern half of the Valley until 1910, when Isaac Van Nuys sold his 47,500 acres to Harry Chandler for development.⁴⁵



Plowing and seeding fields on Lankershim Ranch (Historic-Cultural Monument No. 978), San Fernando Valley, circa 1898–1900. Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860–1960. California Historical Society, University of Southern California Libraries Special Collections

Lankershim Ranch (Historic-Cultural Monument No. 978, 10940 N. Sepulveda Boulevard, relocated from the original ranch to Andres Pico Adobe Park) also cultivated 6,000 acres of fruit trees and other crops along the river in present-day North Hollywood and Toluca, where alluvial loam⁴⁶ and a shallow water table created favorable conditions. In the 1880s, James B. Lankershim (son of Isaac Lankershim) subdivided the land into 40-acre ranchettes for viticulture and orchards.⁴⁷ Alfalfa, used

⁴⁴ Gumprecht, *The Los Angeles River*, 79.

⁴⁵ Roderick, *The San Fernando Valley*, 48.

⁴⁶ Alluvial loam is a rich soil made of approximately equal parts sand, silt and clay that has been deposited by flowing water, as in a riverbed or flood plain; "Alluvial loam," *The American Heritage Science Dictionary* (Houghton Mifflin Company), accessed March 2011, <http://dictionary.reference.com/browse/alluvial>.

⁴⁷ Roderick, *The San Fernando Valley*, 45.

as feed for livestock, was also cultivated in the San Fernando Valley in the late 19th century and early 20th century.⁴⁸ Other resources related to dry farming include Shadow Ranch (Historic-Cultural Monument No. 9, 22633 Van Owen Street, Canoga Park) and Pierce College (6201 Winnetka Avenue, Woodland Hills).⁴⁹



Shadow Ranch, n.d. Source: Office of Historic Resources

Fruit and Vegetable Cultivation

Cultivation on land in the city included a wide variety of fruit, vegetables, root vegetables, and legumes.⁵⁰ The banks of the Los Angeles River were dominated by vineyards and cornfields. Demand from the population boom of the 1870s combined with contemporaneous expansion and upgrade of the *zanja* and irrigation conduit system caused dramatic growth in agricultural acreage surrounding the city. Within a decade of the arrival of the Southern Pacific Railroad in 1877, the population of the city doubled.⁵¹ In 1849, farms occupied 1,500 acres in Los Angeles; by 1886, irrigation also had spread to 11,136 cultivated acres in the city and beyond, concentrated to the north, south, and east.⁵² The railroad also provided new opportunities for shipping produce east. It was now possible to reach Kansas City or St. Louis within a single day, creating new, large-scale markets for Los Angeles cash crops. This rapid increase in population and opening of new markets led to an emphasis on cash crops in the city's agriculture. Nearly half of the newly irrigated acres were

⁴⁸ Herbert Michael Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California" (PhD. dissertation, University of California, Los Angeles, 1960), 19.

⁴⁹ Identified as Pierce College Cultural Landscape in the SurveyLA survey of the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. Recorded as a historic district.

⁵⁰ Gumprecht, *The Los Angeles River*, 55.

⁵¹ *Ibid.*, 84.

⁵² *Ibid.*, 71.

devoted to fruit production with the remainder divided between vineyards and vegetable production.⁵³

With the arrival of the Los Angeles-Owens River Aqueduct in 1913, Los Angeles farms had a reliable and controlled water source to irrigate its crops year-round. Water from the Aqueduct enabled both increased agricultural activity and residential subdivision. In the San Fernando Valley, acreage irrigated through artificial means grew from about 3,000 acres in 1915 to more than 70,000 acres within ten years, with crops including walnuts, oranges, lemons, and sugar beets leading in production.⁵⁴ Alfalfa, barley, and wheat fields continued to be cultivated in the San Fernando Valley, supplying feed for local dairies.⁵⁵ Following the arrival of the Aqueduct, numerous small (1 to 5 acres) family farms were established in the Valley by factory and professional workers for subsistence and secondary income.⁵⁶ Prior to World War II, much of West Los Angeles was planted in walnut groves as well.

One of the larger producers was Jue Joe Ranch (16600-16602 Vanowen Street), established by Chinese immigrant Jue Joe in West Van Nuys in 1919. With the help of a white friend that assisted with buying 100 acres of land, Jue established his home ranch where he initially grew potatoes and later asparagus. By 1934, Jue Joe was referred to as the “Asparagus King,” owning over 700 acres of farmland in Van Nuys and other parts of Southern California. Rare remnants of the once-much larger ranch property survive as a reminder of the Valley’s historic agricultural industry.



Jue Joe Ranch outbuildings, 16600-16602 Vanowen Street, associated with Jue Joe Ranch, West Van Nuys, 1919-1947. Source: SurveyLA.

⁵³ Ibid.

⁵⁴ Roderick, *The San Fernando Valley*, 71; Gumprecht, *The Los Angeles River*, 118.

⁵⁵ Eder, “Some aspects of the persistence of agriculture in the San Fernando Valley, California,” 27.

⁵⁶ Ross Gast, “An acre and liberty – with a paycheck” in *Southern California Business* (June 1930): 18–19.

SUBTHEME: CASH CROPS FOR EXPORT, 1870-1945

Citrus and grapes used for wine production were among the first crops in Los Angeles produced for widespread export. Citrus was the highest valued crop produced in the region between 1890 and 1938⁵⁷ and imagery surrounding its production became instrumental in the marketing of Los Angeles to new residents.⁵⁸ Oranges were introduced to the region around 1804 at Mission San Gabriel, and Mission trees formed the basis of groves of several Los Angeles growers. The first orange grove in Los Angeles was laid out in 1834, when William Wolfskill planted 70 acres near present day Fourth and Alameda Streets. Wolfskill was later reported to own more than two-thirds of California's orange groves.⁵⁹ Another grove planted by Jean Louis Vignes, already a successful wine producer, was located adjacent to his El Aliso Vineyard between present-day Aliso and Alameda Streets.⁶⁰ In the following two decades, much land south of Third Street was occupied by orange groves,⁶¹ soon to be replaced by urban development. Even as citrus groves were displaced from the center of the city, the Los Angeles County citrus industry grew in the 1870s and 1880s, from 25,000 citrus trees in 1865 to 500,000 in 1882, mainly in the areas south of the city.

Sustained by a controlled water source from the Los Angeles-Owens River Aqueduct, cash crops were primary drivers of Los Angeles' agricultural boom of the 1920s and 1930s. By 1922, Los Angeles County led all other U.S. counties in the value of its agricultural products, and citrus was Los Angeles' most important and long-lived cash crop for export.⁶² Before 1877, citrus was shipped in steamboats from San Pedro and Los Angeles harbors, with markets limited to northern California. In 1877, the Southern Pacific Railroad reached Southern California, and the first car of citrus was shipped east from California. With the introduction of ventilated and refrigerated boxcars in 1887,⁶³ conditions for the successful shipment of citrus improved. The completion of the Atchison, Topeka and Santa Fe Railroad in 1885 increased citrus shipments and fueled citrus planting.⁶⁴ Shipments of citrus from Southern California surpassed one million boxes in 1887. In 1939, 51.4 million boxes were shipped.⁶⁵

Packing houses located along railroad tracks became a major part of the citrus cash crop system. Typically with wood-frame construction, wood siding, and sawtooth or monitor roofs, these buildings housed workers who received produce picked from nearby groves, packed the produce into crates, and distributed it along nearby transportation routes to local, regional, and national markets. In the early 1900s, it was common for railroad companies to construct packing houses along the tracks at their own expense, then leasing the facilities to packing firms.⁶⁶ Known resources

⁵⁷ Anthea Hartig, "Citrus growers and the construction of the Southern California landscape" (PhD. dissertation, University of California Riverside, 2001), 18.

⁵⁸ Tom Zimmerman, *Paradise Promoted*, 63-64.

⁵⁹ Gumprecht, *The Los Angeles River*, 52.

⁶⁰ Hartig, "Citrus growers and the construction of the Southern California landscape," 60.

⁶¹ Gumprecht, *The Los Angeles River*, 52.

⁶² George Clements, "LA County leads in farm products," *Southern California Business* (September 1922), 41.

⁶³ Ronald Tobey and Charles Wetherell, *The National Orange Company Packing House: An Architectural and Technological History, 1898-1940* (Riverside: University of California, Riverside, 2007), 43.

⁶⁴ National Park Service, "California Citrus Heritage Recording Project" (Riverside, California: Historic American Building Record (HAER) CA-118, 1991), 8; Hartig, "Citrus growers and the construction of the Southern California landscape," 64.

⁶⁵ Hartig, "Citrus growers and the construction of the Southern California landscape," 62-63.

⁶⁶ "City of Fullerton Landmarks Commission Staff Report" (Elephant Packing House, 201 W. Truslow Avenue, Dec. 1982), 1.

include San Fernando Heights Lemon Association Packing House (15300 San Fernando Mission Boulevard, built 1922).



*Olive packing house, Los Angeles Olive Growers Association, Sylmar, before 1932.
The building features a monitor roof to provide ventilation to the interior workspace.
Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860-1960, California
Historical Society, University of Southern California Libraries Special Collections.*

Growers' cooperative associations formed to manage numerous difficulties encountered by growers in the sale and marketing of citrus and other crops. These associations allowed local growers to band together to establish prices for their produce and facilitate large-scale shipments. In 1893, the Southern California Fruit Exchange (later Sunkist Growers, Inc.) was established and became an influential industry group that systematized local associations into districts and coordinated their activities.⁶⁷ Cooperative associations became involved in every aspect of production and distribution and gave growers more control over their product. By 1939, 85 percent of citrus produced in California and Arizona was controlled by cooperative associations, the largest of which was Sunkist, which managed 74 percent of total citrus production. Cooperative associations established local branches near major citrus packing and shipping centers to facilitate the exchange. These buildings, often constructed in the prevalent commercial architecture styles of the period, housed business operations for the associations and provided meeting spaces for local growers and distributors.

In the early 1920s, Los Angeles County devoted over 92,000 acres to citrus, constituting more than a third of state citrus acreage.⁶⁸ By this time, citrus that had been displaced from the center of the city

⁶⁷ Catherine Merlo, *Heritage of gold: the first 100 years of Sunkist Growers* (Sunkist Growers, 1997), 22–23.

⁶⁸ Hartig, "Citrus growers and the construction of the Southern California landscape," 61.

had spread to areas of alluvial slopes and stream tributaries in the north San Fernando Valley including the City of San Fernando and Los Angeles neighborhoods of Northridge, Granada Hills, and Chatsworth. Demand was spurred by the marketing of byproducts, such as juices and oils. Citrus continued to be a valuable cash crop in Southern California throughout the 20th century. However, production in the city of Los Angeles declined dramatically after World War II due to the loss of agricultural land for housing.⁶⁹

Olive cultivation and export followed a similar pattern to citrus. Olive cultivation was centered in the San Fernando Valley community of Sylmar, where the Sylmar Packing Corporation produced and packed olives for local and national distribution beginning in 1894, eventually cultivating 2,000 acres in an area described as the largest grove in the world under one management.⁷⁰ In addition to packing its own fruit, Sylmar Packing Corporation assumed control for the packing and marketing of most olives produced by the California Olive Growers Cooperative in 1927, packing between 1,000 and 1,200 tons annually.⁷¹ Canned ripe olives (black rather than green) were cured in large brining tanks and vats and produced exclusively in California in the first half of the 20th century.⁷² Olive cultivation was lucrative for producers, netting between \$75 to \$250 per ton in the 1920s, and the California olive industry was worth \$25,000,000 in 1932. However, California producers consistently struggled with competition from abroad, where olive oil was produced more cheaply.⁷³ Decline of local olive production began with early subdivision of the Sylmar area in the late 1930s⁷⁴ and, by 1962, olive acreage in Sylmar had decreased to 900 acres.⁷⁵ Extant resources include packing houses and cooperative associations similar to those constructed for citrus. Other resources include olive tanks and vats, typically open concrete or wood tanks and vats used to store and cure olives. These were usually located near olives groves and packing houses. Most extant resources related to the olive industry will be located in the Sylmar area.

Flowers and bulbs were another Los Angeles cash crop that gained momentum in the first half of the 20th century. Beginning in the late 19th century, residential gardeners harvested blooms for sale to local florists.⁷⁶ Large-scale flower cultivation, with significant acreage and associated packing buildings, began in the 1920s, enabled by refrigeration. Japanese immigrants led the way in this industry, with specialty flower cultivation centered in west and South Los Angeles. Competition with foreign growers in combination with the housing boom signaled the end of local, industrial-scale cultivation, though the wholesale marketing of blooms in Los Angeles' Flower District (Wall Street between 7th and 8th Street) continued to flourish. Extant resources may include packing houses similar to those described above. Most other extant resources are related to the Farm to Market theme, including produce markets and cold storage facilities, given the importance of refrigeration for large-scale cultivation of flowers and bulbs.

⁶⁹ "California Citrus Heritage Recording Project," 10.

⁷⁰ Frederick M. Turner, "The History and Growth of the Olive Industry in California," *Los Angeles Times*, January 25, 1925, J3; "Mammoth grove keeps olive plant busy," *Los Angeles Times*, October 2, 1927, J5.

⁷¹ "Olive men reorganizing," *Los Angeles Times*, January 30, 1927, 18; "Mammoth grove keeps olive plant busy," *Los Angeles Times*, October 2, 1927, J5.

⁷² "Olive pack surplus cut," *Los Angeles Times*, October 2, 1932, 19.

⁷³ Turner, "The History and Growth of the Olive Industry in California," J3.

⁷⁴ "Large Valley tract opened," *Los Angeles Times*, October 9, 1938, E2.

⁷⁵ Dewey Linze, "Sylmar groves give way to progress," *Los Angeles Times*, January 1, 1962, B1.

⁷⁶ Peggi Ridgway and Jan Works, *Sending Flowers to America: Stories of the Los Angeles Flower Market and the People Who Built an American Floral Industry* (Los Angeles: American Florists' Exchange, Ltd., 2008), 11.



Olive tanks and brining vats, Los Angeles Olive Growers Association, Sylmar, before 1932.

Source: Title Insurance and Trust/C.C. Pierce Photography Collection, 1860-1960 California Historical Society, University of Southern California Libraries Special Collections

The agricultural work force for cash crops consisted mostly of ethnic minorities, and shifted in composition over the years.⁷⁷ In the 1870s, Native Americans worked in cultivating, picking, and packing produce in many communities. Chinese laborers dominated the industry in the 1880s and early 1890s, but with exclusionary immigration legislation starting in 1882, their numbers diminished. In the early 1890s, Japanese workers entered the labor market and dominated until World War I.⁷⁸ Mexicans became dominant in the agricultural labor force after 1914 and their numbers continued to grow; they were two-thirds of the industry labor force by the 1940s. The Bracero Program, a Mexican contract worker program which began in 1942 and continued until 1964, further increased the numbers of Mexican agricultural workers in Southern California.⁷⁹ Koreans, East Asians, African Americans, and Jamaicans also pursued agricultural labor during early decades of the 20th century to a limited extent.⁸⁰ Although some of these laborers worked as migrant workers across the state, concentrated neighborhoods of ethnic minorities also developed around packing houses and other industrial agricultural properties. While the modest housing they occupied is long gone in most cases, historic archaeological deposits may remain on the site that could potentially contribute to research on their working conditions and lifestyles while laboring on Los Angeles farms and in packing houses.

⁷⁷ National Park Service, "California Citrus Heritage Recording Project," 12.

⁷⁸ Hartig, "Citrus growers and the construction of the Southern California landscape," 255.

⁷⁹ Harold T. Brewer, "Villa Park Orchards Association," *Orange Countiana* 2 (1980): 24.

⁸⁰ National Park Service, "California Citrus Heritage Recording Project," 12.

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - CASH CROPS FOR EXPORT, 1850-1945

Summary Statement of Significance: Resources evaluated under this theme may be significant in the area of Agriculture. Some resources may also be significant in the areas of Ethnic Heritage and/or Architecture. Cash crops, particularly citrus, were among the most important agricultural products cultivated in Los Angeles in the late 19th and early 20th centuries. With technological advancements in irrigation, shipping, and refrigeration, citrus became the highest valued crop produced in the region between 1890 and 1938, supplemented by olives and flowers and bulbs. Imagery surrounding the production of cash crops was key to marketing the bounty of Los Angeles produce to consumers nationwide. Cash crops are also associated with the history of many ethnic/cultural groups who worked in the fields, farms, and packing houses harvesting and packing fruits, vegetables, bulbs, and flowers. Extant resources related to cash crop industries are now rare and include packing houses, cooperative associations, remnants of groves or orchards, and olive vats and tanks.

Property Type #1:

Packing House

Property Type Description:

Packing houses are built for sorting, packing, and distributing cash crops, particularly citrus, to market. They are typically constructed with wood frame and cladding with sawtooth or monitor roofs to provide adequate interior illumination. Their location along transportation routes, particularly railways, facilitated shipments to market and may have loading docks along one or more sides.

Property Type Significance:

Packing houses may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. Packing houses represent the historical management of produce from scores of farms, groves, and orchards, nearly all of which have disappeared from the landscape. They are also associated with the historical contributions of several ethnic/cultural groups who made up the agricultural workforce in Los Angeles throughout the 19th and 20th centuries. Very few packing houses remain in

Los Angeles, so any intact example may be considered eligible under this theme.

Geographic Location:

Along the Los Angeles River; West Los Angeles (for walnuts); San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills

Period of Significance:

1870-1945

Period of Significance Justification:

Dates coincide with likely dates of operation for most packing houses in the city. Agricultural production began to decline after World War II due to a significant reduction in agricultural land.

Areas of Significance:

Agriculture; Ethnic Heritage; Architecture

Criteria:

NR: A/C

CR: 1/3

Local: 1/3

Eligibility Standards:

- Constructed between 1870 and 1945
- Historically used as a packing house for a cash crop that had economic importance in Los Angeles history

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Rectangular brick building
- Rectangular wood frame building
- Sawtooth or monitor roof
- Loading dock(s) on one or more sides
- Typically located along transportation routes, particularly railways
- May represent the contributions of ethnic/cultural groups to the agricultural history of Los Angeles
- Often designed in prevalent architectural styles of period
 - May also be a significant example of an architectural style from the period of significance

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- Since very few packing houses remain, any intact example should be considered
- Setting may have changed

Property Type #2:

Cooperative Association Office

Property Type Description:

Cooperative Association offices were dedicated to supporting the business operations of cooperative associations and providing meeting spaces for local growers and distributors. They were generally freestanding office buildings constructed in the prevalent architectural styles of the period. They may be located near packing houses, remnant groves, or other agricultural landscapes, and historical transportation routes.

Property Type Significance:

Cooperative Association offices may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. They are the place where growers met for business activities and meetings during a key era in history when they banded together to regulate the price, distribution, and marketing of their produce in newly opened national markets. Cooperative association offices were often also notable examples of an architectural style from the period of significance, including Mission Revival, Classical Revival, and Craftsman. Very few cooperative associations remain in the city of Los Angeles, so any intact example may be considered eligible under this theme.

Geographic Location:

Along the Los Angeles River; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills

Period of Significance:

1870-1945

Period of Significance Justification:

Dates coincide with the establishment and operation of cooperative associations for various cash crops throughout the late 19th and early 20th century. Agricultural production began to decline after World War II due to a significant reduction in agricultural land.

Areas of Significance:

Agriculture; Architecture

Criteria:

NR: A/C

CR: 1/3

Local: 1/3

Eligibility Standards:

- Constructed between 1870 and 1945
- Used as an agricultural cooperative association office during the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- May be associated with remnant groves or other agricultural landscapes
- May be associated with a packing house
- Typically located along transportation routes, particularly railways

Integrity Considerations:

- Should retain integrity of Location, Design, Feeling, and Association
- The immediate setting of the building may have changed due to extensive build-up of rural areas in the latter half of the 20th century

Property Type #3:

Grove/Orchard

Property Type Description:

These cultural landscapes consist of concentrations of numerous mature citrus or other fruit-bearing trees planted with ordered spacing characteristic of cultivated grove or cultivated cropland. The grove should be of a sufficient size as to convey a rural setting. They are typically associated with at least one additional agricultural out-building or landscape feature, including a farm/ranch house (and associated outbuildings), cooperative association office, or packing house.

Property Type Significance:

Extant remnants of groves and orchards may be significant for their association with cash crop agricultural production in Los Angeles, which was of critical importance to the city's economy and early identity. They represent the last vestiges of a once expansive agricultural landscape in Los Angeles, and very few properties remain that are associated with cash crop agriculture in the city. Groves/orchards, particularly those that do not have a related agricultural building, may not have a strong enough association to be eligible for the National Register or California Register although they may meet local significance thresholds.

Geographic Location:

Along the Los Angeles River; West Los Angeles; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills

Period of Significance:

1870-1945

Period of Significance Justification:

Dates coincide with the era of significant agricultural production in the city. Though few if any extant trees will date from the early 20th century, related agricultural buildings may have been constructed as early as 1870.

Areas of Significance:

Agriculture

Criteria:

NR: A

CR: A

Local: 1

Note: Typically only significant under local criteria

Eligibility Standards:

- Planted within the period of significance
- Retains ability to convey historic association from the period of significance

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Concentration of numerous mature citrus or deciduous trees planted with ordered spacing characteristic of cultivated grove or orchard
- Is large enough to convey a historically rural setting
- Typically associated with a least one additional agricultural building or landscape feature (may include a farm/ranch house; outbuilding, land, cooperative association office, or packing house)

Integrity Considerations:

- Should retain integrity of Location, Setting, Feeling, and Association
- Original trees may have been replaced over time as their productivity decreased, as long as the historical configuration of trees is intact and the majority of existing trees are mature

Property Type #4:

Olive Vat/Brining Tank

Property Type Description:

Olive vats are usually rectangular, open concrete vats (over 8 feet high) used for curing and storing olives. Brining tanks are closed, circular barrel-like wood structures (approximately 10 feet in diameter). They may be associated with at least one additional agricultural outbuilding, particularly a packing house, and may be associated with remnant olive groves or other agricultural landscapes.

Property Type Significance:

Extant olive vats and brining tanks may be significant for their association with olive production in Los Angeles, which was of critical importance to the city's economy and early identity. They represent a key part of the olive curing process and are a rare remnant of a once expansive agricultural landscape. Olive vats and brining tanks may not have a strong enough association to be eligible for the National Register or California Register although they may meet local significance thresholds.

Geographic Location:

Along the Los Angeles River; San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, and Shadow Hills. Especially likely to be seen in Sylmar.

Period of Significance: 1894-1945

Period of Significance Justification: Dates coincide with the era of significant olive production in the city.

Areas of Significance: Agriculture

Criteria: NR: A CR: 1 Local: 1

Note: Typically only significant under local criteria

Eligibility Standards:

- Constructed between 1894 and 1945
- Historically used to cure olives

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Vats: rectangular, open concrete vats for curing olives (over 8 feet high)
- Brining tanks: closed, circular barrel-like wood structures (approximately 10 feet in diameter)
- Typically associated with a least one additional agricultural building or landscape feature (may include a farm/ranch house; outbuilding, land, cooperative association office, or packing house)
- May be associated with a remnant olive grove or other agricultural landscape

Integrity Considerations:

- Should retain integrity of Location, Setting, Materials, Feeling, and Association

SUBTHEME: TRUCK FARMING AND LOCAL MARKETS, 1850-1945

Truck farming, or cultivation of produce for sale at local markets, was widespread in Los Angeles in the early 20th century, facilitated by the combination of abundant agricultural land and growing local demand. On farms ranging in size from 1 to 20 acres, truck farmers processed crops in portable field stations, then sent produce directly to local markets or sold products from street stands.⁸¹ Many truck farmers rented rather than owned their land; approximately a quarter of agricultural land in the Valley in 1939 was rented.



One-acre farms with egg-laying houses at Charles Weeks Poultry Colony, Winnetka, 1925
Source: Los Angeles Public Library

Numerous poultry farms supplying local markets were established in the San Fernando Valley in the 1920s in the Van Nuys, Roscoe, and Reseda neighborhoods, including the utopian Charles Weeks Poultry Colony in present day Winnetka (between Owensmouth Avenue and Reseda Boulevard), which consisted of scores of acre-sized farms with long egg-laying houses at the rear.⁸² Small farms and suburban homeowners produced eggs and other poultry products for sale at local markets and at roadside retail stands. With the Great Depression, the Winnetka community declined and by

⁸¹ Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 38.

⁸² Roderick, *The San Fernando Valley*, 74-75.

1932, many of the poultry farms faced bankruptcy.⁸³ Some homeowners continued to sell eggs and poultry, an activity that persisted at roadside stands until at least the 1960s.⁸⁴ Additional research may reveal other farming colonies that were developed in a similar way to the Weeks Poultry Colony.



Poultry Farm located at 20303-20309 Stagg Street and associated with the Charles Weeks Poultry Colony, Winnetka, 1927. Source: SurveyLA.

Extant resources related to truck farming are farm houses and out-buildings including egg-laying houses, barns, stables, and sheds. Most resources will be located in the San Fernando Valley including Winnetka, Chatsworth, Northridge, and West Hills. While acreage dedicated to truck farming decreased over course of the 20th century due to the housing boom, it was pursued as recently as the 1960s, relegated to the west and southwest edges of the Valley including Chatsworth, West Hills, and Hidden Hills.⁸⁵ Very limited truck farming still occurs on leased public land bordering the 101 Freeway in Encino, and nearby along the Sepulveda River flood basin.

⁸³ California State University Northridge, "Charles Weeks collection," accessed March 3, 2011, <http://library.csun.edu/Collections/SCA/UAC/CW>.

⁸⁴ Eder, "Some aspects of the persistence of agriculture in the San Fernando Valley, California," 29.

⁸⁵ Ibid., 26, plate IV.

ELIGIBILITY CRITERIA: AGRICULTURAL ROOTS - TRUCK FARMING AND LOCAL MARKETS, 1850-1945

Summary Statement of Significance: Resource evaluated under this theme may be significant in the area of Agriculture. Some may also be significant in the areas of Ethnic History and/or Architecture. Truck farming was an important part of agricultural production in Los Angeles, particularly for local markets. It provided a livelihood for thousands of small farmers in rural parts of the city, including farmers from a variety of ethnic and cultural backgrounds. Their contributions when viewed in aggregate were critical the local economy. Furthermore, some truck farms represent a notable movement within early 20th century residential development to provide self-sufficient acreage in a systematic way to newcomers who wanted a rural lifestyle.

Property Type #1:

Industrial – Agricultural - Farm House

Property Type Description:

There is little if any clear difference between the design of a farm house and a non-farm residence from the same era of development. Farm houses may be significant within this theme when they can visibly convey their historic use through the presence of an associated vernacular agricultural landscape. Due to their relative rarity, intact farm houses constructed prior to 1900 may have the smallest suggestion of its former setting (a larger lot, landscaped with fruit trees and/or vegetable gardens) and still be eligible under this theme, particularly under local criteria. Properties from the 20th century are somewhat more common and may require a more expansive historic landscape with some additional agricultural features, such as one or more outbuildings, related structures such as canals, standpipes, corrals, and tanks, agricultural land, or a related grove/orchard. Farm houses may reflect architectural styles popular during the period of significance.

Property Type Significance:

Intact farm houses are rare and may be significant remnants of a once expansive agricultural landscape within the city. They represent truck farming for the local market, which was once a critical component of the agricultural economy of Los Angeles. Farm houses are the properties that are most intimately associated with the farmers themselves, and some may reflect the agricultural traditions of farmers from a variety of ethnic/cultural backgrounds. They may also be significant examples of architectural styles from the period of construction.

Geographic Location: Citywide but primarily in the San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.

Period of Significance: 1850-1945

Period of Significance Justification: Dates coincide with the era of significant agricultural production in the city.

Areas of Significance: Agriculture; Ethnic Heritage; Architecture

Criteria: NR: A/C CR: 1/3 Local: 1/3

Eligibility Standards:

- Was constructed as a farm house between 1850 and 1945
- Conveys historic use through an associated historic vernacular landscape
- Because of their rarity, pre-1900 examples may have minimal associated agricultural landscape feature, particularly under local criteria

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood-framed single family residence
- Often designed in prevalent architectural styles of the period
 - May also be a significant example of an architectural style from the period of significance
- Associated historic vernacular landscape features may include barns or stables, corrals, irrigation features, standpipes, tanks, farm land, and or a grove/orchard
- May have played a significant role in agricultural development for local and/or regional/national markets
- May be associated with ethnic/cultural history of the area in which it is located
- May be part of a former farming colony developed during the period of significance

Integrity Considerations:

- Should retain integrity of Setting, Materials, Design, Feeling , and Association
- Under local criteria setting may have changed

Property Type #2: Industrial – Agricultural - Barn/Stable

Property Type Description: Barns and stables may be part of a vernacular agricultural landscape that includes other agricultural features such as farm houses, other outbuildings, related structures such as canals, standpipes, corrals, and tanks, agricultural land, or a related grove/orchard. On their own, barns and stables are not sufficiently representative of truck farming or ranching to be eligible under this theme, particularly for the National

and California Registers. However, barns and/or stables that are excellent examples of the type, possess high artistic value, or are excellent examples of architectural styles (such as Dutch Colonial Revival, American Colonial Revival, or Craftsman) as applied to an agricultural building may be eligible under themes within the Architecture and Engineering context.

Property Type Significance:

Intact barns and stables may be significant components of a once expansive agricultural landscape within the city. They represent truck farming for the local market, both of which were once critical components of the agricultural economy of Los Angeles.

Geographic Location:

San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.

Period of Significance:

1850-1945

Period of Significance Justification:

Dates coincide with the era of significant agricultural production in the city.

Areas of Significance:

Agriculture; Architecture

Criteria:

NR: A/C

CR: 1/C

Local: 1/C

Eligibility Standards:

- Is a rare and/or excellent example of the property type
- Constructed between 1850 and 1945

Character Defining/Associative Features:

- Retains most of the essential character defining features from the period of significance
- Wood frame and cladding; double height construction with double doors on side or end elevations
- Typically associated with at least one additional agricultural building or landscape feature
- Exceptional examples of the property type may have minimal associated agricultural buildings or landscape features
- May be associated with ethnic/cultural history of the area in which it is located
- May also be a significant example of an architectural style from the period of significance

Integrity Considerations:

- Should retain integrity of Location, Materials, Design, and Feeling
- Setting may have changed

Property Type #3:	Industrial – Agricultural - Vernacular Agricultural Landscape		
Property Type Description:	Historic vernacular landscapes depict agricultural activity from the late 19 th or early 20 th centuries. They generally include at least one agricultural building that serves as a focal point of agricultural activity (generally a barn or stable) and adjacent agricultural land. Excellent examples will also include related structures for a full range of farming activity such as irrigation, harvesting, storage, or livestock containment. Typically organized around a farm house, the landscape may be located on a larger lot and be visibly older than surrounding development.		
Property Type Significance:	Vernacular agricultural landscapes may be significant remnants of a once expansive agricultural landscape within the city. They represent truck farming and/or ranching for the local market, both of which were once critical components of the agricultural economy of Los Angeles. Of all potentially eligible property types, the vernacular agricultural landscape has the strongest historical associations through the retention of several related features. This more complete and expansive property type allows for the fullest understanding of historical agricultural practice and conveys a more all-encompassing sense of place.		
Geographic Location:	San Fernando Valley, especially Winnetka, Canoga Park, Chatsworth, Granada Hills, Sylmar, Shadow Hills, and Verdugo Hills south of Hansen Dam.		
Period of Significance:	1850-1945		
Period of Significance Justification:	Dates coincide with the era of significant agricultural production in the city.		
Areas of Significance:	Agriculture; Ethnic Heritage		
Criteria:	NR: A	CR: 1	Local: 1
Eligibility standards:	<ul style="list-style-type: none">Established between 1850 and 1945		
Character Defining/Associative Features:	<ul style="list-style-type: none">Open landscape with agricultural features that may include a farm house, farm land, orchard/grove, agricultural outbuildings and related features such as corrals, irrigation systems, standpipes, and tanks.		

- Retains most of the essential character defining features from the period of significance
- May be associated with ethnic/cultural history of the area in which it is located
- May have played a significant role in agricultural development for local and/or regional/national markets

Integrity Considerations:

- Should retain integrity of Location, Setting, Materials, and Feeling
- Relationships between buildings/structures and landscape features should be retained

A Southern California Without Orange Groves? One of the Last Could Soon Be Gone

The owners of Bothwell Ranch have sought to sell it to housing developers. Others want it preserved as a historic site.

By Jose A. Del Real and Nicholas Bogel-Burroughs

July 11, 2019

LOS ANGELES — Drive through the San Fernando Valley and it is easy to spot the hallmarks of suburban Southern California: streets lined with palm trees, carefully sheared hedges and red-tiled roofs, a blur of tidy development.

But turn a corner in one neighborhood and a 12-acre orange grove comes brightly into view.

Bothwell Ranch is one of the last remaining orange groves in the San Fernando Valley, a vestige of the long-evaporated citrus industry. The grove, with its tightly packed rows of orange trees, calls to mind another time, before relentless development transformed this rural agricultural area into endless sprawl.

The ranch is at the center of a growing dispute between its owners, who have sought to sell it to luxury housing developers, and community members who believe it should remain an orchard. The Los Angeles City Council is currently considering a proposal to give the site a historic designation to preserve at least part of the orchard.

Whether or not the family sells the property is still to be seen.

“At this point, they’re just trying to figure out what to do because there has been so much interest,” said Ciara Trujillo, a senior vice president with the real estate firm Colliers International. A lawyer representing the family did not respond to a request for comment.

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But for many, regardless of the family’s decision, the orchard has become a symbol of the ways that development in Los Angeles County has run amok. Decades of population growth, rising property values and the spread of single-family homes have transformed the

landscape. At the same time, the shortage of affordable housing in the region has intensified questions about where to build and how to retain the character of neighborhoods as they grow.

Critics of the Bothwell Ranch sale have largely appealed to nostalgia, which has resonated with longtime valley residents.

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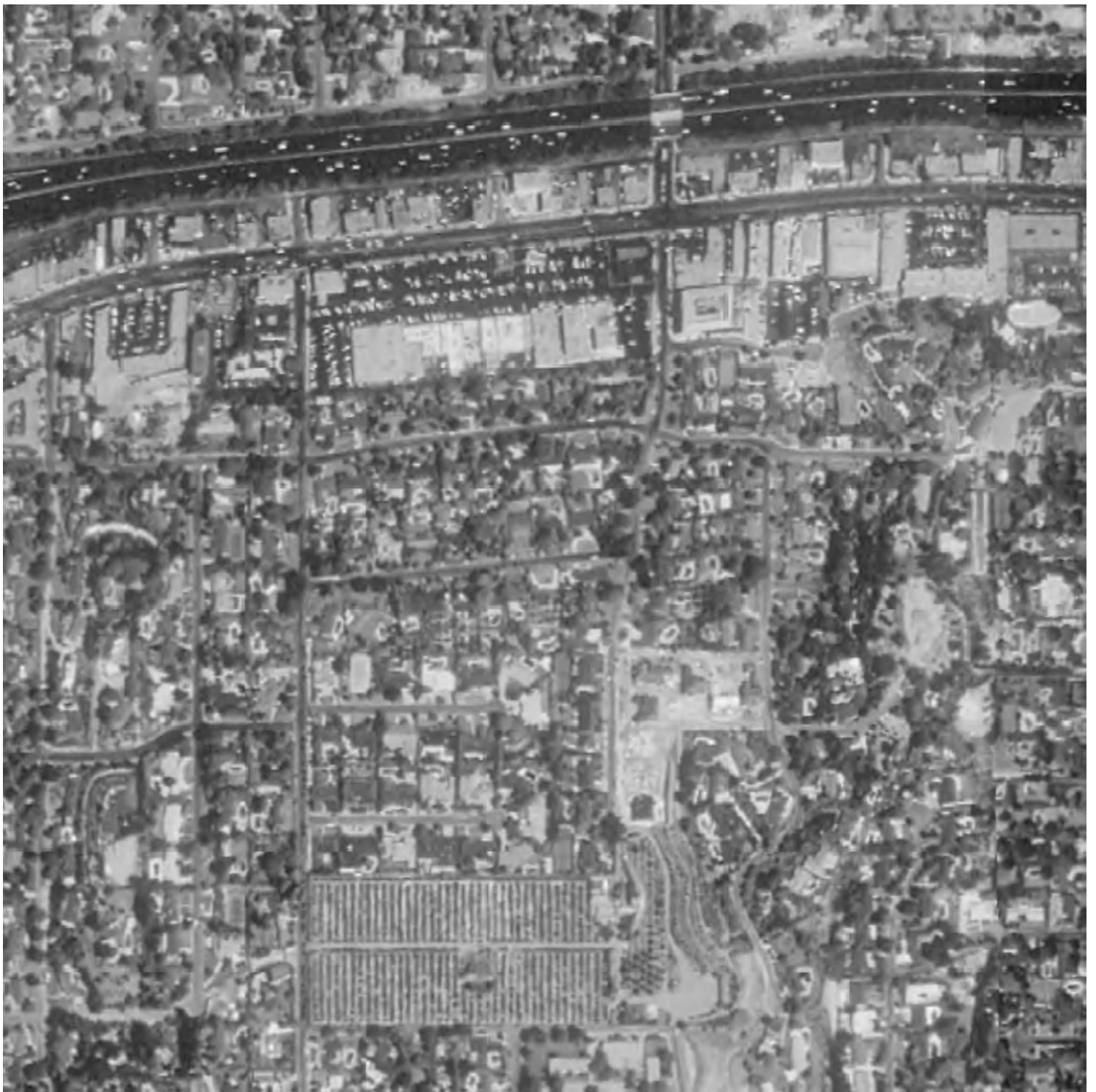
Paul Ayers, a lawyer and amateur archivist who grew up in the valley, said he worries that the region's rural history may be forgotten. He recalled the transformation of the area since the mid-20th century, when manufacturing took off and groves were razed in favor of houses, pushing the citrus industry north. His father worked in citrus, and he has studied how the industry declined because of the joint pressures of rising land prices and corresponding spikes in property taxes.



Bothwell Ranch in 1947 Historic Aerials



In 1967 Historic Aerials



In 1989 Historic Aerials





In 2002 Historic Aerials

For many families living on San Fernando Valley farmlands, Mr. Ayers said, selling to developers and moving to cheaper, more agriculturally prosperous regions like Tulare County, where more than 40 percent of citrus fruits are now produced, just made sense.

“California was built on the ideal of Spanish-themed orange groves under the moon,” he said. “That’s how it was sold. That brought a lot of people to California.”

“There’s nostalgia, there’s regret about what has happened to Los Angeles with the uncontrolled growth,” he added. “People can only hold on to that image as long as there’s something out there to hold on to.”

Councilman Bob Blumenfield, who represents the San Fernando Valley, last week put forward a motion to designate the ranch a historic monument. Though the ranch is private property, the motion immediately puts a halt on any potential demolition permits, he said,

and may discourage buyers who are wary of dealing with a property that has historic designation.

The goal of the motion, Mr. Blumenfield said, was to slow the process down “so that other uses that are more compatible with our history and community can be considered.”

“This is the last bit of our agricultural history in the San Fernando Valley and it could potentially be lost forever,” he added, noting that the current patch of about a dozen acres was “the last vestige” of what was once a 100-acre ranch. “Everything else has been turned into housing.”

Orange groves covered 41,000 acres of Los Angeles County in 1950, when it was the most prosperous agricultural county in America, according to the United States Department of Agriculture. Now, just 76 acres of orange groves remain, even as the state remains responsible for more than a third of America’s oranges.

“There are more orange trees in backyards than in commercial operations” in the valley, said Casey Creamer, president of California Citrus Mutual, an advocacy group.

“Land values for development are far more lucrative than commercial farming operations in Southern California,” Mr. Creamer said. “The need for housing in these population centers far outweighs any sort of revenue stream you can get out of farming in California.”



Just 76 acres of orange groves remain in Los Angeles County. Jenna Schoenefeld for The New York Times

The Bothwell family took over the orchard in the 1920s when Lindley Bothwell, a cheerleading coach at the University of Southern California and a vintage car collector, bought the ranch. When Mr. Bothwell died in 1986, his wife, Helen Ann Bothwell, managed the ranch until her death in 2016.

“It brings me up short when I think of it every once in a while, that it’s the last of its kind,” Ms. Bothwell said in 1998. “But somebody has to be first, and somebody has to be last.”

When the Bothwells began managing the grove in the 1920s, there were fewer than 75,000 people living in the valley. The population grew rapidly over the next few decades, transforming the region, which now is home to more than 1.85 million people.

Lou Ann Cowsill grew up in nearby Chatsworth and recalled getting lost among one grove’s silky leaves when she took a wrong turn walking home from her first day of elementary school.

Years later, she watched the groves get cut down for housing, again and again.

“It happened so quickly in the ’60s. It’s sad,” said Ms. Cowsill, 64, a pharmacy technician who now lives on a hay farm in Oregon.

Los Angeles County today has a severe housing shortage, in part fueled by a resistance to building more, cheaper homes. But development on the Bothwell property — which is nestled between the Woodland Hills and Tarzana neighborhoods — would most likely not have much of an effect on access to affordable housing. The homes that border the property reach easily into seven-figures and feature expansive grounds, outdoor pools and tennis courts, according to property records and satellite images.

Todd Pratt, a managing partner at Evolution Strategic, a Los Angeles development company, said: “It’s completely unfeasible today to expect it to remain as a viable farmed property when you have tons and tons of acres of farmland available a very short distance away.”

Mr. Pratt, whose company primarily works on developing large, mixed-use buildings, added, “The city needs to grow and evolve. There is no reason that should be retained as a historic farm. Maybe you keep a half-acre with some orange groves on it as a small park, but the rest of it should be developed.”

For now, the historic designation is uncertain, though Mr. Blumenfield says he is confident his colleagues on the City Council will cooperate. He noted the council’s powers are limited when it comes to deciding the future of the ranch, but said the designation would at least give the city leverage to request some of the grove be preserved and perhaps opened to the public for educational and historical purposes.

“We’re often looking at situations where we’re saving the last of the Art Deco houses, the last of this, the last of that,” he said.

Jeff Ward is the fourth-generation owner of E. Waldo Ward & Son, a shop that sells jams and marmalades in Sierra Madre, 30 miles east of Bothwell Ranch. Long before Mr. Ward took over the store, the family citrus farm was about 30 acres, but it’s now less than a tenth the size, only about an acre of which is made up of oranges.

Mr. Ward says he’s seen too many nearby groves turn from branches to buildings.

“Things change,” he said.

Jose A. Del Real reported from Los Angeles and Nicholas Bogel-Burroughs from New York.

A version of this article appears in print on July 11, 2019, Section A, Page 10 of the New York edition with the headline: Sprawl May Eat Vestige of Southern California’s Citrus Empire

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WAY BACK WHEN—In 1909—the year of the city’s incorporation—central Glendale was dotted with orange groves and small farming areas. Wide street at the left center is Brand Blvd.
Photos courtesy Glendale Central Library

Agriculture, Once King, All but Finished in Valley



Urbanization Takes Over, Moves North

BY JACK BIRKINSHAW
Times Staff Writer

“Once upon a time, the San Fernando Valley was God’s gift to agriculture,” said Paul Engler, Los Angeles County commissioner of agriculture. “Climate, soil, water—it had it all.”

But now, he said, farming there is all but finished. “The next few years ought to be about it.”

To the north, over the Golden State Freeway, is the Santa Clarita Valley—Newhall, Saugus, Valencia—and its thousands of acres still in agriculture.

“Look out there,” Ken Groefsema said, gesturing through his Valencia office window to the stretches of clear flatland and gently rolling hills beyond. “The San Fernando Valley once looked like that.”

Tall and lean like the farmer he once was, Groefsema is senior vice president in charge of agriculture, one of four commercial activities of the giant Newhall Land and Farming Co.

When will the urbanization that swept the San Fernando Valley hit the still pleasantly rural Santa Clarita Valley?

“It continues to come,” he said. “It’s coming every day.”

Any story about agriculture in an urban area such as Los Angeles

‘It was a matter of milking the last few drops out of the property.’

County implicitly involves land development, since such development is the seemingly inevitable extension of the use of farming acreage.

The question then becomes how best to execute that transition, both from the standpoint of encouraging thoughtful development and a gradual phaseout of agriculture.

Engler said he was “very disappointed” that that did not happen in the San Fernando Valley but believes it will in the North County area.

It may come as a surprise to some to know that agriculture has long been a major industry in Los Angeles County. At one time, the county led the nation in the dollar value of its agriculture.

The peak was reached in 1951, when the gross market value of agriculture was almost \$248 million. And even today the county produces more than \$200 million worth on considerably less acreage as a result of more intensive production methods (a figure that shrinks by comparison when inflationary factors are considered).

In the San Fernando and Santa Clarita Valleys in 1953, there was \$16.2 million worth of crops grown on 40,480 acres. In 1977, crop production on 53,996 acres totaled \$21.4 million, reflecting both inflation and a shift of bearing acreage from the San Fernando Valley to the North County area.

Since post-World War II days, Engler has watched the development of houses, businesses and industry in the valley and says such growth was inevitable to accommodate Los Angeles’ burgeoning population. But the way it happened, he said—the way development overtook agriculture, fragmenting the farm land—was “very disappointing.”

Building was here and there, he said. Wherever someone got the best buy on a parcel of land, that’s where the next housing tract went.

With that kind of leapfrogging and fragmentation of the land, said Engler, farmers next to a new development would have their taxes raised on the “highest and best use” principle, driving them out of agriculture.

Vandalism and theft then plagued the remaining farmers as their acreage became isolated amid housing tracts.

Some became “slum farms,” a name Engler applied to those farms acquired by speculators and leased to growers until increasing prices justified their sale.

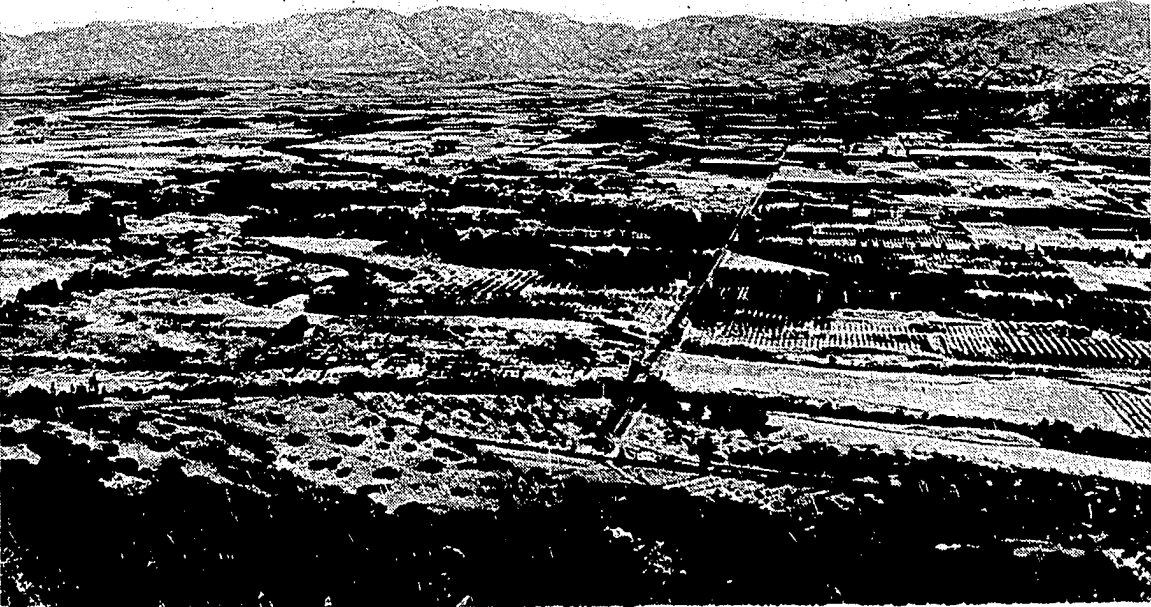
Forgotten were pest controls and basic agricultural techniques, main-

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AS IT IS TODAY—Roughly the same view of the scene above shows Glendale today—on a smoggy day. This view from

the southern foothills of Verdugo Mountains shows Brand Blvd. (marked by a cross) and heavily populated area.
Times photo by Lou Mack



SPARSE POPULATION—In 1890 Glendale was an agricultural town. Long street at right was Crow Ave.—today Glendale Ave.

Farming Gives Way to Urbanization in Valley

Continued from First Page
tenance of equipment, and even fence repairs, Engler said.

"It was a matter of milking the last few drops out of the property," he said.

How could this transition from agriculture to an urban community have been better achieved? By maintaining a "front line" of new development, Engler said, allowing the urban part to fully develop before moving the line farther into the agricultural area.

The end result would have been the same today, with the Valley's development much as it is, but during

More growers are expected to be seeking leased land.

that 30-year transition the agricultural area could have been contained and been more productive, Engler said.

That, he hopes, is what will happen in the Santa Clarita Valley, and he is optimistic, chiefly because the large acreages are held by a few owners.

The largest single land owner is Newhall Land and Farming, once a family operated enterprise but now a public corporation. Besides its agricultural division, the firm is involved in oil and gas, real estate and recreation, including Magic Mountain.

The firm owns 37,000 acres in Los Angeles and Ventura counties, 145,000 acres statewide, "and we farm all of the land that is flat enough and where water is available," said Groefsema.

It runs from 5,000 to 7,000 head of cattle on the land not suitable for growing.

"We lease some land to specialty crop growers, but by and large we farm our own land," he said.

Those specialty growers—most of whom sell at roadside stands as well as wholesale—generally produce green onions, radishes, sweet corn, carrots, barley, and, for the first time this year, Christmas trees.

Groefsema anticipates more growers will be seeking leased land in the Santa Clarita Valley as acreage in the metropolitan area diminishes.

The company itself largely grows oranges, grapefruit, avocados and English walnuts.

It gets most of its water from company-owned wells.

Newhall Land and Farming's income from agriculture in 1977 was \$4.6 million, down from \$7.4 million the year before. Company officials blame reduced crop yields due to unfavorable weather, and lower prices received on many farm products.

The firm's annual report for 1977

says, "Newhall's fundamental objective is to convert the company's land resources into income producing assets."

So far as its agricultural land is concerned, said Groefsema, economics determines when a given acreage is worth more for housing and industrial use than it is for farming.

Valencia Corp., Newhall's home building subsidiary, is developing Valencia under a company master plan. Escrows on 250 homes there were closed in fiscal 1977. Another 5,000 residential units are to be built and sold in Valencia.

"Additionally, Newhall will build, own and lease many of the new commercial properties in the community, in addition to selling raw land to others," the company's annual report states.

Six miles north of Valencia, on Bouquet Canyon Road, Robert Lombardi, 33, a third generation farmer, grows a variety of specialty crops and operates a roadside stand with the help of his wife and four children.

His father Robert, 69, who came to the Santa Clarita Valley in 1934, is retired, "although he still gives me advice," said the younger Lombardi.

On land he owns and on additional land he leases, Lombardi grows cantaloupes, sweet corn, tomatoes and green onions.

The relatively short distance to the downtown Los Angeles produce center is an important factor in his wholesale operation because of the high cost of shipping produce, particularly melons.

Lombardi begins the year's planting as soon after March 15 as weather permits and harvests through November.

Smog, worse this year than ever before, Lombardi said, takes its toll on the produce, particularly watermelons, which he no longer grows.

Farmer's complaint: 'My biggest headache is vandalism.'

He irrigates with water from his own well. A private water company line ends two miles from his property.

Farming, said Lombardi, is far from dull. "It seems like every season is different."

The hardest part of his work, he said, is operating the roadside stand, open from July to December. The public, he said, can be difficult at times.

Lombardi says the time will come when the land will become too valuable for farming. When that time comes, he doesn't plan to quit farming, he said. He'll just move. "Santa

Perhaps the person most knowledgeable about agriculture in the San Fernando Valley is not a grower but E. Deming Williams, senior district inspector in the Valley for the county Agricultural Commission.

William is a man totally absorbed in his occupation, even to turning down promotions, he said, that would have taken him to the downtown office.

Instead, he has remained in the Valley for the 38 years he has been with the commission. Since 1962, he has taught a class in pest control at Pierce College and says the class is among the first to fill with students. He is also a lecturer and consultant in pest control work.

He has watched significant changes in Valley agriculture since the 1950s, "when \$3,000 for an acre of land was a handsome price," he said.

"In those years the Valley was pro-

This year's planting started soon after March 15.

ducing about a thousand acres of tomatoes and several thousand acres of banana squash," Williams recalled.

And there were thousands of acres of grain between Canoga Park and Calabasas.

"Green onions were a big crop then and cabbage only a little less so," he said.

The Valley did not grow much sweet corn then, but now it is a major crop, Williams said. "I expect this year we'll have as much as 2,000 acres in the San Fernando and Santa Clarita Valleys," He said it's a "great sweet corn," popular at roadside produce stands.

The sweetness of corn, often lost in long shipments, is "a very fragile part of the flavor but a very important part to consumers," Williams said.

Williams makes no bones about how he feels about Valley farmers. Referring to one as "a great guy," he went on, "All of my farmers are great. They're terrific people."

And he is sympathetic toward their problems the scarcity of leasable land and the high cost of water.

"Water in the Valley is expensive, and they keep raising the prices," Williams said. "And people start screaming about the lower water rates farmers pay, but they forget the farmer's hands are tied."

"If they keep increasing the price of water, they're going to run the farmers here right out of business."

He calls farmers in the Valley "a valuable asset," pointing out their contributions to the economy and the esthetics of the community.

"What could be a nicer greenbelt in a metropolitan area than a farm?" he asked.

Dennis Whitney, rate manager for the Los Angeles City Department of Water and Power, said water for agricultural use costs 15.4 cents for 100

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Farming Gives Way to Urbanization in Valley

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cubic feet (748 gallons) plus \$27.80, based on a 4-inch pipe.

Included in that latter figure is a \$7 recurrent charge for every 24-hour period the water is on and \$20.80 for each time someone is sent out to turn it on and, later, to turn it off.

Residential users pay 30% more and business and commercial users 45% more, said Whitney.

The agricultural water rate was increased 35% in 1975 and 34% last year. Another rate increase may come in 1981, when the Metropolitan Water District increases its wholesale rates to DWP, according to Whitney.

Unlike the Santa Clarita Valley, farmers in the San Fernando Valley may not dig a well on property they own since all water rights in the city are municipally owned.

Typical perhaps of in-town farmers and the problems they face are Tom and Marguerite Nunn of Van Nuys, who farm 200 acres and operate a roadside stand on Balboa Blvd. just off the Ventura Freeway.

Marguerite's parents and grandparents were farmers and, for the last

year for the Nunn, although a combination of intense smog and heat that struck the Valley earlier this year caused havoc. They lost 32,000 out of 40,000 newly planted tomato plants.

Nunn's labor force runs from three to 10 men, depending on the time of year, and he relies largely on Mexican workers. He said they had three brothers who had been with them and his wife's family for years until they returned to Mexico, and since then there has been a high labor turnover.

American young people, Nunn said, "don't seem to want to do farm labor, working in the fields and corn patches, especially in the hot, humid months."

The Nunn's spend the winter months farming on acreage they have in Paso Robles, looking to the day when land in the San Fernando Valley is no longer available. Nunn is keenly aware, for example, that the Sepulveda Basin may not be available for farming if plans for the 1984 Olympic facilities or other recreational uses go ahead. He said there is very little other land suitable for farming available in the Valley.

Farming is a good life, the Nunn's agree, although you don't get rich at it. "All the farmers we know who are rich never made it farming; they made it on the land," said Marguerite Nunn.

When Jose Maria Verdugo, a corporal in the Spanish army, acquired a 36,403-acre land grant in 1784, encompassing what is now Glendale, Burbank and parts of surrounding communities, the only "residents" were cactus, sagebrush, greasewood, and mesquite.

But the land was flat enough for tilling, the soil was fertile and there was water from the Los Angeles River to the west and the Arroyo Seco to the east.

As required by his Spanish grant, Verdugo put the land to use and by 1817 was growing grain, grapes, red peppers, pomegranates, figs, peaches, pears, apples, oranges and limes.

His livestock included 1,900 head of cattle, 670 head of horses and 70 mules—50 wild and 20 gentle, historians say.

Mary Jane Strickland of the Burbank city public information office, whose parents settled in the city in the early 1900s, is one of the founders and past president of the Burbank Historical Society and knows about the area's past.

Her father is a former Burbank police chief and U.S. marshal and her grandfather was a schoolteacher there.

Mrs. Strickland said that by 1849, with the Gold Rush in full swing in Northern California and the state's population increasing, farmers here saw cattle as a good investment and increased their herds.

But an earthquake in 1857 slowed the influx of easterners and a severe drought the next year took its toll on the herds, causing some farmers to turn to sheep raising.

With the 1880s came a real estate



Mary Jane Strickland

Times photo

boom that resulted from several factors.

The land was safe and civilized yet still abounded with opportunities. It had a generally warm year-round climate and a number of books being published in the East cited the advantages of living in Southern California, as did newspaper advertisements by land speculators.

And if nothing else would attract people here, enticing railroad fares

'What could be nicer greenbelt . . . than a farm?'

would. A rate war between Southern Pacific and Santa Fe railroads caused fares to drop from \$125 to, briefly, \$1.

As rail fares were leveling out to a modest amount, land values were going up appreciably. One buyer in Glendale paid \$6,000 for 70 acres there in 1883 and sold it for \$15,300 three years later, according to the book "Glendale Area History" by C. Caswell Perry and Carroll W. Parcher.

Orchardists in Glendale were growing peaches, apricots and prunes, primarily, and in 1894 they tried shipping dried fruit to the Midwest. The produce, however, yielded only 5 to 7 cents a pound in that depression era and many growers gave up.

Dr. David Burbank, a New Hampshire dentist, who gave his name to the city when he came west started a sheep ranch in Burbank, but a drought in 1886 ended that venture. He leased the land for farms, Mrs. Strickland said.

Despite the building boom of the '80s, truck farming on small acreages got such a foothold that one eastern publication in 1887 dubbed Burbank "The Center for Small Farm Lands."

Life was not without its problems for the farmers then, however. Mrs. Strickland said history documents a major "jackrabbit roundup" in Burbank when the hares' appetite threatened the crops.

Almost as unpopular as the jackrabbits was a garlic factory that opened in Burbank in the early 1900s. City officials persuaded the owner to relocate.

By about 1910, Mrs. Strickland said, it became clear that Burbank proper-

ty was becoming too expensive for farm land and there began a breakup of the larger ranches.

Properties were still large enough, however, to accommodate the increasing number of poultry ranches, then importing the popular white leg-horns from the east.

One historian has noted that in 1914 in Burbank, 12,000 hens laid 360,000 dozen eggs. He also said about 15 dairies were still in the city.

Harold J. Ryan, Los Angeles agricultural commissioner from 1918 to 1962, now retired and living in South Pasadena, said his recollection of Burbank in those early years was one of many chicken ranches—"mostly one-man operations."

Glendale had a name identification problem for a time. In 1883 its citizens chose the name of Glen Dale for their community, but in 1886 the U.S. Post Office Department opened an office there and called it Mason, although no one now seems to know why.

The school district then was called Sepulveda and Southern Pacific Railroad opened a station and called it Tropic, which later became the name of a community to the south. In 1894, postal officials relented and accepted the name Glendale, then one word.

In the 1920s, the agricultural era in both communities had about ended as Glendale set a course as a residential

one would drive two-lane Ventura Blvd., he said. "There wasn't a blamed thing until you got to the gas station at Reseda Blvd."

"Encino had had a subdivision since 1910, but after that there was nothing until Van Nuys Blvd., and nothing between there and Laurel Canyon Road."

"I remember my dad and mother coming out to visit me, and we'd go over to what is now Northridge for lunch at a little drug store and watch the noon train go through."

The coldest year he remembers was 1937, when the temperature got down to 16 degrees above zero. He smudged ("We call it orchard heating, not smudging") and saved his grove, although others in the area suffered.

He said neighbors have complained about smoke from the orchard heating, but Bothwell insists it is minimal, being closely monitored by the city.

Vandalism to his fenced-in grove has been no problem for the last 35 or 40 years, he said, since he started using German shepherds as guard dogs.

Plant, Hansen, Maxwell—those were some of the more than 300 dairies in the San Fernando Valley which, with dairies elsewhere in the county, made it a major industry.

It survived a serious setback in

Please Turn to Page 7

An earthquake in 1857 slowed the influx of easterners.

seven years, Tom also has been a farmer, learning the business on the job.

From February to November they grow corn, tomatoes, squash, pumpkins and melons on two sites—one behind Sepulveda Dam, leased from the U.S. Army Corp of Engineers, and another from a private lessor on Victory Blvd.

Nunn, who left a military career to take up farming, talked about his work as he sat near a squash patch a hundred yards from the busy freeway.

"My biggest headache is vandalism," he said. "Every night each piece of equipment has to be returned to the enclosed yard where we have guard dogs."

"Otherwise, nothing's going to run in the morning because kids will break it."

Next to vandalism, he said, his big problem is birds, particularly blackbirds and sparrows, that peck out just enough kernels on an ear of corn to prevent its being sold.

Since private parties may not fire a gun in the city limits, Nunn must rely on a county Agricultural Commission inspector to thin out the flocks of birds.

"He used to shoot two or three times a week, but since Proposition 13 (and its financial cutbacks in government) he hasn't been around," said Nunn.

Water is expensive, he said (\$2,200 a month for a 35-acre section), and so is equipment. Nunn estimates the replacement value of the equipment is "close to \$500,000."

Smog is generally not a great prob-

VALLEY FARMING

Continued from 4th Page

1924, when an epidemic of hoof-and-mouth disease broke out in the herds, necessitating the killing of thousands of head of cattle.

Many of the dairies closed or moved about the time World War II ended and the housing boom began, sending land values up. Several, however, hung on until recent years.

Countywide, the agricultural commissioner's office reported there were 106,500 cows in 343 herds in 1965, dropping to 13,500 in 25 herds in 1976.

Hogs were a significant livestock in the valley with as many as a thousand head on some ranches. Poultry and egg production was another important business in the Valley's early days.

Like cows, however, hogs and poultry were moved out as people began occupying the new housing tracts.

The only livestock to survive in any number were horses. In the early 1920s, before motorized trucks began appearing, horses pulled the wagons and farm implements.

While their number is down now, Engler, the county agricultural commissioner, estimates there are between 50,000 and 75,000 horses "out there," mostly in backyards.

A surprising figure, he said, is the 4,200 new head of horses produced in the county in 1977. Worth about \$450 each, they totaled \$1.9 million in value.

John Boething, a self-described failing writer and cartoonist, moved on to 30 acres of family-owned land in Woodland Hills in 1953 to start Boething Treeland Nursery.

Living in a one-room structure on the property, he remembers it was to be a part-time job that would allow him to go on writing. Today, the company has 250 employees at 10 locations throughout the state. He doesn't write now but he hopes to someday.

He credits the success of the business to the post-war building boom and the public's growing concern about the environment.

Plants and other vegetation are the only positive addition man can give to the environment, he pointed out. "They give us good air, modify wind and heat, provide a haven for wildlife and increase beautification."

Boething had no formal education in agriculture but learned from scratch, he said. "I didn't know what I was doing so I went around asking questions of everyone in the business, and they were tremendously kind and helpful."

Reflecting a thought expressed by others in agriculture, Boething said, "I think farmers have a feeling of cooperation among themselves that is rare in business. They're friendly with one another and, I think, with most people."

Boething gave a 14-year-old high school dropout part-time work some years ago and today he has his own business. Since then, Boething has given employment to local junior and senior high school students and to senior citizens, all of whom, he said, find the work enjoyable and the pay helpful.

His one-room house has expanded through the years as he married and as four daughters came along. His wife Susan handles personnel matters for the company, and one daughter is active full time while the others, still in school, work part time.

Boething says he sees a very strong future for the nursery business in Southern California. Landscaping has become basic to new construction and to older homes when a new family moves in, he said.

"And young people today, sensitive to their environment, are looking for a natural life-style, distaining the plastic," he said.

Fire Destroys Antique Autos Used in Films

Lindley F. Bothwell yesterday set his loss at \$50,000 to \$75,000 when fire destroyed 32 antique automobiles, streetcars, fire engines and a covered wagon Thursday on his ranch at 5300 Oakdale Ave., Woodland Hills.

The fire started in the bunkhouse housing boys caring for Bothwell's citrus crops, according to Roy J. Rading, ranch foreman. Flames quickly enveloped the barns containing the antiques. Only one horse-drawn streetcar was saved before the heat made further salvage attempts impossible, he added.

Bothwell said the fire destroyed the only two-cylinder, Packard, a 1903 model, in existence. An equally valuable 1905 American Mercedes was demolished. Also lost were a San Francisco cable car, several horse-drawn streetcars and a horse-drawn fire wagon.

Bothwell began his hobby collection 25 years ago. Since then many of his prize pieces have been used in films and many school children, Boy Scouts and other youth groups have visited his barn museums.



Lindley Bothwell

Lindley Bothwell

USC's 'Mr. B,' Yell, Song Girl Coach, Dies

By EDWARD J. BOYER.

Times Staff Writer

Lindley Bothwell, revered as "Mr. B" by generations of song girls and yell leaders at USC where he was their volunteer coach for the past 60 years, died Thursday in Sherman Oaks after a long illness. He was 84.

A successful Woodland Hills citrus rancher, former Indianapolis 500 racer, pioneer surfer and collector of vintage cars, Bothwell was USC's first yell leader as an undergraduate in 1919. Then USC football coach "Gloomy Gus" Henderson dubbed him "the worst yell leader I've ever seen."

Decades later, Bothwell chuckled at that evaluation, explaining that "I was leading yells when the quarterback was trying to call audibles."

He was a good enough baseball player to be offered a then lucrative \$10,000 signing bonus by Pittsburgh in 1923, but he turned it down on the advice of a coach to "get all the education you can. Nobody can take that away from you."

Kept Busy

In nine years, he completed undergraduate and master's degrees at USC and a bachelor's degree in agriculture at Oregon State University, where he was also a yell leader for three years.

In 1921, he started the first rotating card stunts in cheering sections at USC football games—the first being performed by 500 men, all wearing white shirts and seated at the 50-yard line in the Los Angeles Memorial Coliseum.

Under his guidance, the USC Song Girls were named the best song-leading team in the United States in 1972 and again in 1974 by the International Cheerleading Foundation.

Bothwell's grandfather, Dr. Walter Lindley, was the first dean of the USC School of Medicine, and two of his aunts founded the university's chapter of the Kappa Alpha Theta sorority. Bothwell, in turn, founded USC's chapter of Sigma Alpha Epsilon fraternity in 1926.

"I just never wanted to go any place else," he once said. "We lived over on 29th Street, and we could hear the yelling and screaming when there was a football game."

'Honest and Open'

He clearly enjoyed his association with young people, explaining in a 1980 interview that "the thing I like about the kids is that they kid you—if they like you, that is. They're very honest and open."

"But I'm their grandfather, not their father. Their father has to pay all their bills."

He is survived by his wife, Ann; a son, Lindley Jr.; a daughter, Bonnie; one brother, Douglas Bothwell, and a sister, Mary Low Fisher of New York City.

Funeral services are scheduled for Tuesday at 11:30 a.m. at Old North Church in Forest Lawn Memorial-Park, Hollywood Hills. The family has suggested that donations may be made to the USC Song Girls/Yell Leaders Foundation or the USC School of Social Work's Crittenton Scholarship Fund.



Bothwell Ranch

Incredibly Rare Infill Development Opportunity for 14.09 Acres Zoned RA-1

5300 Oakdale Avenue, Woodland Hills, CA



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Contents

Ciara Trujillo

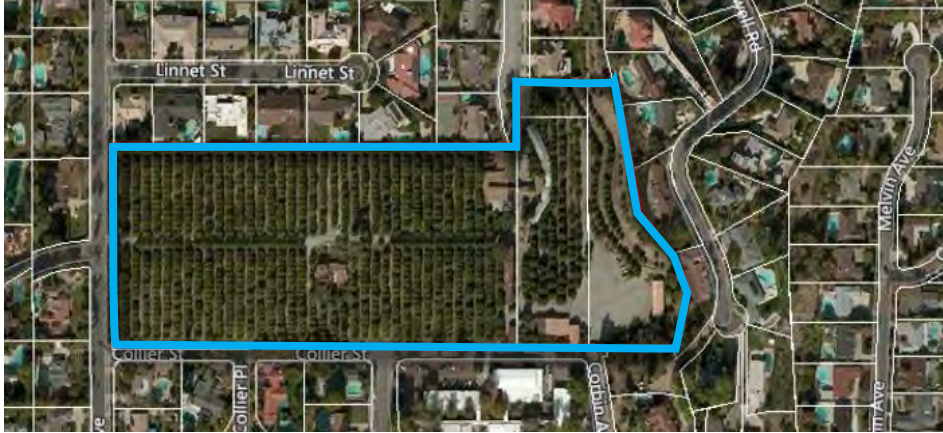
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Property Overview



Colliers International and Coldwell Banker have been exclusively retained by the Owner to offer qualified buyers an opportunity to acquire 14.09 acres located at 5300 Oakdale Avenue, Woodland Hills, CA 91364. The property is located in the highly sought after community of Woodland Hills. It is situated in a rare infill location and zoned RA-1, which allows for 17,500 square foot minimum lots.

Project Summary

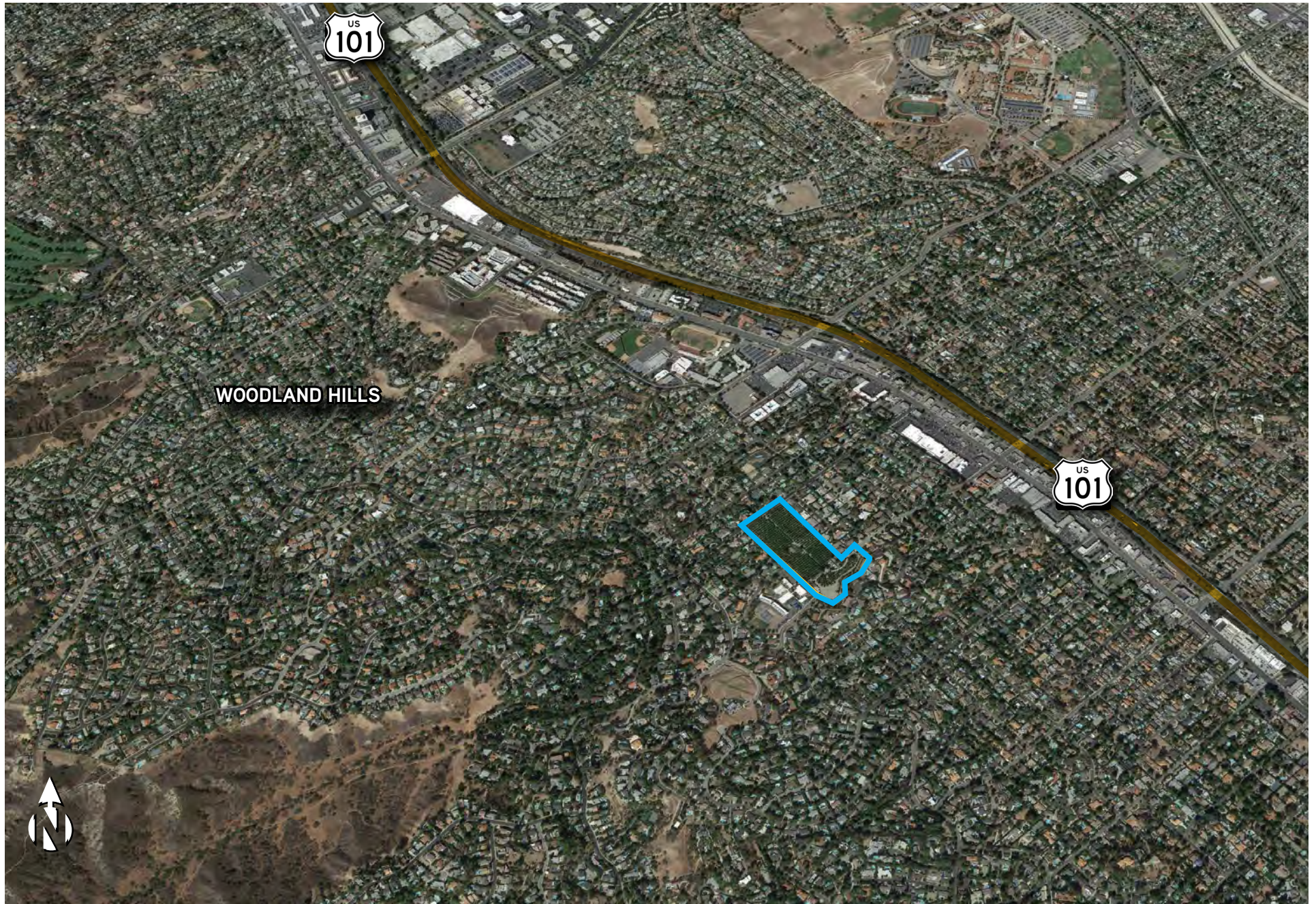
LOCATION	5300 Oakdale Avenue Woodland Hills, CA 91364	GENERAL PLAN	Very Low Residential
APNS	2164-008-001, 005, 006, 007	DEVELOPMENT REGULATIONS	Minimum 17,500 sq. ft. (min. 70' wide lots) - FAR 25%
MUNICIPALITY	County of Los Angeles	TRACT MAP	TR 10515 (Map Reference MB 164-42)
COMMUNITY PLAN	Encino - Tarazana	LIKELY YIELD	Conceptual site plan for 26 lots included on page 7. Buyer shall verify. Seller makes no representations or warranties regarding approvals.
PLANNING COMMISSION	South Valley		Los Angeles Unified School District
COUNCIL AREA	Woodland Hills - Warner Center / District 3	SCHOOL DISTRICT INFO	Elementary: Wilbur Charter for Enriched Academics Middle: Gaspar De Portola High: William Howard Taft Senior High
ACREAGE	14.09 (613,760 sq. ft.)		
EXISTING STRUCTURES	2,683 sq. ft. & 3,520 sq. ft. residences		
ZONING	RA-1		



OAKDALE AVE

COLLIER ST

Aerials | Far



Aerials | Close



Site Plan - 26 Units

SITE AREA: 14.08 ac
 ZONING: RA-1
 MIN. LOT SIZE: 17,500sf (*1.0 ac FOR HILLSIDE LOTS)
 NO. OF UNITS: 26
 DENSITY: 1.85 DU/AC
 SETBACKS:
 FRONT = 20% LOT DEPTH OR 25'
 SIDE = 10'
 REAR = 25% LOT DEPTH OR 25'



CONCEPTUAL SITE PLAN BOTHWELL RANCH PROPERTY

5300 OAKDALE AVENUE
WOODLAND HILLS, CA 91364



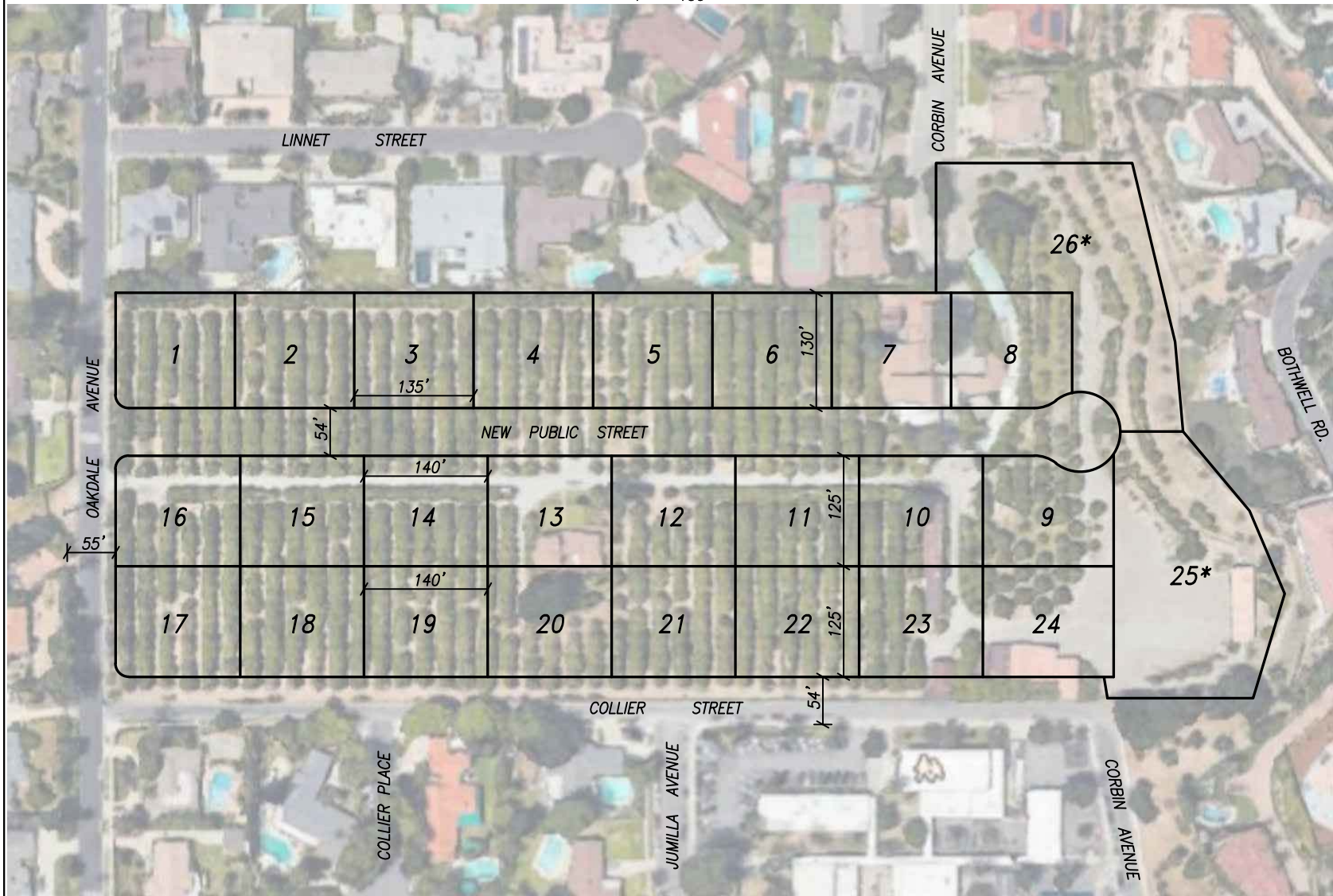
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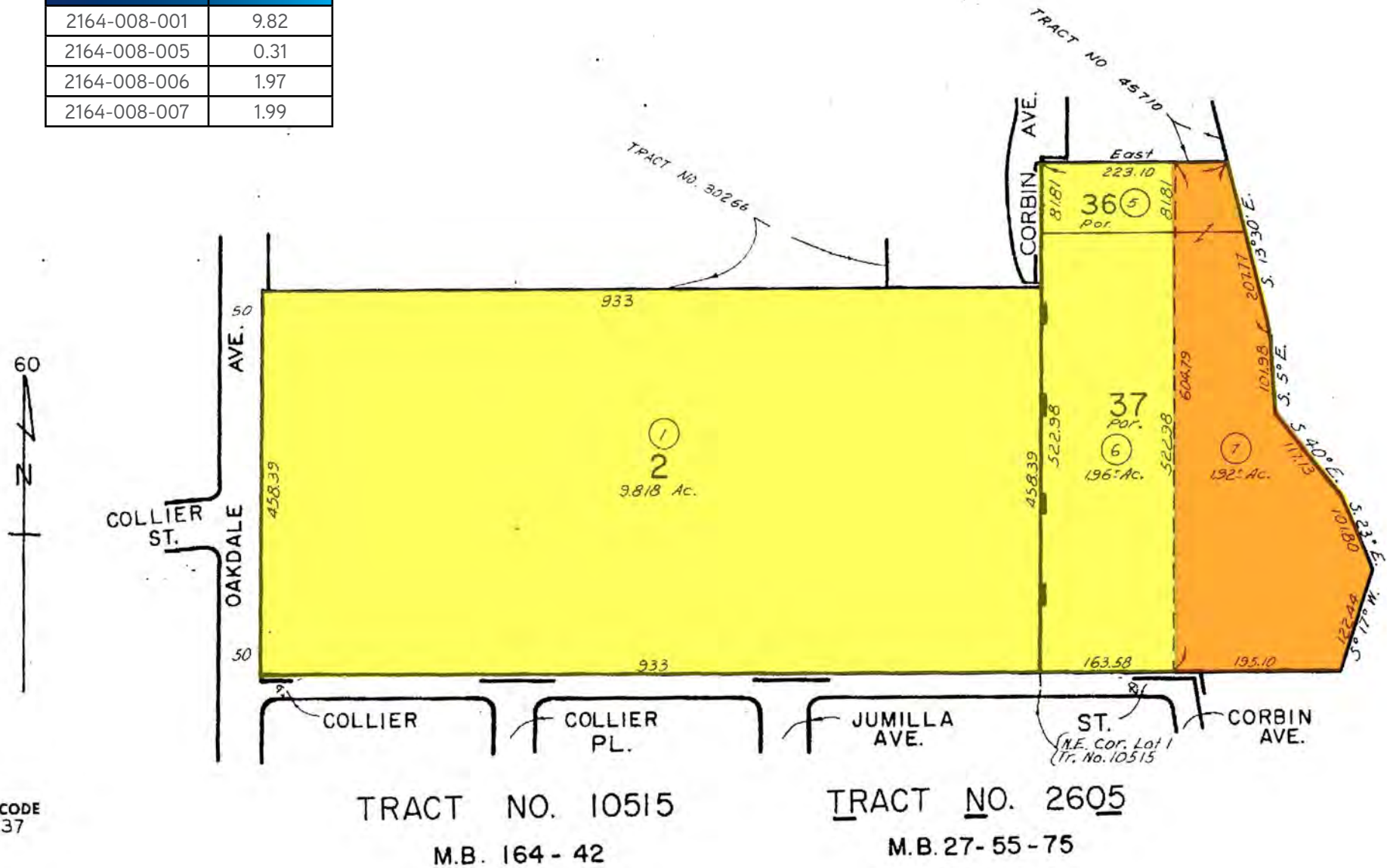
CONCEPTUAL SITE PLAN BOTHWELL RANCH PROPERTY

5300 OAKDALE AVENUE
 WOODLAND HILLS, CA 91364

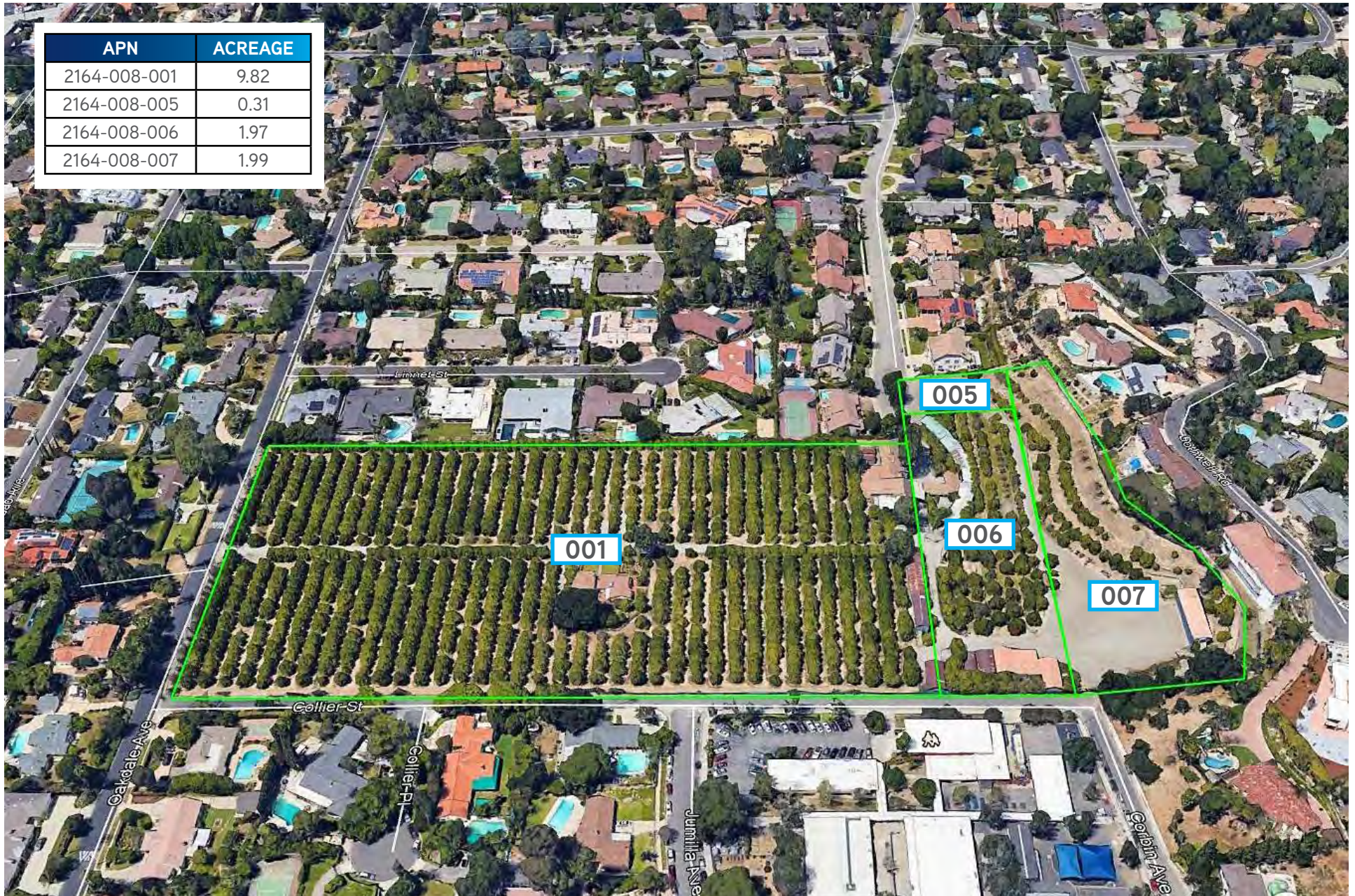


Parcel Map

APN	ACREAGE
2164-008-001	9.82
2164-008-005	0.31
2164-008-006	1.97
2164-008-007	1.99

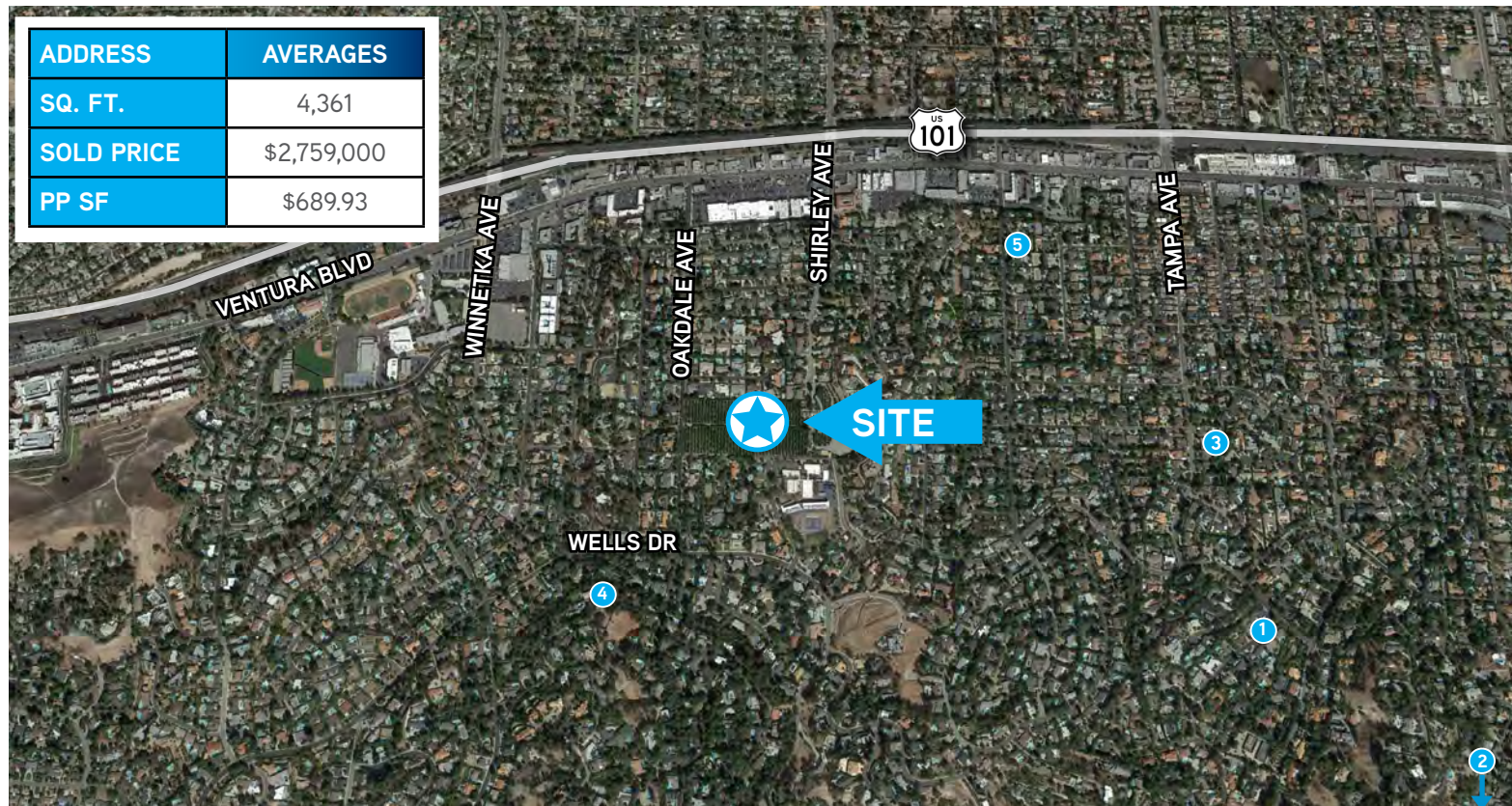


Parcel Outlines



Competitive Resale Map

	1	2	3	4	5
ADDRESS	5041 Palomar Dr.	18811 La Amistad Pl.	19241 Wells Dr.	5055 Hood Dr.	5454 Shirley Ave.
BED/BATH	5/8	3/3	N/A	N/A	N/A
SQ. FT.	5,840	2,364	6,630	2,951	4,018
ACREAGE	0.42	0.26	0.83	1.08	0.84
YEAR BLT	n/a	1962	1956	1930	1948
SOLD PRICE	\$3,110,000	\$2,400,000	\$3,560,000	\$2,100,000	\$2,625,000
PP SF	\$532.53	\$1,015.23	\$536.95	\$711.62	\$653.31
SOLD DATE	12/20/2018	6/14/2018	8/9/2018	12/19/2018	10/30/2018



Woodland Hills, California

Woodland Hills is an upscale neighborhood located on the edge of the Santa Monica Mountains in the San Fernando Valley of northern Los Angeles. Woodland Hills is bordered by Calabasas, Tarzana, Topanga and is a short hop from the famous beaches of Malibu. It's lush, green and a great place to hike, bike, enjoy nature and update your wardrobe. Whether your interest is shopping or the outdoors, Woodland Hills has activities and attractions that can provide a fun, entertaining experience. On Ventura Boulevard there are lively bars and gastropubs with delicious food and live music, making Woodland Hills a unique, vibrant destination in the Valley.



Los Angeles Unified School District

In 2014 California's education system began transitioning to a new testing system and a shift to a new accountability system. As a result the previous API system of reporting was removed. Parents can now access each school's School Accountability Report Card (SARC) to review school's strengths and weaknesses. Although there is great variation in the design of school report cards, they generally begin with a profile that provides background information about the school and its students. The profile usually summarizes the school's mission, goals, and accomplishments. State law requires that the SARC contain all of the following: Demographic data, School safety and climate for learning information, Academic data, School completion rates, Class sizes, Teacher and staff information, Curriculum and instruction descriptions, Postsecondary preparation information Fiscal and expenditure data. The SARC can be found at <http://www.cde.ca.gov/ta/ac/sa/>



ELEMENTARY

Wilbur Charter for Enriched Academics

8/10

Wilbur Charter for Enriched Academics seeks to create a challenging learning environment that encourages high expectations for success through developmentally appropriate instruction that allows for individual differences and learning styles. Learning is a collaborative effort based on utilizing resources effectively and is maximized when it takes place in an environment enriched with support, encouragement and assistance of staff, parents and community. We are committed to providing a broad base of learning experiences that will assist our students in achieving their greatest potential while adapting and adjusting to a diverse and ever-changing society. We nurture high self-esteem and respect for others and believe that everyone can learn to become critical thinkers and independent, lifelong learners. We also strive to utilize Common Core State Standards to maximize student achievement.



MIDDLE SCHOOL

Gaspar De Portola

8/10

Portola Middle School and Highly Gifted Magnet are a partnership of teachers, staff, administrators, parents, students and the community. Combined we share the obligation of providing a safe, nurturing and supportive learning environment. Our vision is to provide all students an academically rigorous and comprehensive curriculum to foster maximum academic achievement and positive character development. We empower students to maximize their academic potential through standards-based instruction. We will facilitate our students in developing critical thinking skills, learning personal and social accountability and responsibility, and technological skills to support the 21st Century and prepare them for post secondary opportunities.



HIGH SCHOOL

William Howard Taft Senior High

7/10

Taft will provide all students with the opportunity to develop their individual passions and talents through innovative programs and instruction that challenge them academically and creatively.

Woodland Hills is a neighborhood bordering the Santa Monica Mountains in the San Fernando Valley region of the city of Los Angeles, California. Along the western boundary of Woodland Hills is the large Upper Las Virgenes Canyon Open Space Preserve, a regional park with a trail network for miles of hiking, mountain biking, and equestrian rides, and is home to the Woodland Hills Country Club, a private equity golf club. The country club is complete with golf course, fine dining, and entertainment options. Woodland Hills, CA has a population of 181,224 people with a median age of 38.1 and a median household income of \$71,251.

The Market



POPULATION

181,224



MEDIAN
AGE

38.1



MEDIAN HOUSEHOLD
INCOME

\$71,251

Offering Guidelines

OFFERS

SUBMIT ALL OFFERS

DEAL STRUCTURE

The Seller reserves the right to retain the easterly most parcel and requests two (2) separate offers be submitted one for each of the following two scenarios:

1. Purchase Price for 14.09 acres.
2. Purchase Price for 12.17 Acres (Excluding Parcel 7)".

DEPOSIT

An initial deposit of \$250,000.00 shall be placed into escrow at the execution of Purchase Agreement and shall be refundable during the Due Diligence Period. Upon Buyer's election to proceed with acquisition of the Property at the end of the Due Diligence Period, the deposit shall be increased to between five percent (5%) and ten percent (10%) of the Purchase Price and the entire deposit shall be non-refundable except in the case of a default or breach by Seller prior to closing. The balance of the purchase price shall be paid at Closing.

OFFERS DUE

All offers shall be submitted by Tuesday, April 16, 2019, and shall be submitted to:

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4350 La Jolla Village Drive, Suite 500
San Diego, CA 92122
Email: ciara.trujillo@colliers.com

Gary & Raisa Ress
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Email: garyress@aol.com

DUE DILIGENCE

Buyer shall have forty-five (45) days from the Effective Date of the Purchase Agreement to perform whatever studies it may desire on the Property, including, but not limited to, market studies, engineering and environmental reviews, feasibility in light of entitlements, verification of government approvals, CFD obligations, tax rates, HOA budgets, clear title, etc. Seller will deliver to Buyer all studies, plans, and reports in its possession.

CLOSING

While it is the preference of the Seller to sell the property in an "as-is" condition, the Seller will entertain offers based on a closing upon a Tentative Map Approval.

ESCROW

Seller(s) shall have the right to assign the Title Policy to the company of their choice.

DISCLAIMER

This document has been prepared by Colliers International for advertising and general information only. Neither Colliers International nor the Seller, or Seller's agent or representatives, makes any guarantees, representations or warranties of any kind, expressed or implied, regarding the information including, but not limited to, warranties of content, accuracy and reliability. Any interested party should undertake their own inquiries as to the accuracy of the information. Colliers International excludes unequivocally all inferred or implied terms, conditions and warranties arising out of this document and excludes all liability for loss and damages arising there from. Colliers International is a worldwide affiliation of independently owned and operated companies.

BROKERAGE

A commission to Colliers International will be paid by Owner pursuant to a separate listing agreement. A co-op commission is offered at one percent (1%) of the purchase price. All communications and inquiries regarding the Property should be directed to Ciara Trujillo.



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OUR READERS WRITE: SPEC HOUSE STORY STIRS MEMORIES

Bristol, Stephen A; 11 EMPLOYEES

Los Angeles Times (1923-1995); Apr 1, 1979; ProQuest Historical Newspapers: Los Angeles Times
pg. I26

OUR READERS WRITE

Spec House Story Stirs Memories

Your article in *The Times* (March 18) regarding Spec Houses Big Business brought back memories of my early childhood in the San Fernando Valley.

The Bothwell property upon which Danny Howard is building expensive homes was sold to Bothwell in 1926 by my grandfather Henry R. Bristol, who along with my father Henry R. Bristol Jr. were the real pioneers on that property.

In 1914, my grandfather bought 82 acres with about one fourth mile frontage on Ventura Blvd. The property extended about one mile southward from there to Wells Drive. Grandfather and my father, in a partnership, planted 82 acres of orange trees shortly after buying the property.

At the planting time there was no irrigation water on the property. It was necessary to have water in a horse drawn tank wagon from Marion (now Reseda) to water the young trees. A year later the Owens Valley Aqueduct was completed to the ranch area and flood irrigation was installed.

My father and grandfather tended the ranch from 1914 until 1924 when my parents sold the 12 acres which was

their share of the partnership. The 12 acres, including the house where we lived when I was born in 1916, was sold to Paul Howard of the Howard Nursery Co. for \$25,000.

Two years later, my grandfather, in 1926, subdivided his 70 acres and sold part of the ranch to Lindley Bothwell. I think Bothwell had 20 or 30 acres, I'm not sure which. The 70 acres sold for an average of \$3,000 per acre which was a good price for those days considering that my grandfather had paid an average of \$300 per acre for the land in 1914.

When we left our 12 acres at my age of 8, farm houses were a mile apart. Now the ranch area is hardly recognizable. It was a lot nicer in 1924.

STEPHEN A. BRISTOL
Helendale

We congratulate you on the excellent article which appeared March 18 re Spec Houses Big Business.

However, we as employees of Oren Realty Inc. were rather dismayed to see our employer, Jerry Y. Oren (one of the largest builders in Benedict Hills), omitted from your article.

SIGNED BY 11 EMPLOYEES
Encino

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REMNANTS OF VALLEY'S CITRUS PAST STILL GROWING

Elizabeth Smilor\ Correspondent . Daily News ; Los Angeles, Calif. [Los Angeles, Calif]31 July 2004: U12.

[ProQuest document link](#)

ABSTRACT (ABSTRACT)

Ann Bothwell, whose husband Lindley started the ranch in 1923 with his parents, still lives there. Of the original 30 acres, 14 remain with about 1,900 trees. Twelve acres of Valencia orange trees are cultivated. About a third of the trees are from the 1920s, she says. Bothwell belongs to a Sunkist packing house in Oxnard that sends a crew down to pick the oranges. They're marketed as Sunkist oranges, she says.

[Karen Lenker]'s father, Homer Halverson, helped to plant the grove in 1929 on his uncle Olaf Halvorson's property along with his father, Ole Halverson. (The brothers spelled their surnames differently.) In his memoir, which he wrote for his family and CSUN prior to his death at age 99 last November, Homer Halverson recalls planting the Valencia orange trees.

"The Dodge truck was the delivery vehicle bringing the young trees from the nursery at Cascade Ranch, near the north end of Balboa Boulevard and the foothills," he wrote, adding that the ranch is now part of Granada Hills. "After delivery of the trees, alignment of rows about 12 feet apart was established. Next was digging holes to specified depth and matching distances apart with that of the rows, followed by delivery of the trees to the hole, setting them in place and back filling."

FULL TEXT

HOME\ Related story: Grow your own oranges

It is easy to be overwhelmed by the sights and sounds of the bustling San Fernando Valley of today, but for many years it was the scent of the Valley's citrus groves that left a lasting impression.

"You'd drive through there and smell the orange trees," says Karen Lenker, of the Central Coast town of Nipomo, whose grandfather and great-uncle owned farm land now comprising California State University, Northridge.

The citrus industry flourished here from the late 1800s into the mid- 1900s. In 1915, it was called the Valley's greatest industry, according to newspaper accounts of the day. By 1921, 3,000 employees worked at four citrus packing houses that exported 1.5 million boxes of oranges, lemons and grapefruit a year.

Following World War II, residential developments began rising and the groves falling. The citrus industry moved north to Ventura County and Central California, according to the Los Angeles County Agricultural Commissioner's office. Today there are two commercial groves left in Los Angeles County, said Deputy Agricultural Commissioner Richard Sokulsky - one at California State Polytechnic University, Pomona, and the other at Bothwell Ranch in Woodland Hills.

Ann Bothwell, whose husband Lindley started the ranch in 1923 with his parents, still lives there. Of the original 30

acres, 14 remain with about 1,900 trees. Twelve acres of Valencia orange trees are cultivated. About a third of the trees are from the 1920s, she says. Bothwell belongs to a Sunkist packing house in Oxnard that sends a crew down to pick the oranges. They're marketed as Sunkist oranges, she says.

When asked why she's kept the ranch, Bothwell replied simply, "My home is here. I like it here. It has been my home for more than 50 years." She says every time the real-estate market heats up, her phone rings, but the land is not for sale.

She remembers a time when Ventura Boulevard was a two-lane road and groves covered most of the Valley. Then builders came, and the Ventura Freeway was extended, and slowly the groves disappeared.

"To those of us who lived here, it seemed like it was happening too fast," Bothwell says. "It's a shame to see part of the Valley's history go out. It would be nice if there were more green areas."

Bothwell's land is private, but there are groves in the Valley open to the public.

Orcutt Ranch Park in West Hills, a historical site owned by the Los Angeles Recreation and Parks Department, allows visitors to pick Valencia oranges and grapefruit during select times of the year. Built in 1921 as a vacation home for Union Oil executive William Orcutt and his wife, Mary, the 24-acre ranch is now primarily used for weddings and other special events. Earlier this month, the ranch held a public fruit pick and will do so again in the fall - late October or early November - depending on the harvest and staff availability. For more information, call the ranch at (818) 883- 6641. Admission is free, but a grocery bag full of citrus costs \$2, and a box of fruit is \$5.

A smaller grove is also open to the public near the southeast corner of the CSUN campus at Nordhoff Street and Zelzah Avenue. The six-acre grove with about 500 trees is all that's left of the land once owned by Lenker's ancestors.

The public is welcome to walk among the trees but is discouraged from eating the oranges.

"The grove is not maintained for that purpose," says Tom Brown, director of the university's physical plant. "We don't know if the fruit is viable."

Lenker's father, Homer Halverson, helped to plant the grove in 1929 on his uncle Olaf Halvorson's property along with his father, Ole Halverson. (The brothers spelled their surnames differently.) In his memoir, which he wrote for his family and CSUN prior to his death at age 99 last November, Homer Halverson recalls planting the Valencia orange trees.

"The Dodge truck was the delivery vehicle bringing the young trees from the nursery at Cascade Ranch, near the north end of Balboa Boulevard and the foothills," he wrote, adding that the ranch is now part of Granada Hills. "After delivery of the trees, alignment of rows about 12 feet apart was established. Next was digging holes to specified depth and matching distances apart with that of the rows, followed by delivery of the trees to the hole, setting them in place and back filling."

He also wrote about how they wrapped the young trees with tulle or cattail stems to protect them from frost in the winter. He then goes on to tell how they planted Milo maize, which was used for animal food, in the space between the rows of trees for about five years.

Descendants of Olaf Halvorson sold their land in the 1950s for the establishment of San Fernando Valley State College (later renamed CSUN) in 1958.

"It was with a bit of sadness that I witnessed the transformation of the orange groves into parking lots for the multitudes of students blessed with vehicles," Homer Halverson wrote.

It would not be long before the college needed more land and would buy the Halverson farm. Ole Halverson's wife, Laura, continued to live in the family house until her death in 1965.

"However, when she learned that her continued living there until the land was actually needed was subject to rental payments, she bitterly complained that this was the first time in her life she had to pay rent for a place to live," Halverson wrote.

CSUN students and staff have fought to keep the remaining six acres going.

"I just think it's important to preserve this relic of the Valley's agricultural past," says Robert Gohstand, professor emeritus in geography at CSUN. Gohstand has led an effort to preserve the grove since the early 1990s, when there was talk of putting a parking lot in its place.

The grove was rededicated in 1993, and money was raised for a new sprinkler system. There are about 500 orange trees, but not all of them are originals, he says. "Orange trees have a finite life span," Gohstand explains. So, as trees die, they are replaced with new ones.

Lenker and her sister, Gail Carson of La Canada Flintridge, would love to see the oranges harvested.

"I'd really like to explore ways to make use of the oranges," Carson says. She suggested making orange marmalade like that made from a historic grove at the Huntington Library, Art Collections and Botanical Gardens in San Marino.

Illustration

photo; Caption: Photo: Homer Halverson helped plant the orange grove on what is now CSUN. Homer Halverson Collection, Urban Archives Center, University Library, CSUN

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CITRUS GIFTS—Lindley F. Bothwell is shown here busy packing Yule baskets made up of oranges and grapefruit grown on one of the last ranches in the Valley.

Santa's Workers Sweat in Valley Orange Groves

WOODLAND HILLS—He's been at it for 31 years. There's nothing like a California Christmas tree.

It's loaded with round, heavy ornaments that taste as good as they smell.

It's an orange tree, of course, and a veteran citrus grower, Lindley F. Bothwell, is one of those growers who are busy right now packing their fragrant crops into gaily-wrapped Christmas packages to be sold all over Southern California.

Bothwell's Rancho Rinconada, located off Ventura Blvd., is so geared for Christmas that it looks like a Santa Claus workshop transplanted to the tropics. Fortifying this impression are the old railroad cars, Stutz Bearcats and steam tractors which Bothwell likes to collect and then leave standing around in his orchards.

Knows His Business

Plump grapefruit hang from branches growing out of the windows of decaying Toonerville trolleys which rest on trackless stretches of plowed fields.

But it isn't a gift from Santa that keeps this citrus ranch, which is located in a wealthy residential district, operating so profitably that its owner is able to ignore the offers of land-hungry subdividers.

The reason is Bothwell—a man who knows his business.

The Christmas Market

Long ago he determined that the Valencia orange, when grown in the soil and climate of the San Fernando Valley, stayed on the trees longer than other oranges. This enabled its grower to hit the late market—the Christmas market.

By developing a year-round operation, he solved many of the problems which plague and often defeat other farmers who must work soil on the fringes of expanding cities. While other citrus growers have trouble getting labor to tend the trees and pick the fruit, Bothwell has a permanent crew of loyal men.

Make the Rounds

When there isn't enough work on his own ranch, Bothwell and his boys climb into their trucks and make the rounds of other groves all over the Valley. And between citrus seasons there's always Rancho Rinconada's tomato and hay crops which must be planted and harvested.

But right now they are sweating in the sunshine preparing the gifts of fancy San Fernando Valley oranges for Santa to bring down chimneys near and far come this Dec. 25.

SPEC HOUSES BIG BUSINESS: GAMBLING ON LARGE HOMES SOUTHLAND PHENOMENON

Kinchen, David M

Los Angeles Times (1923-1995); Mar 18, 1979; ProQuest Historical Newspapers: Los Angeles Times
pg. K1

SPEC HOUSES BIG BUSINESS

Gambling on Large Homes Southland Phenomenon

BY DAVID M. KINCHEN

Times Staff Writer

"I got a place in Bel-Air that cost ninety grand and I already spent more than that to fix it up . . . My wife's got a hundred and fifty grand in rocks and another seventy-five in furs and clothes . . . I got a Bentley, two Cadillacs, a Chrysler station wagon . . ."

—Raymond Chandler, "The Long Goodbye," 1953

A lot of escrows have closed in the quarter century since that novel was published and prices have skyrocketed in Bel Air and everywhere else, but the desire for large houses hasn't abated.

In fact, the desire has increased in the last few years to the point builders and developers are constructing speculative houses priced from about \$250,000 to more than \$1 million all over the Southland.

It is a phenomenon that may be unique to California, this building of expensive spec houses. Builders and lenders everywhere else are too conservative—and they have memories of past building depressions.

Since building recovered in the Southland in 1976, many persons have decided that building and marketing one or more expensive spec houses is the road to fame and fortune. Some have discovered it is the road to bankruptcy and lawsuits.

Spec house builders include business opportunity brokers and architects as well as real estate brokers and builders.

Danny Howard, president of Beverly Development Co., 3924 Wilshire Blvd., was a business opportunities broker before he became a builder three years ago. He began with apartments and is currently building five

spec houses in the 5400 block of Corbin Ave.

The English Tudor-styled houses range in size from about 4,500 to 10,000 square feet and are priced from \$440,000 to about \$800,000. Howard is saving the biggest house for himself.

"There really are only two markets for housing in Southern California or anywhere else," he said on the site of his development. "The low end for those who need shelter and the high end for those who want to display their affluence. I'm building for the high end."

The high-end market in Tarzana, according to Howard, has the houses placed south of Ventura Blvd., on large enough lots for swimming pools or tennis courts.

His houses have lots at least a half acre in size, with room for north-south tennis courts. R.G. Firestone of Encino designed the houses with plenty of wood trim and wood-framed casement windows.

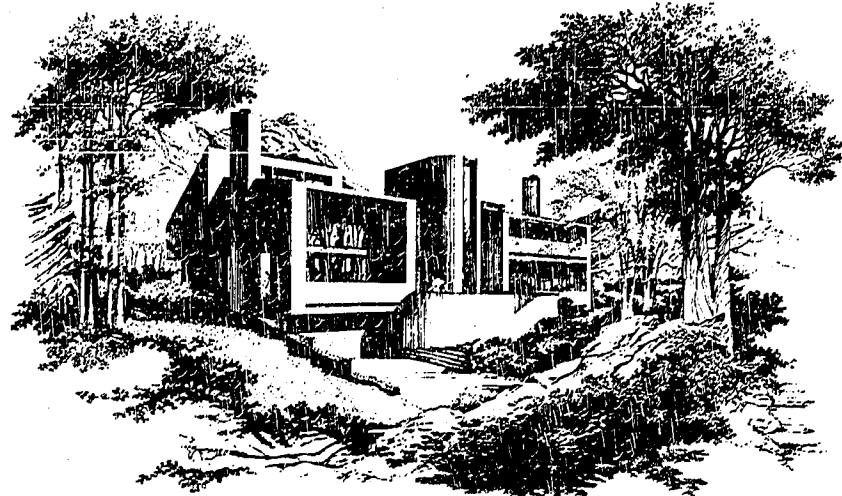
"People who buy big-bucks houses want a lot of wood, a lot of fireplaces and a lot of space," Howard said. "They're generally self-employed or professional people who don't have to worry about financing."

Howard's houses are on property purchased from the Bothwell family, one of the pioneers in the San Fernando Valley—a family honored with a street named after them (Bothwell Road).

The site was once an orange grove and mature orange trees border the houses to the east.

Why do persons in the high income category buy spec homes, rather than hiring an architect to design them a custom house?

"We're talking about people in a hurry," Howard



BELL CANYON—Rendering shows contemporary speculative house for guarded community.

said. "They made their money in a hurry and they want the house now, not a year or two down the road. They've heard about building delays, so they don't want to go through the hassles of custom building."

Bogidar M. Bernkopf, like Howard, is in his 30s. He comes from Bulgaria, was educated at Charles University in Prague, Czechoslovakia, where he studied engineering, and was graduated from USC's School of Architecture and Fine Arts. With a French mother

and a Turkish father, he looks like the man in the Camel cigarette ads.

He is president of the Woodland Hills-based Bernkopf Designs, an architectural and engineering firm, formerly known as Design +. Most of his work is in the West San Fernando Valley, including the gate-guarded community of Bell Canyon.

What makes Bernkopf's houses unusual, if not unique, is that they are contemporary speculative

Please Turn to Page 12, Col. 1

SPEC HOUSES BIG BUSINESS

Continued from First Page

houses. What is even more surprising, according to Libby Warren, Bernkopf's exclusive sales agent, is that the houses sell quickly.

"It's been my experience that Bouje's (hardly anyone calls him Bogidar) houses sell within 30 days of the carpeting being put down," Ms. Warren said. She works out of the Encino office of Jerry Berns and Associates. "Our buyer profile tends to favor people in the creative arts who are confident enough in their tastes to want something more than the standard English Tudor."

Bernkopf is proud of the fact that the buyer of one of his Bell Canyon houses is Kenneth Butts, a fellow architect.

His homes are priced much more reasonably than most spec houses, being concentrated in the \$140,000 to \$270,000 range. He has designed and built eight houses and has three more under way.

"When I started designing and building the houses three years ago, my friends told me that contemporary houses wouldn't sell," he said. "I proved that I could build them competitively in cost with tract houses and I found a market."

Like most architects, Bernkopf doesn't care much for architectural review boards, including the one that operates in Bell Canyon. He has resisted the pressure from that particular board to steer him into the kind of Palos Verdes Peninsula Spanish and ranch houses that are found throughout the boulder-strewn development.

"I'm not interested in designing houses like that," he says simply.

Ron Abrams, vice president and manager of the Sunset/West Hollywood office of Harleigh Sandler Realtors, spends a good deal of his waking hours looking for the next Trousdale or Bel Air.

Benedict Hills, south of Mulholland Drive and east of Benedict Canyon Drive, is his latest nomination. Centering around Hutton Drive, the area has a Beverly Hills post office (but Los Angeles schools) and has attracted Lynda (Wonder Woman) Carter, record executive Michael O'Martian and Wally Ganzi, owner of the Palm restaurant.

Standing in front of Ganzi's mansard-roofed house, Abrams said that four or five years ago, the area was dead in the water as far as homebuyers were concerned.

"Today, the entire Mulholland corridor—particularly Benedict Hills—is highly desirable," he said. "It's pastoral, quiet, picturesque, but it's just up the hill from Beverly Hills, Hollywood, the entire West Side and it's close to the studios in the San Fernando Valley."

Benedict Hills began to flourish several years ago when Richard Weiss and Larry Field acquired land there and

entered into joint ventures with several major builders, Abrams said.

Among the builders are Canyon Crest Estates (Max Medvin and Roy Norris), Herb Fond and Sanford Spielman, Ed Blanchard, Barry Dean and Beverlyview (Jona Goldrich and Sol Kest).

The houses range in price from about \$400,000 to more than \$800,000 and have at least 4,000 square feet, he said.

"A home with a tennis court, or space for one, will bring between \$100,000 and \$200,000 more than one without," he added. "The appreciation of property in the area has been amazing. I participated in the sale of a home with a tennis court for \$383,000 in January, 1977. One year later the same home sold for \$615,000. Today it's probably worth \$850,000."

Not far from Benedict Hills, at 14810 and 14820 Mulholland Drive in Bel Air, two spec houses are being completed by SWC Properties, 241 S. Robertson Blvd., Beverly Hills. The Spanish design at 14820 is priced at \$675,000 and the redwood contemporary next door is priced at \$825,000.

"We're looking for people who bought a house in Brentwood for \$20,000 20 years ago and who are cashing in on an equity of \$200,000 or more," said Richard Perri, vice president of SWC's brokerage division.

"This buyer is often a salaried person taking advantage of his equity," he said. "The other type of buyer is a young—mid-30s or so—self-employed person with a large income who wants to live in Bel Air with a large house, a pool, a tennis court."

Designed by architect Michael Terauchi of Beverly Hills, the two-story Spanish-style house and the five-level contemporary both have solar hot water, provided by well concealed rooftop collector panels.

SWC is headed by Samuel W. Chew, who said that a third category of buyer for expensive spec houses is transferred executives.

"If the executives is high enough up in the corporate structure, his company will pay for his home in the Los Angeles area," Chew said. "Otherwise they will lose people from back East who can't afford to transfer out here."

Anything Los Angeles County can do, Orange County can do as expensively, and custom spec homes are no exception.

Take a new 5,775-square-foot Spanish-style villa in the Tustin Hills, for instance. But only if you have \$1.2 million, the asking price for the house built by James J. Birmingham and Greg Johnson and designed by Gared Smith AIA of Newport Beach.

The house has five bedrooms, six baths, a game room

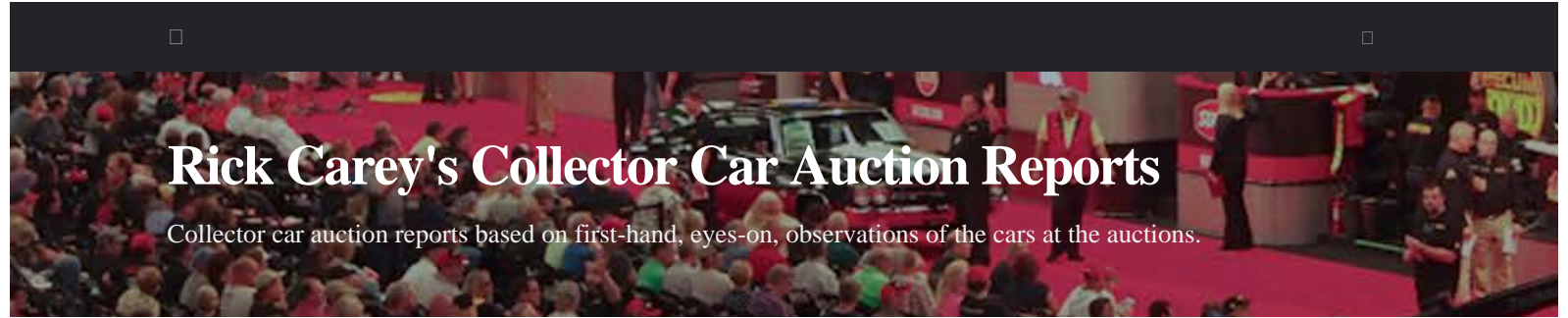


NEW BEL AIR?—Broker Ron Abrams stands in front of mansard-roofed house in Benedict Canyon. Times photo by Bob Chamberlin

with a walk-in cantina and wine cellar, two staircases, tiled decks offering views of neighboring houses and the lights of Newport Center, and elaborate master suites, according to John Miller of the custom homes division of

Donald M. Bird Association, the sales agent.

Those whose turf is the West Side may not realize it, but the hills of Orange County are alive with the sound of money, not to mention Mercedes Benzes and Rolls Royces.



Rick Carey's Collector Car Auction Reports

Collector car auction reports based on first-hand, eyes-on, observations of the cars at the auctions.

The Auction Weekend at the Bothwell Ranch

NOVEMBER 17, 2017 · [AUCTION REPORT](#) · [6 COMMENTS](#)

Lindley and Ann Bothwell’s Bothwell Ranch is a fabled, quiet collection of automobiles secreted away among million dollar houses at Woodland Hills in the San Fernando Valley west of Los Angeles.

Citrus groves once covered the Valley, but they are no more. Only the Bothwell Ranch remains, a carefully nurtured and preserved few acre oasis of California history.

Lindley Bothwell died in 1986. Ann preserved this small remnant of his husbandry which once comprised thousands of acres of owned and managed groves. She died a year ago and on November 11 Bonhams dispersed (most of) Lindley and Ann Bothwell’s automotive, railroad and collecting legacy at the Ranch.

It was an epic event that will be included among similar dispositions of collections by Harrah’s, Edward Gordon Thompson’s Gleneagles Collection, Judge Roy Hofheinz, Cohn, Rick Carroll, Ben Moser, Philip Wichard, A.K. Miller and Richard C. Paine. These milestones are getting steadily more rare as the legacies of early collectors are dispersed.

Lindley Bothwell was a man of many accomplishments but it is as an early car collector – he acquired his first ‘collector car’ before 1930 – that he is best remembered. And more than a collector, Bothwell used his cars enthusiastically.

In the years after WWII he organized what are probably the first vintage car races including on Santa Catalina island and a re-creation of the Santa Monica road race. Sanctioned by AAA, the entries were drawn from his personal collection and driven by friends and acquaintances among the pre-war racing community.

The Bothwell collection became almost mythical as, except for annual visits by the Fabulous Fifties club that ended a few years ago, it was largely inaccessible since his death.

Its disposition became an event, a chance to view the legendary Bothwell cars in their

Categories

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native habitat, the last orange grove in the San Fernando Valley. People like me, who knew of, and wondered about, it made the pilgrimage to Woodland Hills to see it for the first and last time. Others came back, relating their experiences of twenty, thirty and even forty years ago when they came to the Bothwell Ranch for the first time.

Gooding & Company’s David Gooding was there to bid on one of the cars and said, ‘If it weren’t for Lindley Bothwell I probably would not be doing what I do today. My father saw one of his events and became enthralled by his Pope-Hartford [the car in today’s sale]. He loved the sound, relished the experience and made up his mind to own one, which he eventually did. That started my experience with old cars.’

Bonhams seized the opportunity to disperse a single-owner collection of legendary stature by holding the sale at the Bothwell Ranch and did a masterful job of organizing and presenting some 400 lots of tools, automobilia, railroadiana and model trains that took five hours to sell.



The cars were spread out on the property, some in their garages and barns, others arrayed along the roads backed by the ranch’s citrus trees, a few in high visibility display in or near the auction marquee. The layout encouraged exploring the ranch making it an adventure that rewarded casting about with discovery of an Autocar, a Model T or Clement-Panhard tucked away, like sitting down with a kid to scour a Richard Scarrey book finding Lowly Worm.

- MONTEREY
- MONTEREY 2017
- MOTOSTALGIA
- PACIFIC GROVE
- PARIS
- PEBBLE BEACH
- QUAIL LODGE
- RETROMOBILE
- RM
- RM AUCTIONS
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- RUSSO AND STEELE
- SCOTTSDALE
- SCOTTSDALE 2018
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Bonhams, Greenwich Concours,



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The water bottles and cocktail cups had the 1914 Peugeot L45's picture on them.

The setting was perfect with the citrus trees, a few roses and old wood framed metal sheathed, corrugated roof buildings and Quonset huts painted a uniform shade of weathered emerald green which, for the sake of uniformity in the individual vehicle descriptions will be called 'Bothwell Ranch Green.'

June 2, 2019



Mecum Auctions, Spring Classic
State Fairgrounds, Indianapolis,
May 15-19, 2019 Part II: Ford
Thunderbird through Volkswagen



Mecum Auctions, Spring Classic
State Fairgrounds, Indianapolis,
May 15-19, 2019 Part I: AM
General through Ford Mustang





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Bonhams' Evan Ide managed to get a few of the cars to run (Chandler, Pope Hartford, Stearns, Mercedes-Simplex) and strategically made a series of demonstrations before the auction. Particularly during the automobilia sale their engines' reverberations

added character to the static objects and built anticipation for the cars to come.



Most of the cars were aged; only the Peugeot L45, Prinz-Heinrich Benz and Mercedes-Simplex had recent cosmetic and mechanical attention. Some could be mechanically freshened and used as-is but most were restoration projects. Many had Bothwell-built runabout bodies, far removed from their original coachwork. But only one of them should ever be ‘restored’ with facsimiles of their original coachwork (the Prinz-Heinrich Benz which begs for a reproduction of the bodywork as driven by Barney Oldfield that was lost in the Bothwell collection fire in the late-40’s): These were cars that excited souls with their demonstrations, that appeared in movies and have Lindley Bothwell provenance. Re-clothed as a sedan, touring car or roadster they would lose the connection with their most important history in the Bothwell collection.

The sale itself was a major success and here are the numbers:

Year	Cars Sold/ Offered	Sale %	Sold < Low Est	Sold > High Est	Average Sale	Median Sale	Total \$
2017	48/48	100%	22.9%	47.9%	\$272,530	\$41,800 [15.3%]	\$13,081,420

The hammer bids were 177.3% of the pre-sale low estimates, an unprecedented achievement. The Peugeot alone sold on the hammer (\$6.6 million) for nearly as much as the entire pre-sale estimate for the entire car consignment (\$6.7 million.) The Median/Average ratio isn’t a comment on Bonhams estimates; rather it is a function of the ‘Bothwell Premium’ which cars from this collection brought and Bonhams highly effective marketing and promotion of it.

It was a magical weekend in Woodland Hills, right up there with Christie’s A.K. Miller auction in East Orange, Vermont twenty years ago.



Bonhams placement of the cars in the run order is important so in contrast to recent auction reports these are in their auction run order. All the car lots (and Kalakaua the steam locomotive) are here, even the ones not evaluated on-site.

I hope you enjoy this report as much as I enjoyed the weekend in Woodland Hills.



Lot # 363 1897 Baldwin 0-4-2 Locomotive and cars; Black, Red cab, Silver; Estimate \$20,000 – \$30,000; Older restoration, 4- condition; No Reserve; Hammered Sold at \$170,455 plus commission of 10.00%; Final Price \$187,501 April 1927 replacement boiler, wooden cow catcher, includes two coaches, three other cars and a handcar. – Built for service in Hawaii where it was christened Kalakaua, brought to the mainland later and bought by Lindley Bothwell in 1964. Once used, according to people at the sale who had seen it, to steam down to the rails’ terminus at Ventura Blvd loaded with Bothwell fruit to sell on weekends. Seized up and not working. Sheared

fasteners on the boiler. Drive gear disconnected. Complete rejuvenation required. The new owner can probably have as much light track as can be leveraged up from the site. – Successful hammer bid was \$150,000 plus commission of 25%. This is a monster project to get steaming again but that didn't deter enthusiastic bidding and it is when restored a complete, running railroad for passengers and freight. 'Light Rail' from the 1890's.



Lot # 400 1981 Honda GL1100 Gold Wing Motorcycle Custom; S/N
1HFSC020XBA121098; Estimate \$5,000 – \$6,000; Not evaluated; No Reserve;
Hammered Sold at \$5,000 plus commission of 10.00%; Final Price \$5,500 – Built for the 1995 Disney movie 'Tall Tale: The Unbelievable Adventures of Pecos Bill' as the ride for its antagonist, J.P. Stiles. The disc brakes are incongruous. Not used for many years. –



Lot # 401 1916 Henderson V-Twin Motorcycle Combination; S/N Engine No.

75558; Engine # 75558; Estimate \$20,000 – \$25,000; Not evaluated; No Reserve; Hammered Sold at \$17,000 plus commission of 10.00%; Final Price \$18,700.



Lot # 402 1901 Clement-Panhard Type VCP 4 1/2hp Voiture Legere Vis-a Vis;
S/N 313; Engine # 313; Yellow, Black fenders and running gear/Black leather; No top;
Estimate \$40,000 – \$50,000; Older restoration, 4+ condition; No Reserve; Hammered
Sold at \$55,000 plus commission of 10.00%; Final Price \$60,500 RHD. Wheel
steering, single Solar self-generating headlight, 20th Century sidelights, single cylinder
Panhard engine, double chain drive. – In the Bothwell collection since the early 40's.
Aged, chipped old restoration, grimy, dirty chassis. Sound upholstery. Largely
complete but tired. – One of the best things about this Clement-Panhard is that it is
simple and its re-restoration is unlikely to encounter any serious obstacles. Brighton
Run eligible, it isn't fast, but is solid and reliable, attributes that are reflected in its
over-estimate price.



Lot # 403 1926 Rolls-Royce Silver Ghost 40/50hp Pickup; S/N S248PK; Engine # 21214; Burgundy./Black; Estimate \$50,000 – \$70,000; Modified restoration, 3-condition; No Reserve; Hammered Sold at \$145,000 plus commission of 10.00%; Final Price \$159,500 Bausch & Lomb drum headlights and cowl lights, dual sidemounts, body color wire wheels, windshield visor, varnished wood bed, brass radiator grille, chrome lights. – Originally a Tilbury Sedan, attractively cut down and completed in pickup configuration with quality bodywork and good wood bed. Sound and in decent, practical condition. Thick old repaint, weak bright trim. Road grimy chassis. – The temptation to re-create the Tilbury body would completely miss the point of this Bothwell Silver Ghost which embodies Lindley Bothwell's appreciation for quality mechanics and a whimsical willingness to put them to practical use. It deserves to stay exactly the way it is. It is one of the best examples of the soul of the Bothwell collection, respect for quality and performance, but willingness to put them to practical application. The exceptional price paid for it indicates that the new owner 'got it'.



Lot # 404 1929 Ford Model AA Paddy Wagon; S/N AA874782; Engine # R421105M; Estimate \$10,000 – \$15,000; Not evaluated; No Reserve; Hammered Sold at \$7,500 plus commission of 10.00%; Final Price \$8,250.



Lot # 405 1923 Ford Model T Stake truck; S/N Engine No. 7492003; Engine # 7492003; Black, Bothwell Ranch Green bed/Black leatherette; Estimate \$10,000 – \$15,000; Visually maintained, largely original, 4+ condition; No Reserve; Hammered Sold at \$15,500 plus commission of 10.00%; Final Price \$17,050 An open cab truck with an added C-Cab roof – Usable paint and interior, old probably unrestored engine and chassis. A usable farm truck with many film credits including Titanic, Roots, The Aviator and even a Beverly Hillbillies reunion commercial. Not run in a long time but easily brought back to running, driving condition. – It is impossible not to like this truck, despite its age, a sentiment displayed by the bidders with this superior price.



Lot # 406 1925 Ford Model T Speedster; S/N Engine No. 12233544; Engine # 12233544; Estimate \$3,000 – \$4,000; Not evaluated; No Reserve; Hammered Sold at \$6,000 plus commission of 10.00%; Final Price \$6,600.



Lot # 407 1924 Ford Model T Coupe; S/N Engine No. 12675376; Engine # 12675376; Estimate \$4,000 – \$5,000; Not evaluated; No Reserve; Hammered Sold at \$10,500 plus commission of 10.00%; Final Price \$11,550.



Lot # 408 1914 Peugeot L45 Grand Prix; S/N 1; Engine # 1; Dark Blue/Red leather; Estimate \$3,000,000 – \$5,000,000; Competition restoration, 3+ condition; With Reserve; Hammered Sold at \$6,600,000 plus commission of 10.00%; Final Price \$7,260,000 RHD. Crankcase stamped B 3.622 S 6 19/32. Timing tower stamped 1. 4-speed, with reverse, odd pattern. 4-wheel brakes, centerlock wire wheels. Exposed valve springs. Jones 2,650 rpm tach, red line at 1,200 rpm (one at 1,400 has been removed.) Pointed tail with spare tire hump and tapered tail top as-raced in the U.S. Friction shocks. 32×4 1/2 Dunlop tires, black wire wheels. Miller barrel throttle valve updraft carb, spare damaged crankcase and the original Peugeot carburetor included. – Tail panels are probably original. Hood panels are clean but the ribs look much older and old repairs suggest the hood is original, too. Old woodrim steering wheel on an aluminum 4-spoke rim. Good older paint, some edge chips, good upholstery. Done like a racecar and used, including Goodwood Festival 2003 and 2011. The founding creation for dual overhead camshaft engines and the last of the Peugeot ‘Charlatans’ cycle that began in 1911. The spare Peugeot at the 1914 Lyon GP, third at Indianapolis

in 1916 driven by Ralph Mulford. Raced at Indianapolis in 1919 by Art Klein (dnf, oil line) then by Klein at Elgin, Uniontown, NJ, Sheepshead Bay (Brooklyn, NY) and Cincinnati and Beverly Hills in 1920 before being retired by Klein in favor of a Frontenac. Joe Boyer picked up the Peugeot for the 1923 season when he drove it to second in the AAA dirt championship. Acquired from Art Klein in 1949 by Lindley Bothwell, he quickly registered it with AAA, took it to the Brickyard and set a qualifying run average of 103.24 mph, more than Johnny Aitken's fastest 1916 Peugeot qualifying speed of 96.7 mph. Other than its shiny paint and intact upholstery it is as-raced over a century ago, with its original body panels, engine and chassis, the foundation of every high performance dual overhead camshaft engine today, the only surviving GP Peugeot and one of only two similar cars, the other being a 3-liter voiturette built for sports car races. Its history is abundantly documented with photos and a series of AAA race car registration plates beginning in 1919 and 1949-1952 while owned by Lindley Bothwell. – Disclosure: I cataloged the Peugeot for Bonhams, a rare and special privilege. This Peugeot bristles with innovation, even beyond the dual overhead camshaft engine to include things like dry sump lubrication and centerlock wheels. All but one of the other Peugeot dohc cars were raced into oblivion making this one of the most important cars to come to auction in years. Its historical significance is reinforced by amazing originality and a continuous ownership history from Peugeot through Lutch Brown, Frank Book, Ralph Mulford, Art Klein and Lindley Bothwell. It is impossible to overstate the importance and originality of this Peugeot and it could easily have brought even more than this over-estimate price without being unreasonable. There is no aspect of the car that isn't wonderful. Sold to a Florida collector where it will be in good hands.



Lot # 409 1913 Fiat Model 56 45hp 7-Passenger Touring; S/N S10601; Dark Red, Black fenders/Black leather; Beige cloth top; Estimate \$70,000 – \$90,000; Unrestored original, 4 condition; No Reserve; Hammered Sold at \$55,000 plus commission of 10.00%; Final Price \$60,500 RHD. 522 cid 45 NACC hp, 4-speed, 55,595 miles on a dash mounted Warner speedometer, 30,284 miles on a floor-mounted FIAT speedometer, jump seats, dual right side spare wheel mounts, body color wood spoke wheels, Westinghouse spring shackle shocks. – Superficial old repaint over old paint, tattered old front seat upholstery but sound old rear and jump seat upholstery Torn, sun

rotted old top. Old, crusty road grime and oil underneath. Bodged old dashboard wiring. A complete and handsomely bodied restoration project. – This is one of the better values in the Bothwell sale, a particularly good looking high horsepower Brass Era giant that is largely original. Restoration will not be inexpensive but all the important bits and bobs are here to aid the restorer in doing it accurately and it is certainly possible to make it run and drive without compromising its impressive originality giving the new owner the opportunity to enjoy its originality before committing to restoration.



Lot # 410 1915 National Six Series AA Coupe; S/N 10250; Engine # 6076; Red, Black fenders and roof/Burgundy cloth; Estimate \$30,000 – \$40,000; Cosmetic restoration, 3- condition; No Reserve; Hammered Sold at \$38,000 plus commission of 10.00%; Final Price \$41,800 364/34 NACC hp six, 3-speed, Rear-facing right front jump seat, body color wood spoke wheels, opening windshield, dual rear-mounted spares, pullup side and rear windows, C.M. Hall bell electric headlights, Warner speedometer, bud vases. – Elegant but tall, erect coachwork with curved front quarter windows. Quick old repaint with overspray. Badly peeling paint on the upper body wood. Pitted trim chrome and aged instruments. Grimy engine and chassis. Sound old upholstery. A wonderful basis for restoration. – The style of this 4-place coupe is striking, with a tall greenhouse (taller from the window sill to the roof than it is from the window sill to the bottom of the doors), abundant glass and a tiny turtle style rear deck. It has a commanding presence and has been reasonably well maintained to go with its several movie cameos.



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Lot # 411 1915 Studebaker Model 5 Hearse; S/N 4039383; Engine # 4c44459;
Estimate \$8,000 – \$12,000; Not evaluated; No Reserve; Hammered Sold at \$14,000
plus commission of 10.00%; Final Price \$15,400 192/19.6 ALAM hp, 3-speed, carved
wood box sides..

Lot # 412 1922 Ford Model TT Fire truck; S/N Engine No. 6085079; Engine #
6085079; Estimate \$14,000 – \$16,000; Not evaluated; No Reserve; Hammered Sold at
\$9,500 plus commission of 10.00%; Final Price \$10,450.



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Big horsepower lined up at the Bothwell Ranch.



Lot # 413 1929 Locomobile 48 Series 7 Open Front Town Car, Body by C.P. Kimball; S/N 18009; Dark Blue, Black composite roof/Black leather, Beige cloth; Estimate \$50,000 – \$70,000; Unrestored original, 4+ condition; No Reserve; Hammered Sold at \$47,000 plus commission of 10.00%; Final Price \$51,700 Dual rear-mounted spares, rollup division, jump seats, vanity and smoker's kits, opera lights, wood spoke wheels, drum headlights, tool roll. – Given a preservative coat of paint long ago, otherwise original and very tired but not compromised. Cracked leather, torn and peeling roof covering. Sound old rear compartment upholstery, trim and wood. A majestic restoration project. – A magnificent automobile with power from a 525 cubic inch T-head six, the potential for this car is exceptional, even with the rather erect formal coachwork by a rarely seen but recognized coachbuilder in Chicago. C.P. Kimball closed down in 1929 and this must have been one of its last jobs. It is a sound value at this price even if this is only the beginning of the process and expense.



Lot # 414 1910 Winton Model 48 Model 17A 7-Passenger Touring; S/N 9464;

Engine # 9464; Primrose./Red vinyl; White vinyl top; Estimate \$125,000 – \$150,000; Unrestored original, 4 condition; With Reserve; Hammered Sold at \$146,000 plus commission of 10.00%; Final Price \$160,600 RHD. 477/48.6 ALAM hp, 4-speed, Stromberg carburetor, Gray & Davis 119 acetylene headlights, Atwood-Castle kerosene taillight, kerosene sidelights, dual right side spare wheel mounts, jump seats, varnished wood spoke wheels, compressed air starter. – Acquired from the L.A. County Museum in the early 50's and apparently untouched since. It has preservation-quality paint that's done its job. Dull brass, stiff upholstery and top. Movie and television history in *Roots*, *The Great Race*, *Fantasy Island* and *East of Eden*. Sound, complete and ready to restore. – Wintons are known both for their quality and for somewhat quirky design details. This example doesn't disappoint on either point and while aged and unused in years is substantially complete which should make resuscitation or restoration a reasonable project. It's one of many cars in the Bothwell collection that could make up a whole Preservation class. The bidders appreciated its design, quality and preservation and paid a price that is fair to both the Bothwell family and the new owner.

Lot # 415 1911 Mitchell Model R Runabout; S/N R18474; Engine # 17094; Red, L.A.F.D./Black leather; Estimate \$15,000 – \$20,000; Visually maintained, largely original, 4 condition; No Reserve; Hammered Sold at \$25,000 plus commission of 10.00%; Final Price \$27,500 RHD. Warner speedometer, cylindrical bolster tank, hand crank siren, Rushmore acetylene headlights, folded trumpet bulb horn, Gray & Davis kerosene sidelights, no taillight, red lens Rushmore searchlight, dash clock, body color wood spoke wheels, Prest-o-Lite tank. – Liveried as an LAFD Chief's fast response vehicle, but no known history before it was acquired by Lindley Bothwell some eight decades ago. Dull old paint and brass Sound but aged, stiff and dirty upholstery. Road grimy engine, driveline and chassis. Sound and complete but done to mediocre museum display standards and in need of complete restoration. – This is a rare marque (despite there being two of them in the Bothwell auction) with a big, powerful 4-cylinder engine and it caught the attention of the bidders today, bringing a healthy price.



Lot # 416 1915 Ford Model TT Open-side van; S/N Engine No. 8572187; Engine #

8572187; Estimate \$10,000 – \$15,000; Not evaluated; No Reserve; Hammered Sold at \$10,000 plus commission of 10.00%; Final Price \$11,000. This not a flipped image, but it was in the movie Titanic where this Ford appeared as a set-piece. They flipped the image so it would appear as right hand drive at the docks in Southampton, even to the point of having reversed lettering on the actors’ clothing. It would have been less expensive to move the steering.



Lot # 417 1902 Packard Model G Surrey; S/N Engine No. 2; Engine # 2; Burgundy/Black leather; Estimate \$250,000 – \$350,000; Older restoration, 3-condition; With Reserve; Hammered Sold at \$385,000 plus commission of 10.00%; Final Price \$423,500 RHD. 368/28.8hp opposed twin, two carburetors, 3-speed sliding gear transmission, rear entrance tonneau with a fixed surrey roof, wood-framed windshield, wicker pannier baskets, electric starter. – Believed to be the sole surviving Packard Twin, bought by Lindley Bothwell seven decades ago. Damaged in the 1949 fire and accurately restored to its original configuration after. An old restoration showing its age, sound and usable but in need of much work and some new upholstery in the rear where critters lived. – One of the stars of the Bothwell collection and an important milestone in the development of the automobile in America it deserves and no doubt will receive a comprehensive restoration in its new owner’s hands but first might be gone through mechanically and subjected to the judgment of the VCC Dating Committee in anticipation of a turn at the LBVCR in 2018 where its presentation would be acclaimed. While it is expensive there is no denying its value and significance.



Lot # 418 1912 Cadillac Model 30 2-seat Race Car; S/N Engine No. 65002; Engine # 65002; Dark Green./Black vinyl; Estimate \$20,000 – \$30,000; Modified for competition during restoration 3 condition; No Reserve; Hammered Sold at \$58,000 plus commission of 10.00%; Final Price \$63,800 RHD. Platform rear suspension, electric headlights, varnished wood spoke wheels, single rear spare. – Later 2-seat runabout body. Sound paint and upholstery, dull brass. Dusty but not grimy running gear. Sound and usable as is. – One of the better presented cars in the Bothwell collection and said to have been running and driving recently, this is a huge price for a made-up car.



[In the background]

Lot # 419 1930 Ford Model AA Flatbed; S/N Engine No. A3185843; Engine # A3185843; Dark Green, Black fenders/Black leatherette; Estimate \$8,000 – \$10,000; Visually maintained, largely original, 4+ condition; No Reserve; Hammered Sold at \$9,200 plus commission of 10.00%; Final Price \$10,120 Steel spoke wheels, dual rear wheels, windshield visor. – A typical farm truck older restoration, good enough to use and presentable at 20 feet. Probably too good to do over but aged and dirty. – This is just a fun old truck that will fit right in at a ranch, farm, vineyard or stable and carry its weight in produce or feed while attracting the attention of passersby. It is a sound value at this price.



Lot # 420 1908 Benz Prinz-Heinrich 75-105hp Raceabout; S/N Engine No. 5691; Engine # 5691; White,/Black leather; Estimate \$1,000,000 – \$1,500,000; Competition restoration, 2- condition; With Reserve; Hammered Sold at \$1,700,000 plus commission of 10.00%; Final Price \$1,870,000 RHD. 7,272/105hp overhead valve 4-cylinder with four 45-degree inclined valves per cylinder, side-mounted camshafts, pushrods and rocker arms. H-pattern 4-speed, shaft drive, cylindrical oil and fuel tank, dual rear spares, Firestone 34×4 1/2 tires, demountable rims, wood spoke artillery wheels. – Acquired by Lindley Bothwell from Eddie Maier of the Maier Brewing Company in Los Angeles, a longtime Barney Oldfield sponsor, it had been owned and used by Oldfield for Firestone promotions as well as in the Mack Sennett Keystone Kops short ‘Race for a Life’. Its original road equipped body was taken off and stored on the Bothwell Ranch in favor of a simple two-seat runabout, but the original body was consumed in the ranch fire in 1949 and this reproduction was built in 2006 when the car was invited to the Goodwood Revival. Its current condition reflects the 2005-6 restoration with sound cosmetics and lightly used engine and chassis. – The appeal of this Benz would be significantly enhanced with the addition of lighting, fenders, road equipment and luggage rack as it was used by the ‘Speed King of the World’ and photographed in many period pictures. Its engine designed by Hans Nibel and Georg Diehl is technically and historically significant, a predecessor to ‘The Charlatans’ dohc Peugeot. This result isn’t a bargain, but the Benz needs little to be a real standout on tours and a potential winner at historic races. It might even rescue the ‘damsel in distress’ tied to the railroad tracks as Barney Oldfield and Mack Sennett did a hundred years ago.



Lot # 421 1912 Austro-Daimler Touring Victoria; S/N Engine No. 230; Engine # 230; Burgundy/Black leather; Black leatherette cape top; Estimate \$120,000 – \$140,000; Unrestored original, 3- condition; With Reserve; Hammered Sold at \$160,000 plus commission of 10.00%; Final Price \$176,000 CAV electric headlights, E&J kerosene sidelights, kerosene taillight, 727 cubic inch/52.9 ALAM hp Wisconsin T-head four cylinder engine, Austro Daimler gearbox, dual right side spare mounts. – Apparently one of few British-built ‘Austrian Daimler’ cars based upon its radiator badge. Superficial old preservation quality repaint. Tattered front seat leather, much better rear compartment. Impressively solid body with doors that close crisply. Dirty engine and chassis, dull brass. Used in the 1992 movie Chaplin and in Titanic. Needs restoration. – This Austrian Daimler (according to its radiator badge) with its cape top is deal for touring a garden on a bright British summer’s day. It is remarkably sound and its old Wisconsin T-head four will give it plenty of performance, even for its size and weight. Its condition is better than many of the Bothwell car, but hardly ready for showing, an elegant and rare high horsepower conveyance that personifies style and distinction, bought at a realistic price for its stature and Bothwell provenance.



Lot # 422 1907 Mitchell Model F Touring; S/N Engine No. 1550; Engine # 1550; Maroon./Black leather; Black vinyl top; Estimate \$35,000 – \$50,000; Older restoration, 4+ condition; No Reserve; Hammered Sold at \$65,000 plus commission of 10.00%; Final Price \$71,500 RHD. 318cid four with overhead exhaust valves,



Solar self-generating headlights, Solar kerosene sidelights, 3-speed sequential gearbox, varnished wood spoke wheels. – Dirty, tired, cracked, chipped old restoration. Sound and largely complete but needs to be done over. Surprisingly original and sound, a solid and rare restoration project. – This is an intriguing old ride with L-head intake, overhead exhaust and exposed valve gear, commodious coachwork and surprising originality despite its old restoration. An early California registration tag indicates it's always been in this dry and benign climate, an inference also drawn from its solid condition. Generous, but not irrational.



Lot # 423 1948 Ford Super Deluxe Station Wagon; S/N 899A2051506; Pheasant Red, Black composite roof/Saddle vinyl; Estimate \$30,000 – \$50,000; Older restoration, 3- condition; No Reserve; Hammered Sold at \$46,000 plus commission of 10.00%; Final Price \$50,600 3-speed, radio, hubcaps, trim rings, whitewalls, 2-row seating, no heater, enclosed rear spare, fog lights. – Sound older paint, interior and chrome. Stainless trim has a few small nearly buffed out dents. The wood is varnished over old shrinkage cracks, joints have some water stains and the varnish on the left front door panel is peeling. The underbody has been restored but long ago. Far from pristine but good enough to drive before redoing the restoration. – Not messed up, just kept in good condition and suffering only from a few years' static storage, this '48 Ford woodie is a solid value, as solid as the car and its wood is.

Lot # 424 2005 Cadillac DeVille 4-Dr. Sedan; S/N 1G6KD64Y45U122342; Engine #; Estimate \$5,000 – \$7,000; Not evaluated; No Reserve; Hammered Sold at \$5,000 plus commission of 10.00%; Final Price \$5,500. Ann Bothwell's daily driver.



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Lot # 425 1913 Ford Model T C-Cab Delivery; S/N; Engine #; Estimate \$8,000 – \$12,000; Not evaluated; No Reserve; Hammered Sold at \$9,500 plus commission of 10.00%; Final Price \$10,450.



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Lot # 426 1914 Packard 1-38 Dominant Six Runabout; S/N 39054; Engine # 39188; White./Red leather; Beige top; Estimate \$80,000 – \$120,000; Unrestored original, 4 condition; No Reserve; Hammered Sold at \$130,000 plus commission of 10.00%; Final Price \$143,000 415/65hp six, 3-speed, Warner speedometer, Solar kerosene taillights, kerosene sidelights, McKee electric headlights, steering column mounted Bosch 'control center', mother-in-law seat, beveled glass oval quarter windows, varnished wood spoke wheels. – Short 115 1/2 inch wheelbase. In the Bothwell collection since the 1940's. Superficial old preservation paint. Cracked and torn old upholstery. Sound but aged old paint. Dull brass. Scurrilous old undercarriage with peeling old exterior paint. A sound and complete Packard, but a restoration project. – With the top up this is a funky early car, almost a caricature. With the top down it is sleek and sporting. Have it both ways with your sweetie by your side (and her mother in the back), it has style and sporting appeal and is a car that would be ideal to refresh mechanically and drive. It won't impress a Pebble Beach judge, but the rest of the world will think it's sweet.



Lot # 427 1908 Mercedes-Simplex 45hp Raceabout, Body by J.M. Quinby; S/N Engine No. 9367; Engine # 9367; Yellow./Black leather; Estimate \$900,000 – \$1,200,000; Competition restoration, 3- condition; With Reserve; Hammered Sold at \$975,000 plus commission of 10.00%; Final Price \$1,072,500 RHD. 576cid T-Head four, Zenith carburetor, reverse pattern 4-speed, right foot throttle outside the body with no heel rest, rear wheel brakes, double chain drive, G. Zimmermann, Stuttgart acetylene headlights, 36x4 1/2 Firestone tires, demountable rim wood spoke artillery wheels, cycle style fenders. – Sound fairly recent paint with some fisheyes, unevenly masked black accents, tired but largely sound old upholstery, newer driver's seat cushion. Dull old aluminum. Engine painted old flat black. Daimler Mercedes Unterturkheim wheel nuts. Mercedes Simplex engine tag #9367, N. No. 708, M No. 41. Grungy but maintained engine and chassis. Driven by Jesus Sanchez in the 1951 Lindley Bothwell's 'First Annual Avalon to Isthmus Road Race' on Santa Catalina island's dirt roads. Fired up and demonstrated on the Bothwell Ranch's roads leading up to the auction. – Described by Bothwell as a 65hp, examination on-site showed the

bore to be that of the original 45hp engine. The bodywork is later, but that's of no account given this Mercedes-Simplex's history with Lindley Bothwell. A legendary automobile with an attached legendary ownership and history with Lindley Bothwell. It's worth what the Bothwell Ranch bidders determined and the new owner should not be disappointed at paying this much.



Lot # 428 1921 Ford Model T Runabout; S/N Engine No. 4907449; Engine # 4907449; Yellow, Black frame/Black leather; Estimate \$10,000 – \$15,000; Modified for competition during restoration 4 condition; No Reserve; Hammered Sold at \$17,000 plus commission of 10.00%; Final Price \$18,700 Frontenac ohv head, Winfield carburetor, Ruckstell 2-speed rear axle, bucket seats. – Sound but crude paint, sound upholstery. Not running. – History has it that Lindley Bothwell sometimes vanquished all of his more prestigious racing and semi-racing cars with this Frontenac-head Model T ‘Stinger’, an apocryphal history that may very well be true given its light weight and the power of the modified engine. The combination of performance and Lindley Bothwell provenance makes this a major value even a little over the high estimate.



Lot # 429 1931 Ford Model A Roadster; S/N CA499299; Engine # A3625789; Cream, Beige fenders/Tan vinyl; Beige cloth top; Estimate \$5,000 – \$10,000; Older restoration, 4 condition; No Reserve; Hammered Sold at \$16,000 plus commission of 10.00%; Final Price \$17,600 Rumble seat, quail radiator mascot, body color wire wheels, whitewalls, dual sidemounts. – Chipped, cracked old paint, dull chrome, cracked and torn interior. Orderly, older restored but very aged undercarriage, undercoated fenders. A re-restoration project but all there. – This price is generous for the equipment and condition but not so much for its Bothwell collection provenance.



Lot # 430 1926 Chandler Six Indy Car; S/N; Yellow, Black frame/Tan; Estimate \$20,000 – \$30,000; Competition car, original as-raced, 4 condition; No Reserve; Hammered Sold at \$55,000 plus commission of 10.00%; Final Price \$60,500 346 cid Chandler six, three Winfield barrel throttle carbs, Eddie Miller exhaust header, four wheel brakes, friction shocks, tape-wrapped steering wheel. – Crude, scratched paint, dry rotted tires. Runs, and sounds marvelous. No history. – Fired up several times, this

Chandler exudes period performance. The sound of its triple carbureted six more than makes up for its aged condition. Let loose on the freeway it would scatter traffic like a snowplow, it's that cool.



Lot # 431 1920 Hudson Super Six 2-seat Race Car; S/N Engine No. 94807; Engine # 94807; Light Yellow, 'Gilmore'/Red vinyl; Estimate \$20,000 – \$30,000; Competition car, original as-raced, 4+ condition; No Reserve; Hammered Sold at \$82,000 plus commission of 10.00%; Final Price \$90,200 289 side valve six, 3-speed, Black wire wheels, rear wheel brakes, friction shocks, single Stromberg carb, header exhaust – Rusty, dull, chipped old paint. Bought from 20th Century Fox studios in 1961. Cameo appearance in 'Seabiscuit'. Needs attention but not restoration. – This Hudson looks every bit the race car and should perform like it looks despite the single carburetor. It's style caught the Bothwell Ranch bidders' attention and brought a superior price.



Lot # 432 1912 Buick Model 43 2-seat Race Car; S/N Engine No. 1299; Engine # 1299; Red, Black running gear/Black vinyl; Estimate \$20,000 – \$30,000; Modified for competition during restoration 4+ condition; No Reserve; Hammered Sold at \$82,000 plus commission of 10.00%; Final Price \$90,200 RHD. 315cid OHV Four with exposed valve gear, Zenith updraft carb, 3-speed, rear mounted spares, stub exhausts. – An old racecar conversion with layers of paint on the simple bodywork, chassis and engine. A long term Bothwell car frequently used in years gone by in exhibitions and events. Featured in the movie Seabiscuit and raced at Pebble Beach in 1950. – Wow. This is a generous result for a cobbled up old Buick race car, but it has an abundance of provenance with Lindley Bothwell, going back more than half a century and that is the only factor that could conceivably contribute to this price.



Lot # 433 1910 Pope-Hartford Model W 50hp 2-seat Race Car; S/N 8098; Engine # 8098; Green, Black running gear/Black vinyl; Estimate \$80,000 – \$100,000; Modified for competition during restoration 3- condition; No Reserve; Hammered Sold at \$240,000 plus commission of 10.00%; Final Price \$264,000 RHD. Overhead valve dual ignition four,



Pope carburetor, dual rear spares, cylinder bolster tank. – Decent paint, sound upholstery, converted to this configuration years ago and enthusiastically driven by Lindley Bothwell and others including at the Pebble Beach road races and Bothwell's invitational event on Santa Catalina island. Runs and drives with wonderful noises, demonstrated several times at the auction. – While this is a generous price for a modified road Pope-Hartford, it isn't unprecedented for the marque, which is held in deserved high esteem. Its extensive Bothwell history contributes significantly to its value and even at this result is a sound value for the money.



Lot # 434 1905 Ford Model F Tonneau; S/N Engine No. F2686; Engine # F2686; Blue, Red Running Gear/Black vinyl; Estimate \$25,000 – \$35,000; Older restoration, 4+ condition; No Reserve; Hammered Sold at \$37,000 plus commission of 10.00%; Final Price \$40,700 RHD. 127/16hp opposed twin, 20th Century cowl-mounted spotlight, Gray & Davis kerosene spotlights and taillight. – Henry Ford's final 2-cylinder model, 4-seat side entrance tonneau body. Originally delivered in California and probably there ever since. Sound but mediocre quality old restoration that can be used as is but really deserves to be done over. – A semi-historic Ford in complete but aged older restored condition that will display well at any horseless carriage event and help complete the timeline in a Ford collection. It brought a generous price for its aged condition, however.



Lot # 435 1923 Henderson Midget Race Car; S/N; Engine #; Estimate \$15,000 – \$25,000; Not evaluated; No Reserve; Hammered Sold at \$20,000 plus commission of 10.00%; Final Price \$22,000.



Lot # 436 1910 Stearns Model 15/30 2-seat race car; S/N Engine No. 132; Engine # 132; Green./Cream vinyl; Estimate \$20,000 – \$30,000; Modified for competition during restoration 3- condition; No Reserve; Hammered Sold at \$60,000 plus commission of 10.00%; Final Price \$66,000 RHD. 294/32.4 ALAM hp four, 3-speed, FIAT style radiator shell. Running on a Stromberg carb but the lot includes an original Stearns carburetor – Tired but generally sound old paint, stained and faded upholstery. Grimy. Good older racecar bodywork with many professional quality details and fabrication, probably not a home-built. Another car with an identifiable role in Seabiscuit the movie. Runs, drives and demonstrated on-site. – It won't take much to get this Stearns back into condition for tours and on track events, which is a good thing because it brought a generous price largely attributable to its Bothwell history.



Lot # 437 1912 Rolls-Royce Silver Ghost 40/50hp Open Drive Landaulette, Body by Muhlbacher; S/N 2169; Engine # 71C; Royal Blue./Black leather, Beige cloth;

Black leather top; Estimate \$450,000 – \$600,000; Older restoration, 4+ condition; With Reserve; Hammered Sold at \$350,000 plus commission of 10.00%; Final Price \$385,000 RHD. Nickel trim, electric Bleriot bell headlights and kerosene style sidelights, pullup division and side windows, jump seats, single right side spare, bulb horn. – Rare coachwork from Muhlbacher et Fils in Paris. Delightful history from new into the Thirties and at one point allegedly owned by Tsar Nicholas II, an attribution refuted by Rolls-Royce records that put it firmly in the New World into the 1930s. Featured in the movie My Fair Lady. Old paint over older paint, dull brightwork, scarred wood. Aged rear compartment upholstery. Dirty chassis and engine. Recently used and possibly usable but really a restoration project with a colorful history (even without the Tsar.) – This is the only car that stalled on the block during the auction, necessitating a hurried consultation among the estate trustees before cutting it loose, a timely and appropriate decision to accept this realistic price.



Lot # 438 1914 Ford Model T Touring; S/N Engine No. 614017; Engine # 614017; Maroon/Black leather; Black leatherette top; Estimate \$15,000 – \$20,000; Visually maintained, largely original, 4 condition; No Reserve; Hammered Sold at \$8,500 plus commission of 10.00%; Final Price \$9,350 Ford Model 66 E&J acetylene headlights, kerosene sidelights, E&J kerosene taillight, 2-speed axle, 1915 California license tag.



– Sound paint over old paint, stiff and worn but generally sound and probably original upholstery, floppy but complete old top. Dull brass. Grungy original engine and chassis. Sound and complete. A tired T, once a driver but now ready for a straightforward restoration. – It was possible to get Model T ennui at the Bothwell sale, there were so many of them. This is a sound, practical example bought for a realistic price that reflects its configuration and condition.



Lot # 439 1912 Ford Model T Roadster; S/N Engine No. 122153; Engine # 122153; Black./Black leather; Black leatherette top; Estimate \$15,000 – \$20,000; Visually maintained, largely original, 4 condition; No Reserve; Hammered Sold at \$8,000 plus commission of 10.00%; Final Price \$8,800 Red wire wheels, left side spare, electric headlights, kerosene sidelights and taillight, belt driven water pump, two-speed axle. – 1915 roadster style body. Dull, shrinking old paint, dull brass, tattered horsehair stuffed upholstery, sound but very old top. Grimy engine and chassis. A sound and largely complete basis for a straightforward restoration. – While this is a reasonable price for a brass radiator Model T Roadster it carries with it the Bothwell provenance and that may well convey more value than its modest price indicates.



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Lot # 440 1917 Smith Flyer Buckboard; S/N; Engine #; Estimate \$8,000 – \$12,000; Not evaluated; No Reserve; Hammered Sold at \$8,000 plus commission of 10.00%; Final Price \$8,800.



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Lot # 441 1906 REO Model B 8hp Runabout; S/N 5073; Engine # 4564; Maroon, Black hood and fenders/Red vinyl; No top; Estimate \$20,000 – \$25,000; Unrestored original, 4 condition; No Reserve; Hammered Sold at \$16,000 plus commission of 10.00%; Final Price \$17,600 RHD. Varnished wood spoke wheels, kerosene headlights, wheel steering, rear seat, no taillight. – Cracked wood and paint, dull brass, stiff and faded upholstery, grungy engine, drivetrain and chassis. Sound and complete, a realistic and reasonably simple restoration project. – The big cars were gone by now but the crowd remained in Bonhams marquee even if their bidding enthusiasm had waned so that a steady bidder (who took at least 15 of the cars back to his Oregon collection) was able to add it to his collection.



Lot # 442 1911 Sears Model P 4-passenger Highwheeler; S/N Engine No. 3936; Engine # 3936; Black./Black; Estimate \$20,000 – \$30,000; Visually maintained, largely original, 4- condition; No Reserve; Hammered Sold at \$9,000 plus commission of 10.00%; Final Price \$9,900 Tiller steering, red wood wheels shod with steel, kerosene headlights, fixed surrey top, double chain drive. – Rusty, dry old drivetrain, cracked and chipped old paint, stiff upholstery. Appears to be all here, but aged, neglected and in need of everything. – Highwheelers were not the weekend’s favorites at the Bothwell Ranch. Interest was heavily weighted to the race cars. That showed in this result, a particularly good value in a steel-shod (an option) Sears.



Lot # 443 1911 Maxwell Model AB 14hp Runabout; S/N Engine No. AB14058; Engine # AB14058; Black./Tan vinyl; Black leatherette top; Estimate \$20,000 – \$30,000; Unrestored original, 4- condition; No Reserve; Hammered Sold at \$22,000 plus commission of 10.00%; Final Price \$24,200 RHD. 101/12.8 ALAM hp twin, 2-speed, Maxwell No. 27 headlights, Sunrise kerosene sidelights, wheel steering, unmarked kerosene taillight. – Chipped and dull ancient paint, dull brass, discolored upholstery, stiff old top, grungy chassis and running gear. Largely complete but a restoration project. In the Bothwell collection since 1943. – What was Jack Benny's car? It was a Maxwell, and if you're old enough to remember Jack Benny the name Maxwell is firmly implanted in the depths of your synapses. That may have had some effect here among the television and movie cars of the Bothwell collection but even at that this isn't unreasonable for this sound if aged 2-cylinder example.



Lot # 444 1905 Holsman 10hp Highwheeler; S/N Engine No. 1596M; Engine # 1596M; Black, Black leather fenders/Red leather; Estimate \$35,000 – \$50,000; Visually maintained, largely original, 4+ condition; No Reserve; Hammered Sold at \$16,000 plus commission of 10.00%; Final Price \$17,600 RHD. Tiller steering, red wood spoke wheels, Solar kerosene spotlight and headlights, Atwood acetylene generator, cloth covered chain drive. – Cracked, chipped and peeling old paint. Stiff, cracked old upholstery with pulled seams on the front seat cushion. Flat spotted solid rubber tires. Dirty engine and driveline. A relic that deserves restoration. – Highwheelers, of which Holsman, Sears and International are best known, were practical conveyances in the early days of the last century when their traditional carriage appearance, solid tires and high ground clearance were familiar in the vast middle of America and practical on the deeply rutted tracks that passed for roads. A sound and easily restored Holsman, this is a sound value in a marque that has enjoyed recent appeal.



Lot # 445 1901 Crestmobile Model B 3 1/2hp Runabout; S/N Engine No. 129;
Engine # 129; Estimate \$30,000 – \$40,000; Not evaluated; No Reserve; Hammered
Sold at \$36,000 plus commission of 10.00%; Final Price \$39,600.



Lot # 446 1913 AC Delivery; S/N Engine No. 1519; Engine # 1519; Estimate \$15,000
– \$25,000; Not evaluated; No Reserve; Hammered Sold at \$17,000 plus commission of
10.00%; Final Price \$18,700.



Lot # 447 1906 Autocar Type 10 Runabout; S/N 7445; Engine # 7450; Blue, Grey coachline, Red accent/Red leather; Black leatherette top; Estimate \$20,000 – \$30,000; Older restoration, 4+ condition; No Reserve; Hammered Sold at \$44,000 plus commission of 10.00%; Final Price \$48,400 RHD. 12 ALAM hp 2-cylinder engine, 3-speed sliding gear transmission, Sterling Model 53 headlights, Rushmore cowl-mounted spotlight, Solar kerosene sidelights, Westchester No. 2 taillight, Black wood spoke wheels. – Believed to have been bought by Lindley Bothwell in 1928. Sound but cracked and chipped old paint, stiff but largely sound upholstery but for a large tear on the right seatback. Dented left sidelight. Surprisingly good and supple top. This is an Autocar that could be used as is but is probably ready for restoration. – This is a sweet little old Autocar that has been loved and cared for over eight decades in the Bothwell collection. Never neglected but treated only to what it needed without ever being fully restored it exudes the care and attention Lindley Bothwell and his family gave their cars and is fittingly the last car in the sale, a bookmark to the Bothwell family's legacy to car collectors. It brought a superior price, but one fully deserved by its condition and preservation.

Lot # 448 1929 Ford Model A Coupe 5-window; S/N Engine No. A13887431; Engine # A13887431; Cream, Beige fenders/Brown cloth; Visually maintained, largely original, 4- condition; Withdrawn – Rumble seat, rear-mounted spare, body color wire

wheels, blackwall tires. – Quick, poorly masked old repaint, tired old upholstery. Cosmetically redone years ago and untouched for years. Better than a parts car, but not by much. – Withdrawn.

On Saturday while writing up the Sears Highwheeler I spied a Bothwell Ranch lemon on the ground. It was bright yellow and succulent. Into a pocket of my vest it went, coming out later in the evening at the hotel's bar where it garnished a **Bombay Sapphire Martini** cocktail in a small toast to Lindley and Ann Bothwell, their family, the collection and Bonhams presentation.



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Slaintha, Lindley and Ann Bothwell.

Sections

Log In

logo-full-black.svg



Vestige of Idyllic Life Still Bears Fruit

By JAMES RICCI

AUG. 29, 1998 | 12 AM

TIMES STAFF WRITER

WOODLAND HILLS — The sun is drying away the morning haze, giving itself a clear view of Ann Bothwell's bit of living history. It's burnishing the dark green leaves of the 1,987 trees and settling in the pores of the hard infant fruit.

Thus begins another day in what is believed to be the last commercial orange grove in the San Fernando Valley.

Two-thirds of a century ago, citrus groves covered 15,000 acres of the Valley. Since then, population movements and economics have conspired to make Valley land too dear to be farmed when it might be converted to housing, shopping centers and freeways.

The robust Valley orange industry thus has dwindled to the 80-year-old widow and her 14-acre Bothwell Ranch south of Ventura Boulevard, the final one-thousandth of the once grand totality.

"It brings me up short when I think of it every once in awhile, that it's the last of its kind," Bothwell says. "But somebody has to be first, and somebody has to be last."

Other orange groves exist in the Valley. Cal State Northridge, for instance, maintains an eight-acre grove on Nordhoff Avenue, and the Los Angeles Recreation and Parks Department keeps a grove of about 12 acres at its Orcutt Ranch grove. Similarly, a 1.5-acre orange-and-lemon grove is part of the grounds of Alemany High School, adjacent to San Fernando Mission in Mission Hills.

None of these, however, is commercially farmed. Typically, the fruit is harvested by the public on a pick-your-own basis, or by nonprofit community organizations. Alemany High makes use of its fruit in its own cafeteria.

Private Valley growers who've tried to continue raising oranges for profit have succumbed to rising costs. Water, which must be given in abundance to orange trees, became more expensive in the mid-1980s when the Los Angeles Department of Water and Power discontinued its bargain agricultural rate for Valley farms. Each watering of Ann Bothwell's complete grove now costs about \$1,200.

In addition, growers found over the years that increased labor costs made packing houses less and less willing to pick and haul fruit from small groves.

"The last time I had my oranges picked, it cost me money," says Joseph Newman of Chatsworth, whose four-acre grove on Winnetka Avenue in Monterra Estates hasn't been farmed commercially for five years. "Labor costs now are prohibitive for such a small grove."

Despite the unfavorable economics, Ann Bothwell has persevered, in no small part out of love.

Bothwell Ranch is a pristine place of weedless rows of Valencia orange trees, tidily graveled roads and shining, grove-green outbuildings trimmed in white. In aspect and feel, it is completely aberrant to the upscale suburban Woodland Hills neighborhood that has surrounded it.

This is the slow time of year in the grove. Bothwell's two full-time workers can do only some minimal trimming, discourage weeds, and monitor the irrigation system, which is critical in the season of high heat. The tight green fruit, the size of pingpong balls, won't be ready for harvesting till next July, when 25 or 30 pickers from a packing company will descend on the grove.

Bothwell came to live in the grove in 1948, after marrying its owner, agriculturist Lindley Bothwell. Her husband also owned a company that cared for groves from Santa Barbara to San Diego. As groves throughout Southern California disappeared beneath the onslaught of new population, the Bothwells began concentrating on mail-order business. They shipped gift packs of fruit throughout the United States under the "Bothwell Ranch" label. That endeavor lasted till 1985, the year before Lindley Bothwell's death.

Through it all, the orange grove endured, serving as the family's idyllic homestead.

It survived an attack of airborne virus that necessitated the replacement of half of its trees.

It survived frigid winter nights when the Bothwells used to light by hand smudge pots, one for each tree, to maintain a viable temperature in the grove. "We'd listen to the weather report on the radio at night, and whenever we'd hear it was going down to 28 degrees, we knew we were in for a sleepless night," Bothwell recalls.

The groves that used to abut the Bothwell place are long gone; their only remnants are the orange trees that stand in unhappy-looking isolation in the frontyards of nearby suburban houses. Gone is the Canoga Citrus Assn., a group of local growers.

Ventura Boulevard as a two-lane road, and unbroken vistas stretching across the Valley are gone, too, replaced by the privacy walls of housing developments and the staccato sameness of tract-home neighborhoods.

"We're overrun," Bothwell sighs. "But you can't stand in the middle of Ventura Boulevard and say, 'Stop!' "

The sheltering trees of the orange grove, however, ensure that within the boundaries of the Bothwell Ranch an earlier way of Valley life abides. It is a life still there for the tasting by the 12 Bothwell great-grandchildren, who come to ride the tractors and play with Klondike, the resident German shepherd. Bothwell says imparting a sense of history to the young ones is a principal reason she holds on.

Of course, other reasons exist, too. The early morning walks among the orange trees, watching Klondike chase the abundant rabbits of the place, for one. For another, the exceptional quiet, a result of the natural soundproofing the orange trees provide.

It's a curious thing. In the orange grove, you have to strain to hear the present-day Valley, though it runs up to the very borders of the place. Much more easily heard is the sound of a Valley that, really, no longer exists.

"Every once in a while on the front porch, if it's still, we can hear the freeway," Bothwell says. "It depends on the wind drift. Once in a while we can hear the Southern Pacific above Nordhoff, if it's very, very quiet at night. Other than that, you don't hear a thing. An occasional owl. An occasional coyote."

TRACT N^o 10515

10442

IN THE CITY OF LOS ANGELES

Being a Subdivision of

Lots 39, 40, 41, 42, 43, 44 & 35 of Tract N^o 2605 as per map recorded in Book 27 p. 55 et seq, Records of Los Angeles County, and that portion of Oakdale Drive as vacated by Ordinance N^o 64344 of the City of Los Angeles.

Reaburn & Bowen
Engineers
1929

I, J. G. Morgan hereby certify that I am a Civil Engineer and that this map consisting of 1 sheet correctly represents a survey made under my supervision in November 1928 and that all of the monuments shown hereon actually exist and their positions are correctly shown.

Subscribed and sworn to before me this 1st day of April 1929.

J. G. Morgan
Notary Public in and for Los Angeles County, State of California.

The bearing of Oakdale Drive as shown on map of Tract N^o 8812, recorded in Map Book 130 p. 31-36, was taken as the basis of bearings shown upon this map.

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

Paul J. Howard
Alaseba Howard
Henry R. Bristol, Jr.
Linn L. Shaw
AS EXECUTORS OF THE ESTATE OF HENRY R. BRISTOL, DECD.

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.

On this 19th day of MARCH in the year 1929, before me
CLAIBORN F. SHIRT, a Notary Public in and for the County of Los Angeles State of California residing therein duly commissioned and sworn personally appeared
Paul J. Howard, Lindley F. Bothwell, Samuel F. Bothwell, Nels Nelson,
Alaseba Howard, Marion S. Bothwell, Myra L. Bothwell, Anette K. Nelson

known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same. In Witness whereof I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.

On this 21st day of MARCH in the year 1929, before me
Victor H. Kendrick, a Notary Public in and for said County of Los Angeles State of California residing therein duly commissioned and sworn personally appeared,
Louis C. Spiess, Jr., Henry R. Bristol, Jr., and Linn L. Shaw.

known to me to be the Executors of the estate of Henry R. Bristol, Sr., deceased and acknowledged to me that pursuant to an order of the Superior Court of the State of California in and for the County of Los Angeles in Case N^o 94754, they signed and executed the within instrument on behalf of said estate. In WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Victor H. Kendrick
Notary Public in and for Los Angeles County, State of California.

RECORDED
AT REQUEST OF
AUG 9 1929
49 MAR 2 PM
IN BOOK 164
AT PAGE 42
LOS ANGELES COUNTY, CAL.
C. E. S. Halliday
500

1000⁰⁰
Tract No.

Oney Robinson

Aug. 9, 1929
J. W. Evans

TRACT NO. 10515

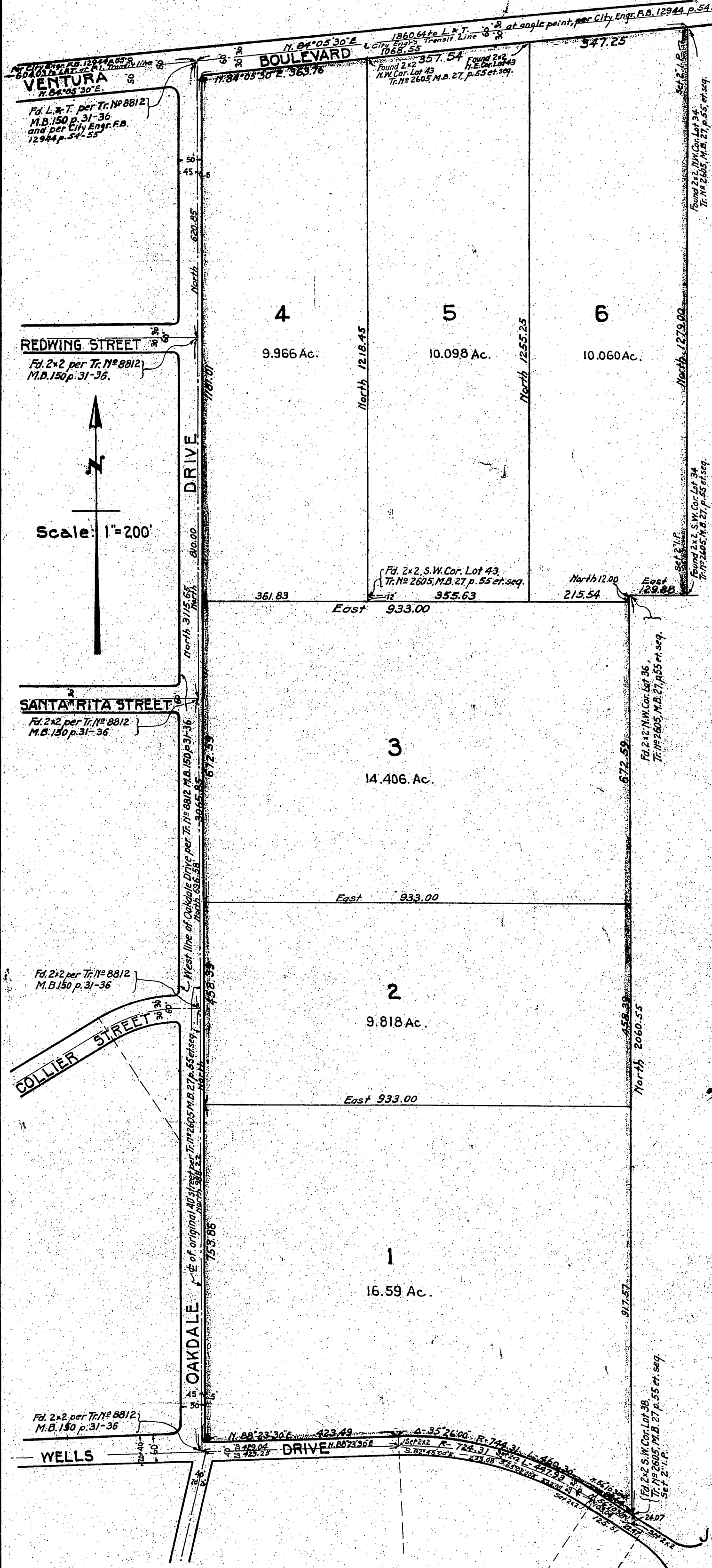
27th March 9
Agnes B. Freeman

City

John C. Shaw

July 26th 9

11 June 29
Sgo Reany



TRACT NO. 17011

IN THE CITY OF LOS ANGELES

BEING A SUBDIVISION OF PORTIONS OF LOTS 36, 37 AND 38, TRACT NO. 2605 AS PER MAP
RECORDED IN BOOK 27, PAGES 55 TO 75 INCLUSIVE, OF MAPS RECORDS OF LOS ANGELES
COUNTY, CALIFORNIA.

The bearing NORTH of the Easterly line of Tract No. 20254 as shown on map recorded in Book 552, Pages 45 and 46,
of Maps, Records of Los Angeles County was taken as the basis of bearings shown on this map.

We hereby certify that we are the owners of or are interested in the land included within the subdivision shown on the annexed map and we consent to the preparation and recording of said map and Subdivision as shown within the colored border lines. And we hereby dedicate to the public use the streets, highways, and other public ways, shown on said map within said subdivision and we hereby grant and dedicate to the City of Los Angeles, easements for public utility purposes over the strips of land so designated on said map within said subdivision. And we hereby dedicate for public use for street purposes that certain strip of land designated as future street, on said map within said subdivision, reserving to ourselves for the use of ourselves and successive owners of said strip of land any and all ordinary uses of said strip of land except for the erection or construction of buildings thereon until such time as the legislative body shall accept the same for street purposes.

We also hereby grant and dedicate to the City of Los Angeles forever, for the use of the Department of Water and Power of the City of Los Angeles those permanent and exclusive easements and rights of way, for the construction, operation, maintenance and removal and replacement at any time and from time to time, of lines of pipe, of vaults, manholes, service and distribution connections and of all appendages structures and equipment necessary or convenient therefor, and for the use and operation in, on and over the easement area for its full width, without obstruction or interference, of and kind, of every sort, and type of machinery and equipment necessary or convenient for such construction, maintenance, removal, and replacement, for the purposes of transporting, conveying and distributing water, in, under, on, over and across, each and every strip of land shown and designated on said map as a water line right of way, and no building or other structure shall ever be placed, constructed or maintained within any such right of way.

AND WE HEREBY RESTRICT THE ERECTION OR CONSTRUCTION OF BUILDINGS ON LOTS 13 AND 14 WITHIN THE TRACT UNLESS SUCH TIME AS SANITARY SEWER FACILITIES ARE AVAILABLE.

Albert Isleib
ALBERT ISLEIB

Amelia Isleib
AMELIA ISLEIB

George W. Ledbetter
GEORGE W. LEDBETTER

Irene E. Ledbetter
IRENE E. LEDBETTER

Harry Warshawsky
HARRY WARSHAWSKY

Sally Warshawsky
SALLY WARSHAWSKY

Raymond Graham Scott
RAYMOND GRAHAM SCOTT
OWNERS, ALSO OWNERS OF AN APPURTENANT EASEMENT FOR ROAD PURPOSES OVER A PORTION OF SAID LAND AS GRANTED BY DEED RECORDED IN BOOK 22397 PAGE 126 OF OFFICIAL RECORDS.

Margaret Alynne Scott
MARGARET ALYNE SCOTT
OWNERS, ALSO OWNERS OF AN APPURTENANT EASEMENT FOR ROAD PURPOSES OVER A PORTION OF SAID LAND AS GRANTED BY DEEDS RECORDED IN BOOK 21715 PAGE 243 AND BOOK 48435 PAGE 294 OF OFFICIAL RECORDS.

Myra Lindley Bothwell
MYRA LINDLEY BOTHWELL

Lindley F. Bothwell
LINDLEY F. BOTHWELL
OWNER OF AN APPURTENANT EASEMENT FOR INGRESS AND EGRESS OVER A PORTION OF SAID LAND, AS GRANTED BY DEEDS RECORDED IN BOOK 21670 PAGE 198 AND BOOK 21869 PAGE 222 OF OFFICIAL RECORDS.

Myra L. Bothwell
MYRA L. BOTHWELL
OWNER OF AN APPURTENANT EASEMENT FOR ROAD PURPOSES OVER A PORTION OF SAID LAND, AS GRANTED BY DEED RECORDED IN BOOK 21775 PAGE 243 OF OFFICIAL RECORDS.

TITLE INSURANCE AND TRUST COMPANY
a corporation
trustee, under deed of trust recorded in book 41867 page 394 and in book 43750 page 471 both of Official Records.

Edna A. McGovern
VICE-PRESIDENT

Wm. D. Eschrich
ASS'T. SECRETARY

TITLE INSURANCE AND TRUST COMPANY
a corporation
easement holder by deed recorded in book 21980 page 55, book 21070 page 322, book 21755 page 243, and in book 40074 page 88, all of Official Records.

Edna A. McGovern
VICE-PRESIDENT

Wm. D. Eschrich
ASS'T. SECRETARY

McKEEHAN ESCROW COMPANY
a corporation
trustee under deeds of trust and recorded 11 July, 1956 as Instrument Nos 1441 and 1439

John W. Lemmer
VICE-PRESIDENT

Edna A. McGovern
ASS'T. SECRETARY

State of California, ss.
County of Los Angeles

On this 13th day of July, 1956, before me Winifred D. Eschrich, a Notary Public in and for said County and State, personally appeared Albert Isleib and Amelia Isleib, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

Winifred D. Eschrich
NOTARY PUBLIC
MY COMMISSION EXPIRES JAN. 24, 1960

State of California, ss.
County of Los Angeles

On this 13th day of July, 1956, before me Winifred D. Eschrich, a Notary Public in and for said County and State, personally appeared George W. Ledbetter and Irene E. Ledbetter, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

Winifred D. Eschrich
NOTARY PUBLIC
MY COMMISSION EXPIRES JAN. 24, 1960

I HEREBY CERTIFY THAT THE CITY COUNCIL OF THE CITY OF LOS ANGELES APPROVED THE ATTACHED MAP AND ACCEPTED ON BEHALF OF THE CITY ALL THE STREETS, ROADS, ALLEYS, HIGHWAYS, EASEMENTS AND ENCUMBRANCES SHOWN ON SAID MAP AND THEREIN OFFERED FOR DEDICATION EXCEPT THOSE MARKED "FUTURE STREET" AND "FUTURE ALLEY" PROVIDED THAT NOTHING HEREIN CONTAINED SHALL BE CONSTRUED AS AN ACCEPTANCE OF ANY IMPROVEMENTS MADE IN OR UPON ANY STREET, ROAD, ALLEY, HIGHWAY OR EASEMENT SHOWN ON THIS MAP.

DATE July 13, 1956
Walter C. Peterson, City
Deputy

State of California, ss.
County of Los Angeles

On this 28th day of June, 1956, before me Winifred D. Eschrich, a Notary Public in and for said County and State, personally appeared MYRA LINDLEY BOTHWELL, also known as MYRA L. BOTHWELL, known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same as owner and easement holder.

My Commission Expires 12-24-60

Winifred D. Eschrich
Notary Public

I GLENN I. VOORHEIS hereby certify that I am a LICENSED SURVEYOR of the State of California and that the map consisting of 4 sheets, correct, represents the survey made in my division OCT 1955 and that the survey is true and correct as shown on the map. I am a Notary Public in and for said County and State, and my commission expires NOV. 1, 1956.

Glenn I. Voorheis
NO 2278

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 2ND DAY OF July, 1956, before me Elgin H. Striegel, a Notary Public in and for said County and State, personally appeared HARRY WARSHAWSKY and SALLY WARSHAWSKY

KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME

Elgin H. Striegel
NOTARY PUBLIC
My Commission Expires March 5, 1960

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 2nd DAY OF July, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared RAYMOND GRAHAM SCOTT and MARGARET ALYNE SCOTT

KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME

My Commission Expires May 8, 1960 Merian M. Collins
NOTARY PUBLIC

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 2nd DAY OF June, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared RAYMOND GRAHAM SCOTT and MARGARET ALYNE SCOTT

KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME

My Commission Expires May 8, 1960 Merian M. Collins
NOTARY PUBLIC

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 3rd DAY OF June, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared MYRA LINDLEY BOTHWELL and MYRA L. BOTHWELL

KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME

My Commission Expires May 8, 1960 Merian M. Collins
NOTARY PUBLIC

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 3rd DAY OF July, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared LINDLEY F. BOTHWELL

KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME

My Commission Expires May 8, 1960 Merian M. Collins
NOTARY PUBLIC

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 3rd DAY OF July, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared Edna A. McGovern, Jr. known to me to be the Vice-President and A.A. Martin known to me to be the Ass't. Secretary of TITLE INSURANCE AND TRUST COMPANY

THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE CORPORATION THEREIN NAMED AND ACKNOWLEDGED THAT SAID CORPORATION EXECUTED THE SAME AS TRUSTEE.

Betty L. Peterson
NOTARY PUBLIC
My Comm. Expires Sept 27, 1957

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 3rd DAY OF July, 1956, before me Merian M. Collins, a Notary Public in and for said County and State, personally appeared Edna A. McGovern, Jr. known to me to be the Vice-President and A.A. Martin known to me to be the Ass't. Secretary of TITLE INSURANCE AND TRUST COMPANY

THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE CORPORATION THEREIN NAMED AND ACKNOWLEDGED THAT SAID CORPORATION EXECUTED THE SAME AS TRUSTEE.

Betty L. Peterson
NOTARY PUBLIC
My Comm. Expires Sept 27, 1957

STATE OF CALIFORNIA, ss.
COUNTY OF LOS ANGELES
ON THIS 11th DAY OF July, 1956, before me William E. Zimarik, a Notary Public in and for said County and State, personally appeared John W. Lemmer known to me to be the Vice-President and Edna A. McGovern known to me to be the Ass't. Secretary of McKEEHAN ESCROW COMPANY

THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE CORPORATION THEREIN NAMED AND ACKNOWLEDGED THAT SAID CORPORATION EXECUTED THE SAME AS TRUSTEE.

William E. Zimarik
NOTARY PUBLIC
My Commission Expires March 9, 1959

July 16, 1956
1108 3:30 PM
601
2)

I HEREBY CERTIFY THAT THERE IS ON FILE IN THE OFFICE
OF THE CITY ENGINEER OF THE CITY OF LOS ANGELES
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, A CERTI-
FICATE MADE BY THE Life Insurance and Trust Company
OF SAID CITY, ORDER NO. 443265, DATED July 12, 1956
IS 56 CERTIFYING THAT IT APPEARS FROM THE RECORDS
OF SAID CITY AND COUNTY THAT Robert Lee, Amelia
Isabel, George W. Lebetter, Anne E. Lebetter
Henry H. Lebetter, John Harbowski, Raymond Graham
Edith Harbowski, Agnes Sad, Mary Sad, Richard Lebetter
& Berthold Life Insurance and Trust Company, McKenna Lebetter Company
(IS) (ARE) THE ONLY PERSONS WHOSE CONSENT IS REQUIRED
FOR THE RECORDING OF THIS MAP BY LAW
CITY ENGINEER Wall A. Perdee
DATE Oct 22, 1956

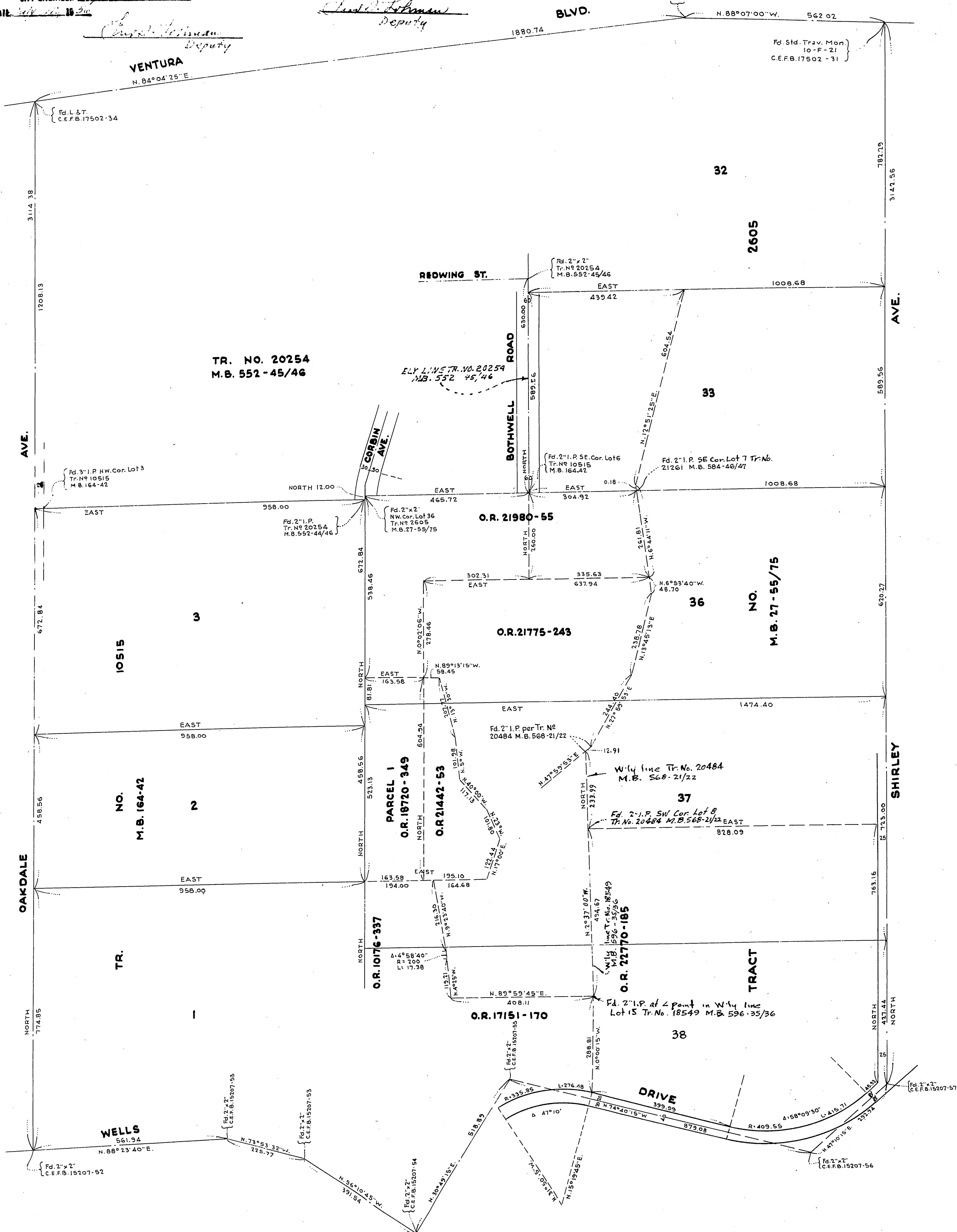
KEY MAP

CITY ENGINEER Wall A. Hardee
DATE July 10, 1956

CITY ENGINEER Lyell A. Farver

DATE July 22 1950

Deputy
(*Chas. H. H. H. H.*)
Deputy



SCALE 1" = 40'

TRACT NO. 17011

IN THE CITY OF LOS ANGELES

SHEET 3 OF 4 SHEETS

I hereby certify that a good and valid title to the sum of \$1,600.00 duly approved by the Board of Supervisors of the County of Los Angeles, has been filed with said Board of Supervisors for the payment of taxes and special assessments on the land shown on map of Tract No. 17011 as required by law.

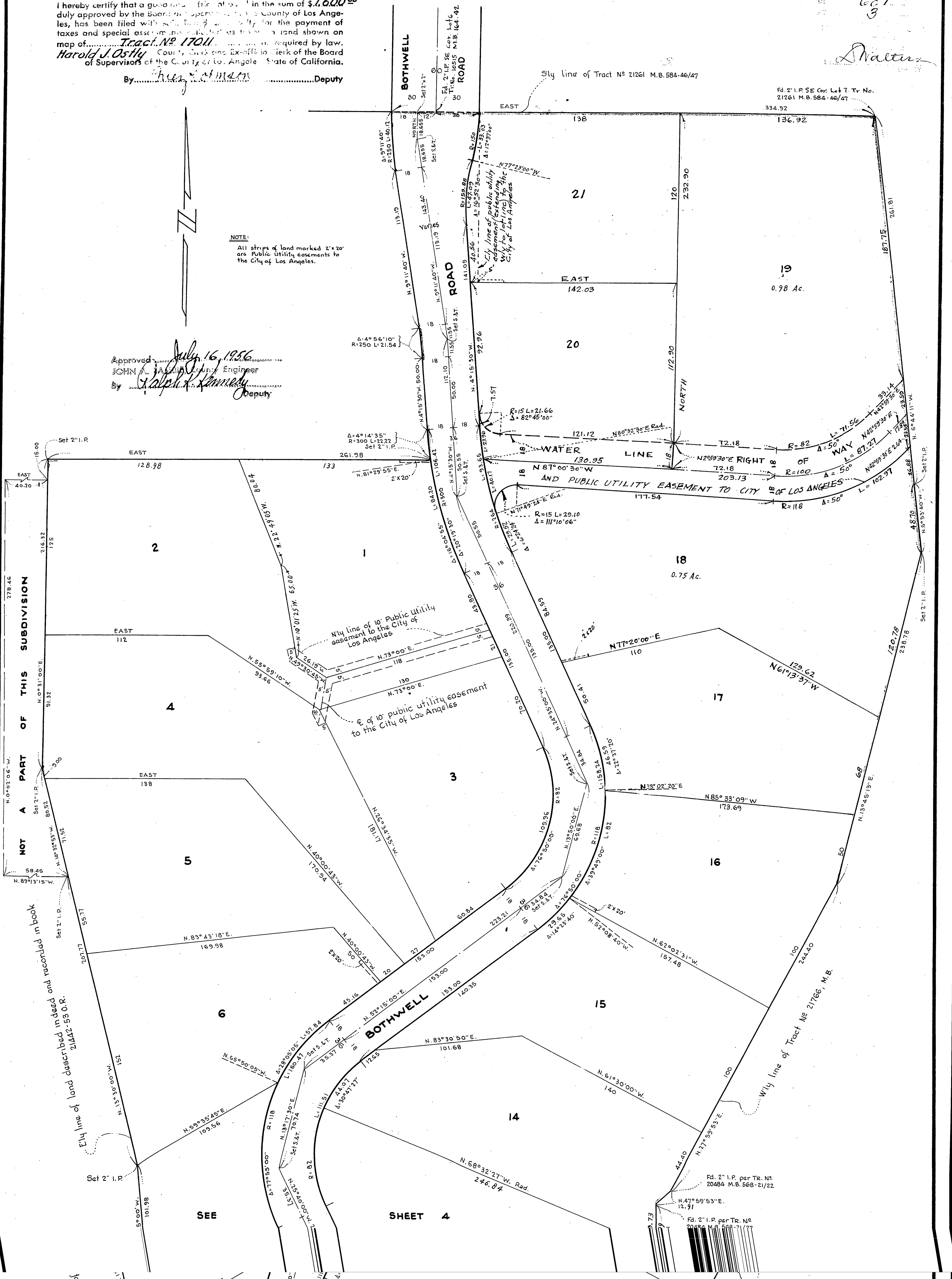
Harold J. Ostly County Clerk and Ex-officio Clerk of the Board of Supervisors of the County of Los Angeles, State of California.

By Gregory J. Mason Deputy

July 16, 1956
4:08 P.M.
601-3
Matter

NOTE:
All strips of land marked 2"x20' are Public Utility easements to the City of Los Angeles.

Approved July 16, 1956
JOHN A. JAMES County Engineer
By Gregory J. Mason Deputy

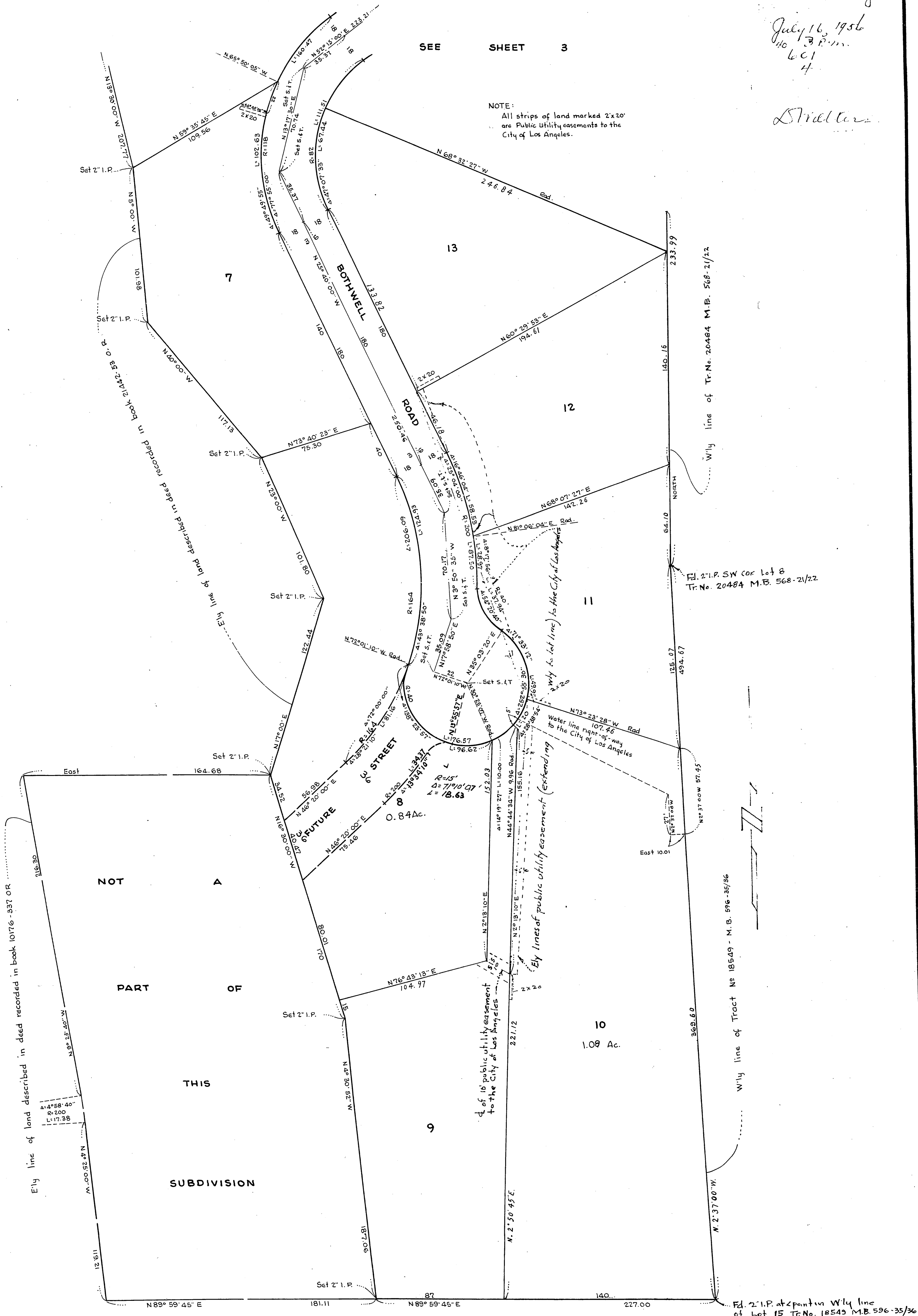


Pg. 4
July 16, 1956
40 13 P.M.
601
H

Stratton

SEE SHEET 3

NOTE:
All strips of land marked 2x20'
are Public Utility easements to the
City of Los Angeles.



TRACT NO. 30266

IN THE CITY OF LOS ANGELES
Being a subdivision of a portion of lot 3, Tract No. 10515 as per
map recorded in Book 164 page 42 of Maps records of Los
Angeles County, State of California

Jennings Engineering Co.

Basis of bearing
The bearing North of the center line of Oakdale Avenue as
shown on map of Tract No. 20254 as recorded in Book 552
pages 45 and 46 of Maps records of Los Angeles County, was
taken as the basis of the bearings shown on this map.

SHEET 1 OF 2 SHEETS

RECORDED
AT REQUEST OF OWNER

May 18, 1965

1 4 PM

1 4 PM

AT 5000

OF MAP RECORDS

LOS ANGELES COUNTY, CALIF.

RAY E. LEE

COUNTY RECORDER

BY *J. J. Jennings* Deputy \$700

We hereby certify that we are the owners of or are interested in the land in-
cluded within the subdivision shown on the annexed map and we consent
to the preparation and recording of said map and subdivision as shown
within the colored border lines and we hereby dedicate to the public use
the streets and alleys shown on said map within said subdivision. And we
hereby grant and dedicate to the City of Los Angeles, easements for underground public
utility purposes over the strips of land so designated on said map.
and public utility purposes

I hereby certify that I am a Registered Civil Engineer of the State of California that
this map, consisting of 2 sheets, correctly represents a true and complete sur-
vey made under my supervision January 1965; that the monuments of the char-
acter and locations shown hereon are in place or will be in place within 12 months
from recording date of this map; that said monuments are sufficient to enable
the survey to be readily retraced and that the notes to all center line monuments
shown hereon as set by me will be on file in the office of the City Engineer with-
in 12 months from recording date shown hereon.

J. J. Jennings
R.C.E. 7858

State of California } ss
County of Los Angeles }

On this 19 day of ~~April~~ May, 1965, before me, the undersigned, a Notary Public in and for said
County and State, personally appeared *Albert J. Hovick* known to me to be the Pres-
ident and *Murray Wolke* known to me to be the Secretary of S.A.D. Corpora-
tion, the corporation that executed the within instrument and known to me to be
the persons who executed the within instrument on behalf of the corporation
herein named and acknowledged to me that such corporation executed the same.

James E. Nussle
Notary Public

My commission expires 5-15-67

S.A.D. Corporation, a corporation (owner)

Albert J. Hovick
President

Murray Wolke
Secretary

Lytton Financial Corporation, a corporation, in trust, under deed of trust
recorded in Book 74157 page 58, Official Records.

John T. Hovick
Vice President

John T. Hovick
Vice President

Coast Estero Company of Beverly Hills, a corporation (trustee) under deed
of trust recorded in Book 74157 page 58, Official Records and in Book 74160
page 58, Official Records.

John T. Hovick
President

John T. Hovick
Secretary

State of California } ss
County of Los Angeles }

On this 19 day of April, 1965, before me, the undersigned, a Notary Public in and for
said County and State, personally appeared *John T. Hovick* known to me to be
the Vice President and *John T. Hovick* known to me to be the Asst. Secretary of
Lytton Financial Corporation, the corporation that executed the within instrument
and known to me to be the persons who executed the within instrument on
behalf of the corporation herein named and acknowledged to me that such
corporation executed the same, as trustee.

John T. Hovick
Notary Public

My commission expires April 3, 1968

State of California } ss
County of Los Angeles }

On this 19 day of April, 1965, before me, the undersigned, a Notary Public in and for
said County and State, personally appeared *John T. Hovick* known to me to be
the President and *Susan L. Hovick* known to me to be the Secretary of
Coast Estero Company of Beverly Hills, the corporation that executed the within
instrument and known to me to be the persons who executed the within in-
strument on behalf of the corporation herein named and acknowledged to me
that such corporation executed the same, as trustee.

John T. Hovick
Notary Public

My commission expires 2-28-67

I hereby certify that a bond and sufficient bond in the sum of \$4,825.00
duly approved by the Board of Supervisors of the County of Los Ange-
les, has been filed with said Board as security for the payment of
taxes and special assessments collected as taxes on land shown on
map of Tract No. 30266 as required by law.

Gordon T. Nesvig, Clerk of the Board of Supervisors
of the County of Los Angeles, State of California.

By *Evelyn Fodor* Deputy

Approved May 18, 1965
JOHN A. LAMBE, City Engineer
By *Lyall A. Pardee* Deputy

CERTIFICATE OF SPECIAL ASSESSMENT

I HEREBY CERTIFY that, according to the rec-
ords of the offices of the Bureau of Assessments
of the Department of Public Works and the
Treasurer of the City of Los Angeles, none of
the lines of lots or parcels of the subdivision
shown on the attached subdivision map will
divide any land subject to any special assess-
ment or bond representing a special assess-
ment which may be paid in full except as
follows: *None*

The amount necessary for the payment in
full of such assessment and/or bond at this
time is None

Date May 13, 1965
ROBERT C. MACY, ROBERT SHADFORTH,
Director, Treasurer,
Bureau of Assessments City of Los Angeles
By *Lyall A. Pardee*

CERTIFICATE OF TITLE

I HEREBY CERTIFY that there is on file in the
office of the City Engineer of the City of Los
Angeles, County of Los Angeles, State of Cali-
fornia, a Certificate made by the Title
Insurance and Trust Company
of said City, Order No. 4402056 dated May 13,
1965, certifying that it appears from the rec-
ords of said City and County that
S.A.D. Corporation;
Lytton Financial Corporation;
Coast Estero Company of Beverly Hills.

(are) the only persons whose consent is re-
quired for the recording of this map by law.
Date May 12, 1965
LYALL A. PARDEE, City Engineer
By *Lyall A. Pardee*

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY that I have examined this
map and that the subdivision as shown hereon
is substantially the same as it appeared on the
tentative map and any approved alterations
thereof; that all provisions of Chapter 2 of the
Business and Professions Code, State of Cali-
fornia, and of all local ordinances applicable
and in effect at the time of the approval of the
tentative map have been complied with and
I am satisfied that this map is technically correct.

Date May 17, 1965
LYALL A. PARDEE, City Engineer
By *Lyall A. Pardee*

CERTIFICATE OF ACCEPTANCE

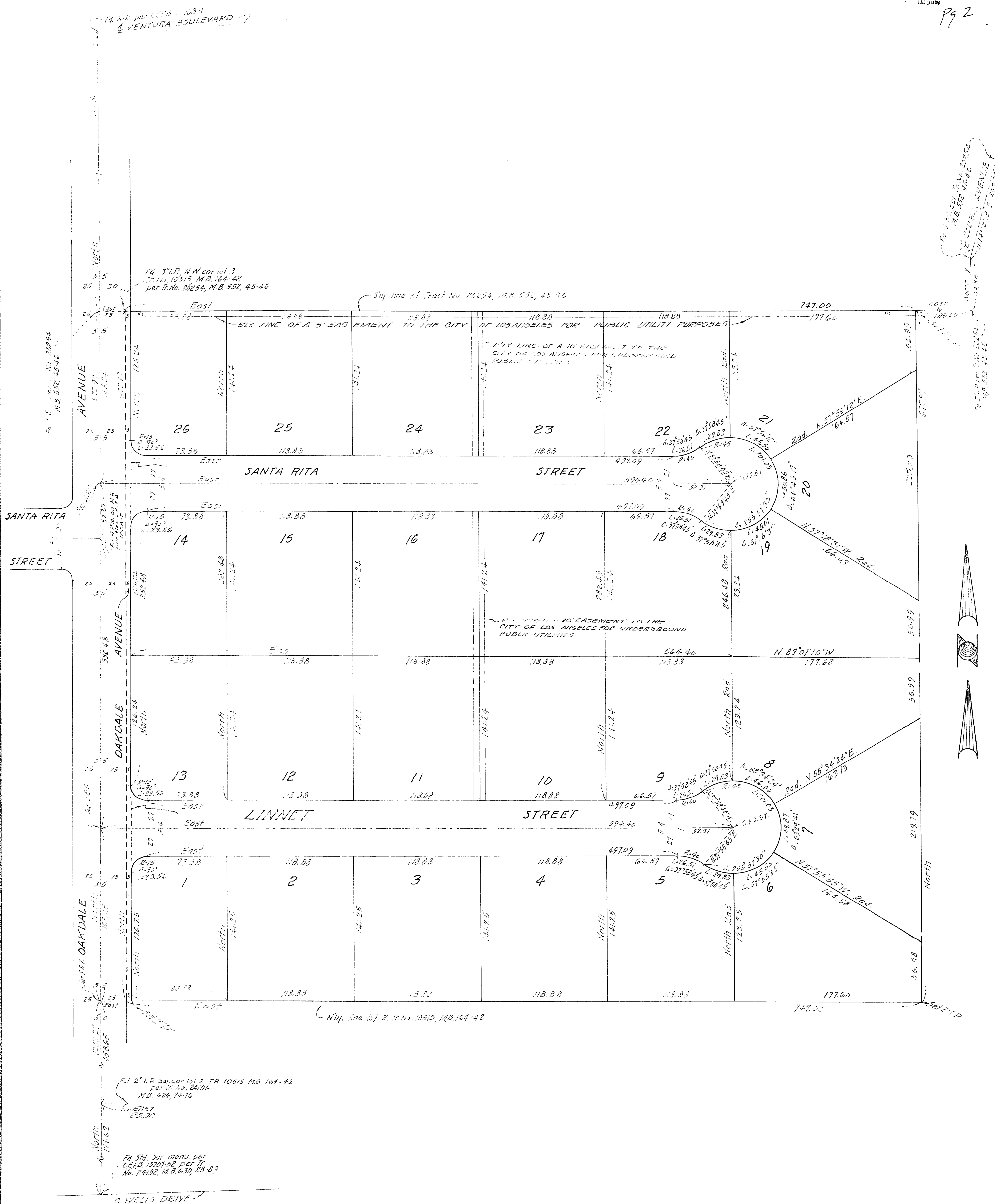
I HEREBY CERTIFY that the City Council of
the City of Los Angeles approved the attached
map and accepted on behalf of the public all
the streets, roads, alleys, highways, easements
and all other properties offered for dedication
hereon unless otherwise rejected and abandon-
ment of ingress and egress rights shown on
said map and therein offered for dedication
except those marked "Future Street" and "Fu-
ture Alley" provided that nothing herein con-
tained shall be construed as an acceptance of
any improvements made in or upon any street,
road, alley, highway or easement shown on
this map.

Date May 18 to 19 65
WALTER C. PETERSON, City Clerk
By *Charles J. Peterson*

TRACT NO. 30266
IN THE CITY OF LOS ANGELES

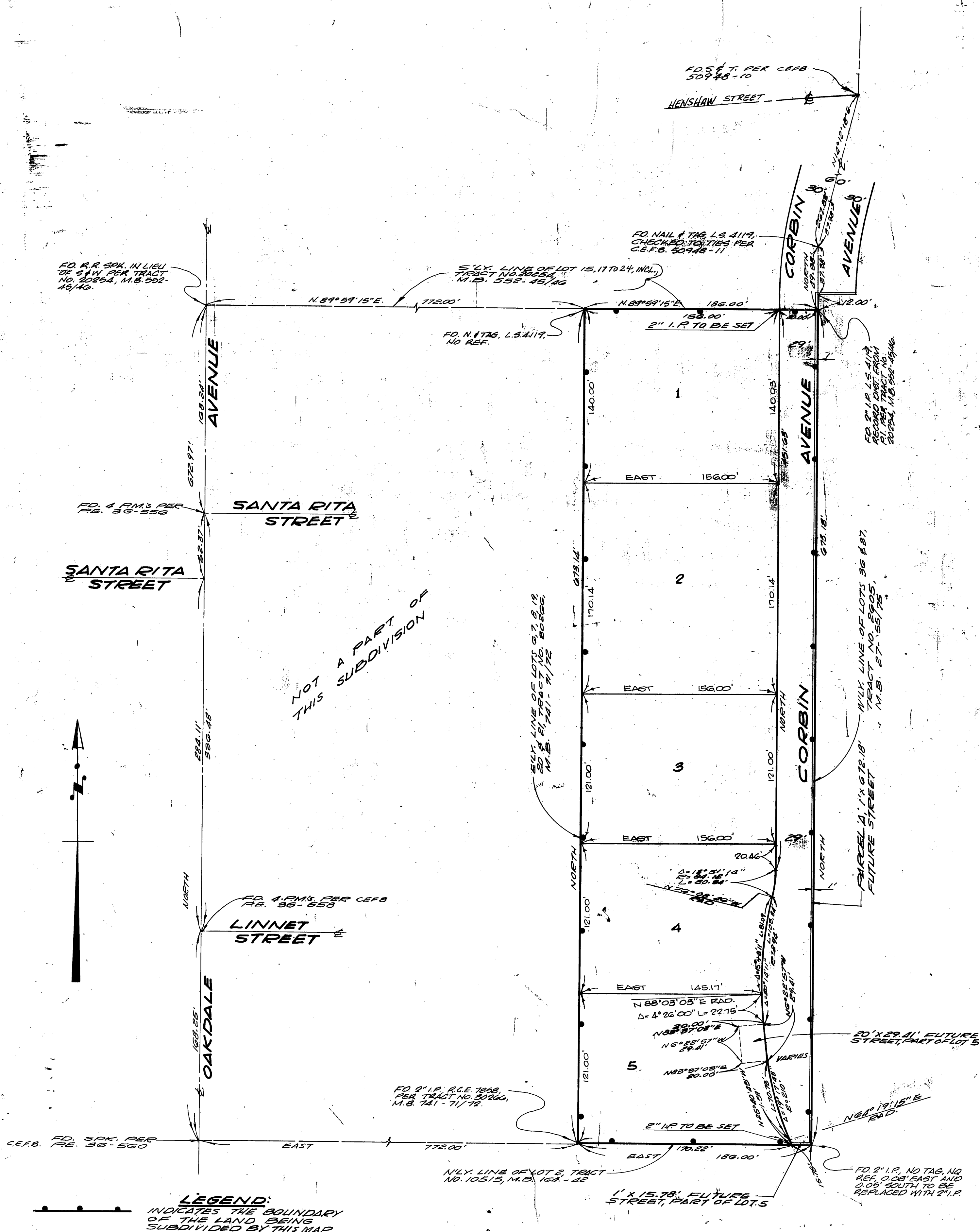
RECORDED
AT REQUEST OF OWNER
May 18, 1965
1 CIVIL
FBI 4 PM
741
IN BOOK
AT PAGE 72
OF MAP RECORDS
LOS ANGELES COUNTY, CALIF.
RAY E. LEE
COUNTY RECORDER
May
FBI

Pg 2



**FILED WITH LOS ANGELES
COUNTY RECORDER**

MAY 10, 1978



SCALE: 1" = 40'

SHEET 1 OF 2 SHEETS

TRACT NO. 45710

IN THE CITY OF LOS ANGELES
STATE OF CALIFORNIA
FOR SUBDIVISION PURPOSESBEING A SUBDIVISION OF A PORTION OF LOT 36,
TRACT NO. 2605 PER MAP RECORDED IN BOOK
27, PAGES 55 THROUGH 75 OF MAPS, RECORDS
OF LOS ANGELES COUNTY.

88 1486508

88-1486508

FILED
AT REQUEST OF OWNER
SEPT. 15, 1988
31 MIN
PAST 3 P.M.

IN BOOK 1114

AT PAGE 66

OF MAPS
LOS ANGELES COUNTY, CA.

Registrar-Recorder

BY J. Baur
Deputy

FEE \$ 8.00

OWNER'S STATEMENT :

WE HEREBY STATE THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE DISTINCTIVE BORDER LINES, AND WE CONSENT TO THE PREPARATION AND FILING OF SAID MAP AND SUBDIVISION. AND WE HEREBY DEDICATE FOR PUBLIC USE FOR STREET PURPOSES THAT CERTAIN STRIP OF LAND DESIGNATED AS FUTURE STREET ON SAID MAP WITHIN SAID SUBDIVISION RESERVING TO OURSELVES FOR THE USE OF OURSELVES AND SUCCESSIVE OWNERS OF SAID STRIP OF LAND, ANY AND ALL ORDINARY USES OF SAID LAND EXCEPT FOR ACCESS PURPOSES, THE LAYING OF PIPE, CONDUIT OR OTHER UNDERGROUND FACILITIES, OR THE ERECTION OR CONSTRUCTION OF BUILDINGS THEREON, UNTIL SUCH TIME AS THE LEGISLATIVE BODY SHALL ACCEPT THE SAME FOR STREET PURPOSES. AND WE HEREBY DEDICATE TO THE PUBLIC USE THE STREETS, HIGHWAYS, AND OTHER PUBLIC WAYS, SHOWN ON SAID MAP WITHIN SAID SUBDIVISION. AND WE HEREBY GRANT AND DEDICATE TO THE CITY OF LOS ANGELES, EASEMENTS FOR PUBLIC UTILITY AND SANITARY SEWER PURPOSES OVER THE STRIPS OF LAND SO DESIGNATED ON SAID MAP.

SURVEYOR'S STATEMENT :

I HEREBY STATE THAT I AM A LICENSED LAND SURVEYOR OF THE STATE OF CALIFORNIA; THAT THIS MAP, CONSISTING OF TWO SHEETS, CORRECTLY REPRESENTS A TRUE AND COMPLETE SURVEY MADE UNDER MY SUPERVISION ON APRIL 16, 1988; THAT THE MONUMENTS OF THE CHARACTER AND LOCATIONS SHOWN HEREON ARE SUFFICIENT TO ENABLE THE SURVEY TO BE READILY RETRACED; THAT BOTH BOUNDARY AND CENTERLINE MONUMENTS ARE IN PLACE OR WILL BE IN PLACE WITHIN 6 MONTHS AFTER BEING NOTIFIED OF THE DATE OF ACCEPTANCE OF THE STREET IMPROVEMENTS, NOT TO EXCEED 24 MONTHS FOLLOWING THE FILING DATE OF THIS MAP; AND THAT THE NOTES TO CENTERLINE MONUMENTS SHOWN AS "TO BE SET" WILL BE ON FILE IN THE OFFICE OF THE CITY ENGINEER WITHIN THE TIME LIMITATIONS STATED ABOVE.

JAMES D. KERR
L.S. NO. 3164

WAGNER-KERR ASSOCIATES, INC.

BASIS OF BEARINGS:

THE BEARING NORTH OF THE CENTERLINE OF CORBIN AVENUE AS SHOWN ON MAP OF TRACT NO. 33395, AS FILED IN BOOK 893, PAGES 66 AND 67 OF MAPS, RECORDS OF LOS ANGELES COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS

ON THIS 22 DAY OF June, 1988 BEFORE ME CINDY J. ZURAWSKI, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED BRUCE FAMILIAN, PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PRESIDENT AND TRACY E. TALCOVE, PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SECRETARY OF TALFAM INDUSTRIES, INC., THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AS GENERAL PARTNER OF SOUTH WELLINGTON ESTATES, A LIMITED PARTNERSHIP, AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE CORPORATION HEREIN NAMED AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME AS SUCH GENERAL PARTNER; AND ACKNOWLEDGED TO ME THAT SUCH LIMITED PARTNERSHIP EXECUTED THE SAME.

Sept 27, 1991
DATE MY COMMISSION EXPIRES
LOS ANGELES
COUNTY OF PRINCIPAL PLACE
OF BUSINESS

Cindy J. Zurawski
NOTARY PUBLIC
CINDY J. ZURAWSKI
NAME OF NOTARY (PRINTED)

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS

ON THIS 22 DAY OF June, 1988 BEFORE ME CINDY J. ZURAWSKI, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED MARTIN SANDERS, PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PRESIDENT AND VICTORIA SHRIEVES, PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE SECRETARY OF ENCINO SAVINGS AND LOAN ASSOCIATION, THE CORPORATION THAT EXECUTED THE WITHIN INSTRUMENT AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF THE CORPORATION HEREIN NAMED AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME AS BENEFICIARY.

Sept. 27, 1991
DATE MY COMMISSION EXPIRES
LOS ANGELES
COUNTY OF PRINCIPAL PLACE
OF BUSINESS

Cindy J. Zurawski
NOTARY PUBLIC
CINDY J. ZURAWSKI
NAME OF NOTARY (PRINTED)

THE SIGNATURE OF TICOR TITLE INSURANCE COMPANY OF CALIFORNIA, A CALIFORNIA CORPORATION, FORMERLY KNOWN AS TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, EASEMENT HOLDER PER DEEDS RECORDED IN BOOK 21980, PAGE 55, IN BOOK 21775, PAGE 243 AND IN BOOK 22397, PAGE 126, ALL OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY, HAS BEEN OMITTED UNDER THE PROVISIONS OF SECTION 66436, SUBSECTION (a) 3A(I-VII) OF THE SUBDIVISION MAP ACT; ITS INTEREST IS SUCH THAT IT CANNOT RIPEN INTO A FEE TITLE AND SAID SIGNATURE IS NOT REQUIRED BY THE LOS ANGELES CITY COUNCIL.

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER-CLERK OF THE
BOARD OF SUPERVISORS OF THE COUNTY OF LOS
ANGELES, STATE OF CALIFORNIA

Janet V. Briskhal
DEPUTY



I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF \$ 26,275.00 HAS BEEN FILED WITH THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF TRACT NO./PARCEL MAP NO. 45710 AS REQUIRED BY LAW.

EXECUTIVE OFFICER-CLERK
OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES STATE OF
CALIFORNIA
Janet V. Briskhal
DEPUTY

SOIL AND GEOLOGICAL REPORTS

SOIL REPORT
Prepared By ROBERT I. ZWIEGLER
Reg. C.E. No. 33744 Date 8-19-87
GEOLOGICAL REPORT
Prepared By J. WAYNE SCHICK
Reg. E.G. No. 1300 Date 8-19-87

NOTIFICATION OF STREET LIGHTING
MAINTENANCE ASSESSMENTS

NOTICE IS HEREBY GIVEN that assessments may be levied for the costs of maintenance and energy for any street lighting facilities installed with this subdivision. The initial billing may be for a period of up to three years with subsequent billings annually. For further information call the Bureau of Street Lighting at 485-5922.

CERTIFICATE OF SPECIAL ASSESSMENT

I HEREBY CERTIFY that according to the records of the City Engineer of the City of Los Angeles none of the lines of lots or parcels of the subdivision shown on this subdivision map will divide any land subject to any special assessment which may be paid in full.

Date AUGUST 31 1988
City Engineer to H. Watson

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY that I have examined this map and that the subdivision as shown hereon is substantially the same as it appeared on the tentative map and any approved alterations thereof; that all provisions of Division 2 of Title 7 of the Government Code, State of California, and of all local ordinances applicable and in effect at the time of the approval of the tentative map have been complied with and I am satisfied that this map is technically correct.

Date AUG 31 1988
CITY ENGINEER Ralph E. Valenzuela



CERTIFICATE OF TITLE

I HEREBY CERTIFY that there is on file in the office of the City Engineer of the City of Los Angeles, County of Los Angeles, State of California, a Certificate made by the CHICAGO TITLE of said City Order No. 9315017-23 dated JUL 25 1988, certifying that it appears from the records of said City and County that SOUTH WELLINGTON ESTATES ENCINO SAVINGS AND LOAN ASSOCIATION

(is) (are) the only persons whose consent is required for the recording of this map by law.
Date: AUG 31 1988
City Engineer to Ralph E. Valenzuela

CERTIFICATE OF ACCEPTANCE

I HEREBY CERTIFY that the City Council of the City of Los Angeles approved this map and accepted on behalf of the public all offers of dedication shown hereon, unless otherwise rejected, except those marked "Future Street", "Future Alley" or "Future Easement" provided that nothing herein contained shall be construed as an acceptance of any improvements made in or upon any street, alley or easement shown on this map.

Date Sept 14 1988
City Clerk Donna M. Brown

57-A, C-3, 4

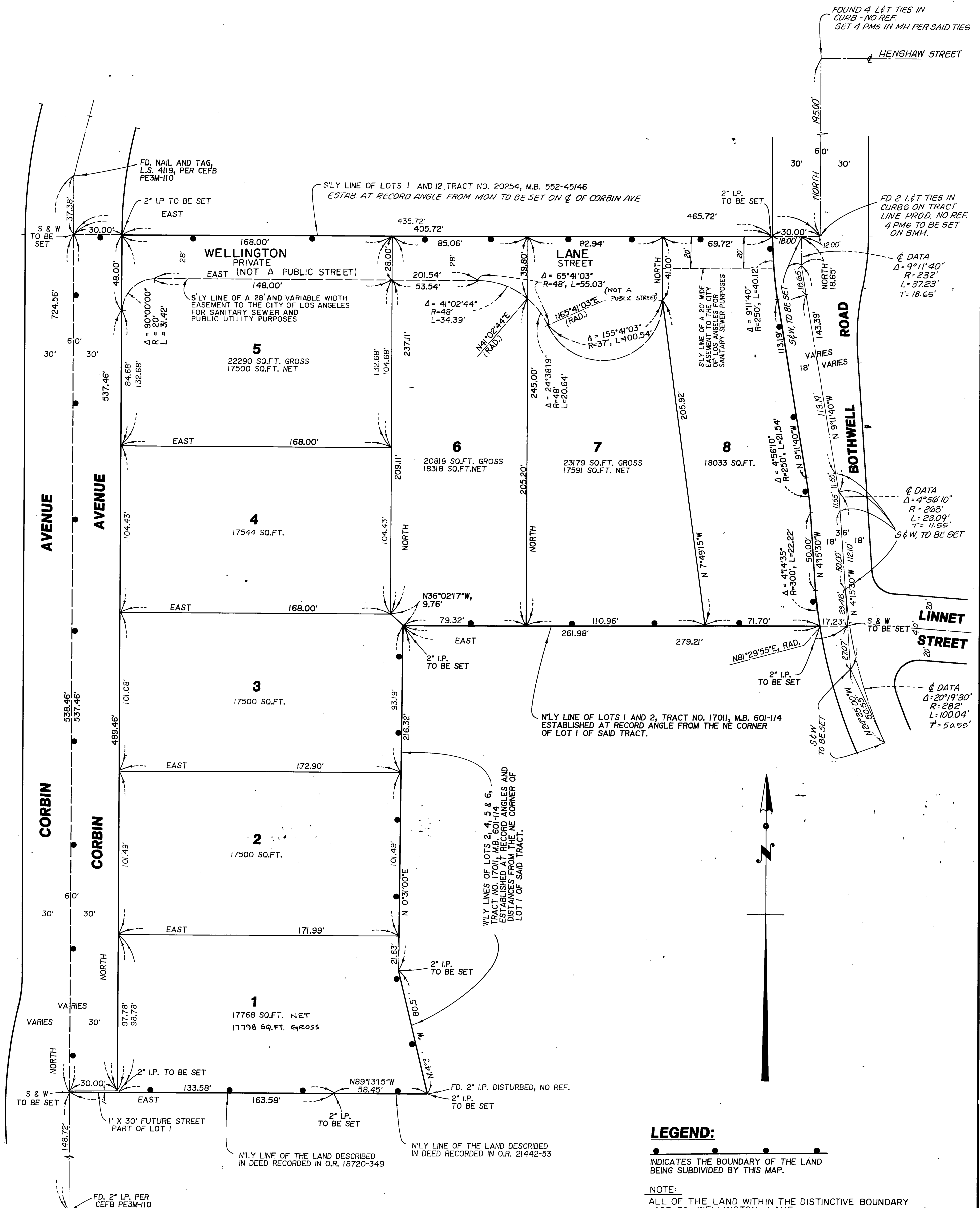
MAP & GRANT

SCALE: 1" = 40'

SHEET 2 OF 2 SHEETS

TRACT NO. 45710

IN THE CITY OF LOS ANGELES
STATE OF CALIFORNIA

























































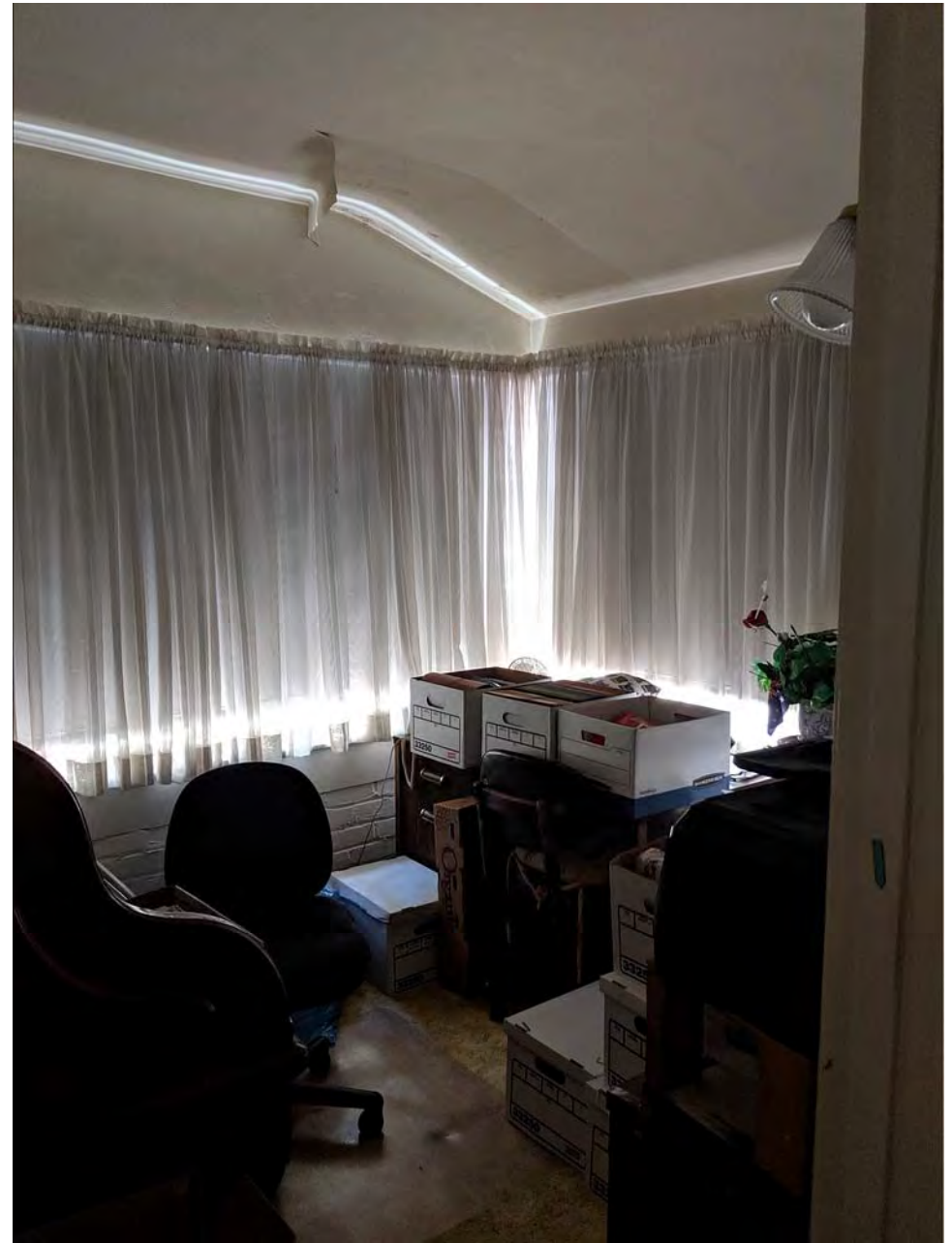




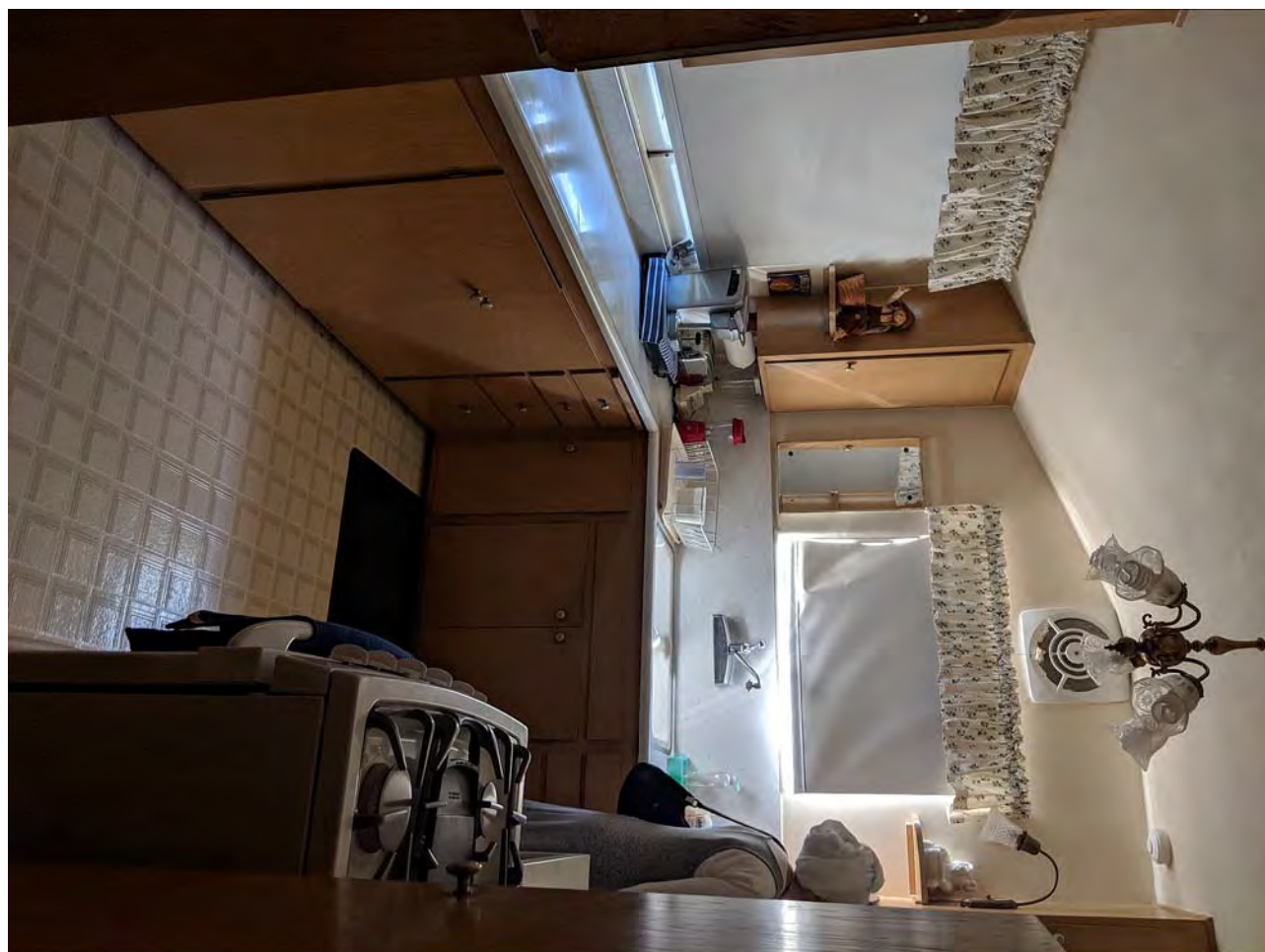




















City of Los Angeles Department of City Planning

8/29/2019 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

5300 N OAKDALE AVE

ZIP CODES

91364

RECENT ACTIVITY

CHC-2019-5114-HCM

ENV-2019-5115-CE

CASE NUMBERS

CPC-1980-29493-PWA

ORD-129279

ENV-2019-1743-EIR

ENV-2005-8253-ND

Address/Legal Information

PIN Number	171B117 177
Lot/Parcel Area (Calculated)	416,450.9 (sq ft)
Thomas Brothers Grid	PAGE 560 - GRID E2 PAGE 560 - GRID E3 PAGE 560 - GRID F2 PAGE 560 - GRID F3
Assessor Parcel No. (APN)	2164008001
Tract	TR 10515
Map Reference	M B 164-42
Block	None
Lot	2
Arb (Lot Cut Reference)	2
Map Sheet	171B113 171B117

Jurisdictional Information

Community Plan Area	Encino - Tarzana
Area Planning Commission	South Valley
Neighborhood Council	Woodland Hills-Warner Center
Council District	CD 3 - Bob Blumenfield
Census Tract #	1394.02
LADBS District Office	Van Nuys

Planning and Zoning Information

Special Notes	HISTORIC MONUMENT UNDER CONSIDERATION
Zoning	RA-1
Zoning Information (ZI)	ZI-2438 Equine Keeping in the City of Los Angeles ZI-2462 Modifications to SF Zones and SF Zone Hillside Area Regulations
General Plan Land Use	Very Low I Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	Yes
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None

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.

RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	Active: CHIME Institute's Schwarzenegger Community
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	2164008001
Ownership (Assessor)	
Owner1	BOTHWELL, HELEN A TR HELEN A BOTHWELL TRUST
Address	0 PO BOX 1546 ALAMEDA CA 94501
Ownership (Bureau of Engineering, Land Records)	
Owner	BOTHWELL, HELEN A. (TR) HELEN A. BOTHEWLL REVOCABLE TRUST DTD 9-28-89
Address	5300 OAKDALE AVE WOODLAND HILLS CA 91364
Owner	BOTHWELL, HELEN A. (TR) HELEN A. BOTHWELL REVOCABLE TRUST DTD 9-28-89
Address	5300 OAKDALE AVE. WOODLAND HILLS CA 91364
APN Area (Co. Public Works)*	9.818 (ac)
Use Code	4000 - Irrigated Farm - One Story
Assessed Land Val.	\$452,753
Assessed Improvement Val.	\$69,864
Last Owner Change	06/02/2000
Last Sale Amount	\$0
Tax Rate Area	37
Deed Ref No. (City Clerk)	90017 849987 536647 49-50 485327-8
Building 1	
Year Built	1934
Building Class	D6C
Number of Units	1
Number of Bedrooms	4
Number of Bathrooms	4
Building Square Footage	2,683.0 (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	Prime Farmland

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.

	Urban and Built-up Land
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
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	11.8558056
Nearest Fault (Name)	Malibu Coast Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	0.30000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	75.00000000
Maximum Magnitude	6.70000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Hubzone	Not Qualified
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	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	Valley
Division / Station	West Valley
Reporting District	1061
Fire Information	
Bureau	Valley
Batallion	17
District / Fire Station	93
Red Flag Restricted Parking	No

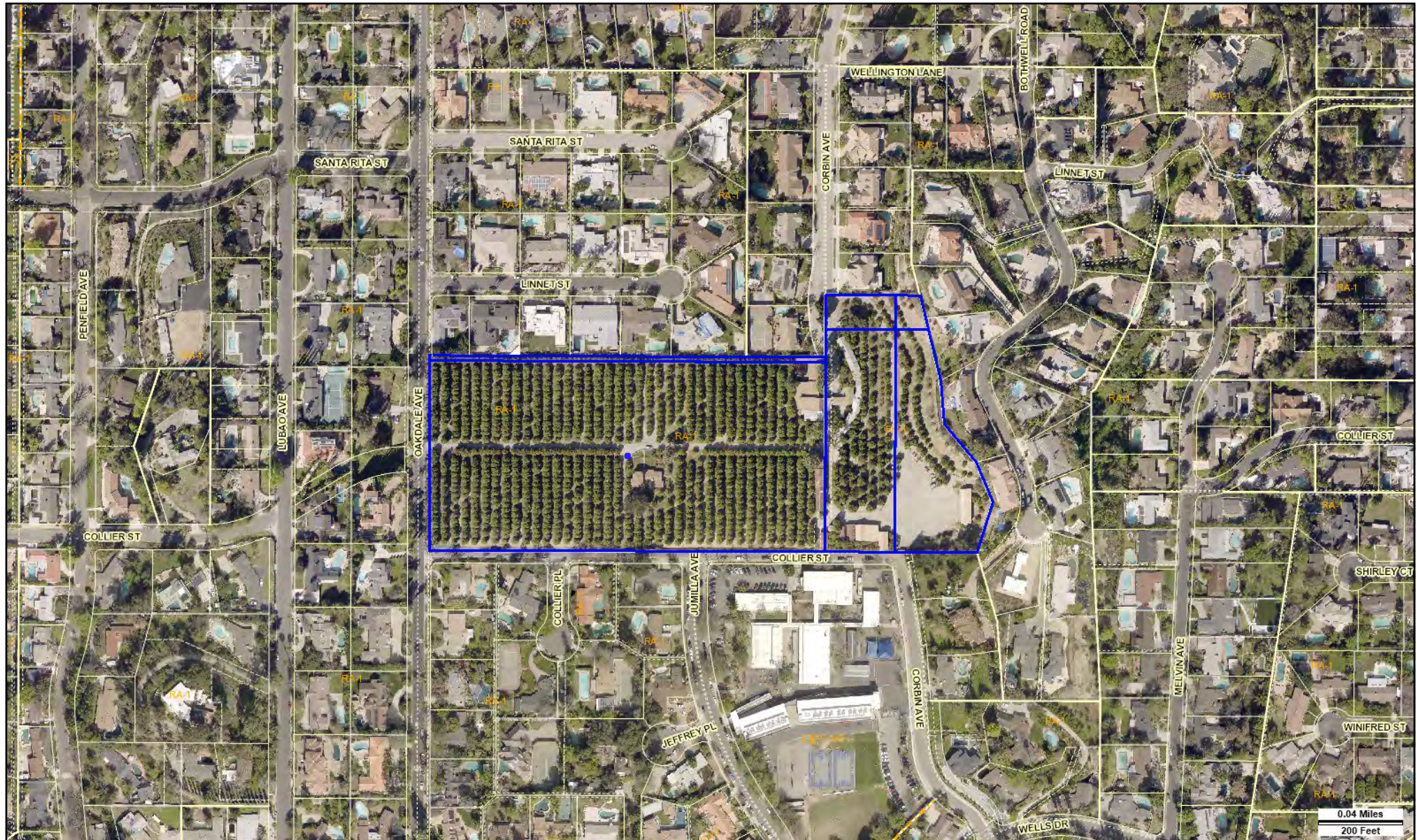
CASE SUMMARIES

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

Case Number:	CPC-1980-29493-PWA
Required Action(s):	PWA-PUBLIC WORKS APPROVAL
Project Descriptions(s):	STREET VACATION - FOX STREET (PORTION OLD ALIGNMENT) NORTHERLYOF CHATSWORTH STREET
Case Number:	ENV-2019-1743-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.

DATA NOT AVAILABLE

ORD-129279



Address: 5300 N OAKDALE AVE

APN: 2164008001

PIN #: 171B117 177

Tract: TR 10515

Block: None

Lot: 2

Arb: 2

Zoning: RA-1

General Plan: Very Low I Residential

