



## 11.1B Cultural Resources Assessment

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# 3700 Riverside Drive Mixed-Use Project

## Cultural Resources Assessment

*prepared for*

**City of Burbank**

150 North Third Street

Burbank, California 91502

Contact: Daniel Villa, Senior Planner

*prepared by*

**Rincon Consultants, Inc.**

250 East 1st Street, Suite 301

Los Angeles, California 90012

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**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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# Executive Summary

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Michael Baker International retained Rincon Consultants, Inc. (Rincon) on behalf of the City of Burbank (City) to prepare a cultural resources assessment for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, Los Angeles County, California. The project consists of the development of approximately 0.61-acre and is located at 3700 Riverside Drive (Assessor's Parcel Numbers [APN] 2485-005-004, 2485-005-014, and 2485-005-015). The purpose of this report is to document the tasks completed by Rincon; specifically, a cultural resources records search, Native American outreach, historical imagery review, literature review and research, field survey, and an assessment of potential project-related impacts to cultural resources. This study has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA) and the City of Burbank's Historic Resource Management Ordinance. The City is acting as the lead CEQA agency for the project.

The field survey identified an architectural resource over 45 years of age on the project site. This property was recorded on California Department of Parks and Recreation (DPR) 523 series forms and evaluated for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and for designation as a Burbank Historic Resource. As a result of this study, the property was found to be eligible for listing at the local level of the NRHP, the CRHR, and for designation as a Burbank Historic Resource. It is therefore considered a historical resource pursuant to CEQA.

No other cultural resources were identified on the project site.

As currently proposed, the Lakeside Car Wash building would be demolished as part of the project. This action would materially impair the Lakeside Car Wash by demolishing the physical characteristics which convey the significance of the resource, thereby resulting in the substantial adverse change in the significance of a historical resource as defined by Section 15064.5(b) of the CEQA Guidelines. Two measures (CUL-1 and CUL-2) have been identified, which will mitigate impacts to the greatest extent feasible; however, project impacts will still remain significant and unavoidable. Rincon therefore recommends a **significant impact to a historical resource** for the project.

Rincon also recommends two measures as a standard best management practice in the event of an unanticipated discovery of cultural resources during project construction. The project is also required to adhere to regulations regarding the unanticipated discovery of human remains, detailed below.

## CUL-1 Building Documentation.

Impacts resulting from the demolition of the Lakeside Car Wash building at 3700 Riverside Drive shall be minimized through archival documentation of as-built and as-found conditions. Prior to issuance of demolition permits, the City of Burbank shall ensure that the Project Applicant has appropriately documented all buildings and structures associated with the Lakeside Car Wash proposed for demolition in accordance with the Historic American Building Survey (HABS) guidelines. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original

archival-quality documentation shall be offered as donated material to repositories to make the documentation available for current and future generations. Archival copies of the documentation also shall be submitted to the City of Burbank and the Burbank Library, where it shall be made available to local researchers.

## CUL-2 Interpretive Display

A retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features shall be developed by the Project Applicant. The information shall be incorporated into the proposed publicly accessible open space. The display shall include images and details from the building documentation described in Mitigation Measure CUL-1 and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History.

## Unanticipated Discovery of Cultural Resources

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) should be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work, such as data recovery excavation, Native American consultation, and archaeological monitoring, may be warranted to mitigate any significant impacts.

## Unanticipated Discovery of Human Remains

If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner.

# 1 Introduction

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Michael Baker International retained Rincon Consultants, Inc. (Rincon) on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, Los Angeles County, California. This report documents the tasks completed by Rincon as part of the cultural resource assessment: a records search, Native American outreach, historical imagery review, and a pedestrian field survey. This study has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA). The City is lead CEQA agency for the project.

## 1.1 Project Location and Description

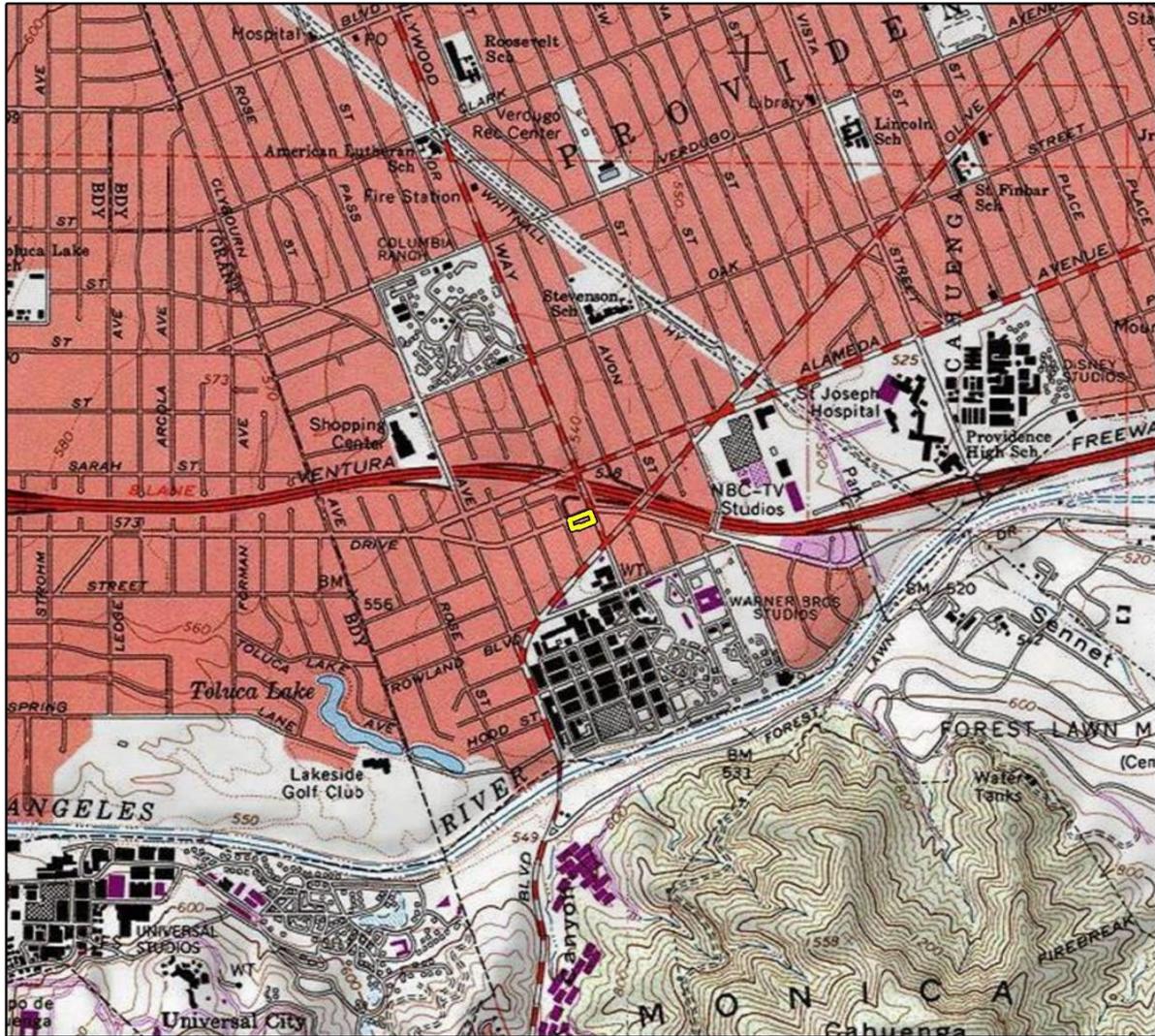
The project site is located in the City of Burbank, Los Angeles County, approximately nine miles northwest of downtown Los Angeles and is depicted on Township 1N, Range 14W, Section 22 of the *Burbank, California*, U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle (Figure 1). The project site consists of approximately 0.61-acres at 3700 Riverside Drive (Assessor's Parcel Numbers [APN] 2485-005-004, 2485-005-014, and 2485-005-015). Regional access to the project site is provided via the Ventura Freeway (State Route [SR-] 134) or the Golden State Freeway (Interstate 5). Local access is provided via Riverside Drive, North Hollywood Way, West Olive Avenue, and North Screenland Drive. The project site is bounded by commercial uses on all sides with State Route-134 approximately 300 feet to the north (Figure 2).

The project proposes to demolish the existing on-site structures and construct a seven-story, 82,723-gross square foot mixed-use development. The proposed development would consist of 49 condominium units, 2,000 square feet of ground level restaurant/retail use, a pocket park, and surface and subterranean parking. Project ground disturbance associated with the subterranean garage may reach depths of approximately 12 feet below ground surface.

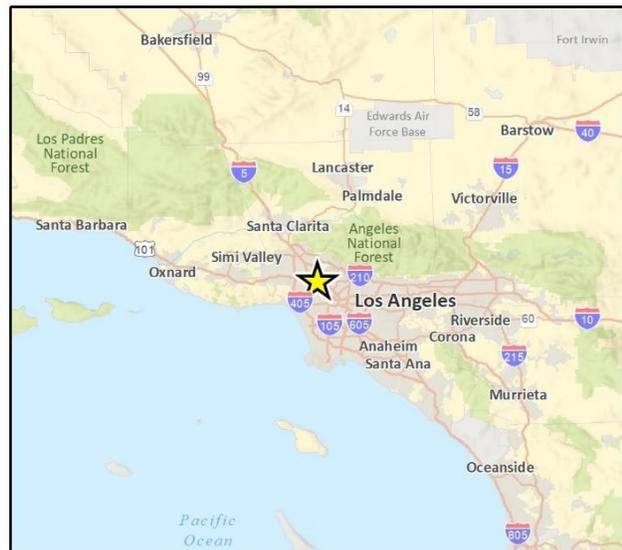
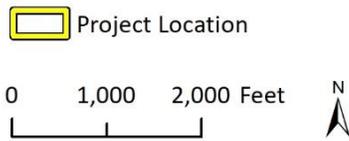
## 1.2 Personnel

Rincon Cultural Resources Principal Investigator Breana Campbell-King, MA, Registered Professional Archaeologist (RPA), served as principal investigator for the study and provided program-level oversight for this assessment. Ms. Campbell-King meets and exceeds the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology (NPS 1983). Architectural Historian Alexandra Madsen, MA, conducted the site visit and is the primary author of this report. Senior Architectural Historian Steven Treffers provided project oversight. Rincon Principal and Architectural Historian Shannon Carmack provided quality control for this report. Archaeologist Mark Strother, MA, RPA, completed the Native American outreach, requested the cultural resources records search from South Central Coastal Information Center (SCCIC) staff, and is a contributing author of this report. Rincon GIS Analyst Allysen Valencia prepared the figures found in the report.

Figure 1 Project Location

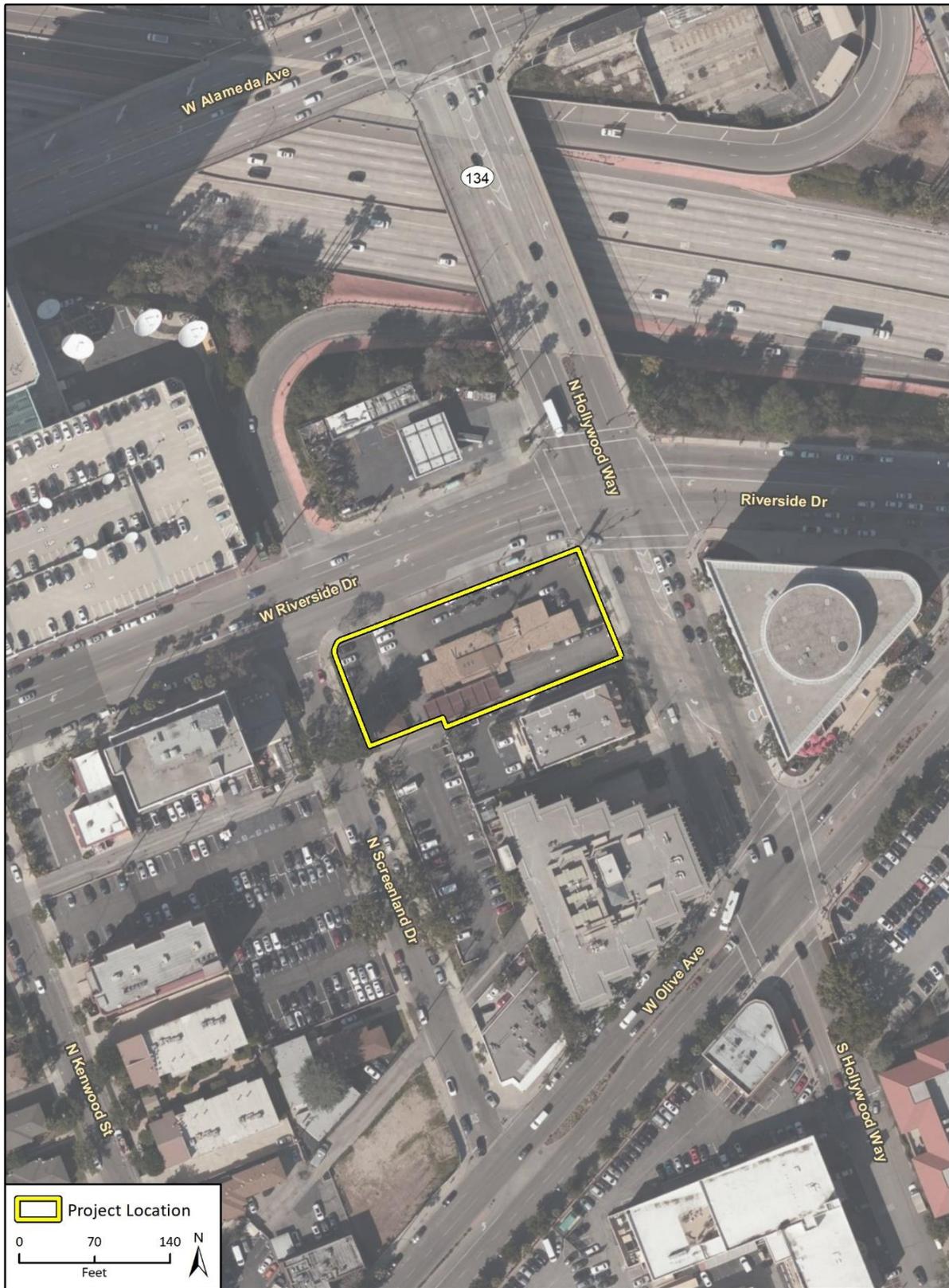


Imagery provided by National Geographic Society, Esri and its licensors © 2020. Burbank Quadrangle. T01N R14W S22. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



CRFig 1 Proj Locn Map

Figure 2 Project Site



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## 2 Regulatory Setting

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This section includes a discussion of the applicable regulations, and standards governing cultural resources to which the project should adhere to before and during implementation.

### 2.1 CEQA

PRC §5024.1, Section 15064.5 of the CEQA Guidelines, and PRC §§21083.2 and 21084.1 were used as the basic guidelines for this cultural resources study. CEQA (§21084.1) requires that a lead agency determine if a project could have a significant effect on historical resources. A historical resource is one listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (§21084.1), included in a local register of historical resources (§15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (§15064.5[a][3]). Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR.

According to CEQA, impacts that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (CEQA Guidelines §15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register (CEQA Guidelines §15064.5[b][2][A]).

### 2.2 National Register of Historic Places

The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it

- Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Are associated with the lives of persons significant in our past
- Criterion C:** Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- Location:** The place where the historic property was constructed or the place where the historic event occurred
- Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- Setting:** The physical environment of a historic property
- Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time
- Association:** The direct link between an important historic event or person and a historic property

## 2.3 California Register of Historical Resources

The CRHR was created by Assembly Bill 2881, which was established in 1992. The California Register is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the National Register criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the National Register.

The CRHR consists of properties that are listed automatically and those that must be nominated through an application and public hearing process. The CRHR automatically includes the following:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

In addition, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these

resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Criterion 1:** Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
- Criterion 2:** Has a special and particular quality such as being the oldest of its type or the best available example of its type
- Criterion 3:** Is directly associated with a scientifically recognized important prehistoric or historic event or person

## 2.4 Assembly Bill 52

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands CEQA by defining a new resource category called tribal cultural resources (TCR). AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC Section 21084.3).

PRC Section 21074(a)(1)(A) and (B) defines TCRs as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and requires that they meet either of the following criteria:

- 1) Listed or eligible for listing in the CRHR, or in a local register of historical resources, as defined in PRC Section 5020.1(k)
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe

AB 52 also establishes a formal consultation process for California tribes regarding TCRs that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

## 2.5 City of Burbank Historic Resource Management Ordinance

The City of Burbank’s Historic Resource Management Ordinance (No. 3381; 8312) was first established in 1994 and amended in 2011. Codified in Division 6. Historic Preservation Regulations in Title 10 Zoning Regulations of the City of Burbank Municipal Code, the ordinance recognizes, preserves, and protects historic resources and aims to:

**3700 Riverside Drive Mixed-Use Project**

- A) Safeguard the heritage of the City by preserving Resources that reflect elements of the City's history;
- B) Encourage public understanding and involvement in the historic, cultural, architectural, archaeological, and social heritage of the City;
- C) Promote the private and public use and preservation of historic Resources for the education, appreciation and general welfare of the people;
- D) Promote the conservation, preservation and enhancement of historic Resources;
- E) Promote the conservation of energy and natural resources through the preservation and maintenance of historic Resources;
- F) Discourage the demolition, destruction, alteration, misuse or neglect of Designated Historic Resources which represent an important link to Burbank's past;
- G) Provide economic benefits to owners of qualifying historic Resources to ensure their continued maintenance and preservation; and
- H) To make all information about historic Resources and historic preservation accessible and available to the public.

The Historic Resource Management Ordinance establishes criteria for designation of historic resources. These criteria closely follow those established by the NRHP and CRHR:

- A) Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage
- B) Is associated with the lives of persons important in the past
- C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- D) Has yielded, or may be likely to yield, information important in prehistory or history

The Historic Resource Management Ordinance establishes criteria for designation of historic signs:

- A) Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage.
- B) Is associated with the lives of persons important in the past.
- C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- D) Has yielded, or may be likely to yield, information important in prehistory or history.
- E) The sign exemplifies the cultural, economic, and historic heritage of Burbank.
- F) The sign exhibits extraordinary aesthetic quality, creativity, and innovation.

## 3 Natural and Cultural Setting

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### 3.1 Environmental Setting

The project site is situated in Los Angeles County approximately nine miles northwest of downtown Los Angeles, where the climate is characterized by long, hot, dry summers and short, relatively wet winters. The project site is located within a highly developed and urbanized environment characterized by commercial land uses. The entire project site is paved with ornamental landscaping along the perimeter.

### 3.2 Geology and Soils

According to published geologic mapping, the project area is underlain by artificial fill and Holocene to late Pleistocene age alluvial fan deposits consisting of sand, silt, and gravel (Dibblee and Ehrenspeck 1991). Soil surveys from the United States Department of Agricultural Natural Resources Conservation Service place the site within map unit 1002, “Urban land Palmview-Tuhunga complex, 0 to 2 percent slopes.” Map unit 1002 is composed of 45 percent Urban land, 25 percent Palmview and similar soils, 20 percent Tuhunga and similar soils, and 10 percent minor components. The Palmview and Tuhunga soils generally lay on alluvial floodplains and consist of discontinuous human-transported material over alluvium derived from granite (USDA 2020). Extensive disturbance of the topography within and surrounding the project site has occurred as a result of commercial and transportation related development.

### 3.3 Cultural Setting

The cultural setting for the project vicinity is presented broadly in what follows under three overviews: Prehistoric, Ethnographic, and Historic. The Prehistoric and Historic overviews describe human occupation before and after European contact; the Ethnographic Overview provides a synchronic “snapshot” of traditional Native American lifeways as described by European observers prior to assimilative actions.

#### **Prehistoric Context**

Numerous chronological sequences have been devised to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas, including the current project site. Four periods are presented in Wallace’s prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace’s (1955) synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated in recent years by the compilation of thousands of radiocarbon dates obtained by southern California researchers (Byrd and Raab 2007:217). Several revisions have been made to Wallace’s (1955) synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Mason and Peterson 1994; Koerper et al. 2002).

### *Horizon I – Early Man (ca. 10,000 – 6000 BCE)*

When Wallace defined the Horizon I (Early Man) period in the mid-1950s, there was little evidence of human presence on the southern California coast prior to 6000 BCE. Archaeological work in the intervening years has identified numerous pre-8000 BCE sites, both on the mainland coast and the Channel Islands (e.g., Erlandson 1991; Johnson et al. 2002; Moratto 1984; Rick et al. 2001:609). The earliest accepted dates for occupation in the region are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area about 10,000 years ago (Erlandson 1991:105). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002).

Recent data from Horizon I sites indicate the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002) and on Pleistocene lakeshores in eastern San Diego County (see Moratto 1984:90–92). Although few Clovis-like or Folsom-like fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), it is generally thought the emphasis on hunting may have been greater during Horizon I than in later periods. Common elements in many sites from this period, for example, include leaf-shaped bifacial projectile points and knives, stemmed or shouldered projectile points, scrapers, engraving tools, and crescents (Wallace 1978:26–27). Subsistence patterns shifted around 6000 BCE coincident with the gradual desiccation associated with the onset of the Altithermal climatic regime, a warm and dry period that lasted for about 3,000 years. After 6000 BCE, a greater emphasis was placed on plant foods and small animals

### *Horizon II – Milling Stone (6000 – 3000 BCE)*

The Milling Stone Horizon of Wallace (1955, 1978) and Encinitas Tradition of Warren (1968) (6000 to 3000 BCE) are characterized by subsistence strategies centered on collecting plant foods and small animals. Food procurement activities included hunting small and large terrestrial mammals, sea mammals, and birds; collecting shellfish and other shore species; near-shore fishing with barbs or gorges; the processing of yucca and agave; and the extensive use of seed and plant products (Kowta 1969). The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates and slabs) and handstones (manos and mullers). Milling stones occur in large numbers for the first time during this period, and are more numerous still near the end of this period. Recent research indicates Milling Stone Horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

Milling Stone Horizon sites are common in the southern California coastal region between Santa Barbara and San Diego, and at many inland locations (e.g., Herring 1968; Langenwaller and Brock 1985; Sawyer and Brock 1999; Sutton 1993; True 1958). Wallace (1955, 1978) and Warren (1968) relied on several key coastal sites to characterize the Milling Stone period and Encinitas Tradition, respectively. These include the Oak Grove Complex in the Santa Barbara region, Little Sycamore in southwestern Ventura County, Topanga Canyon in the Santa Monica Mountains, and La Jolla in San Diego County. The well-known Irvine site (CA-ORA-64) has occupation levels dating between ca. 6000 and 4000 BCE (Drover et al. 1983; Macko 1998).

Stone chopping, scraping, and cutting tools made from locally available raw material are abundant in Milling Stone/Encinitas deposits. Less common are projectile points, which are typically large and leaf-shaped, and bone tools such as awls. Items made from shell, including beads, pendants, and

abalone dishes, are generally rare. Evidence of weaving or basketry is present at a few sites. Kowta (1969) attributes the presence of numerous scraper-planes in Milling Stone sites to the preparation of agave or yucca for food or fiber. The mortar and pestle, associated with pounding foods such as acorns, were first used during the Milling Stone Horizon (Wallace 1955, 1978; Warren 1968).

Cogged stones and discoidals are diagnostic Milling Stone period artifacts, and most specimens have been found at sites dating between 4000 and 1000 BCE (Moratto 1984:149). The cogged stone is a ground stone object with gear-like teeth on its perimeter. Discoidals are similar to cogged stones, differing primarily in their lack of edge modification. Discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals are often purposefully buried, and are found mainly in sites along the coastal drainages from southern Ventura County southward, with a few specimens inland at Cajon Pass, and heavily in Orange County (Dixon 1968:63; Moratto 1984:149). These artifacts are often interpreted as ritual objects (Eberhart 1961:367; Dixon 1968:64–65), although alternative interpretations (such as gaming stones) have also been put forward (e.g., Moriarty and Broms 1971).

Characteristic mortuary practices of the Milling Stone period or Encinitas Tradition include extended and loosely flexed burials, some with red ochre, and few grave goods such as shell beads and milling stones interred beneath cobble or milling stone cairns. “Killed” milling stones, exhibiting holes, may occur in the cairns. Reburials are common in the Los Angeles County area, with north-oriented flexed burials common in Orange and San Diego counties (Wallace 1955, 1978; Warren 1968).

Koerper and Drover (1983) suggest Milling Stone period sites represent evidence of migratory hunters and gatherers who used marine resources in the winter and inland resources for the remainder of the year. Subsequent research indicates greater sedentism than previously recognized. Evidence of wattle-and-daub structures and walls has been identified at several sites in the San Joaquin Hills and Newport Coast area (Mason et al. 1991, 1992, 1993; Koerper 1995; Strudwick 2005; Sawyer 2006), while numerous early house pits have been discovered on San Clemente Island (Byrd and Raab 2007:221–222). This architectural evidence and seasonality studies suggest semi-permanent residential base camps were relocated seasonally (de Barros 1996; Koerper et al. 2002; Mason et al. 1997) or permanent villages from which a portion of the population left at certain times of the year to exploit available resources (Cottrell and Del Chario 1981).

### *Horizon III – Intermediate (3000 BCE – CE 500)*

Following the Milling Stone Horizon, Wallace’s Intermediate Horizon and Warren’s Campbell Tradition in Santa Barbara, Ventura, and parts of Los Angeles counties, date from approximately 3000 BCE to CE 500 and are characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. The Campbell Tradition (Warren 1968) incorporates David B. Rogers’ (1929) Hunting Culture and related expressions along the Santa Barbara coast. In the San Diego region, the Encinitas Tradition (Warren 1968) and the La Jolla Culture (Moriarty 1966; Rogers 1939, 1945) persist with little change during this time.

During the Intermediate Horizon and Campbell Tradition, there was a pronounced trend toward greater adaptation to regional or local resources. For example, an increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites along the California coast during this period. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks become part of the tool kit during this period. Larger knives, a variety of flake scrapers, and drill-like implements are common during this period. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms. Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have a wide distribution in the Great Basin and Mojave

deserts between ca. 2000 BCE and CE 500, to be diagnostic of this period. Bone tools, including awls, were more numerous than in the preceding period, and the use of asphaltum adhesive was common.

Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment. Hopper mortars and stone bowls, including steatite vessels, appeared in the tool kit at this time as well. This shift appears to correlate with the diversification in subsistence resources. Many archaeologists believe this change in milling stones signals a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993). It has been argued that mortars and pestles may have been used initially to process roots (e.g., tubers, bulbs, and corms associated with marshland plants), with acorn processing beginning at a later point in prehistory (Glassow 1997:86) and continuing to European contact.

Characteristic mortuary practices during the Intermediate Horizon and Campbell Tradition included fully face-down or face-up flexed burials, oriented toward the north or west (Warren 1968:2–3). Red ochre was used commonly, and abalone shell dishes were found infrequently. Interments sometimes occurred beneath cairns or broken artifacts. Shell, bone, and stone ornaments, including charmstones, were more common than in the preceding Encinitas Tradition. Some later sites include Olivella shell and steatite beads, mortars with flat bases and flaring sides, and a few small points. The broad distribution of steatite from the Channel Islands and obsidian from distant inland regions, among other items, attest to the growth of trade, particularly during the latter part of this period. Recently, Byrd and Raab 2007 (220–221) have suggested the distribution of Olivella grooved rectangle beads marks “a discrete sphere of trade and interaction between the Mojave Desert and the southern Channel Islands.”

#### *Horizon IV – Late Prehistoric Horizon (CE 500 – Historic Contact)*

In the Late Prehistoric Horizon (Wallace 1955; 1978), which lasted from the end of the Intermediate (ca. CE 500) until European contact, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely worked projectile points, usually stemless with convex or concave bases, suggests an increased usage of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Other items include steatite cooking vessels and containers, the increased presence of smaller bone and shell circular fishhooks, perforated stones, arrow shaft straighteners made of steatite, a variety of bone tools, and personal ornaments made from shell, bone, and stone. There is also an increased use of asphalt for waterproofing and as an adhesive.

Many Late Prehistoric sites contain beautiful and complex objects of utility, art, and decoration. Ornaments include drilled whole Venus clam (*Chione* spp.) and drilled abalone (*Haliotis* spp.). Steatite effigies become more common, with scallop (*Pecten* spp. and *Argopecten* spp.) shell rattles common in middens. Mortuary customs are elaborate and include cremation and interment with abundant grave goods. By CE 1000, fired clay smoking pipes and ceramic vessels began to appear at some sites (Drover 1971, 1975; Meighan 1954). The scarcity of pottery in coastal and near-coastal sites implies ceramic technology was not well developed in the area, or that ceramics were obtained by trade with neighboring groups to the south and east. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry which functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between CE 500 and European contact is divided into three regional patterns. The Chumash Tradition is present mainly in the region of Santa Barbara and Ventura counties; the Takic or Numic Tradition is present in the Los Angeles, Orange, and western Riverside counties region; and the Yuman Tradition is present in the San Diego region. The seemingly abrupt changes in material culture, burial practices, and subsistence focus at the beginning of the Late Prehistoric period are thought to be the result of a migration to the coast of peoples from inland desert regions to the east. In addition to the small triangular and triangular side-notched points similar to those found in the desert regions in the Great Basin and Lower Colorado River, Colorado River pottery and the introduction of cremation in the archaeological record are diagnostic of the Yuman Tradition in the San Diego region. This combination suggests a strong influence from the Colorado Desert region.

In Los Angeles, Orange, and western Riverside counties, similar changes (introduction of cremation, pottery, and small triangular arrow points) are thought to be the result of a Takic migration to the coast from inland desert regions. This Takic or Numic Tradition was referred to formerly as the "Shoshonean wedge" or "Shoshonean intrusion" (Warren 1968). This terminology, used originally to describe a Uto-Aztecan language group, is generally no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups who spoke Numic languages (Heizer 1978:5; Shipley 1978:88, 90). Modern Gabrieliño/Tongva in this region are considered the descendants of the prehistoric Uto-Aztecan, Takic-speaking populations who settled along the California coast during this period or perhaps somewhat earlier.

## **Ethnographic Context**

The project site is located in the traditional territory of the Native American group known as the Gabrieliño, Tongva or Kizh (Bean and Smith 1978; Johnston 1962; Kroeber 1925; McCawley 1996). What the Native Americans who inhabited southern California called themselves has long been a topic of discussion among scholars and living descendants of these people (Johnston 1962; McCawley 1996; Reid 1978). While the name Gabrieliño was applied by the Spanish to those natives that were associated with the Mission San Gabriel Arcángel (Bean and Smith 1978), that name does not necessarily correlate to how the inhabitants of the region referred to themselves. Today, most contemporary Gabrieliño prefer to identify themselves as Tongva (King 1994), though some use the name Kizh. Generally, the names Tongva and Kizh are derivatives of placenames or village names in and around Mission San Gabriel, or referents to inhabitants of those villages. The village of "tōḡwe" was purported to be near Mission San Gabriel, and its inhabitants may have been referred to as Tobikhar (McCawley 1996:9). The name Kizh, Kij, or Kichereño was associated with people living near the original location of Mission San Gabriel (California Missions Resources Center N.d.). The word Kizh is likely a derivative of a word meaning "house." The name Tongva is used throughout the remainder of this report as it is currently most commonly used by present day descendants (McCawley 1996).

Tongva territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including coastal marsh, coastal strand, prairie, chaparral, oak woodland, and pine

forest (Bean and Smith 1978; McCawley 1996). The watersheds of the Rio Hondo, the Los Angeles, and the Santa Ana rivers as well as many tributaries and creeks such as Ballona Creek, Tujunga Wash, Arroyo Seco and others were within the territory of the Tongva. The Tongva territory was bordered by several different Native American groups including the Serrano to the north and northeast, the Tataviam to the north, the Chumash to the northwest, the Cahuilla to the east, and the Luiseño and Juaneño to the south and southeast.

The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 1999). This language family includes dialects spoken by the nearby Juaneño and Luiseño, but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Tongva society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages. The Tongva established permanent villages and smaller satellite camps throughout their territory. Recent ethnohistoric work (O'Neil 2002) suggests a total tribal population of nearly 10,000, considerably more than earlier estimates of around 5,000 people (Bean and Smith 1978:540). Tongva subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants and animals. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects (Kroeber 1976; Bean and Smith 1978; McCawley 1996; Langenwalter et al. 2001).

The Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, used to extract roots and tubers, was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Tongva made oceangoing plank canoes (known as a ti'at) capable of holding six to 14 people used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Blackburn 1963; McCawley 1996).

The Tongva lived in circular domed structures made up of thatched tule covering a frame of wooden poles usually of willow. Size estimates vary for these houses, and very few have been identified in archaeological contexts; however, some are said to have been able to house up to 50 people (Bean and Smith 1978). In cases where houses have been identified and recovered archaeologically, extramural features such as hearths and storage pits have been identified (Vargas et al. 2016).

Chinigchinich, the last in a series of heroic mythological figures, was central to Tongva religious life at the time of Spanish contact (Kroeber 1976). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996). Prior to European contact, deceased Tongva were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). However, after pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996).

## **Historic Context**

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1821–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and

the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

### *Spanish Period (1769-1822)*

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríguez Cabrillo stopped in 1542 at present-day San Diego Bay. With his crew, Cabrillo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica Bays. Spanish naval officer Sebastián Vizcaíno mapped and recorded much of the present California and Oregon coastline in the next half-century. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica Bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885:96–99, Gumprecht 1999:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July of 1769, while Portolá was exploring southern California, Franciscan Friar Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823. It was during this time that initial Spanish settlement of the Project vicinity began. Mission San Fernando Rey de España, approximately 12.5 miles to the northwest of the current project site, was founded in 1797 as the 17th mission to be established in California. Mission San Fernando Rey de España's location closed the gap between Mission San Buenaventura on the Ventura coast, and Mission San Gabriel Arcángel in the Los Angeles interior (California Missions Foundation, N.d.).

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Crespi named "the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula" or "Our Lady the Queen of the Angels of the Porciúncula." Two years later, Friar Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Kyle 2002:151).

Between 1774 and 1776, a second expedition lead by Juan Bautista de Anza traveled west from Sinaloa across the Arizona and California deserts to enter the coastal valley of southern California. The purpose of the expedition was to establish a mission and presidio on the San Francisco Bay. The trail that was established by Anza became a major land route for Spanish settlers in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries.

During this period, Spain also granted ranchos to prominent citizens and soldiers in the area. To manage and expand their herds of cattle on these large ranchos, colonists enlisted the labor of the surrounding Native American population (Engelhardt 1927). The missions were responsible for administrating to the local Indians as well as converting the population to Christianity (Engelhardt 1927). The influx of European settlers brought the local Native American population in contact with European diseases which they had no immunity against, resulting in a catastrophic reduction in native populations throughout the state (McCawley 1996).

### *Mexican Period (1821-1848)*

The Mexican Period commenced when news of the success of the Mexican War of Independence (1810 – 1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833. This act federalized mission lands and enabled Mexican governors in California to distribute former mission lands to individuals in the form of land grants. Successive Mexican governors made approximately 700 land grants between 1833 and 1846, putting most of the state’s lands into private ownership for the first time (Shumway 2007). During this era, a class of wealthy landowners known as *rancheros* worked large ranches based on cattle hide and tallow production.

The beginnings of a profitable trade in cattle hide and tallow exports opened the way for larger, commercially driven farms. Land grants owned by the Spanish crown and clergy were distributed to mostly Mexican settlers born in California, or the “*Californios*.” While this shift marked the beginning of the *rancho* system that would “dominate California life for nearly half a century” (Poole 2002:13), the rural character of emerging cities in and around Los Angeles remained intact. *Ranchos* were largely self-sufficient enterprises (partly out of necessity, given California’s geographic isolation), producing goods to maintain their households and operations.

During the supremacy of the *ranchos* (1834–1848), landowners focused their efforts largely on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period from the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population and to which they had no immunity.

### *American Period (1848-Present)*

War in 1846 between Mexico and the United States precipitated the Battle of Chino, a clash between resident *Californios* and Americans in the San Bernardino area. The Mexican-American War ended with the Treaty of Guadalupe Hidalgo in 1848, ushering California into its American Period.

California became a state officially with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as United States Territories (Waugh 2003). Horticulture and livestock, primarily cattle, which had served as the currency and staple of the *rancho* system, continued to dominate the southern California economy through the 1850s. The Gold Rush began in 1848, and with the influx of people seeking gold, cattle were desired not only for their hides but also as a source of meat and tallow.

During the 1850s cattle boom, *rancho vaqueros* drove large herds from southern to northern California to feed the region’s burgeoning mining and commercial industries. Cattle were at first driven along major trails or roads, such as the Gila Trail or Southern Overland Trail, and were then transported by trains when that mode of transport became available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. By the 1890s, operation of the huge *ranchos* became increasingly difficult, and droughts reduced their productivity severely (Cleland 2005:102–103).

The discovery of gold in northern California in 1848 led to the California Gold Rush, though the first California gold found by settlers was previously discovered in Placerita Canyon in 1842 (Workman 1935; Guinn 1977). By 1853, the population of California exceeded 300,000. Thousands of settlers and immigrants continued to immigrate to the state, particularly after the completion of the first

Transcontinental Railroad in 1869. The U.S. Congress in 1854 agreed to let San Pedro become an official port of entry. By the 1880s, the railroads had established networks from the port and throughout the county of Los Angeles, resulting in fast and affordable shipment of goods, as well as a means to transport new residents to the booming region (Dumke 1944). New residents included many health-seekers drawn to the area by the fabled Southern California climate in the 1870s–1880s.

## The City of Burbank

The City of Burbank was established in 1867 by New Hampshire dentist Dr. David Burbank when the dentist purchased the land encompassing Rancho San Rafael and Rancho La Providencia within the modern-day city. Dr. Burbank combined the land into one large ranch and sold portions of his property to the Southern Pacific Railroad, land investors, and development companies. On May 1, 1887, the town of Burbank was officially founded and in 1911 was voted for incorporation (City of Burbank 2020). Burbank experienced tremendous growth following World War II, including in 1962 when the National Broadcasting Company (NBC) moved its network television headquarters to the city.

According to the City of Burbank Citywide Historic Context Report, during the Post-war years, the city experienced many changes:

Burbank’s housing shortage situation became a priority for the city as service men and women began arriving in late 1945. Construction began immediately of temporary housing consisting of Quonset huts constructed on 100 acres of industrial zoned land. 5,000 army barracks refurbished for residential use were also made available for the returning veterans.<sup>120</sup> Coinciding with the creation of temporary housing for veterans, the U.S. Government chose Burbank as a site to build temporary housing, consisting of wood barracks and trailer homes, for Japanese Americans returning from internment camps. Construction of these barracks began by mid-October 1945 in Glenoaks Park (now McCambridge Park), located near the corner of Amherst Drive and Scott Road. Temporary housing areas for the evacuees were also constructed at two other locations, at Lomita Street and Magnolia Boulevard and at Winona Avenue and Hollywood Way, which was located adjacent to the Lockheed Air Terminal. By mid-November 1945, approximately 430 Japanese Americans evacuees were housed at the temporary housing sites. Some of the evacuees were former residents of Burbank.

A temporary housing site, containing 100 trailers, was established for returning veterans and their families at a site located at Burbank and Victory Boulevards by January of 1946. Glenoaks Park also housed a number of returning veterans by this time. On July 1, 1947, the Japanese American evacuees, which by this time numbered approximately 1,000, were vacated from the temporary housing sites to make way for development. The remaining post-war housing sites were also cleared for development.

Burbank revised its city seal in 1946. Redesigned by Walt Disney Studios, it was similar in concept to the existing seal, but as the old seal emphasized future progress, the new one showed that Burbank was an industrial center. The new seal retained the airplane but added a silhouette of an industrial building and a film reel underlined with the word “Progress.”

Agriculture was the first vital industry in Burbank during its formative years prior to incorporation in 1911. However, its significance to Burbank economy began to diminish by the 1920s as farm and ranchlands were being purchased for land development. The post-war years, however, signaled the true end of agriculture in Burbank. Dominic Morro, who owned a 54 acre

farm located on N. Glenoaks Boulevard and one that was 16 acres near the Walt Disney Studios, decided to subdivide his own land in 1949. The Morro farm was one of the last farms of its size left in the city. The James J. Jeffries farm, which was originally 107 acres, had been subdivided over the years and only the house and barn remained when Jeffries died in 1953. The barn was sold and moved to Knott's Berry Farm soon after his death and the house was destroyed in a fire in 1959, although efforts were being made to restore the home.

The city's population increased from 62,348 in 1946 to 78,577 in 1950. There were also 400 industries, which employed 31,195 people in the city at the start of the 1950s. The post-war period was essentially a continuation of the 1920s construction boom (GPA 2009).

In 1962, the National Broadcasting Company (NBC) moved its network television headquarters to the city. In 1978, the Burbank-Glendale-Pasadena Airport (now Bob Hope Airport) was purchased from Lockheed. Today, the City of Burbank is known as the "media capital of the world" in reference to its longstanding relationships with entertainment companies such as Warner Brothers and Disney (City of Burbank 2017).

### **Transportation-Related Development and Car Washes**

Increasing dependence on the automobile during Southern California's post-World War II-era population boom fundamentally shaped the growth of Burbank and the wider San Fernando Valley, influencing, among other things, the pattern, types, and architectural forms of roadside commercial development. Prior to World War II, the region was characterized by expanses of agricultural land crossed by a number of well-maintained local roads, such as Ventura Boulevard, Devonshire Street, and San Fernando Road, that doubled as state highways. In the 1950s and 1960s, extension of Greater Los Angeles's freeway system to the Valley improved access to the region and drove the development of vast housing tracts and new commercial enterprises, especially auto-oriented businesses, such as strip malls, drive-in restaurants, services stations, and car washes. Postwar commercial development along the Valley's major thoroughfares often followed the pattern of "commercial string development" (Los Angeles Office of Historic Resources [OHR] 2016). As part of this pattern, many of Burbank's existing commercial corridors were expanded as new auto-oriented businesses were established (GPA 2009). The region's plentiful undeveloped land, existing network of arterial roadways, ubiquitous car ownership, and a dearth of commercial buildings were ripe for the post war commercial development boom that "made the San Fernando Valley the center for roadside architecture in postwar Los Angeles" (City of Los Angeles 2016).

In the 1950s and 1960s, Los Angeles-area roadside architecture was typically designed in a "celebratory" mode that eschewed skepticism of the automobile and embraced cars as an "unquestionable good." This sensibility was evident not only in the functional features of many commercial properties, such as prominent parking lots or drive-in restaurant stalls, but in the eye-catching stylings of roadside buildings and signage. As detailed in the SurveyLA Commercial Development and the Automobile historic context statement, for "celebratory" designers of auto-related properties, "the roadside [...] produced an opportunity for the imagination," reflecting a sensibility that emerged by the 1920s and peaked in the 1950s:

The celebratory first appeared in the 1920s with Programmatic/Mimetic buildings, those structures shaped like non-architectural objects from derby hats to chili bowls. It continued into the 1930s with the Streamline Moderne, best exemplified by the circular drive-in restaurants of the day, surrounded by cars like spokes on a wheel and awash at night in neon and indirect lighting. Its high point was the Googie style of the 1950s, with structures such as car washes with their expansive roofs and slender pylons extending into the sky like so many tail fins.

Regardless of its form, the celebratory approach accepted the idea of the free-standing structure and transformed it into a type of identifying sculpture, with the customer's car as an integral part.

The commercial car wash was among the many auto-related business types developed along the arterials of the San Fernando Valley. The stand-alone car wash first came into its own in the late 1920s. It was around this time that operations such as Los Angeles's El Patio Auto Laundry pioneered a system by which "cars were apparently pulled by hand through a linear structure where they were washed, dried, and polished by hand at different locations along a continuous line" (City of Los Angeles 2016). By the mid-1950s, the linear concept, as employed at Lakeside Car Wash, was widespread and "fully mechanized" (City of Los Angeles 2016). The SurveyLA Commercial Development and the Automobile historic context statement explains:

The auto was pulled or pushed mechanically in an assembly-line manner, with mammoth mechanical washers and dryers stationed at key points along the line. Attendants were present intermittently to smooth the process. The structure housing the postwar car wash follows from the pre-war form in consisting – in essence – of no more than a linear open pavilion, with the ballet of machinery, workers and moving cars as its content.

The simple pavilion form and prominent signage of the post-World War II-era car wash was well suited to the "structural expression" of the Googie style (City of Los Angeles 2016). According to the SurveyLA Architecture and Engineering/L.A. Modernism, 1919-1980 historic context statement, the Googie style was characterized by an exuberance designed appeal to postwar notions of modernity and to attract the attention of motorists:

Googie style buildings are notable for their individual architectural flourishes, but all are rooted in a cadre of common characteristics that render the style visually distinctive. Buildings designed in the Googie style are typically one-story, slung low toward the ground and surrounded by ample parking. They were capped by prominent rooflines that incorporated expressive geometric forms like the butterfly roof, zig zags and folded plates, and hyperbolic paraboloids. Façades were deliberately off-kilter and asymmetrical; exterior walls featured large plate glass windows and were clad with an eclectic mix of materials including wood, stucco, stone, and terrazzo. They often featured exaggerated design elements like boomerangs, starbursts, flying saucers, and diagrammatic parabolas and atoms – many of which made overt reference to Space Age travel and other futuristic themes. [...]

The visual vocabulary of the Googie style was influenced by, and responded to, the ascent of the car and car culture. Across the nation, and particularly in Southern California, architecture and urban design were evolving before and after World War II to account for the fact that American society was increasingly going about the activities of daily lives in cars. The architecture of shopping, entertainment, dining, banking, and other commercial uses evolved accordingly. Equally, the businesses that were required to sell or service the car itself – gas and service stations, tire stores, repair shops, car washes, and dealerships – developed their own brand of car-oriented architecture. These businesses were strung along the long vehicular arteries that had become an integral part of the postwar suburban metropolis, and increasingly they made use of bold, dynamic forms and motifs to draw the attention of passersby (OHR 2021).

By the mid-1960s the celebratory mode of auto-oriented commercial design faced a backlash. Many critics objected on aesthetic and environmental grounds to apparent vulgarity and clutter produced during the explosion of post-World War II roadside businesses. Such reactions undergirded a turn to

more restrained designs (City of Los Angeles 2016). The SurveyLA Commercial Development and the Automobile historic context statement explains:

Just about all auto-related building types succumbed to this conservative wave. As a result, the celebration of the car through its incorporation into the architecture of the building disappeared. The drive-in restaurant gave way to the fast-food franchise outlet with only the drive-up window retaining the link to the car. The dealership retreated to the rear of its site and the passing motorist was left with a view of row upon row of new parked cars and a mammoth corporate sign. The motel, with its direct link between the car and room, was replaced by the multi-storied double-loaded corridor building that was simply a hotel surrounded by parking. Even the car wash, the high point of auto-oriented Googie, was displaced by less exuberant linear forms that eventually gave way to the stationary automated box (City of Los Angeles 2016).

### **Commercial and Institutional Ranch-Style Architecture**

Expressed principally, but not exclusively, in single-family homes, the Ranch style of architecture emerged in the 1920s as a synthesis of architectural traditionalism and “the more forward-thinking, avant-garde tenets of Modernism” (City of Los Angeles 2015). The clearest precedent for the style is found in the haciendas of the nineteenth century American West and Southwest—rural, vernacular architecture characterized most of all by adobe exteriors and low-pitched gable or shed roofs. However, the informal qualities of the hacienda were combined with important elements of more modernistic Craftsman- and Prairie-style architecture, which “embraced the use of natural materials and abstract ornament, were configured in an open, free-flowing manner that enhanced livability, and were appropriately suited to their respective context” (City of Los Angeles 2015).

Ranch-style houses were built through the 1930s and 1940s, but the type is best associated with the post-World War II era, when Ranch homes became ubiquitous throughout the booming, mass-built suburbs of the Los Angeles area. Although Ranch-style architecture defined principally by the single-family residences, the style found expression in various other property types, as described in the SurveyLA Ranch House; Housing the Masses/Ranch House Neighborhoods historic context statement:

The Ranch style transcended the single-family house and was applied to other property types in the postwar era. In the 1950s and 1960s, it was not uncommon for apartment buildings and other types of multi-family residences to also exhibit the low-to-the-ground profile, horizontal massing, board-and batten siding, and rusticated details that typified the single-family Ranch house. In 1960, the Shell Oil Company pioneered the concept of the Ranch-style service station in Millbrae, California, in response to a local planning commission’s request that the station be compatible with an adjacent housing tract. Shell responded by designing a prototype that resembled the houses within the tract and eventually came to operate thousands of these Ranch style gas stations nationwide. Other commercial developers followed suit, designing commercial complexes and buildings that resembled Ranch houses and thus blended into the suburban environments in which they were constructed. A handful of public and private institutional properties were designed in the same vein (City of Los Angeles 2015).

Given the imperative to blend in with surrounding residential development, Ranch-style commercial properties shared many of the character-defining features of their single-family residential counterparts. These might include asymmetrical informal composition with one or more wings, brick or stone chimneys, eaves with exposed rafter tails, exposed post and beam construction, gabled roof with shingle cladding, and one- or two-story massing (City of Los Angeles 2015).

The SurveyLA Ranch House; Housing the Masses/Ranch House Neighborhoods historic context statement explains that, by the 1970s, the popularity of the Ranch home declined due to a combination of shifting economic factors and changing tastes:

By the 1970s, the Ranch style had fallen out of favor among developers and the American public for a variety of reasons. Due to the rapid pace of postwar suburbanization, buildable land became more and more scarce, and thus more expensive to acquire and improve. Rising energy costs made it more expensive to cool, heat, and maintain a sprawling Ranch house than in the past.<sup>34</sup> Since many of those in the market to purchase a new house in the 1970s had themselves been raised in a Ranch house, the Ranch aesthetic was seen as antiquated and as something to be associated with past generations. By the 1970s, then, the Ranch house gave way to new types of housing including more compact, two-story dwellings and townhouses. These buildings shied away from the informal and rusticated aesthetic that had been popularized through the Ranch house and instead drew upon historical references and idioms, often referred to as Neo-Traditional architecture. The open, free-flowing interior spaces and informal plans associated with the Ranch house were supplanted by features commonly seen in 1970s and 1980s domestic design including formal great rooms, cathedral ceilings, and grand foyers (City of Los Angeles 2015).

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## 4 Background Research

### 4.1 Cultural Resources Records Search

SCCIC staff at California State University, Fullerton, completed an in-house records search of the California Historical Resources Information System on July 22, 2020. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. SCCIC staff also reviewed the NRHP, the CRHR, the California Historical Landmarks list, the California Points of Historical Interest list, Built Environment Resources Directory (or BERD) and the Archaeological Determination of Eligibility (ADOE) list and provided the results to Rincon.

The cultural resources records search identified nine previously conducted cultural resources studies within the 0.5-mile radius of the project site. None of these prior studies included the project site (Appendix A). Table 1 provides a summary of the previously conducted studies located within the record search area.

**Table 1 Previous Cultural Resource Studies within 0.5-mile Radius of the Project Site**

Report Number	Author(s)	Year	Title	Relationship to Project Site
LA-03426	Anonymous	1996	<i>Universal City Specific Plan Draft Environmental Impact Report Technical Appendices Appendix M-1 Historic Property Survey Report</i>	Outside
LA-04909	Atchley	2000	<i>Cultural Resources Investigation for the Nextlink Fiber Optic Project, Los Angeles and Orange Counties, California</i>	Outside
LA-05021	Iverson	1999	<i>Negative Archaeological Survey Report: 18850k</i>	Outside
LA-06450	Nicol	2000	<i>Section 106/HPSR for SR-134/Hollywood Way Ramp Improvements</i>	Outside
LA-06724	McKenna	2001	<i>Cultural Resources Investigations and Building Evaluations for the Proposed Burbank Media Center Project Area in the City of Burbank, Los Angeles County, California</i>	Outside
LA-06744	Sylvia	2000	<i>Highway Project to Construct a Soundwall Along the Northern Edge of Westbound SR-134 Between Route 170 and Clybourn Avenue in the North Hollywood Area of Los Angeles County</i>	Outside
LA-06750	Harbart	1999	<i>Historic Property Survey Report for Proposed Ramp Improvements for SR-134 at Hollywood Way in Burbank, Los Angeles County</i>	Outside
LA-07840	Sylvia	2001	<i>Negative Archaeological Survey Report for the Beautification and Modernization Along SR-134 From the 134/170 Separation to Shoup Ave, and Along Route 101 From the 101/170 Separation to Concord Street</i>	Outside
LA-08254	McKenna	2004	<i>Results of a Phase 1 Cultural Resources Investigation of the Proposed Los Angeles Department of Water and Power River Supply Conduit, Los Angeles County, California</i>	Outside

Source: SCCIC July 2020

The cultural resources records search identified 10 previously recorded cultural resources in the 0.5-mile search radius of the project site (Table 2). Nine of these resources are buildings from the historic period and one is remnants of an adobe from Rancho Providencia, now buried under a Warner Bros. film lot. None of the previously recorded resources are located within the project site.

**Table 2 Previously Recorded Resources within 0.5-Mile Radius of the Project Site**

Primary Number	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to Project Site
P-19-150413	Historic Site	Buried adobe remnants	Edberg 1978	Insufficient information	Outside
P-19-186526	Historic Building	Commercial building; Bob's Big Boy Restaurant	Howse 1992	Point of Historical Interest	Outside
P-19-186660	Historic Building	Commercial building	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186661	Historic Building	Multiple-family property	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186662	Historic Building	Multiple-family property	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186663	Historic Building	Commercial building	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186664	Historic Building	Multiple-family property	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186665	Historic Building	Multiple-family property	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside
P-19-186666	Historic Building	Single-family property	McKenna 2001	Found to be likely eligible for local, state, and federal designation	Outside
P-19-186667	Historic Building	Multiple-family property	McKenna 2001	Recommended ineligible for NRHP, CRHR, or local listing	Outside

Source: SCCIC July 2020

## 4.2 Native American Outreach

As part of the process of identifying cultural resources for this project, Rincon contacted the Native American Heritage Commission (NAHC) and requested a Sacred Lands File (SLF) search of the project site and vicinity (Appendix B). As part of this request, Rincon asked the NAHC to provide a list of Native American groups and/or individuals, culturally affiliated with the area, who may have knowledge of cultural resources within the project site. The NAHC responded on July 3, 2020, stating the SLF was returned with negative results and provided a list of eight Native American

contacts that may have knowledge of cultural resources in the project vicinity. On July 17, 2020, Rincon prepared and e-mailed letters to the Native American contacts affiliated with the area, requesting that they contact Rincon if they know of any Native American cultural resources on or immediately adjacent to the project site. On July 20, 2020, Brandy Salas, administration specialist for the Gabrieleño Band of Mission Indians – Kizh Nation, responded by requesting the contact information of the CEQA lead agency. Later that day, on behalf of the Fernandeano Tataviam Band of Mission Indians, Jairo Avila responded by stating that their tribal records indicate the presence of tribal cultural resources, including the villages of *Cahuenga* and *Jajamongna* within the vicinity of the project. He asked that his request for project consultation be forwarded to the lead CEQA agency.

The CEQA lead agency, the City of Burbank, was informed of the above correspondences and will conduct AB 52 consultation with interested Native Americans as a separate effort.

### 4.3 Historical Imagery Review

A review was conducted of historical aerial photographs and topographic maps of the project vicinity on in July 2020 (NETRonline 2020, U.S. Geologic Survey Historical Topographic Map Explorer [USGS] 2020). Prior to 1946, the subject property was vacant. It was developed with a gas and service station in 1946 and later in 1956 with the subject car wash. Urban development in the vicinity of the project site increased from the 1940s and 1950s to present and expanded to cover the majority of the project vicinity (Google Earth Pro 2020).

### 4.4 Literature Review and Research

Rincon conducted literature review and background research for the proposed project in July 2020. Research efforts included obtaining and reviewing the building permit records for the parcel from the City. Dates of construction and subsequent alterations were determined by the building permit record as well as additional resources such as the field inspection and historical aerial photographs. Archival research was completed to establish the general history and context of the project site and included online databases.

Rincon also consulted the City of Burbank Historic Preservation Ordinance, City of Burbank Citywide Historic Context Report (GPA 2009), Burbank Historic Sign Survey Historical Resources Survey Report (ARG 2014), and for reference, the SurveyLA Commercial Development and the Automobile Historic Context Statement (City of Los Angeles 2016). As a result of the literature review, Rincon confirmed the style sign at the subject property was previously identified as a notable example of an automobile-related sign in the city (ARG 2014).

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## 5 Field Survey

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### 5.1 Methods

On July 14, 2020, Rincon cultural resources specialist Alexandra Madsen, MA, conducted a survey of the project site. Ms. Madsen carefully examined all areas for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration potentially indicative of the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances such as burrows and drainages were also visually inspected. Given the minimal exposed soils present within the project site that are confined to landscaped areas along the perimeter, transects were not necessary during the survey.

Ms. Madsen also conducted an intensive built-environment survey of the project site. The field survey of the historic-age structures consisted of a visual inspection of all built environment features on the property, including their overall condition and integrity, and to identify and document any potential character-defining features or alterations. Although all built environment features were inspected, only permanent buildings and structures were recorded. Ms. Madsen documented the field survey using field notes and digital photographs. Ms. Madsen also completed a reconnaissance survey to identify and document similar property types located within the City. Copies of the field notes and digital photographs from both surveys are on file with Rincon's Los Angeles office.

### 5.2 Results

#### **Archaeological Resources**

The pedestrian survey was negative for archaeological resources. The entirety of the project site is paved except for ornamental landscaping along the perimeter. The minimal amounts of exposed soils within the project site are highly disturbed and intermixed with mulch and gravel.

#### **Built Environment Resources**

As a result of the background research and historic resources survey, Lakeside Car Wash, located at 3700 Riverside Drive, was identified as over 45 years of age. It was recorded on California Department of Parks and Recreation (DPR) 523 series forms and evaluated for listing in the NRHP and CRHR, and for local designation. The DPR forms are included as Appendix C to this report.

Lakeside Car Wash was recorded in accordance with the guidance of the California Office of Historic Preservation, which recommends small, simple groupings of resources be recorded as an individual historical resource (California Office of Historic Preservation 1995: 3). As such the property, including the car wash building, rear structure, free-standing sign, and rock planter were recorded as a single resource. Although Section 10-1-938 of the City of Burbank Municipal Code has provisions for the designation of historic signs, this does not preclude the inclusion of signs for consideration as part of a larger property's historical resources eligibility.

### *Architectural Description*

Sited at the southwest corner of Riverside Drive and N. Hollywood Way, the subject property is located on two parcels at 3700 Riverside Drive (APNs 2485-005-004 and 2485-005-014). Initially built in 1956, the building features a concrete foundation, complex floorplan, and irregular footprint with its primary façade facing northward (Figure 3). Cladding and roofing materials are varied as the building is divided into roughly three bays: the waxing, detailing, and main bays.

The easternmost bay features a flat wood roof upheld by wood beams with a metal sign that reads “waxing” (Figure 4). The second bay, which projects further north than the “waxing” bay, features a metal “detailing” sign, a flat wood roof upheld by wood columns set into concrete curtain walls, and is located adjacent to the main bay of the building (Figure 5).

The main bay includes the waiting room, covered waiting space, and the convenience shop. Unlike the first two bays, the main bay has a slightly sloped gable roof and an exterior of vertically placed wood clapboard with a low trim of split rock veneer (Figure 6). To the southwestern region of the building, abutting the “detailing” bay, is the waiting room (Figure 7). Cursive script on the door to the room identifies it as the “Palm Room, air conditioned.” The room features a split rock veneer fireplace and floor-to-ceiling fixed aluminum window. Restrooms with wood doors are located cater-corner to the waiting room and the outdoor waiting area (Figure 8).

The outdoor waiting area has a flat, slatted wood roof that was covered with plastic tarp at an unknown date. It features a concrete floor and large split stone planters, both between the waiting room and the convenience shop. A palm tree grows from one of these planters, situated adjacent to the waiting room. The back of the main bay features a covered walkway that connects both ends with the outdoor waiting area (Figure 9). Large, fixed aluminum windows along this passage allow customers to watch as their cars are washed to the rear (southern extent) of the building. The main bay’s low-sloped gable roof features exposed wood rafters.

The convenience store also serves as the cashier’s and features two small jalousie windows and a single aluminum slider covered by a security grille. Two wood doors provide entrance into this space. The rock veneer planters are improved with small shrubs, which add an almost residential feel to the primary façade. A large metal sign with a cursive “Lakeside” and all-capitalized “Car Wash,” graces the front entrance (Figure 10 and Figure 11).

The rear of the building is clad in brick and features a small cashier kiosk with a single wood shingle-clad shed roof set above fixed aluminum windows and a low rock veneer clad wall (Figure 12 and Figure 13).

A separate structure projects from the southwest region of the building. This structure has a flat metal roof with exaggerated fascia upheld in the center by thin metal posts (Figure 14). Roughly modern in style, the structure is purely utilitarian and serves to segregate cars into two lines. “Enter” is painted on the paint-peeling metal fascia on the eastern extent of the structure, and a metal clearance bar limits vehicular height entry to those of 81 inches or below (Figure 15). Linear lights line the underside of the roof.

Additional features of the property that are noteworthy include the oval-shaped rock planter that is in the northern extent of the parcel as well as the metal Google-style sign located in the northeast corner of the parcel.

The oval-shaped rock planter, presumably a gas pump historically, is unique in its design and shape, which perfectly match the rock veneer that clads the exterior of the main bay and fireplace/chimney of the waiting room, but also for its likely early association with hand-washing cars (Figure 16 and

Figure 17). The Goochie-style sign is a unique homage to the Roadside style of architecture and marketing that defined the 1950s and 1960s as the automobile became increasingly common. Its thick base, playful font, loud colors, and curving orange arrow are all indicative of this style (Figure 18).

**Figure 3 Subject Property from N. Hollywood Way, Facing West**



Figure 4 Waxing Bay, Facing South



Figure 5 Detailing Bay, Facing South



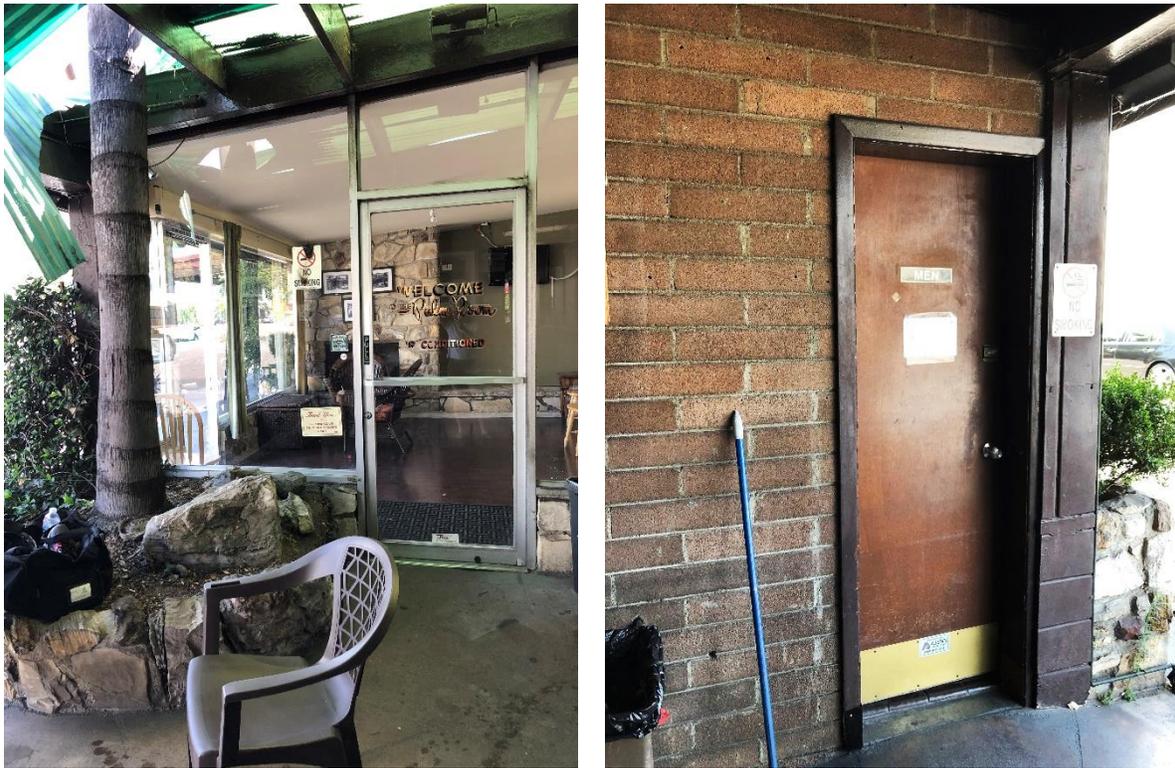
**Figure 6 Main Bay, Facing Southwest**



**Figure 7 Waiting Room, Main Bay, Facing South**



**Figure 8** Waiting Room, Outdoor Waiting Area, and Restroom, Facing East and West



**Figure 9** Back Hallway, Facing West



Figure 10 Main Bay, Facing Southwest



Figure 11 Main Bay, West Elevation, Facing East



Figure 12 Main Bay and Car Wash, West Elevation, Facing East



**Figure 13** Cashier Kiosk, Main Bay, Facing Northwest



**Figure 14** Utilitarian Structure, Facing Northeast



Figure 15 Utilitarian Structure, Facing West



Figure 16 Rock Planter, Facing Northwest



Figure 17 Rock Planter, Detail, Facing Northwest



Figure 18 Google-style Sign, Facing Northwest



## Developmental History

The subject property was vacant through the 1930s as visible in a 1939 aerial photograph (Figure 19). According to newspaper advertisements, it was first improved with a gas and service station circa 1946 (Valley Times 12/18/1946).

An aerial from 1952 and a Sanborn Map from 1953 depict the newly completed gas and service station (Figure 20; UCSB 1952; Figure 21; LAPL 2020).

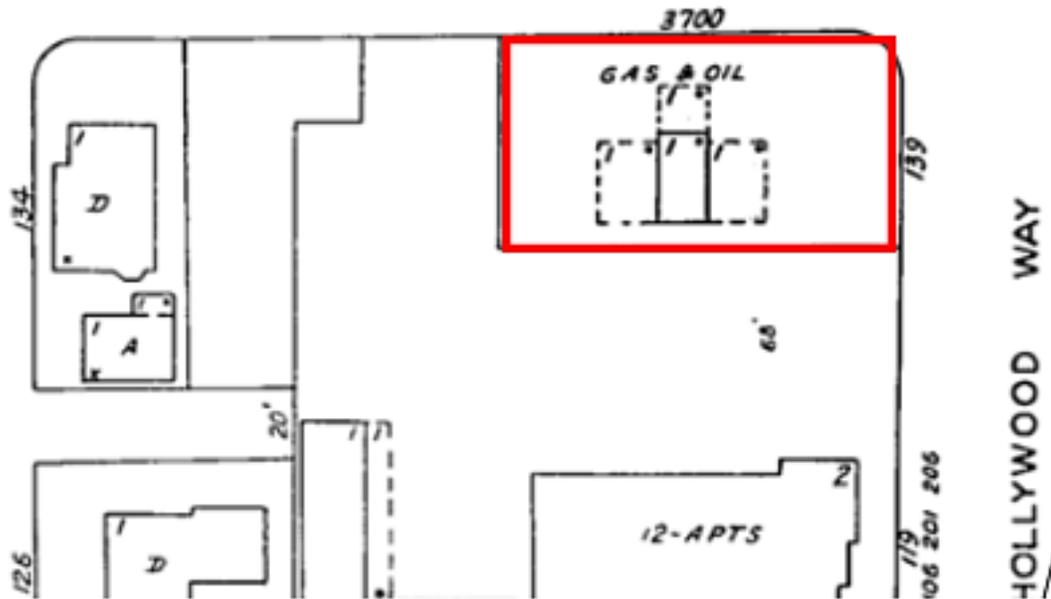
**Figure 19 Aerial Photograph, 1939**



**Figure 20 Aerial Photograph, 1952**



Figure 21 Sanborn Fire Insurance Maps, Burbank, vol. 2S, 1953, Sheet 249



In 1953, the *Valley Times* recorded Clinton M. Leatherwood, Armin H. Soll, and John R. Hart as conducting “a Gasoline Service station business at 3700 West Riverside Drive, City of Burbank... under the fictitious firm name of the Friendly Three” (*Valley Times* 7/7/1953). The gas station was listed for sale in 1946 and again in 1954 for \$1,000 (*Valley Times* 12/18/1946; 3/4/1954).

In April of 1956, Burbank building permits record the removal of the service station and construction of a car wash by longtime owner Richard Duffy (Permit No. 233732). A permit for a sign on the main building’s primary façade and a sign located at the corner of Riverside Drive and Hollywood Way was filed on May 10, 1956 (Permit No. 233736). An additional sign on Hollywood Way was erected that July (Permit No. 241904). All three signs were completed by contractor W. Heath & Co. and are extant.

The following year advertisements in the *Valley Times* identified the subject property at 3700 Riverside Drive as the “Lakeside Car Wash” (*Valley Times* 8/4/1957). In 1957, a glass curtain wall and fireplace were installed in the waiting room (Permit No. 280353). Its new footprint is visible in a 1960 aerial (Figure 22; UCSB 1960).

**Figure 22 Aerial Photograph, 1960**



In 1963, the Lakeside Car Wash was one of eight Valley institutions that was awarded a 1963 Los Angeles Beautiful award. The institutions were “cited for excellence in landscaping, exterior housekeeping, and contributions to the beauty of their area” (Valley Times 6/19/1963). The winners were chosen from over 300 buildings analyzed by the judges. The chairman of the Los Angeles Beautiful awards is quoted as saying “Beauty is contagious... industrial and business firms and private institutions are inspiring the whole community beautiful movement by excellent landscaping and maintenance of their own properties” (Valley Times 6/19/1963).

Between 1966 and 1970, five additional signs were added to the property (Permit Nos. 455197, 494678, and 9175). In 1967, Contractor R. F. Parker erected a large 24 x 36’ wood canopy along the west end of the car wash; this wood canopy projects west past the office (Permit No. 500286). According to a 1970 aerial photograph, the building also expanded to the east, with the addition of the waxing and detailing bays (Figure 23; UCSB 1970).

**Figure 23 Aerial Photograph, 1970**

In 1984, a large canopy with 10' concrete columns was erected to the south of the car wash (Permit No. 2289). In 1987, a 24 x 13' opening was created in the building to house equipment (Permit No. 28915). In 1990, additions to the building included a new office space at the west end of the building and a storage area along its rear (south) elevation (Permit No. 80752). The building was re-roofed in 1992 (Permit No. 32407). In 1998, then-owner Richard Duffy was charged with \$58,000 for sending waste from the carwash to a superfund site. At the time he claimed that with "dirty cars not rolling in like they did shortly after he opened his shop in 1948," he would struggle to pay the fine (Los Angeles Times 10/19/1958).

In 2000, a *Los Angeles Times* article of a tour of Googie-style architecture Burbank records Jeff Stork as pointing out the Lakeside Car Wash as "the best on in Southern California, a study in lava rock and wood" (Los Angeles Times 11/12/2000). The *Los Angeles Times* again mentioned the Lakeside Car Wash in 2002, this time as one of a few select car washes that:

were built when aerospace was king and Googie wasn't kitsch. Entrepreneurs bought the car wash pieces from sheet metal companies, stuck them together, and opened the doors. The stylized shells, with towering fins and pylons, remain intact at places like National Car Wash in Valley Village, Magnolia Car Wash and Lakeside Car Wash in Burbank (Los Angeles Times 5/23/2002).

The article continues by quoting Historian Matt Roth, who claims these car washes are a "very significant set of artifacts... they're a testament to people's faith in technology after the war" (*Los Angeles Times* 5/23/2002).

The construction and alteration history of 3700 Riverside Drive is summarized in Table 3 below.

**Table 3 Construction History**

Permit #	Date Issued	Description of Work	Architect/ Contractor	Property Owner	Notes
233732	4/9/1956	Building for car wash and patio; existing service station to be removed	Robert W. Haussler	Richard Duffy	
233726	5/10/1956	Add signs to existing canopy	W. Heath & Co. Inc.	Richard Duffy	
241904	7/3/1956	Install pole sign	W. Heath & Co. Inc.	Richard Duffy	
280353	10/31/1957	Install glass curtain wall and fireplace	Charles M. Todd	Richard Duffy	In existing patio
488197	11/28/1966	Install 2 pole signs	Barry Barox	Duffy's Carwash	Non-Illuminated
494678	6/12/1967	Install 1 pole sign	Interstate Neon	Richfield	Illuminated
500286	10/19/1967	Add wood canopy to existing car wash	R.F. Parker	Richard Duffy	24x36'
7420	8/3/1970	Add roof canopy to car wash	E.D. Wilkinson	Richard Duffy	
9175	9/22/1970	Install 2 pole signs	Federal Sign & Signal	Atlantic Richfield	Not to revolve or flash
2289	3/1/1984	Install canopies and footings	S & S Development Ltd.	Richard Duffy	Supported by 10" concrete columns
28915	1/6/1987	Opening for new equipment	Mike Norman Construction	Richard Duffy	13 x 24' opening
80752	1/22/1990	New addition to existing office	Ken Knight	Richard Duffy	80752
32407	10/13/1992	Re-roof carwash	Precise Roofing Company	Dick Duffy	Flat one-story commercial building; no plans

Sources: Burbank Building Permits; Google Street View; ProQuest; NETRonline

Figure 24 shows the construction chronology of buildings and additions at the property.

Figure 24 Construction Chronology of Property



Imagery provided by Microsoft Bing and its licensors © 2020.

### Comparative Analysis

To best establish the property’s potential significance, it was compared with other car washes within the city limits of Burbank. The subject car wash is one of seven (7) total car washes located within the city of Burbank, which were identified as a result of this study. Other extant car washes appear to date from the 1950s through present and include both full-service and self-service washes. Car washes in Burbank include: Classic Car Wash at 506 S. Sam Fernando Blvd (1); Glenoaks Car Wash at 444 S. Glenoaks Blvd (2); HWB Car Wash at 3600 W. Burbank Blvd (3); Magnolia Island Car Wash at 910 W. Magnolia Blvd (4); Sparkling Self Service Car Wash at 1311 S. Victory Blvd (5); and Zevay Car Wash at 520 S. Victory Blvd (6).



Based on the results of a site visit and comparative analysis with other examples in the city of Burbank, the building is an excellent intact example of a post-World War II car wash, one of only two examples from this period which retains integrity in the city (the other is Magnolia Island Car Wash located at 910 W. Magnolia Boulevard).

### **Evaluative Framework**

This evaluation utilized the methodology and framework employed currently by the City of Burbank in its Citywide Historic Context Statement (GPA 2009) for transportation related commercial (car wash) context as well as the Burbank Historic Sign Survey (ARG 2014) for automobile-related culture (signs) context. In addition, the evaluation also considered SurveyLA's Los Angeles Commercial Development and the Automobile Historic Context (City of Los Angeles 2016). All applicable designation criteria, associated eligibility standards, and integrity thresholds were used to evaluate the subject property.

The following contexts are excerpted from the City of Burbank's Citywide Historic Context Statement (GPA 2009) and Historic Sign Survey (ARG 2014), respectively, and SurveyLA's Los Angeles Commercial Development and the Automobile Historic Context (City of Los Angeles 2016).

### **Context: Transportation Related Commercial (Car Washes)**

The post-war period was marked by another boom period which was due in part to the influx of returning veterans into the city and the general migration of the nation's population westward. The local film and aircraft industries, which had been fixtures in the city since the 1920s, were still the key employers in the city. Housing tracts established during the 1920s and located at the north and south sides of the city were revived during this period; vacant lots at the (1920s) tracts were filled in with primarily single-family residences. Existing commercial corridors in the city were expanded and a large number of automobile friendly businesses were established along these corridors. The last vestiges of agriculture, which were located primarily in the southwestern part of the city, became residential and commercial developments. In order to meet the needs of the growing population, improvements were made to the city's infrastructural system with the construction of several power generating plants throughout the city and the construction of schools and hospitals. With an increased reliance on the automobile and the social changes in the use of the automobile, many automobile related industries popped up during this period, including car washes, service stations, drive thru restaurants and laundries.

*Period of Significance: 1945-1965*

#### *Character Defining Features*

- One-story
- Steel framed construction
- Long rectangular building with open sides
- Situated on large corner lots with wide driveway ramps
- Setback from street
- Mid-century style commercial (Refer to style guide for character-defining features.)
- Paved area typically around perimeter of building
- Large neon sign on corner of property

**3700 Riverside Drive Mixed-Use Project**

- Washing equipment
- Large signage to see carwash from fast moving vehicles

*Essential Aspects of Integrity*

- **Location:** Outside of the downtown core along arterial corridors
- **Setting:** Located on a large corner lot with a car wash building; paved areas around perimeter of building; large neon or back-lit sign on street facing side of property; setback from street
- **Materials:** Steel framed structure; steel roof cladding
- **Design:** Long one-story with a rectangular plan; car wash section with open sides; steel structure also used as decorative element; additional design features specific to architectural style (Refer to style guide.)
- **Workmanship:** Steel framed construction; cladding
- **Feeling:** A post-war car wash
- **Association:** Automobile related resources in Post-war Burbank

*Applicable Criteria*

- (a) It exemplifies or reflects special elements of the City’s cultural, social, economic, civic, aesthetic, engineering, architectural, or natural history;
- (c) It embodies distinctive characteristics of a style, type, period, design ideology, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;
- (g) It embodies elements of architectural design, detail materials, or craftsmanship that represent a significant structural or architectural achievement or innovation;
- (h) It is singular to other distinctive properties, sites, areas, or objects based on an historic, cultural, or architectural motif;
- (i) It reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning;
- (j) It is one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen.

*Eligibility Requirements*

The building needs to retain its original location, setting, materials, design, and workmanship. These properties will likely be individually significant if they are excellent examples of its type and period; may also contribute to a thematic district.

**Context: Automobile-Related Commercial, Signs**

*Property Sub-Type: Freestanding Pylon, Pole, Tower, and Stantion Signs*

A freestanding pylon, pole, tower or stantion sign is an autonomous object standing within the property lines of a commercial establishment. It is not attached to a building, but typically stands in front of one that is set back from the street and/or located on a corner. It is oriented to street traffic and employs advertising strategies to capture the attention of moving audiences. Freestanding pylon, pole, tower, and stantion signs are significant for their association with commercial establishments along Burbank’s main arterial corridors outside of downtown, as part of the city’s

commercial development during the postwar period. The city saw steady growth at this time due to the influx of returning veterans, a general westward population migration, and a robust economy based on the aircraft manufacturing and motion picture industries. Burbank's commercial areas became more densely developed during the postwar period, and included many businesses oriented toward automobile thoroughfares.

*Period of Significance: 1946-1969*

#### *Character Defining Features*

- Freestanding steel poles, rectilinear stucco-faced pylons, towers, or stantions that extend vertically from the ground, unattached to a building. May pierce an awning.
- Often rises to a height above that of its related building
- Pylons, poles, stantions, or towers support boxes (in varying dimensions and shapes), cutouts, spheres, statuary, or other three-dimensional forms
- Shape may exemplify design features of Late Moderne, Googie, or thematic architectural styles: angularity, rectilinear forms, offset composition of intersecting forms, programmatic shapes
- Typographic forms, imagery, and/or objects evoke the ethos of the era of its period of significance
- Materials include metal, plastic, and stucco
- May support a combination of backlit plastic, incandescent bulbs, neon tubing, and fluorescent tubing
- Usually two-faced for viewing from two directions

#### *Integrity Considerations*

- Should retain integrity of design, workmanship, materials, and feeling
- Original shape/form must be present, though some lettering may have changed
- Existing painted letters and imagery may be faded
- Tubing and bulbs may be missing or broken, with only electrical sockets for electrodes remaining
- Sign may exhibit signs of deterioration but must retain basic structural integrity.

#### *Applicable Local Criteria for Eligibility*

- Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

#### *Eligibility Requirements*

For City of Burbank eligibility, freestanding pylon, pole, tower, and stantion signs must meet the following eligibility requirements:

- Constructed within the period of significance (1946-1969) in association with a commercial establishment along one of Burbank's main corridors
- Evokes the commercial ethos of its period through its form, imagery, typography, and materials

**3700 Riverside Drive Mixed-Use Project**

- Retains the original intent of drawing the attention of passersby to a business by advertising the name of the establishment and its offerings
- Retains the essential aspects of integrity

**Context: Car Wash, 1950-1970 (SurveyLA)**

Summary Statement of Significance: The car wash is a building type that constructed as a facility for washing cars along a linear assembly-line process. A car wash evaluated under this sub-theme is significant in the areas of Commerce and Architecture. They illustrate the evolution of the car wash as a significant commercial building type related to the automobile and Los Angeles' flourishing car culture. They show how a building type's design and site layout are shaped by accommodation to the needs of automobile as well as the stylistic and economic trends of the day. Identified car washes from the period of significance are significant examples of the Googie style. Extant, intact examples are becoming increasingly rare.

*Period of Significance: 1950-1970*

*Period of Significance Justification*

No car washes dating before 1950 are known to be extant in Los Angeles. The period of significance covers the range of time in which Googie style car washes proliferated in the city. By the late 1960s, Googie went out of fashion, and along with it, the structural expressionism of the car wash. Also, by 1970, car culture began to decline as driving became a means of getting from one place to another as opposed to a leisure activity. Although clearly there were still car enthusiasts, the impact of the car on the built environment was merely a continuation of a trend that began decades beforehand. Note: Car washes that post-date this period of significance may be significant under Criterion C for themes within the Architecture and Engineering context (e.g., Brutalism).

*Geographic Location*

Citywide along arterial roads and highways; a concentration in areas built up after the World War II such as the San Fernando Valley.

*Area(s) of Significance: Commerce; Architecture*

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

*Associated Property Type: Commercial/Auto-Related – Car Wash Property*

**SUB-TYPE DESCRIPTION**

Facility for washing cars, with a focus on the type in which the car moves through linearly and the architecture reflects this linear movement.

**PROPERTY SUB-TYPE SIGNIFICANCE**

Extant structures illustrate the evolution of the car wash as a significant building type related to the automobile. They show how a building type's architecture is shaped by accommodation to the needs of a particular mode of transportation, as well as the stylistic and economic trends of the day

*Eligibility Standards*

- Was designed and historically used to provide washing services for automobiles
- Demonstrates convenient automobile access from the street
- Is an excellent example of the property type
- Contains design and site layout features that reflect the influence of, and accommodation to, the automobile
- Was constructed during the period of significance

*Character-Defining/Associative Features*

- Retains most of the essential character defining features of the type
- Significant within the Googie theme of the Architecture and Engineering context
- Of the layouts typical of adapting to the needs of the automobile, specifically the linear layout that allowed movement through different stages of the washing process
- May be associated with particular companies and/or architects/designers

*Integrity Considerations*

- Should retain integrity of Design, Location, Feeling, and Materials, and Association
- Should retain as much design integrity as possible, including overall massing, significant features, and identifying details such as trim and signage
- Some original materials may have been altered, removed, or replaced
- Should retain as much of original relationship to the street and to adjacent buildings as possible, so as to establish importance of accommodating the structure to the spatial needs of the automobile
- Should retain original use, or, if not, adaptation to new use should allow for maintenance of as much of the original architecture and site layout as possible

**Evaluation**

The subject property located at 3700 Riverside Drive is recommended eligible for listing on the NRHP at the local level, the CRHR, and for designation as a Burbank Historic Resource pursuant to Criteria A/1/A and C/3/C. The property reflects the growth in automobile culture of the 1950s while employing a style utilized by architects to grab the attention of drivers. The property thus reflects the post war years not only in its type but also in its style. Further details on this evaluation follow.

*Significance Criterion A/1/A*

The property appears eligible for federal, state, and local designation for its associations with significant events local level of significance (Criterion A/1/A). Lakeside Car Wash was initially constructed in 1956-1957 in the southwestern region of Burbank, during the period of significance identified as "The Post War Years (1946-1965)" by the City of Burbank Historic Context Statement. The car wash was one of many businesses which was constructed in response to the rapid rise and popularity of automobile transportation as Burbank and the San Fernando Valley's population burgeoned after World War II when returning veterans settled in the area. This significant population and automobile explosion is a unique chapter in the history of Burbank's and California's greater cultural, social, an economic history and represent the transition from the area's early

agricultural history to new commercial and residential uses. Retaining a high degree of integrity, the property is only one of a few extant examples of car washes that remain in the City of Burbank from this period and is a rare property type associated with the city's growth, development, and new emphasis on automobile culture. It therefore is an excellent example of its type and is recommended eligible for listing in the NRHP, CRHR and for designation as a Burbank Historic Resource pursuant to Criterion A/1/A.

#### *Significance Criterion B/2/B*

Archival research does not indicate the property is significant for any associations with important individuals (Criterion B/2/B). The property was owned for most of its history by Richard Duffy, whom was not identified as possessing significant associations at the local, regional, state, or federal level. A review of building permits, city directories, and historical newspapers failed to identify any additional information of consequence about any other owners. It therefore is not eligible for listing in the NRHP, CRHR, or for designation as a Burbank Historic Resource.

#### *Significance Criterion C/3/C*

The property appears eligible as a distinctive example of an architectural type at the local level of significance (Criterion C/3/C). The property is an excellent example of the post-World War II car wash property type exhibiting a unique blending of Ranch- and Mid-Century commercial-style architectural elements as defined by the City of Burbank's Historic Context Statement (GPA 2009). These styles are exemplified through its thematic design; rambling, low horizontal form; rustic materials; large, angled plate glass windows; and highly visible freestanding corner sign with Googie elements. The reconnaissance-level survey and archival research completed as part of this survey indicate the property is not only a rare extant and intact example of a post-World War II car wash in Burbank, but also unique for its melding of Ranch-, Modernist-, and Googie-style elements. As such it is recommended eligible for listing in the NRHP, CRHR, and for designation as a Burbank Historic Resource pursuant to Criterion C/3/C.

#### *Significance Criterion D/4/D*

There is no evidence to suggest that the property may yield important information about prehistory or history (Criterion D/4/D).

#### *Integrity*

The most notable alterations to the property are the addition of the eastern "waxing" and western "detailing" bays, which were added to the main bay in 1967 and 1970. Although these additions affected the original design of the building, both were completed in a manner which is highly consistent with the original intent of the building; they now contribute to its overall quality of design and have acquired significance in their own right. Aside from this, the property has undergone minimal alteration and remains representative of a post-World War II car wash. It retains integrity of *location, setting, materials, design, workmanship, feeling, and association*, and conveys its historical significance.

#### *Period of Significance and Character-Defining Features*

The subject property is significant at the local level of significance for its representation of the post-World War II development of Burbank and the growth of automobile culture, and its distinctive Ranch-, Mid-Century commercial-style architecture. It's period of significance begins in 1956 with

the initial construction of the building and extends through 1970 with the completion of the canopy extensions. The eastern and western canopies are included within the period of significance as they are generally within the time frame identified in the relevant historic context documents discussed above and are consistent in their design and materials to the original portions of the building. The character-defining features relate to its representation of the post-war development and its significant architectural elements. These include:

- Generally rectangular massing
- One-story height
- Open bays/sides
- Low-pitched roof
- Setback from street
- Located on large corner lot with one-direction traffic flow
- Paved area surrounding buildings
- Large pylon sign at corner of property
- Large sign along primary façade of building
- Use of natural and synthetic materials: Split stone veneer/brick/wood exterior
- Split stone fireplace
- Rock Planters
- Large plate glass windows

Additionally, the freestanding sign at the corner of Hollywood Way and Riverside Drive at the property is also significant and has many character-defining features identified in the Burbank Historic Sign Survey (ARG 2014) including:

- Constructed during period of significance (1946-1969)
- Freestanding pylon that extend vertically from the ground, unattached to a building.
- Rises above the height of the car wash
- Shape exemplifies design features of Googie style
- Arrow motif and font evocative of era

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## 6 Findings and Recommendations

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The current study included a cultural resources records search, Native American outreach, and field survey. The background research and field survey concluded there are no known prehistoric archaeological resources within the project site or recorded within 0.5-mile of the project site. Rincon therefore recommends ***no impact to archaeological resources*** under CEQA for the project. Additional recommendations have been made in the event an unanticipated discovery of cultural resources during project development as a best management practice. The project is also required to adhere to regulations regarding the unanticipated discovery of human remains, detailed below.

The field survey and archival research identified one architectural resource 45 years of age within the project site, the Lakeside Car Wash located at 3700 Riverside Drive. This property was recorded on DPR 523 series forms and evaluated for historical significance and is recommended eligible for listing in the NRHP at the local level, the CRHR, and for designation as a Burbank Historic Resource. As such it is considered a historical resource pursuant to CEQA.

As currently proposed, the Lakeside Car Wash building would be demolished as part of the project. This action would materially impair of the Lakeside Car Wash by demolishing the physical characteristics which convey the significance of the resource, thereby resulting in the substantial adverse change in the significance of a historical resource as defined by Section 15064.5(b) of the CEQA Guidelines. Two measures (CUL-1 and CUL-2) have been identified, which will mitigate impacts to the greatest extent feasible; however, project impacts will still remain significant and unavoidable. Rincon therefore recommends a ***significant impact to a historical resource*** for the project.

Rincon also recommends two measures as a standard best management practice in the event of an unanticipated discovery of cultural resources during project construction. The project is also required to adhere to regulations regarding the unanticipated discovery of human remains, detailed below.

### 6.1 Building Documentation

Impacts resulting from the demolition of the Lakeside Car Wash building at 3700 Riverside Drive shall be minimized through archival documentation of as-built and as-found conditions. Prior to issuance of demolition permits, the City of Burbank shall ensure that the Project Applicant has appropriately documented all buildings and structures associated with the Lakeside Car Wash proposed for demolition in accordance with the Historic American Building Survey (HABS) guidelines. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories to make the documentation available for current and future generations. Archival copies of the documentation also shall be submitted to the City of Burbank and the Burbank Library, where it shall be made available to local researchers.

## 6.2 Interpretive Display

A retrospective interpretive display detailing the history of the Lakeside Car Wash, its significance, and its important details and features shall be developed by the Project Applicant. The information shall be incorporated into the proposed publicly accessible open space. The display shall include images and details from the building documentation described in Mitigation Measure CUL-1 and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History.

## 6.3 Unanticipated Discovery of Cultural Resources

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983) should be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation and Native American consultation and archaeological monitoring may be warranted to mitigate any significant impacts.

## 6.4 Unanticipated Discovery of Human Remains

If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify an MLD. The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner.

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Workman, Boyle

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# Appendix A

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Records Search Summary

**South Central Coastal Information Center**

California State University, Fullerton  
Department of Anthropology MH-426  
800 North State College Boulevard  
Fullerton, CA 92834-6846  
657.278.5395 / FAX 657.278.5542  
[sccic@fullerton.edu](mailto:sccic@fullerton.edu)

*California Historical Resources Information System*  
*Orange, Los Angeles, and Ventura Counties*

7/30/2020

Records Search File No.: 21473.7583

Mark Strother  
Rincon Consultants, Inc.  
180 N. Ashwood Avenue  
Ventura, CA 93003

Re: Records Search Results for the 3700 Riverside Drive Mixed-Use Project (No. 19-08998)

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Burbank, CA USGS 7.5' quadrangle. Due to the COVID-19 emergency, we have temporarily implemented new records search protocols. With the exception of some reports that have not yet been scanned, we are operationally digital for Los Angeles, Orange, and Ventura Counties. See attached document for your reference on what data is available in this format. The following reflects the results of the records search for the project area and a ½-mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format:  custom GIS maps  shape files  hand drawn maps

Resources within project area: 0	None
Resources within ½-mile radius: 10	SEE ATTACHED LIST
Reports within project area: 0	None
Reports within ½-mile radius: 9	SEE ATTACHED LIST

- Resource Database Printout (list):**  enclosed  not requested  nothing listed
- Resource Database Printout (details):**  enclosed  not requested  nothing listed
- Resource Digital Database (spreadsheet):**  enclosed  not requested  nothing listed
- Report Database Printout (list):**  enclosed  not requested  nothing listed
- Report Database Printout (details):**  enclosed  not requested  nothing listed
- Report Digital Database (spreadsheet):**  enclosed  not requested  nothing listed
- Resource Record Copies:**  enclosed  not requested  nothing listed
- Report Copies:**  enclosed  not requested  nothing listed
- OHP Built Environment Resources Directory (BERD) 2019:**  available online; please go to [https://ohp.parks.ca.gov/?page\\_id=30338](https://ohp.parks.ca.gov/?page_id=30338)
- Archaeo Determinations of Eligibility 2012:**  enclosed  not requested  nothing listed
- Los Angeles Historic-Cultural Monuments**  enclosed  not requested  nothing listed

**Historical Maps:**  enclosed  not requested  nothing listed  
**Ethnographic Information:**  not available at SCCIC  
**Historical Literature:**  not available at SCCIC  
**GLO and/or Rancho Plat Maps:**  not available at SCCIC  
**Caltrans Bridge Survey:**  not available at SCCIC; please go to  
<http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>  
**Shipwreck Inventory:**  not available at SCCIC; please go to  
[http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks\\_Database.asp](http://shipwrecks.slc.ca.gov/ShipwrecksDatabase/Shipwrecks_Database.asp)  
**Soil Survey Maps: (see below)**  not available at SCCIC; please go to  
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the [California Historical Resources Information System](#),

Michelle Galaz  
Assistant Coordinator

Enclosures:

(X) Emergency Protocols for LA, Orange, and Ventura County BULK Processing Standards – 2 pages

(X) GIS Shapefiles – 19 shapes

(X) Resource Database Printout (list) – 1 page

(X) Report Database Printout (list) – 1 page

(X) Resource Record Copies – (all) - 117 pages

## Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-150413		Resource Name - Rancho Providencia Adobe; Other - 4 Lan H21	Site, Other	Historic	AH02; AH04	1978 (B. Edberg)	LA-08103
P-19-186526		OHP Property Number - 077528; Resource Name - Bob's Big Boy Restaurant & Sign	Building	Historic	HP03		LA-10756
P-19-186660		Resource Name - APN 2483-023-427	Building	Historic	HP06	2001 (J. McKenna, McKenna et al)	
P-19-186661		Resource Name - APN 2483-023-429	Building	Historic	HP03	2001 (J. McKenna, McKenna et al)	
P-19-186662		Resource Name - APN 2483-023-434	Building	Historic	HP03	2001 (J. McKenna, McKenna et al)	
P-19-186663		Resource Name - APN 2483-023-425	Building	Historic	HP06	2001 (J. McKenna, McKenna et al)	
P-19-186664		Resource Name - APN 2483-024-904	Building	Historic	HP03	2001 (J. McKenna, McKenna et al)	
P-19-186665		Resource Name - APN 2483-024-901	Building	Historic	HP03	2001 (J. McKenna, McKenna et al)	
P-19-186666		OHP Property Number - 123991; Resource Name - APN 2483-024-406	Building	Historic	HP02	2001 (J. McKenna, McKenna et al)	
P-19-186667		Resource Name - APN 2483-023-435	Building	Historic	HP03	2001 (J. McKenna, McKenna et al)	

## Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03426		1996	Anonymous	Universal City Specific Plan Draft Environmental Impact Report Technical Appendices Appendix M-1 Historic Property Survey Report	Historic Resources Group	
LA-04909		2000	Atchley, Sara M.	Cultural Resources Investigation for the Nextlink Fiber Optic Project, Los Angeles and Orange Counties, California	Jones & Stokes	
LA-05021		1999	Iverson, Gary	Negative Archaeological Survey Report: 18850k	Caltrans District 7	
LA-06450		2000	Nicol, David A.	Section 106/hpsr for Route 134/hollywood Way Ramp Improvements	Caltrans District 7	
LA-06724		2001	McKenna, Jeanette A.	Cultural Resources Investigations and Building Evaluations for the Proposed Burbank Media Center Project Area in the City of Burbank, Los Angeles County, California	McKenna et al.	
LA-06744		2000	Sylvia, Barbara	Highway Project to Construct a Soundwall Along the Northern Edge of Westbound Route 134 Between Route 170 and Clybourn Avenue in the North Hollywood Area of Los Angeles County	Caltrans District 7	
LA-06750		1999	Harbert, Claudia	Historic Property Survey Report for Proposed Ramp Improvements for Sr-134 at Hollywood Way in Burbank, Los Angeles County	Caltrans District 7	
LA-07840		2001	Sylvia, Barbara	Negative Archaeological Survey Report for the Beautification and Modernization Along Route 134 From the 134/170 Separation to Shoup Ave Uc, and Along Route 101 From the 101/170 Separation to Concord Street Uc	Caltrans District 7	
LA-08254		2004	McKenna, Jeanette A.	Results of a Phase 1 Cultural Resources Investigation of the Proposed Los Angeles Department of Water and Power River Supply Conduit, Los Angeles County, California	McKenna et al.	19-001945, 19-003304, 19-003307, 19-003789, 19-100281, 19-150416, 19-186585

# Appendix B

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Native American Outreach

## NATIVE AMERICAN HERITAGE COMMISSION

July 3, 2020

Mark Strother  
Rincon Consultants

Via Email to: [mstrother@rinconconsultants.com](mailto:mstrother@rinconconsultants.com)

**Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 3700 Riverside Drive Mixed-Use Project, Los Angeles County**

Dear Mr. Strother:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

*Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.*

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;



CHAIRPERSON  
**Laura Miranda**  
Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

SECRETARY  
**Merri Lopez-Keifer**  
Luiseño

PARLIAMENTARIAN  
**Russell Attebery**  
Karuk

COMMISSIONER  
**Marshall McKay**  
Wintun

COMMISSIONER  
**William Mungary**  
Paiute/White Mountain  
Apache

COMMISSIONER  
[Vacant]

COMMISSIONER  
**Julie Tumamait-Stenslie**  
Chumash

COMMISSIONER  
[Vacant]

EXECUTIVE SECRETARY  
**Christina Snider**  
Pomo

**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: [steven.quinn@nahc.ca.gov](mailto:steven.quinn@nahc.ca.gov).

Sincerely,



Steven Quinn  
Cultural Resources Analyst

Attachment

**Native American Heritage Commission  
Tribal Consultation List  
Los Angeles County  
7/3/2020**

**Fernandeno Tataviam Band of Mission Indians**

Jairo Avila, Tribal Historic and Cultural Preservation Officer  
1019 Second Street, Suite 1      Tataviam  
San Fernando, CA, 91340  
Phone: (818) 837 - 0794  
Fax: (818) 837-0796  
jairo.avila@tataviam-nsn.us

**Fernandeno Tataviam Band of Mission Indians**

Rudy Ortega, Tribal President  
1019 Second Street, Suite 1      Tataviam  
San Fernando, CA, 91340  
Phone: (818) 837 - 0794  
Fax: (818) 837-0796  
rortega@tataviam-nsn.us

**Gabrieleno Band of Mission Indians - Kizh Nation**

Andrew Salas, Chairperson  
P.O. Box 393      Gabrieleno  
Covina, CA, 91723  
Phone: (626) 926 - 4131  
admin@gabrielenoindians.org

**Gabrieleno/Tongva San Gabriel Band of Mission Indians**

Anthony Morales, Chairperson  
P.O. Box 693      Gabrieleno  
San Gabriel, CA, 91778  
Phone: (626) 483 - 3564  
Fax: (626) 286-1262  
GTtribalcouncil@aol.com

**Gabrielino /Tongva Nation**

Sandonne Goad, Chairperson  
106 1/2 Judge John Aiso St.,      Gabrielino  
#231  
Los Angeles, CA, 90012  
Phone: (951) 807 - 0479  
sgoad@gabrielino-tongva.com

**Gabrielino Tongva Indians of California Tribal Council**

Robert Dorame, Chairperson  
P.O. Box 490      Gabrielino  
Bellflower, CA, 90707  
Phone: (562) 761 - 6417  
Fax: (562) 761-6417  
gtongva@gmail.com

**Gabrielino-Tongva Tribe**

Charles Alvarez,  
23454 Vanowen Street      Gabrielino  
West Hills, CA, 91307  
Phone: (310) 403 - 6048  
roadkingcharles@aol.com

**Soboba Band of Luiseno Indians**

Scott Cozart, Chairperson  
P. O. Box 487      Cahuilla  
San Jacinto, CA, 92583      Luiseno  
Phone: (951) 654 - 2765  
Fax: (951) 654-4198  
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed 3700 Riverside Drive Mixed-Use Project, Los Angeles County.



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

Gabrieleño – Tongva Tribe  
Attn: Charles Alvarez  
23454 Vanowen Street  
West Hills, California 91307  
Via email: [roadkingcharles@aol.com](mailto:roadkingcharles@aol.com)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Mr. Alvarez:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

A search of the Native American Heritage Commission's (NAHC) Sacred Lands File on July 3, 2020 resulted in negative findings. Records search results from the South Central Coastal Information Center are pending. This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. If you have knowledge of cultural resources that may exist within or near the project site, please contact me in writing at [mstrother@rinconconsultants.com](mailto:mstrother@rinconconsultants.com), or by telephone at (760) 918-9444, extension 2047.

Sincerely,  
**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother". The signature is written in a cursive, flowing style.

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

Fernandeño Tataviam Band of Mission Indians

Attn: Jairo Avila, Tribal Historic and Cultural Preservation Officer  
1019 Second Street, Suite 1  
San Fernando, California 90707  
Via email: [jairo.avila@tataviam-nsn.us](mailto:jairo.avila@tataviam-nsn.us)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Mr. Avila:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother".

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

Sobobo Band of Luiseño Indians

Attn: Scott Cozart, Chairperson

P.O. Box 487

San Jacinto, California 92583

Via email: [jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Chairperson Cozart:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother". The signature is written in a cursive, flowing style.

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



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Los Angeles, California 90012

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info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

Gabrieleño Tongva Indians of California Tribal Council

Attn: Robert Dorame, Chairperson

PO Box 490

Bellflower, California 90707

Via email: [gtongva@gmail.com](mailto:gtongva@gmail.com)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Chairperson Dorame:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother".

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map

July 16, 2020



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

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www.rinconconsultants.com

July 16, 2020

Gabrieleño/ Tongva Nation  
Attn: Sandonne Goad, Chairperson  
106 ½ Judge John Aiso St., #231  
Los Angeles, California 90012  
Via email: [sgoad@gabrielino-tongva.com](mailto:sgoad@gabrielino-tongva.com)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Chairperson Goad:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Sincerely,  
**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother".

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



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Los Angeles, California 90012

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info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

San Gabriel Band of Mission Indians  
Attn: Anthony Morales, Chairperson  
P.O. Box 693  
San Gabriel, California 91778  
Via email: [GTTribalcouncil@aol.com](mailto:GTTribalcouncil@aol.com)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Chairperson Morales:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



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www.rinconconsultants.com

July 16, 2020

Fernandeño Tataviam Band of Mission Indians

Attn: Rudy Ortega Jr., Tribal President

1019 Second Street, Suite 1

San Fernando, California 90707

Via email: [president@tataviam-nsn.us](mailto:president@tataviam-nsn.us)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear President Ortega:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

A search of the Native American Heritage Commission's (NAHC) Sacred Lands File on July 3, 2020 resulted in negative findings. Records search results from the South Central Coastal Information Center are pending. This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. If you have knowledge of cultural resources that may exist within or near the project site, please contact me in writing at [mstrother@rinconconsultants.com](mailto:mstrother@rinconconsultants.com), or by telephone at (760) 918-9444, extension 2047.

Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother".

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

July 16, 2020

Gabrieleño Band of Mission Indians - Kizh Nation

Attn: Andrew Salas, Chairperson

PO Box 393

Covina, California 91723

Via email: [admin@gabrielenoindians.org](mailto:admin@gabrielenoindians.org)

RE: Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project, Burbank, Los Angeles County, California

Dear Chairperson Salas:

Rincon Consultants, Inc. (Rincon) was retained by Michael Baker International on behalf of the City of Burbank (City) to prepare a cultural resources assessment in support of an Initial Study-Mitigated Negative Declaration for the proposed 3700 Riverside Drive Mixed-Use Project (project) in Burbank, California (see enclosed project location map). The project proposes to demolish the two single-story structures (built circa 1946 and redeveloped in 1956) within the 0.61-acre project site and construct a seven-story, mixed-use development consisting of 49 condominium units, 2,000 square feet of ground level restaurant and retail use, a pocket park, and surface and subterranean parking. The proposed project is subject to the California Environmental Quality Act (CEQA) with the City serving as the lead agency. The City will be conducting separate consultation under Assembly Bill 52.

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Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in black ink that reads "M Strother". The signature is written in a cursive, flowing style.

Mark Strother, MA, RPA  
Archaeologist

Enclosed: Project Location Map

## [EXT] Re: Outreach Letter for 3700 Riverside Drive Project in Burbank



Jairo Avila <jairo.avila@tataviam-nsn.us>

To Mark Strother

Cc Rudy Ortega

Reply Reply All Forward

Mon 7/20/2020 7:44 PM

You forwarded this message on 7/20/2020 7:52 PM.  
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**CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .**

Hello Mark,

On behalf of the Tribal Historic and Cultural Preservation (THCP) Department of the Fernand<sup>e</sup>o Tataviam Band of Mission Indians (FTBMI), thank you for the formal notification and opportunity to comment on the proposed [3700 Riverside Drive Project located in Burbank, CA](#). The Project area is within the traditional FTBMI ancestral territory and therefore is of interest to the tribe.

Our records indicate the presence of Tribal Cultural Resources within the vicinity of the Project. These include the Village of *Cahuenga* and *Jajamongna*, habitation sites, lithic scatter sites, and trails that run along the foothills and base of the Santa Monica Mountains. Although cultural resources have not been reported within the Project boundaries, the range of archaeological sites and isolate artifacts that have been documented throughout the vicinity warrant precautions when proposing any ground disturbing activities.

The THCP Department is interested in consulting on the proposed Project and respectfully requests that our comments and request for consultation be forwarded to the Lead Agency. Once in consultation, the THCP Department can provide further details regarding the resources mentioned.

Should you have any questions or want to schedule a call to discuss the email, please let me know. I appreciate your time and look forward to the lead agency's notification on this Project.

Respectfully,

***Note: the Fernand<sup>e</sup>o Tataviam Band of Mission Indians' Tribal Administration Office is closed to non-employees until further notice. Please contact me via phone or e-mail. Thank you***

**Jairo F. Avila, M.A., RPA.**

*Tribal Historic and Cultural Preservation Officer*

**Fernand<sup>e</sup>o Tataviam Band of Mission Indians**

1019 Second Street, Suite 1

San Fernando, California 91340

Office: (818) 837-0794

Website: <http://www.tataviam-nsn.us>

# Appendix C

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California DPR 523 Series Forms

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 3S

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 6 Resource name(s) or number (assigned by recorder) *Lakeside Car Wash*

**P1. Other Identifier:** *N/A*

**\*P2. Location:**  Not for Publication  Unrestricted

**\*b. USGS 7.5' Quad:** *Burbank*

**\*c. Address:** *3700 Riverside Drive*

**\*e. Other Locational Data:** *APNs 2485-005-004; 2485-005-014; and 2485-005-015*

**\*a. County:** *Los Angeles County*

**Date:** *1966*

**City:** *Burbank*

**Zip:** *91505*

**\*P3a. Description:**

Sited at the southwest corner of Riverside Drive and N. Hollywood Way, the subject property is located on two parcels at 3700 Riverside Drive (APNs 2485-005-004 and 2485-005-014). Initially built in 1956, the building features a concrete foundation, complex floorplan, and irregular footprint with its primary façade facing northwards. Cladding and roofing materials are varied as the building is divided into roughly three bays: the waxing, detailing, and main bays. The easternmost bay features a flat wood roof upheld by wood beams with a metal sign that reads "waxing." The second bay, which projects further north than the "waxing" bay, features a metal "detailing" sign, a flat wood roof upheld by wood columns set into concrete curtain walls, and is located adjacent to the main bay of the building.

The main bay includes the waiting room, covered waiting space, and the convenience shop. Unlike the first two bays, the main bay has a slightly sloped gable roof and an exterior of vertically placed wood clapboard with a low trim of split rock veneer. To the southwestern region of the building, abutting the "detailing" bay, is the waiting room. Cursive script on the door to the room identifies it as the "Palm Room, air conditioned." The room features a split rock veneer fireplace and floor-to-ceiling fixed aluminum window. Restrooms with wood doors are located kitty-corner to the waiting room and the outdoor waiting area.

The outdoor waiting area has a flat, slatted wood roof that was covered with plastic tarp at an unknown date. It features a concrete floor and large split stone planters, both between the waiting room and the convenience shop. A palm tree grows from one of these planters, situated adjacent to the waiting room. The back of the main bay features a covered walkway that connects both ends with the outdoor waiting area. Large, fixed aluminum windows along this passage allow customers to watch as their cars are washed to the rear (southern extent) of the building. The main bay's low-sloped gable roof features exposed wood rafters.

(See Continuation Sheet page 4)

**\*P3b. Resource Attributes:** HP6. 1-3 story commercial building

**\*P4. Resources Present:**  Building  Structure  Object  Site  District  Other

**P5a. Photo:** (See Continuation Sheet page 4)



**P5b. Photo:**

North elevation, camera facing southwest, July 2020.

**\*P6. Date Constructed/Age and Sources:**

historic 1965

**\*P7. Owner and Address:**

*Unknown*

**\*P8. Recorded by:**

*Alexandra Madsen and  
Steven Treffers  
Rincon Consultants, Inc.  
449 15th Street, Suite 303  
Oakland, CA 94612*

**\*P9. Date Recorded:**

*August 14, 2020*

**\*P10. Survey Type:** *Intensive Survey*

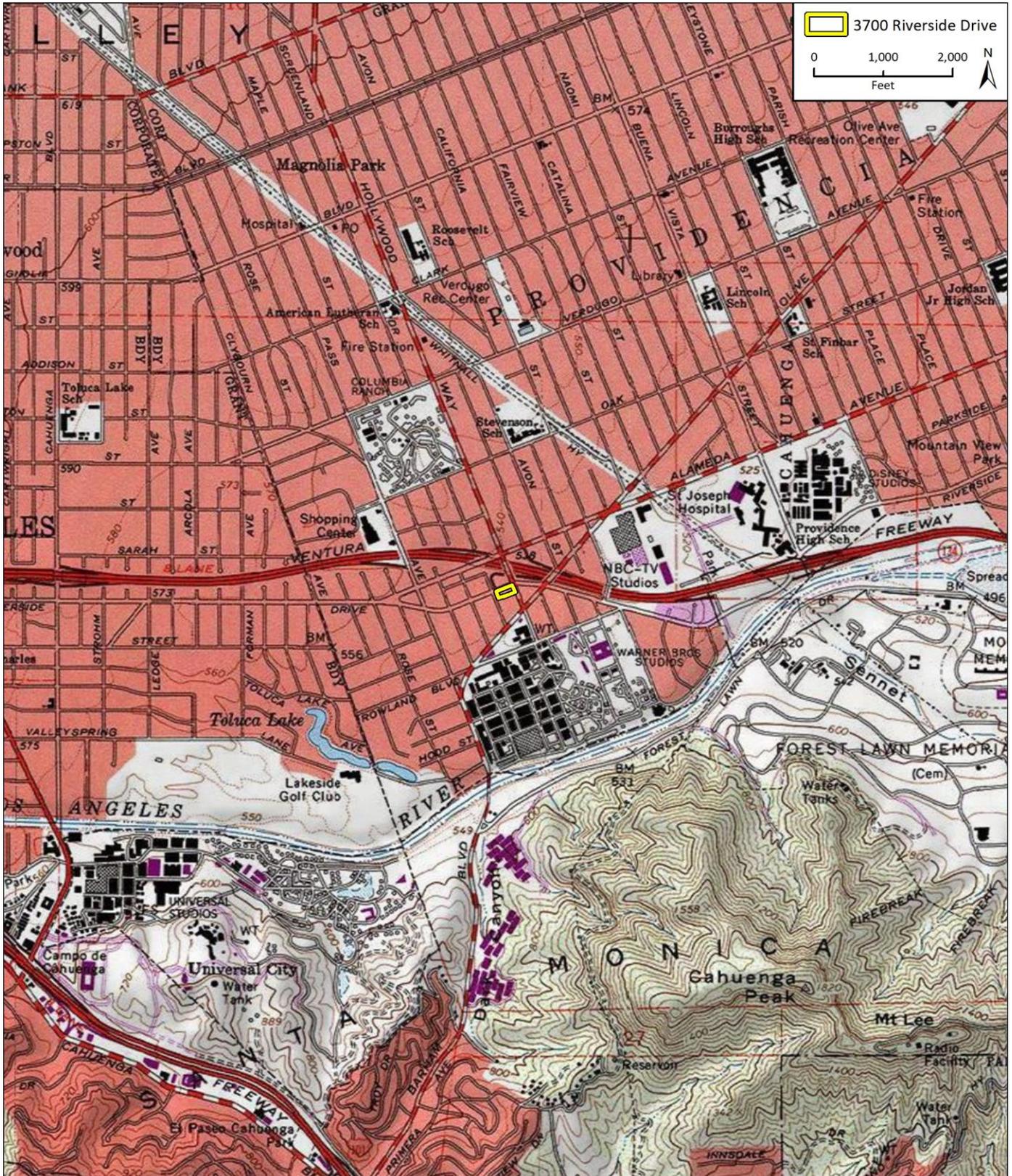
**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none");

Madsen, Alexandra, Mark Strother, Breana Campbell-King, Steven Treffers, and Shannon Carmack. 2020. *Cultural Resources Assessment for the 3700 Riverside Drive Mixed-Use Project*. Prepared by Rincon Consultants, Inc.

**\*Attachments:**  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

- B1. Historic Name:** *Lakeside Car Wash*
- B2. Common Name:** *Lakeside Car Wash*
- B3. Original Use:** *Car Wash*      **B4. Present Use:** *Car Wash*

\***B5. Architectural Style:** *Mid-Century Modern; Googie*

\***B6. Construction History:**

The subject property was vacant through the 1930s. According to newspaper advertisements, it was first improved with a gas and service station circa 1946 (Valley Times 12/18/1946). An aerial from 1952 and a Sanborn Map from 1953 show the newly completed gas and service station (UCSB 1952; LAPL 2020). A service pump island from this period is extant on the property.

In April of 1956, Burbank building permits record the removal of the service station and construction of a car wash by longtime owner Richard Duffy (Permit No. 233732). A permit for a sign on the main building's primary façade and a sign located at the corner of Riverside Drive and Hollywood Way was filed on May 10, 1956 (Permit No. 233736). An additional sign on Hollywood Way was erected that July (Permit No. 241904). All three signs were completed by contractor W. Heath & Co. and are extant.

The following year advertisements in the *Valley Times* identified the subject property at 3700 Riverside Drive as the "Lakeside Car Wash" (Valley Times 8/4/1957). In 1957, a glass curtain wall and fireplace were installed in the waiting room (Permit No. 280353). Its new footprint is visible in a 1960 aerial (UCSB 1960). Between 1966 and 1970, five additional signs were added to the property (Permit Nos. 455197, 494678, and 9175). In 1967, Contractor R. F. Parker erected a large 24 x 36' wood canopy along the west end of the car wash; this wood canopy projects west past the office (Permit No. 500286). According to a 1970 aerial photograph, the building also expanded to the east, with the addition of the waxing and detailing bays (UCSB 1970).

\***B7. Moved?** No    Yes    Unknown    **Date:** *N/A*      **Original Location:** *N/A*

\***B8. Related Features:** *N/A*

**B9a. Architect:** *Robert W. Haussler*

**b. Builder:** *Unknown*

\***B10. Significance:** *Car Wash* **Context/Theme:** *Transportation Related Commercial/Automobile-Related Signs* **Area:** *Burbank*  
**Period of Significance:** *1946-1967*      **Property Type:** *Commercial*      **Applicable Criteria:** *A/1/A; C/3/C*

In 1963, the Lakeside Car Wash was one of eight Valley institutions that was awarded at 1963 Los Angeles Beautiful award. The institutions were "cited for excellence in landscaping, exterior housekeeping, and contributions to the beauty of their area" (Valley Times 6/19/1963). The winners were chosen from over 300 buildings analyzed by the judges. The chairman of the Los Angeles Beautiful awards is quoted as saying "Beauty is contagious... industrial and business firms and private institutions are inspiring the whole community beautiful movement by excellent landscaping and maintenance of their own properties" (Valley Times 6/19/1963).

The subject property located at 3700 Riverside Drive is recommended eligible for listing on the NRHP at the local level, the CRHR, and for designation as a Burbank Historic Resource pursuant to Criteria A/1/A and C/3/C. The property reflects the growth in automobile culture of the 1950s while employing a style utilized by architects to grab the attention of drivers. The property thus reflects the post war years not only in its type but also in its style. Further details on this evaluation follow. (See Continuation Sheet page 5)

**B11. Additional Resource Attributes:** *N/A*

\***B12. References:**  
(See Continuation Sheet page 6)

**B13. Remarks:** *N/A*

\***B14. Evaluator:** *Alexandra Madsen and Steven Treffers, Rincon Consultants, Inc.*

\***Date of Evaluation:** *August 14, 2020*

(This space reserved for official comments.)

Sketch Map: (Subject Property Outlined)



**\*P3a. Description:** *(Continued from Primary Record page 1)*

The convenience store also serves as the cashier's and features two small jalousie windows and a single aluminum slider covered by a security grille. Two wood doors provide entrance into this space. The rock veneer planters are improved with small shrubs, which add an almost residential feel to the primary façade. A large metal sign with a cursive "Lakeside" and all-capitalized "Car Wash," graces the front entrance.

The rear of the building is clad in brick and features a small cashier kiosk with a single wood shingle-clad shed roof set above fixed aluminum windows and a low rock veneer clad wall.

A separate structure projects from the southwest region of the building. This structure has a flat metal roof with exaggerated fascia upheld in the center by thin metal posts. Roughly modern in style, the structure is purely utilitarian and serves to segregate cars into two lines. "Enter" is painted on the paint-peeling metal fascia on the eastern extent of the structure, and a metal clearance bar limits vehicular height entry to those of 81 inches or below. Linear lights line the underside of the roof.

Additional features of the property that are noteworthy include the oval-shaped rock planter that is in the northern extent of the parcel as well as the metal Googie-style sign located in the northeast corner of the parcel.

The oval-shaped rock planter, originally a gas pump, is unique in its design and shape, which perfectly match the rock veneer that clads the exterior of the main bay and fireplace/chimney of the waiting room, but also for its likely early association with hand-washing cars. The Googie-style sign is a unique homage to the Roadside style of architecture and marketing that defined the 1950s and 1960s as the automobile became increasingly common. Its thick base, playful font, loud colors, and curving orange arrow are all indicative of this style.

**P5a. Photo:** *(Continued from Primary Record page 1)*



East elevation and Googie-style sign, camera facing west from N. Hollywood Way, July 2020.



North elevation details, July 2020.

Page 5 of 6

Resource Name or # (Assigned by recorder) *Lakeside Car Wash*

\*Recorded by *Rincon Consultants, Inc.*

\*Date *August 14, 2020*

Continuation  Update

**P5a. Photo:** (Continued from Continuation Sheet Page 4)



Utilitarian Structure, Facing Northeast, July 2020.



Rock Planter/Gas Pump, Facing Northwest, July 2020.

**\*B10. Significance:** (Continued from Building, Structure, and Object Record page 3)  
**Evaluation**

Significance Criterion A/1/A

The property appears eligible for federal, state, and local designation for its associations with significant events local level of significance (Criterion A/1/A). Lakeside Car Wash was initially constructed in 1956-1957 in the southwestern region of Burbank, during the period of significance identified as "The Post War Years (1946-1965)" by the City of Burbank Historic Context Statement. The car wash was one of many businesses which was constructed in response to the rapid rise and popularity of automobile transportation as Burbank and the San Fernando Valley's population burgeoned after World War II when returning veterans settled in the area. This significant population and automobile explosion is a unique chapter in the history of Burbank's and California's greater cultural, social, an economic history and represent the transition from the area's early agricultural history to new commercial and residential uses. Retaining a high degree of integrity, the property is only one of a few extant examples of car washes that remain in the City of Burbank from this period and is a rare property type associated with the city's growth, development, and new emphasis on automobile culture. It therefore is an excellent example of its type and is recommended eligible for listing in the NRHP, CRHR and for designation as a Burbank Historic Resource pursuant to Criterion A/1/A. (See Continuation Sheet page 6)

Page 6 of 6

Resource Name or # (Assigned by recorder) *Lakeside Car Wash*

\*Recorded by *Rincon Consultants, Inc.* \*Date *August 14, 2020*  Continuation  Update

\*B10. Significance: (Continued from Continuation Sheet page 5)

Significance Criterion B/2/B

Archival research does not indicate the property is significant for any associations with important individuals (Criterion B/2/B). The property was owned for most of its history by Richard Duffy, whom was not identified as possessing significant associations at the local, regional, state, or federal level. A review of building permits, city directories, and historical newspapers failed to identify any additional information of consequence about any other owners. It therefore is not eligible for listing in the NRHP, CRHR, or for designation as a Burbank Historic Resource.

Significance Criterion C/3/C

The property appears eligible as a distinctive example of an architectural type at the local level of significance (Criterion C/3/C). The property is an excellent example of the post-World War II car wash property type exhibiting a unique blending of Ranch- and Mid-Century commercial-style architectural elements as defined by the City of Burbank's Historic Context Statement (GPA 2009). These styles are exemplified through its thematic design; rambling, low horizontal form; rustic materials; large, angled plate glass windows; and highly visible freestanding corner sign with Googie elements. The reconnaissance-level survey and archival research completed as part of this survey indicate the property is not only a rare extant and intact example of a post-World War II car wash in Burbank, but also unique for its melding of Ranch-, Modernist-, and Googie-style elements. As such it is recommended eligible for listing in the NRHP, CRHR, and for designation as a Burbank Historic Resource pursuant to Criterion C/3/C.

Significance Criterion D/4/D

There is no evidence to suggest that the property may yield important information about prehistory or history (Criterion D/4/D).

Integrity

The most notable alterations to the property are the addition of the eastern "waxing" and western "detailing" bays, which were added to the main bay in 1967 and 1970. Although these additions affected the original design of the building, both were completed in a manner which is highly consistent with the original intent of the building; they now contribute to its overall quality of design and have acquired significance in their own right. Aside from this, the property has undergone minimal alteration and remains representative of a post-World War II car wash. It retains integrity of *location, setting, materials, design, workmanship, feeling, and association*, and conveys its historical significance.

**B12. References:** (Continued from Building, Structure, and Object Record page 3)

Architectural Resources Group (ARG). 2014. *Burbank Historic Sign Survey Historic Resources Survey Report*. Prepared for City of Burbank Planning and Transportation Division. 2 July.

City of Los Angeles. 2016. SurveyLA: *Los Angeles Citywide Historic Context Statement Commercial Development and the Automobile, 1910-1970*. Prepared by Danielle Prosser. Prepared for the City of Los Angeles.

Google Maps. 2020. Aerial photos of 3700 Riverside Drive and vicinity. Accessed August 9, 2020 at <https://www.google.com/maps>.

GPA. 2009. *City of Burbank Citywide Historic Context Report*. Prepared for the City of Burbank. September.

*Los Angeles Times*. 1998. "Carwash Owner Says Business Has Fallen Off." 19 October. Page 21.

---. 2000. "Exuberantly Googie." 12 November. Page 459.

---. 2002. "The Devil is in the Detailing." T.L. Stanley. 23 May. Page 139.

National Park Service. 1983. *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Electronic document, online at [http://www.nps.gov/history/local-law-Arch\\_Standards.html](http://www.nps.gov/history/local-law-Arch_Standards.html).

National Park Service. 1995. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin, National Park Service, Washington D.C.

UCSB. 1939. Flight ID: C-6134. Frame 8. 7 November.

---. 1952. Flight ID: AXJ-1952. Frame 0k-43. 3 November.

---. 1960. Flight ID: C-23870. Frame 1508. 1 May.

---. 1970. Flight TG\_2755. Frame 25-28. 1 March.

*Valley Times*. 1946. Advertisement. 18 December. Page 20.

---. 1953. "Certificate of Business Fictitious Firm Name." 7 June. Page 16.

---. 1954. Advertisement. 4 March. Page 21.

---. 1957. Advertisement. 8 October. Page 4.

---. 1963. "8 Beauty Awards Listed for Valley." 19 June. Page 29.