

July 21, 2022

Attn: Heather Duarte
2355 Main Street | Suite 100
Irvine, CA 92614

www.urbanapreservation.com

RE: Historical Resource Summary | 630 N. Batavia Street, Orange, California.

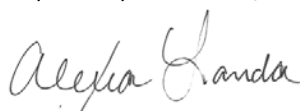
Urbana Preservation & Planning, LLC (Urbana) has evaluated the building at 630 N. Batavia Street property in Orange, California, for eligibility under the California Register of Historical Resources (CRHR) to identify whether the building meets the definition of an historical resource under the CRHR and pursuant to § 15064.5 of the CEQA Guidelines. Urbana concludes that the property is not eligible for inclusion on the CRHR. The property does not meet the definition of an historical resource under the CRHR or pursuant to CEQA Guidelines § 15064.5. The property is documented and evaluated on Department of Parks and Recreation (DPR) 523 series forms (attached) with our findings summarized below.

The 630 N. Batavia Street property does not qualify for designation under CRHR Criterion 1. The property was improved during the initial urbanization of the City of Orange. Following World War II, the area shifted from a major agrarian society dedicated to the cultivation of citrus to a suburban neighborhood. By the 1960s, many of the area's citrus farms were replaced with the construction of residential, commercial, and industrial properties. Although the property was constructed during this initial shift, no specific information was identified to indicate that the property, in and of itself is associated with events that have made a significant contribution to the broad patterns of Orange County's history and cultural heritage, nor does it appear to exemplify or represent a special element of the City of Orange's history. The property is not associated with the lives of persons important to the history of California, Orange County, or the City of Orange and is not eligible under CRHR Criterion 2. The building is not the work of a master and does not possess a high artistic value and does not rise to the level beyond the ordinary. Furthermore, little information was found about the architect and building contractor and is therefore not eligible under CRHR Criterion 3. Further study of the building and property is not likely to yield information important in prehistory or local, regional, state or national history. As such, it is not eligible under Criterion 4.

The property has lost much of its integrity due to previous alteration campaigns. The building is in its original 1956 location and has not been moved since that time; therefore, the property retains integrity of **location**. The building was constructed in 1956, when Orange was developing into an urban / suburban community. Today, the property is surrounded by both historic and contemporary period commercial, residential, and multi-family units that have changed the surrounding context and visual characteristics of the area so the property does not possess integrity of **feeling** and **setting**. Over the years the building was substantially altered on multiple occasions. Alterations include a 1963 addition appendaged to the northeast corner of the east elevation, a 1966 addition appendaged to the west elevation, and the replacement of the original windows on the north elevation. Therefore, the property does not retain integrity of **materials**, **design**, and **workmanship**. It is not associated with an important event or person, so it does not possess integrity of **association**.

Refer to the attached DPR forms for additional property history and contact the office with any questions or comments.

Respectfully Submitted,



Alexia Landa, BA

Primary # _____
 HRI # _____
 Trinomial: _____
 CRHR Status Code: 6Z
 Other Listings: _____

Review Code _____
 Reviewer _____
 Date _____

Resource Name or # **630 N. Batavia Street**

P1. Other Identifier: Kerns Pacific Corporation; Pennwalt Corporation; Roseburrrough Tool Inc.
P2. Location: Not for Publication Unrestricted

a. County Orange and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary).
b. USGS 7.5' Quad Orange; Anaheim **Date** 2021 **T 4S, R 9W, S 30, S.B. B.M.**
c. Address City Orange Zip 92868

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 420170.00 mE, 3740028.00mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

The subject property is sited west of Batavia Street and south of the former Atchison, Topeka, & Santa Fe Railway. Identified as Orange County Assessor's Parcel Numbers 386-542-01-00, the property is located towards the southwest end of the City of Orange, California.

***P3a. Description:** The evaluated property is located on a parcel identified as 386-542-01-00 and consists of a commercial/industrial-use building addressed 630 Batavia Street (constructed 1956), a spur line that connects to the former Atchison, Topeka, & Santa Fe Railway (installed ca. 1964), and an ancillary industrial-use warehouse (constructed 1983). The property is sited on an irregular parcel, approximately 3.06 acres, located on the west side of Batavia Street. The surrounding area is composed of light industrial / commercial-use properties. **See Continuation Sheet for additional description.**



***P3b. Resource Attributes:** (List attributes and codes) (HP6) Commercial Bldg.; (HP8) Industrial Bldg.; (AH8) Railroad Grade
***P4. Resources Present:** Building Site Structure Object District Element of District Other (isolates, etc.)
P5b. Description of Photo: View southwest of 630 Batavia Street.
***P6. Date Constructed/Age and Source:** Historic: 1956-1983, Building Permits
***P7. Owner and Address:** Scind Batavia Point, LLC
***P8. Recorded by:** Alexia Landa, B.A., Historian / Archaeologist
Urbana Preservation & Planning, LLC

www.urbanapreservation.com
***P9. Date Recorded:** July 2022

***P10. Survey Type:** Historical Resource Review

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

***Attachments:** NONE Location 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):

BUILDING, STRUCTURE, AND OBJECT RECORD

Resource Name or #: 630 N. Batavia Street

Page 2 of 35

- B1. Historic Name: Kerns Pacific Corp. Plant
B2. Common Name: 630 N. Batavia Street
B3. Original Use: Commercial/Industrial B4. Present Use: Commercial/Industrial
***B5. Architectural Style:** International
***B6. Construction History:**

Construction history is based on property building permits and historic and current aerial photography. The 630 N. Batavia Street property was initially improved in 1956 with the construction of a commercial/industrial-use building for the Kerns Pacific Corporation, a subsidiary of Kerns United Corporation. On October 8, 1956, the Kerns Pacific Co. applied for a permit to construct a one / two-story 19,800 square foot factory on Lot 30 of Assessor's Parcel Number 386-542-01-00 (Permit No. 11386). The project was valued at \$70,000. Based on historic aerials, the property had a mostly rectilinear floorplan with a flat roof and likely featured an asymmetrical façade with stucco walls, multi-pane windows, and metal flush doors.

See Continuation Sheet for additional Construction History.

***B7. Moved?** No Yes Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:** No related features.

B9a. Architect: Fred V. Bennett b. Builder: William D. Greachner Construction Co.

***B10. Significance:** Theme N/A Area N/A Period of Significance N/A Property Type Commercial/Industrial
Applicable Criteria CRHR Ineligible

The 630 N. Batavia Street property is not eligible for designation under any of California Register of Historical Resources (CRHR) designation criteria. The property is not associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California (**Criterion 1**); is not associated with the lives of persons important to local, California, or national history (**Criterion 2**); does not embody distinctive characteristics of a style, type, period or method of construction, or represent the work of an important creative individual, or possess high artistic values (**Criterion 3**); it is not likely to yield information important to prehistory or history (**Criterion 4**).

See Continuation Sheet for eligibility and integrity analysis.

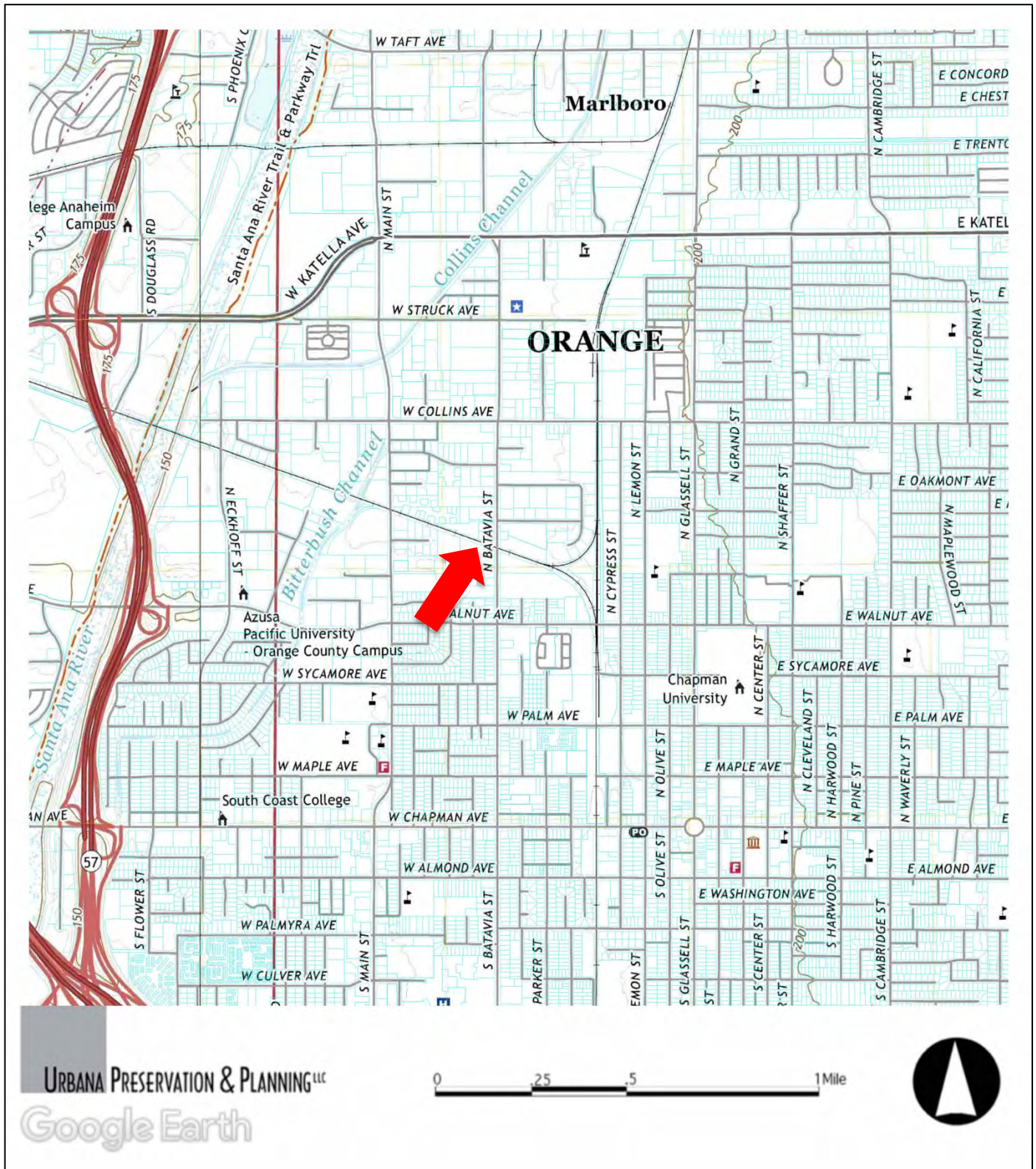
- B11. Additional Resource Attributes: N/A
***B12. References:** See Continuation Sheet for References
B13. Remarks: None
***B14. Evaluator:** Alexia Landa, B.A., Historian / Archaeologist
Urbana Preservation & Planning, LLC
***Date of Evaluation:** July 2022

(This space reserved for official comments)

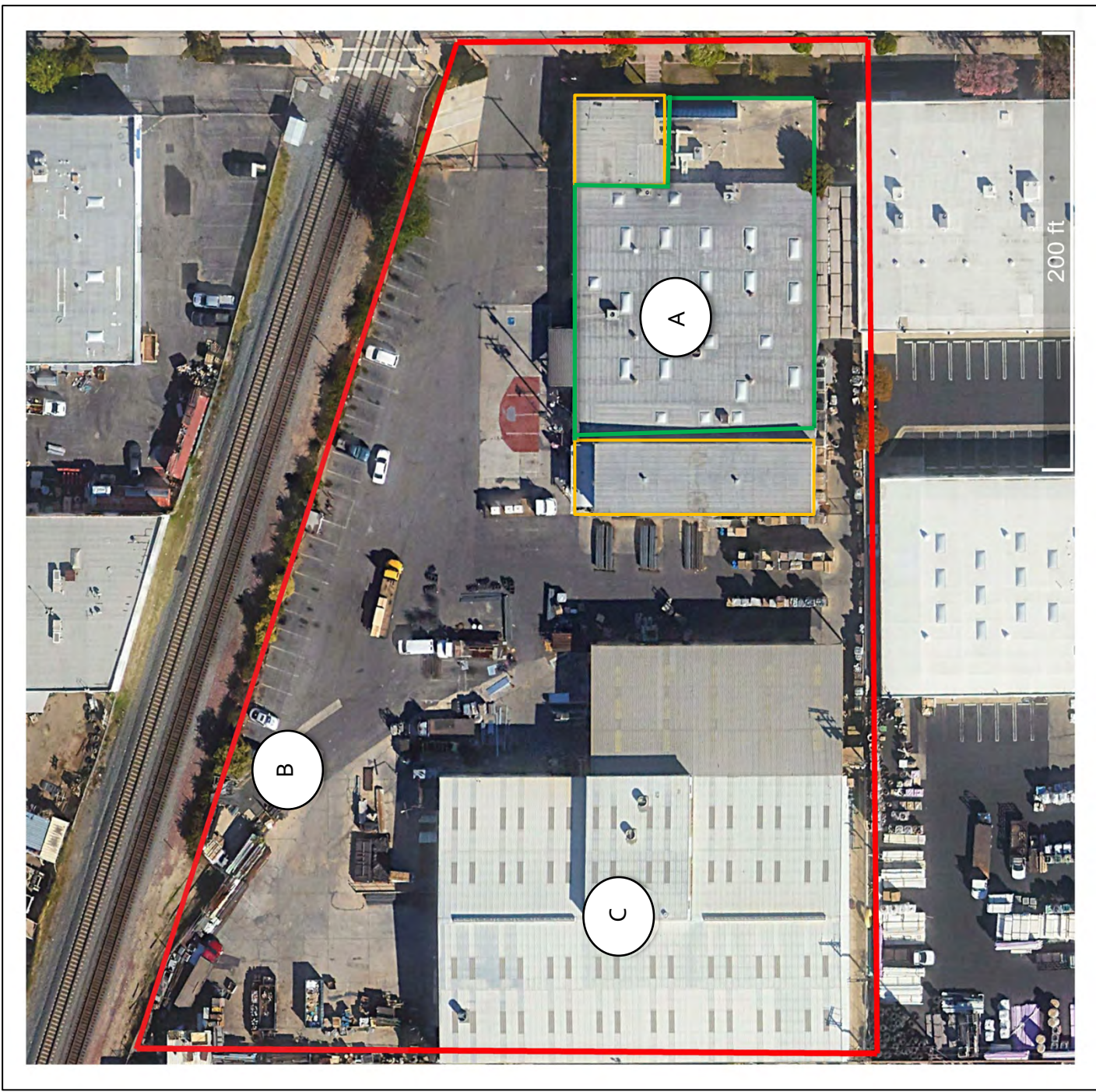


*Resource Name or # (Assigned by recorder) 630 N. Batavia Street


*Map Name: Anaheim and Orange USGS Quadrangle Maps *Date: 2021 *Scale: 1:24,000



Site Plan



Building A: 630 N. Batavia St.
Feature B: Railroad Spur
Building C: Ancillary Industrial Warehouse

Addition: 
Original Floorplan: 
Project Boundary: 

P3a. Description (Continued from page 1):

630 N. Batavia Street Current Description

Constructed ca. 1966, the 630 N. Batavia Street building (Building A) is a multi-story commercial/industrial-use building located west of Batavia Street parallel to the road. The building has an asymmetrical façade, a rectilinear floorplan atop a concrete foundation, and minimal architectural detail throughout. Over the years, the building was altered on multiple occasions. As a result, the building has differing rooflines and facades. The building is clad in both brick and stucco and has a flat roof with shed roof extensions visible on the north and south elevations. The fenestration throughout the building consists of sliding metal sash windows, floor-to-ceiling glass windows between horizontal / vertical aluminum sashes, commercial steel glass and flush metal doors, multi-pane central pivot windows, and fixed multi-pane windows.

The primary (east) elevation fronts N. Batavia Street with a minimal setback from the street. A concrete pathway leads from the sidewalk to an off-centered recessed entryway sheltered below a blue rectangular awning supported by three evenly spaced metal poles. The central portion of the elevation is one-story and is part of the original 1956 construction. It features a stucco façade painted in white with four metal sliding sash windows. The south end extends further out than the north end and features a brick façade. The north end of the building is two-stories and part of a 1966 addition. The addition has a brick façade and features a metal Rosebrough Tool, Inc. sign, and floor-to-ceiling glass windows installed between vertical and horizontal metal posts.

The north elevation faces the parking lot and the former Atchison, Topeka, & Santa Fe Railway, now operated by the Burlington Northern Santa Fe Railway. The elevation features an asymmetrical façade with stucco walls painted in white. The north end of the elevation is two-stories and part of the 1966 addition. The north end features floor-to-ceiling glass windows installed between vertical and horizontal metal sashes, a second company signage, sliding metal sash windows, blue awnings, and a flush metal door. To the right of the addition is the original 1956 construction. The original portion of the building features large fixed multi-pane windows installed in 1993, a shed roof extension supported by four metal posts, and a commercial glass door. The south end of the elevation features a two-story addition constructed in 1966, appendaged to the original building. The addition features a stucco façade, sliding sash windows, a paneled wood door, and a shed roof extension.

The west elevation faces the ancillary industrial-use building constructed in 1983. The elevation has minimal decorative features, metal multi-pane windows and pivot windows on the second and first floors, metal flush doors, and a metal staircase leading to the second floor entryway. The south elevation faces the 600 N. Batavia Street property and is obscured by the neighboring buildings. The elevation is similar to the north elevation and has an asymmetrical façade, differing rooflines, and metal multi-pane windows.

Towards the southwest corner of the parcel is a two-story industrial-use ancillary building constructed in 1983 (Building C). The building has a rectilinear floorplan and an asymmetrical façade, with a metal wall panels, a side gabled roof topped with metal panels, a shed roof extension, and industrial overhead doors.

A railroad spur line is located north of the ancillary building and curves from the former Atchison, Topeka, & Santa Fe Railway (Feature B). Today, the spur line is no longer operational.

Current views of the property are included on the following page.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
HRI# _____
Trinomial# _____

Resource Name or #: **630 N. Batavia Street**
Page 6 of 35



View southwest of the main elevation from Batavia Street.



View northwest of the main elevation from Batavia Street.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
HRI# _____
Trinomial# _____

Resource Name or #: 630 N. Batavia Street
Page 7 of 35



View southwest of the main elevation from Batavia Street.



View south of the north elevation.



View southwest of the north elevation.



View east of the west elevation and partial north elevation.



View northeast of the south and partial west elevation.



View southwest of the ancillary industrial-use building constructed in 1983. The spur line curves from the railroad into the parcel.

CONTINUATION SHEET

Primary# _____

HRI# _____

Trinomial# _____

Resource Name or #: **630 N. Batavia Street**

Page 10 of 35

B6. Construction History (Continued from page 2):

In 1963, a 1,920 sq ft addition was made to the building, appendaged to the northeast corner of the east elevation of the existing building (Permit No. 22425). The two-story addition featured an asymmetrical façade, a flat roof, stucco and stack bond brick walls, floor-to-ceiling glass windows divided by vertical and horizontal metal sashes, sliding metal sash windows, and a commercial glass and metal flush door. That year several alterations were made to the interior and exterior of the building. The alterations include the installation of a patio cover, a metal company sign, and an interior office remodel (Permit No. 23227, 23123, 23466). In addition to the alterations made to the existing building, a small spur line was installed on the property connecting to the former Atchison, Topeka, & Santa Fe Railway.

In 1966, a 3,400 sq ft addition was made to the building, appendaged to the west elevation of the existing building (Permit No. 29123). The two-story addition featured an asymmetrical façade, flat roof, a cement façade, metal multi-pane windows, pivot windows, metal flush doors, and a wood panel door. Additional alterations made to the building that year include a second office remodel and a brick retaining wall addition made to the primary (east) elevation (Permit No. 28860, 29540).

On April 26, 1983, a 26,000 square foot industrial-use building was constructed for a total cost of \$546,000 (Permit No. 63582). The building was constructed west of the existing building towards the far southwest corner of the parcel. The building featured a rectilinear floorplan, asymmetrical façade, metal wall panels, a side gabled roof topped with metal panels, a shed roof extension, and industrial overhead doors (Permit No. 63582).

In 1993, the windows along the north elevation were enlarged, and replaced with metal multi-pane windows (Permit No. B34785). In 1994, three metal awnings were installed on the building: one on the east elevation and two on the north elevation (Permit No. B35769, B36989).

See **Table 1** on the following page for complete permit property history.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
HRI# _____
Trinomial# _____

Resource Name or #: **630 N. Batavia Street**
Page 11 of 35

Table 1. Permit History*

Date	Permitted Work	Permit Issued to
10/8/56	Construct factory (Permit #11386)	Owner: Kerns Pacific Co. Architect: Fred Bennett Contractor: William D. Greachner
2/6/63	Addition to Industrial Bldg. (Permit #22425)	Owner: Kerns Pacific Co. Engineer: Edwards Lindberg Contractor: Greachner Construction Co.
5/2/63	Remodel Office (Permit #23227)	Owner: Kerns Pacific Co. Architect: Fred V. Bennett Contractor: Greachner Construction Co.
4/18/63	Patio Cover (Permit #23123)	Owner: Kerns Pacific Co. Contractor: Hansen Welding
6/12/63	Sign Addition (Permit #23466)	Owner: Kerns Pacific Co. Contractor: Walker Sign Co.
1/4/65	Plumbing and Sewer (Permit# 19490)	Owner: Kerns Pacific Co. Contractor: James H. Russell & Son
1/6/65	Electric (Permit #15393)	Owner: Kerns Pacific Co. Contractor: Not listed
2/14/66	Office Addition (Permit #28860)	Owner: Kerns Pacific Co. Contractor: Everett Heard
3/4/66	Plumbing (Permit #0211-056)	Owner: Kerns Pacific Co. Contractor: Old Field Plumbing
3/4/66	Sewer (Permit #0211-073)	Owner: Kerns Pacific Co. Contractor: Old Field Plumbing
3/11/66	Electric (Permit #0301-072)	Owner: Kerns Pacific Co. Contractor: M. B. Ross
4/4/66	Addition (Permits #29123)	Owner: Kerns Pacific Co. Architect: Art Martinez Contractor: Bevirble A/C
7/1/66	Retaining Wall Addition (Permits #29540)	Owner: Kerns Pacific Co. Architect: L. A. Bevins Contractor: Everett Heard
7/14/66	Plumbing (Permits #21907)	Owner: Kerns Pacific Co. Contractor: Artline & Busch
6/8/71	Wall Sign -Non-illumination; Aluminum Letters (Permits #319165)	Owner: Pennwalt Corporation Contractor: PKS Corp
1/17/78	Plumbing (Permit# 44572)	Owner: Pennwalt Corporation Contractor: Advance Fire Protection Co.
8/21/81	Repair Roof (Permit# 61068)	Owner: Pennwalt Corporation Contractor: John Corbett
10/18/82	Fire Sprinklers (Permit#62894)	Owner: Pennwalt Corporation Contractor: Not listed

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
 HRI# _____
 Trinomial# _____

Resource Name or #: **630 N. Batavia Street**
 Page 12 of 35

12/2/82	Plumbing (Permit #58989)	Owner: Pennwalt Corporation Contractor: Not listed
3/8/83	Electric (Permit #40059)	Owner: Pennwalt Corporation Contractor: Not listed
4/26/83	New Industrial Bldg. (Permit# 63582)	Owner: Pennwalt Corporation Contractor: Howard Parsell
4/26/83	Plumbing (Permit #596585)	Owner: Pennwalt Corporation Contractor: Not listed
4/26/83	Misc. (Permit #56625)	Owner: Pennwalt Corporation Contractor: Not listed
4/26/83	Electric (Permit #40059)	Owner: Pennwalt Corporation Contractor: Not listed
9/2/93	Enlarge Existing Windows (Permit # B34785)	Owner: Roseburrough Tool Contractor: Not Listed
12/8/93	Electrical (Permit# P36077)	Owner: Roseburrough Tool Contractor: Not Listed
10/18/93	Electrical (Permit #60170)	Owner: Roseburrough Tool Contractor: Viking Fire Suppression
1/18/94	Install Free Standing Metal Canopy (Permit# B35769)	Owner: Roseburrough Tool Contractor: Self
1/18/94	Install Free Standing Metal Canopy on Front Entrance and side canopy (Permit# B36984)	Owner: Roseburrough Tool Contractor: Self
2/28/94	Fire Sprinklers (Permit# B36989)	Owner: Roseburrough Tool Contractor: Not Listed
1/7/97	Install Paint Spray Booth (Permit # B53006)	Owner: Roseburrough Tool Contractor: Commercial Building System
3/29/04	Roof Sheathing (Permit # Not identified)	Owner: Roseburrough Tool Contractor:

B10. Significance (Continued from page 2):

Historic Overview of the City of Orange

The City of Orange is a city located in Southern California in the heart of north-central Orange County. The city is bordered to the north by the City of Anaheim, to the west by the City of Garden Grove, to the south by the City of Santa Ana, and to the east by the Santa Ana Mountain Range. Located approximately 32 miles southeast of Downtown Los Angeles, the city encompasses 25.81 square miles. Despite the city having the same name as the county, the City of Orange is actually located 3 miles north of the county seat, Santa Ana. Much of the city is characterized as an urban / suburban neighborhood with commercial, institutional, and industrial properties. The city occupies a unique geographical location with a complex network of freeways that offer residents easy access to recreational areas located in the surrounding area. The major transportation networks that intersect the city are Interstate 5, State Route 55, State Route 22, and State Route 57.

Prior to European settlement, the area that would become the City of Orange was originally occupied by the Gabrieliño tribes.¹ The Gabrieliño people were hunter-gatherers who lived in both permanent and semi-permanent villages, primarily located along major waterways. Their traditional lands encompassed much of the Los Angeles basin, parts of Orange County, including several offshore islands. They traded widely with neighboring peoples such as the Cahuilla, Chumash, Kawaiisu, and the Chemehuevi. Like many of the indigenous populations of California, Gabrieliño society was severely impacted with the arrival of the Spanish and by the establishment of the Mission system. It is estimated that prior to European contact there were approximately 5,000 to 10,000 Gabrieliño, but the numbers could be greater.²

In 1769, Spanish exploration of the area commenced with the arrival of Father Juan Crespi, a Franciscan priest who joined the Gaspar de Portolá expedition. During his travels, Father Crespi was the first to document Gabrieliño and Spanish interactions and noted the presence of a large village upstream from the Santa Ana River near present day Olive Street.³ As Spanish exploration of the region increased, California missions were founded with the objective to convert Native Americans to Catholicism and to expand European territory. The mission system of Alta California was led by Franciscan missionaries who carefully selected lands located near major water sources and with ample land for agriculture.

In November of 1776, Mission San Juan Capistrano was established where the present-day City of San Juan Capistrano now is. Located approximately 25-miles south of the City of Orange, the mission was founded by Father Junipero Serra and became the first permanent European settlement in the area. The mission was the 7th of 21 missions founded in California and was a center for agriculture, industry, and religion.⁴ Native American tribes including the Gabrieliño, were forced to participate in the mission system, exposing them to diseases and disrupting their traditional way of life.

In 1810, the first rancho established in the area belonged to Jose Antonio Yorba, a Spanish explorer, and Juan Pablo Peralta. Later known as Rancho Santiago de Santa Ana, the Spanish rancho comprised a significant portion of Orange County and encompassed more than 78,000 acres. The land was initially petitioned by Yorba's father-in-law, Juan Pablo Grijalva, a Spanish soldier who first traveled to Alta California during the De

¹ City of Orange, *Orange General Plan*, (CA: City of Orange, 2010).
<https://www.cityoforange.org/home/showpublisheddocument/206/637698172551730000>.

² Gabrieleño, "Original People of Los Angeles County,"
<http://www.laalmanac.com/history/hio5.php#:~:text=There%20were%20an%20estimated%205%2C000,as%20400%20to%20500%20huts..>

³ City, *Orange*, 2010.

⁴ San Juan Capistrano, *History*, 2021.

Anza expedition in the 1770s, but died before the land grant was approved.⁵ Following Grijalva's death, the lands were granted to his son-in-law, Jose Antonia Yorba, and his nephew Juan Antonio Peralta, who began cattle ranch operations on the rancho. Yorba constructed an adobe hacienda-style dwelling known as El Refugio, once located in present-day Santa Ana, and irrigation ditches to carry water from the Santa Ana River. Rancho Santiago de Santa Ana is the only land grant in present-day Orange County that was granted under Spanish rule. The property remained under the Yorba family's ownership during the Mexican occupation of California.

Following the end of the Mexican-American War in 1848, most Mexican land grants were honored by the U.S. courts as per the Treaty of Guadalupe Hidalgo. Although the treaty assured landowners that their land claims would be honored, Congress passed the California Land Act, which created a board to review all Spanish and Mexican era land grants to determine if they were valid. As a result, rancho owners incurred large amounts of legal fees to present their cases. Many lost their lands during this time or sold portions of their ranchos to pay for legal fees.

After Yorba and Peralta's deaths, their immediate heirs inherited large amounts of the land grant, much of which had not been evenly distributed amongst them. Over the years, portions of the rancho were sold or exchanged by family members. In the early 1860s, Leonardo Cota, a member of the extended family, borrowed a large sum of money from Abel Stearns, a prominent landowner and debt collector.⁶ Cota owned a share of Rancho Santiago de Santa Ana in the area that would become the City of Orange. As collateral, Cota put up his share of the rancho. In 1866, when Cota defaulted on the loan, Stearns filed a lawsuit in the Los Angeles Superior Court to demand a portion of the rancho worth the total cost of the loan. Consequently, since the former rancho had never been legally divided, the courts issued a partition decree that effectively subdivided the entire rancho into 1,000 units parceled out to the Yorba and Peralta heirs and claimants in the lawsuit. Abel Stearns was awarded over 1,300 acres of land in his lawsuit against Cota and his wife Inez Yorba.⁷

The partition of Rancho Santiago de Santa Ana led to the establishment of new towns such as Tustin, Santa Ana, and Orange between 1868 and 1871. It created an opportunity for American settlers to dominate the region south of the Santa Ana River and exploit its water supplies. Shortly after the case, Alfred B. Chapman, a real estate attorney from Alabama, and his law partner, Andrew Glassell, acquired approximately 4,000 acres of land in payment for representing Stearns and several other parties in the partition suit.⁸ Together Chapman and Glassell established a new townsite which they named Richland Farm District and subdivided the land into lots ranging between 10 to 40 acres in size. By 1873, the area had grown large enough in population to require a post office. Chapman and Glassell sent an application to Washington, D.C. for the establishment of a post office. However, the name they had originally chosen for the area, Richland, was rejected by the United States government as there was already a city of Richland in Northern California.⁹ The two men reapplied for a post office, this time using the name Orange for the area. The application was approved, officially establishing the area as Orange, California.

In the 1880s, as new settlers moved into the area it led to the construction of new residential, commercial, and institutional-use properties in support of the growing population. By 1887, the town had several general

⁵ City, *Orange*, 2010.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

stores, barber and cobbler shops, a hotel, a public school, a livery and feed mill, a raisin packing house, a Presbyterian Church, a fruit packing and shipping house, a Chinese wash house, and their own local newspaper, the *Orange Tribune Printing*.¹⁰ The cross-country expansion of the railroad system and its inexpensive fares facilitated travel and settlement in the area. Settlers arrived in the new town on the Santa Fe Railroad, later the Atchison, Topeka, & Santa Fe Railway, entering the town at the current site of Depot Park / Veterans Park. As the population continued to increase, lots were further subdivided and streets were named after the towns the new residents came from in the East, such as Batavia and Palmyra, or after the main agricultural crops that were farmed in the area.¹¹ Much of the early development occurred within the Old Towne center of the city between present-day Olive Street, Maple Avenue, Almond Avenue, and Grand Street. The new town featured a central plaza which would later earn the city its nickname of "Plaza City."

On April 6, 1888, the City of Orange was incorporated.¹² At the time of incorporation, the town boasted a population of 600 and encompassed approximately 3 square miles.¹³ The new city was primarily an agricultural community with many of its citizens living and working on farms located around the periphery of the town. Homes located on smaller lots around the Plaza were typically owned by the town's doctors, lawyers, and merchants.¹⁴

By the turn-of-the-century, the early economy of Orange was primarily based on the cultivation of citrus. It became the area's principal crop following several failed attempts at cultivating grapes, nuts, and various tropical fruits such as pineapple, bananas, and guava in the 1870s and 1880s. With the Atchison, Topeka, & Santa Fe Railway located within proximity to many agricultural operations, farmers were able to ship their product to markets across the nation. The increased demand for California citrus further cemented the city's foothold within the industry. In 1893, the Orange County Fruit Exchange, now known as Sunkist, was organized and incorporated with its headquarters at the northeast corner of Glassell Street and Almond Avenue. Agriculture would remain the backbone of the city's economy and foster steady growth throughout the early twentieth century and into the Great Depression.

During the Great Depression, several factors led to the gradual decline of the citrus industry. Between 1933 and 1935, unemployment in the City of Orange reached 15 percent, leading to a labor shortage that culminated in the farm workers strike of 1936.¹⁵ On June 11, 1936, more than 3,000 pickers across the county walked out at the height of the season and was known as the largest strike in the citrus industry. In the 1940s and 1950s, the citrus industry experienced another blow when thousands of orange orchards were infected with a disease known as the "Quick Decline." Today it is known as the Citrus Tristeza Virus, a disease that was first noted in the Covina-Azusa area, located approximately 28-miles north of the City of Orange, which led to the collapse of nearly 23,000 citrus trees.¹⁶

Following World War II, the mass influx of returning soldiers and new state residents brought back prosperity to the economy of the city. The demand for real estate soared as land developers constructed new housing to accommodate the growing population. Residential development moved away from downtown, as former agricultural lands located around the fringes of the city were subdivided. Large tracts, consisting of 50 to 100

¹⁰ 1887 Orange Sanborn Fire Insurance Map.

¹¹ City, *Orange*, 2010.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ C. N. Roistaccher, et. al., "Cross Protection Against Citrus Tristeza Virus: A Review," (CA: Conference of the International Organization of Citrus Virologist, 2010). [https://www.researchgate.net/figure/Death-of-citrus-trees-by-quick-decline-was-shown-to-be-related-to-necrosis-of-the_fig4_263807793#:~:text=destruction%20of%20sweet%20orange%20on,23%20%20collapsed%20trees%20\(64\).](https://www.researchgate.net/figure/Death-of-citrus-trees-by-quick-decline-was-shown-to-be-related-to-necrosis-of-the_fig4_263807793#:~:text=destruction%20of%20sweet%20orange%20on,23%20%20collapsed%20trees%20(64).)

CONTINUATION SHEET

Primary# _____

HRI# _____

Trinomial# _____

Resource Name or #: **630 N. Batavia Street**

Page 16 of 35

homes, were constructed by outside developers, with some local developers working on smaller tracts.¹⁷ In addition to housing developments, new business districts were established, later attracting new supermarkets, restaurants, hardware stores, banks, and shopping centers.

By the 1960s, much of Orange's agricultural lands had been replaced with residential, commercial, and industrial-use properties. The construction of the highway system further contributed to the suburbanization of the area. Between the 1950s and 1970s, the population of Orange swelled from 10,000 to over 77,000. Today, the City of Orange has a population of nearly 140,000.

¹⁷ City, *Orange*, 2010.
DPR 523B (9/2013)

Ownership History

The 630 N. Batavia Street property was initially improved in 1956 with the construction of a two-story commercial/industrial building for the Kerns Pacific Corporation. Kerns Pacific Corp. was a subsidiary of the Kerns United Corporation, a Pennsylvania manufacturer that specialized in the production of industrial lubricants.ⁱ The company had several branches throughout the country, including in Indiana, Illinois, and California. Many of their factories were established along major railways to facilitate in the distribution of their products.ⁱⁱ Some of the corporation’s major products included forging and cleaning compounds, clinging oils, rolling oils, rust preventatives and specialized greases.

On December 18, 1968, the company was sold to Pennsalt Chemicals, a company that specialized in the production of industrial-use chemicals and pharmaceuticals.ⁱⁱⁱ That year the company also acquired Wallace and Tiernan, a chemical, equipment, and health care producer. Upon the merger, the company’s name was changed to Pennwalt Corporation. Under their ownership, a large two-story factory was constructed on the property to facilitate chemical industry operations. The property continued under the ownership of the Pennwalt Corporation until 1993, when it was sold to the Roseburrough Tool Company, a local tool manufacturing business that was established in the 1950s during the early urbanization of the City of Orange.

In 2021, the property was sold to Scind Batavia Point, LLC., and continues under their ownership to this day.

Table 2 includes ownership data for the subject property.

Date	Owner	Source	Relevance
1956-1968	Kerns Pacific Corporation	Building Permit <i>The Times</i> <i>Chicago Daily News</i> <i>Philadelphia Inquirer</i>	1957- "California Plant: Kerns Co. has opened a Kerns Pacific Corp. at Orange, California." 1960- "Kerns United Co. owns a subsidiary plant, Kerns Pacific Corp. in Orange, California."
1968-1993	Pennwalt Corporation (formerly Pennsalt Chemicals)	Building Permit <i>Philadelphia Inquirer</i> <i>Times-Picayune</i>	1968- "Pennsalt Chemicals acquired Kerns United Corp."
1993-2021	Roseburrough Tool Company	Building Permit	
2021- present	Scind Batavia Point, LLC.	Orange County Assessor’s Office	

ⁱ *The Pittsburg Press*, September 25, 1960.

ⁱⁱ *The Times*, December 12, 1960.

ⁱⁱⁱ *The Philadelphia Inquirer*, Nov 8, 1968.

B10. Significance (Continued from page 2):

CRHR Criterion 1: Association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Research does not indicate that the subject property qualifies for designation under Criterion 1. The property was initially improved in 1956 during the initial urbanization of the City of Orange following World War II. The property was owned by the Kerns Pacific Corporation, a subsidiary of the Kerns United Corporation, a Pennsylvania manufacturer that specialized in the production of industrial lubricants. The company had several branches across the country, including in Indiana, Illinois, and California. Some of the corporation's major products included forging and cleaning compounds, clinging and rolling oils, rust preventatives, and specialized greases. Their factory in Orange was one of the corporation's smaller branches that was located along the Atchison, Topeka, & Santa Fe Railway. To facilitate the distribution of their products, a spur line was constructed on the property in the early 1960s. By 1968, the property was acquired by Pennsalt Chemicals, later renamed Pennwalt Corporation. Between 1968 and 1993, the subject property served as a lesser branch for Pennwalt Corporation where several industrial-use chemicals were produced and shipped from the City of Orange. By 1993, the property was sold to the Rosebrough Tool Company, a local tool manufacturer that was established in the 1950s. Little information was found on the property during their ownership. Today, the property is owned by the Scind Batavia Point, LLC, a California limited-liability company from Los Angeles.

Although the subject property was improved during the early urbanization of the city that led to the construction of several commercial, residential, and industrial properties, the property does not appear to be individually significant, nor did it make a significant contribution to the City of Orange. For this reason, Urbana determined the property is not individually eligible under Criterion 1.

CRHR Criterion 2: Association with the lives of persons important in our past.

Research does not indicate that the subject property qualifies for designation under Criterion 2. The 630 N. Batavia Street property is not associated with the lives of persons important to local or California history. Therefore, the subject property does not qualify under Criterion 2.

CRHR Criterion 3: Embodies the distinctive characteristics of a type, period, or method of construction, or represent the work of an important creative individual or possess high artistic values.

Under Criterion 3, the building is not the work of a master and does not possess high artistic values and does not rise to a level beyond the typical architectural style. Constructed in 1956, 630 N. Batavia Street is a one/two-story commercial and industrial building designed by the architect Fred Bennett and constructed by building contractor William D. Greachner. The building has an asymmetrical façade and minimal architectural detail throughout. Over the years, the building was substantially altered on multiple occasions and as a result the building has differing rooflines and facades. Furthermore, very little information is known about the architect and building contractor. For this reason, Urbana determined the property is not individually eligible under Criterion 3.

CRHR Criterion 4: Potential to yield information important in prehistory or history.

The subject property is not eligible under Criterion 4 as it is unlikely to yield information important in prehistory or history.

CONTINUATION SHEET

Primary# _____

HRI# _____

Trinomial# _____

Resource Name or #: **630 N. Batavia Street**

Page 19 of 35

Integrity

Evaluation of integrity must always be grounded in an understanding of a resource's physical features and how they relate to historic significance. To retain historic integrity, a resource will possess several, and usually most of the following seven aspects of integrity: location, materials, design, setting, workmanship, feeling, and association. If it is determined that a resource is eligible for designation because it meets one or more of the adopted designation criteria, the integrity of the resource must be evaluated. Integrity is the ability to convey its significance. Only after the historic significance of the resource is fully established can the issue of integrity be addressed.

The 630 N. Barton property has not been found by Urbana to be individually eligible for designation under any of the criteria. Further integrity analysis is not merited.

*B12. References (Continued from page 2):

Ancestry.com. A variety of records were accessed online in July 2022 at: <http://home.ancestry.com/>. These include city directories, voter registration records, military records, and United States Census Data.

Bowers Museum. *Prequel to the Origin Story: A Prehistory of Santa Ana's Foundation*. Bowers Museum. Website, (November 6, 2019). Accessed July 2022.
<https://www.bowers.org/index.php/collection/collection-blog/prequel-to-the-origin-story-a-prehistory-of-the-santa-ana-s-foundation>

Brigandi, Phil. *A Brief History of Orange, California: The Plaza City*. SC: Arcadia Publishing, 2011.

_____. *Images of America: Orange*. SC: Arcadia Publishing, 2008.

California Office of Historic Preservation. *California Register and National Register: A Comparison*. Technical Assistance Series 6. (1999). Office of Historic Preservation, Sacramento.

City of Orange. Building Permits for 630 N. Batavia Street. On file at the City of Orange, Building Division.

_____. *Introduction to the General Plan*. Website: (2010). Accessed July 2022.
<https://www.cityoforange.org/home/showpublisheddocument/206/637698172551730000>.

_____. *Cultural Resources & Historic Preservation*. Website: (n.d.). Accessed July 2022.
<https://www.cityoforange.org/home/showpublisheddocument/196/637698172534300000>.

_____. *Old Towne District*. Website, (n.d.). Accessed July 2022

Nationwide Environmental Title Research. *Historic Aerials*. Website, (1999). Accessed July 2022.
<https://www.historicaerials.com/>.

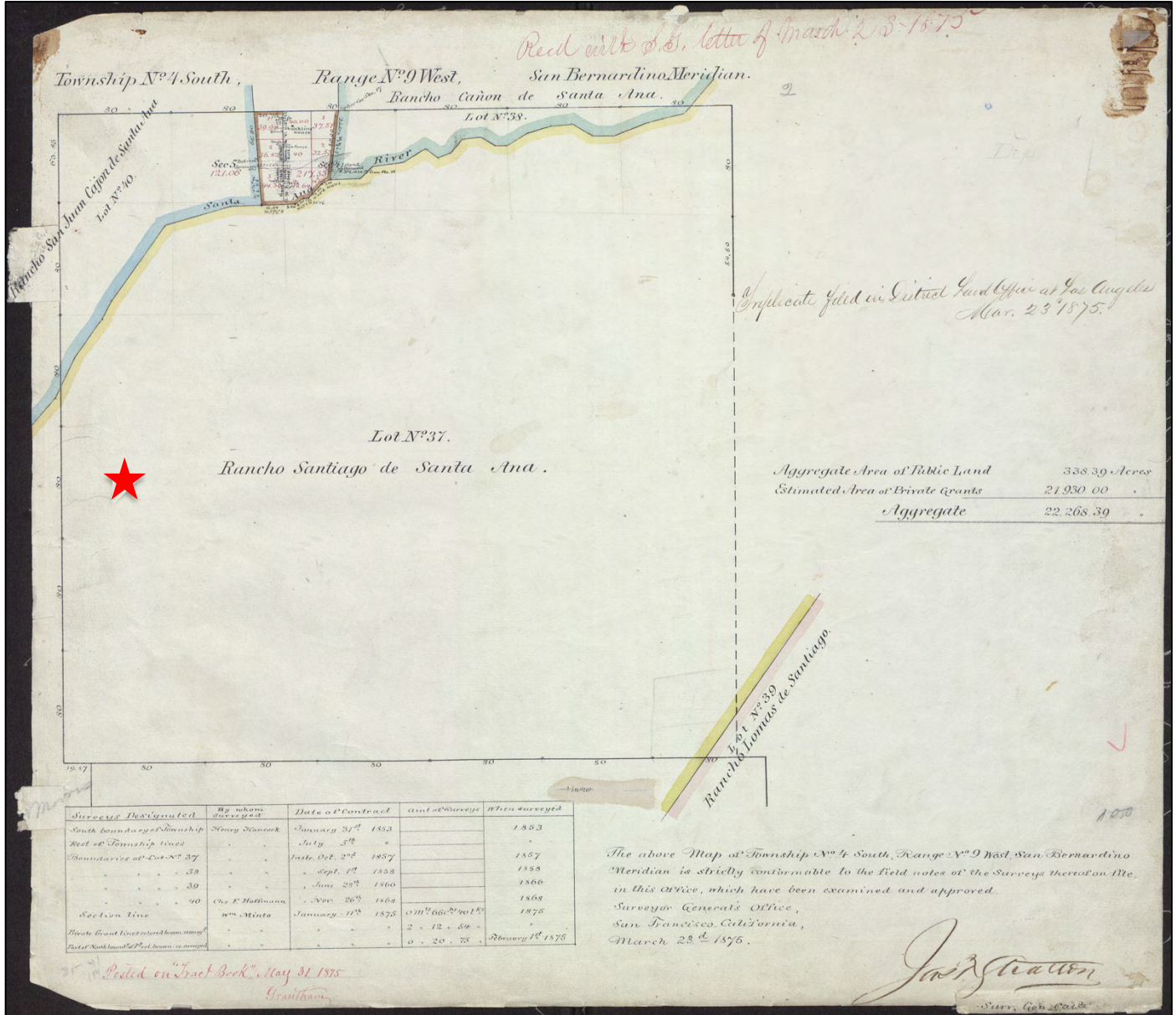
University of California Santa Barbara Library. *Frame Finder*. Website (n.d.). Accessed July 2022.
https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

U.S. Department of the Interior. *Earth Explorer*. Website (n.d.) Accessed July 2022.
<https://earthexplorer.usgs.gov/>.

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
 HRI# _____
 Trinomial# _____

Resource Name or #: **630 N. Batavia Street**
 Page **20** of **35**



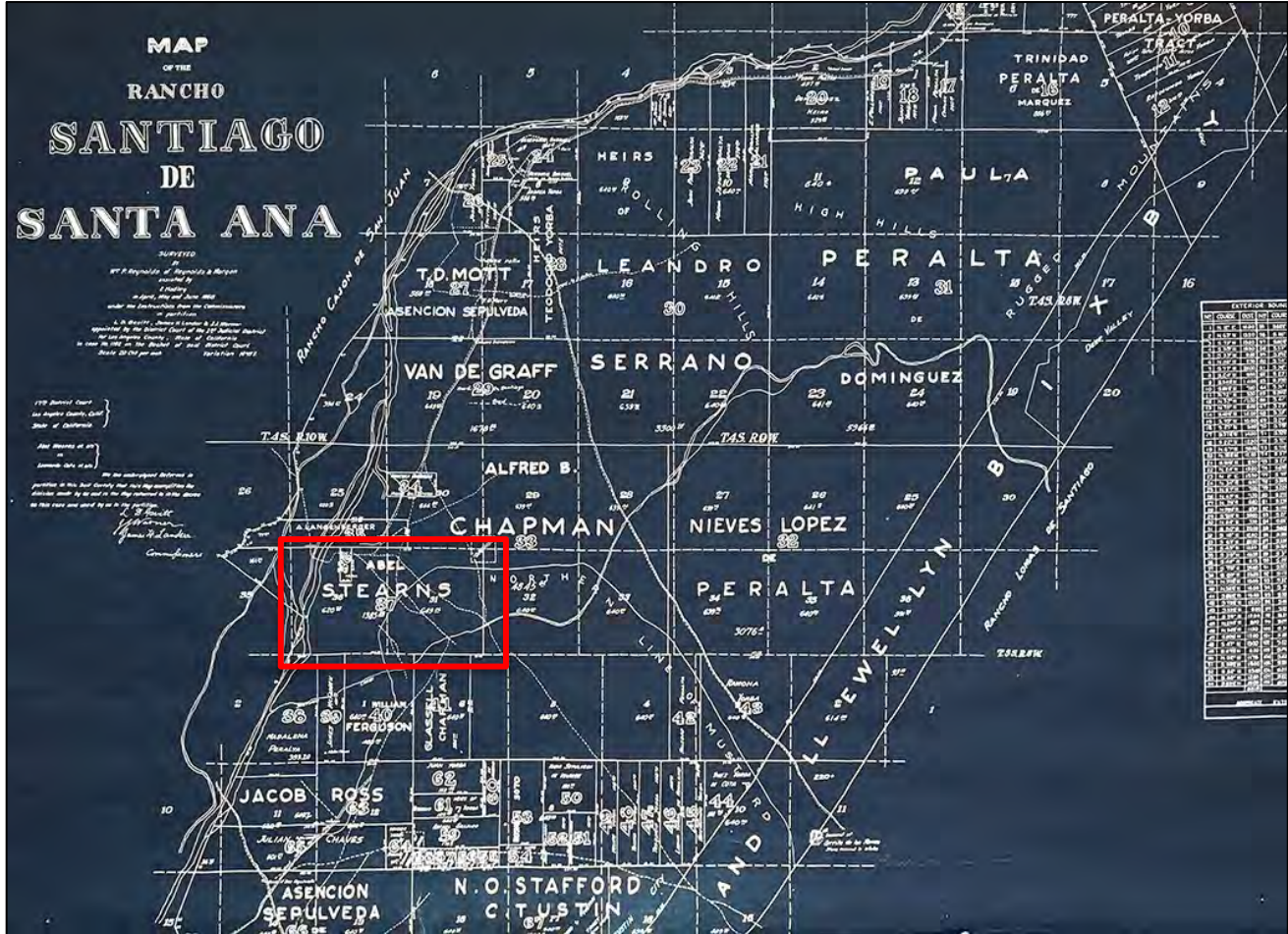
1875 GLO Survey Plat. The subject property is located on Section 30, Township 4S, Range 9W of the San Bernardino Meridian. The City of Orange is located on lands that once comprised the Rancho Santiago de Santa Ana, a former Spanish rancho owned by Jose Antonio Yorba.

Source: Bureau of Land Management Plat map, "General Land Office Survey Maps," digital images, General Land office Records, Year: 1875, [GLO Plat Map No. 291040_1].

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
 HRI# _____
 Trinomial# _____

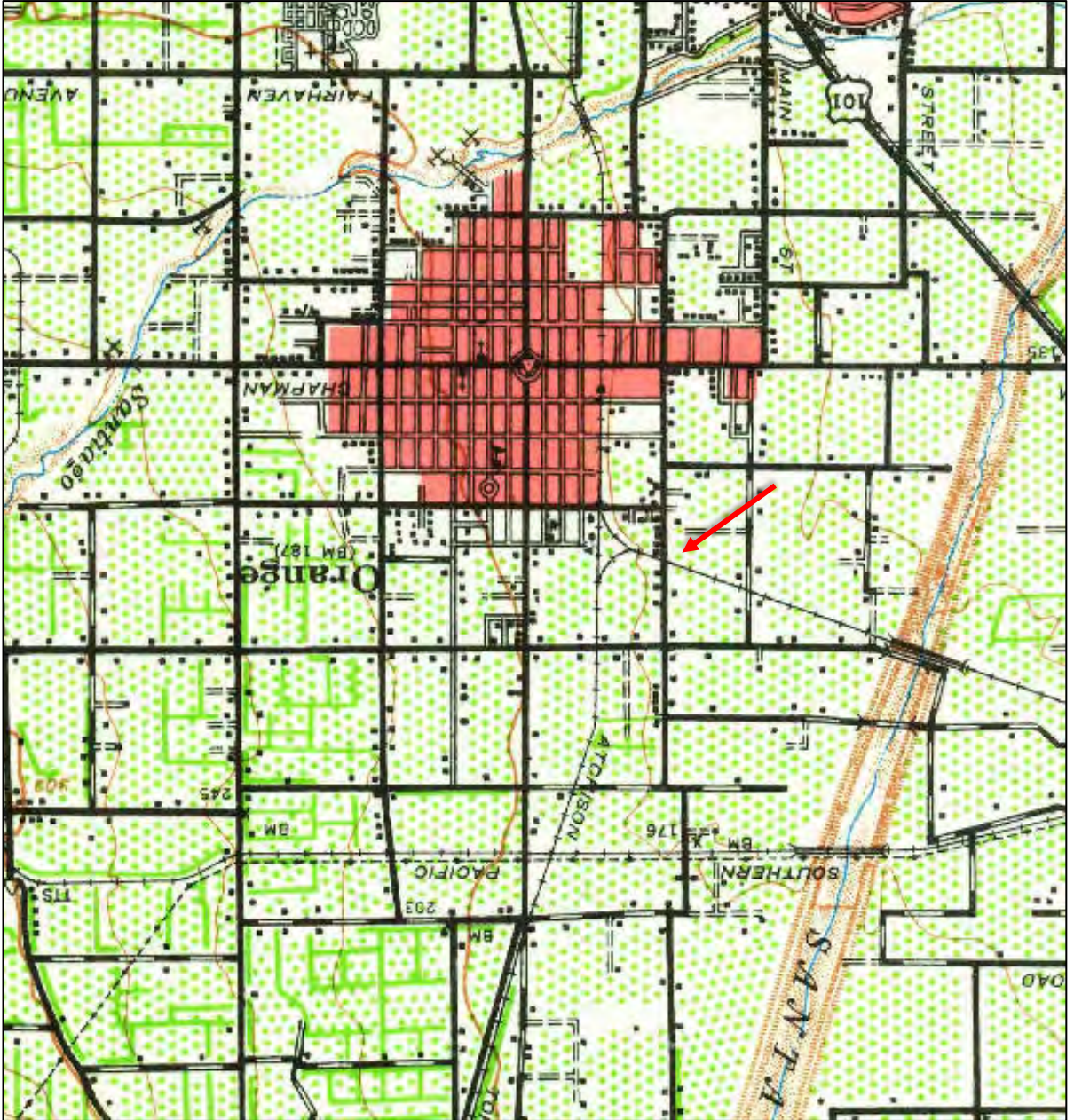
Resource Name or #: 630 N. Batavia Street
 Page 21 of 35



In 1868, Rancho Santiago de Santa Ana was subdivided following a lawsuit between Abel Stearns and Leonardo Cota and his wife Inez Yorba. Stearns was awarded over 1,300 acres of land in the area that would later become the City of Orange.

Source: 1868, Rancho Santiago de Santa Ana Partition Map. Courtesy of the *Bowers Museum*.

In 1942, the property was delineated as agricultural lands. Prior to 1950, the City of Orange was characterized as an agrarian society largely dedicated to the cultivation of citrus. Most of the early development was centered around the Old Towne neighborhood. The property was likely once part of much larger citrus farm. Source: 1942 Anaheim USGS Quadrangle map (1:62,500).

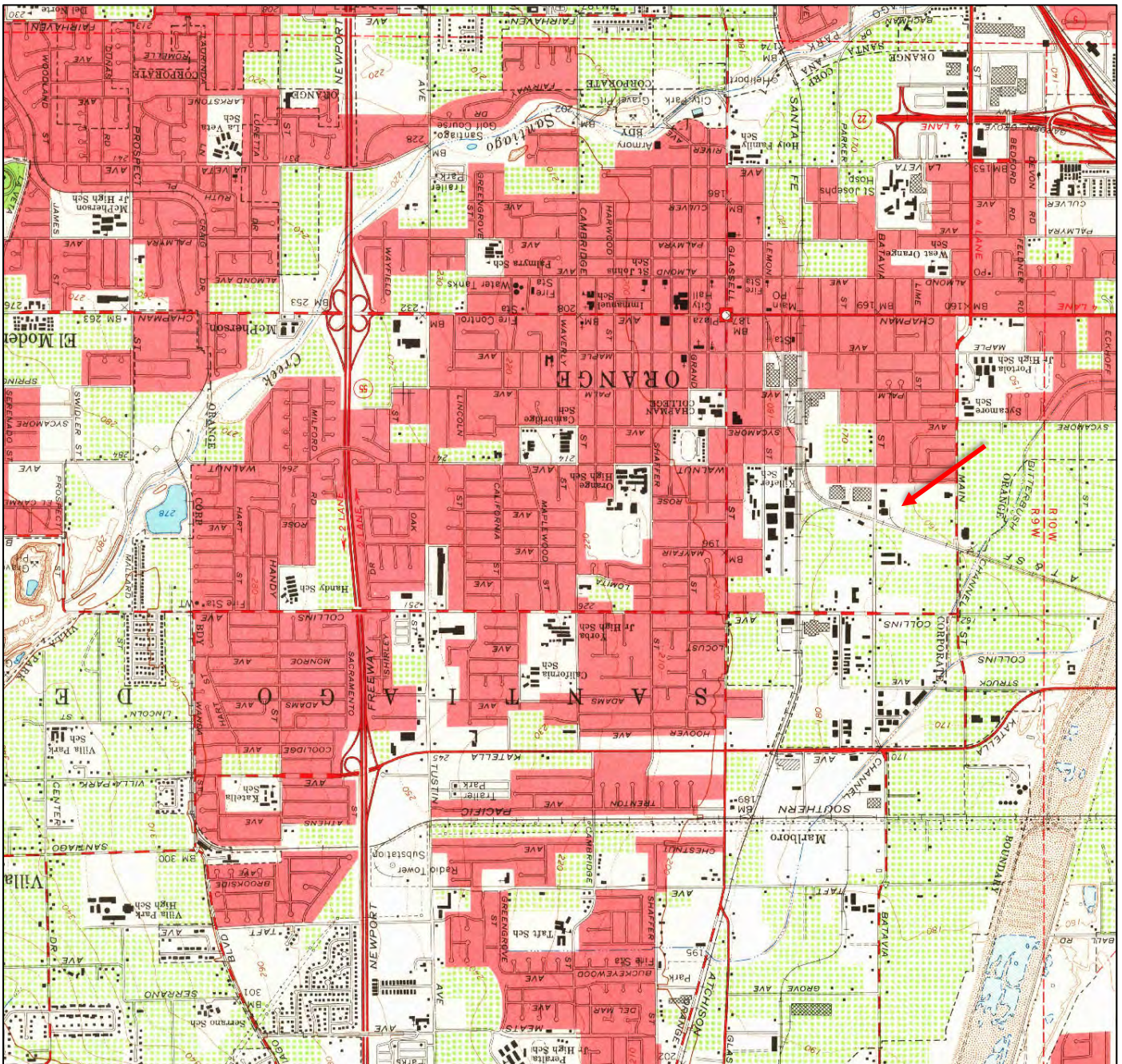


Resource Name or #: 630 N. Batavia Street
Page 22 of 35

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary# _____
HRI# _____
Trinomial# _____

Primary# _____
 HRI# _____
 Trinomial# _____



In ca. 1963, a railroad spur was constructed on the property to facilitate the distribution of industrial-use lubricants produced by the Kerns Pacific Corporation. The line and the 630 N. Batavia Street building are first delineated on the 1964 Orange USGS Quadrangle map. Source: 1964 Orange USGS Quadrangle map (1:24,000).

Historic Aerials



1955 aerial of the subject property and surrounding area. The property is highlight in red. No structures are visible on the property. The property was likely once part of a much large citrus farm. Following World War II, much of the agricultural lands were gradually replaced by residential, commercial, and industrial-use properties. Source: Frame Finder, UC Santa Barbara Library.



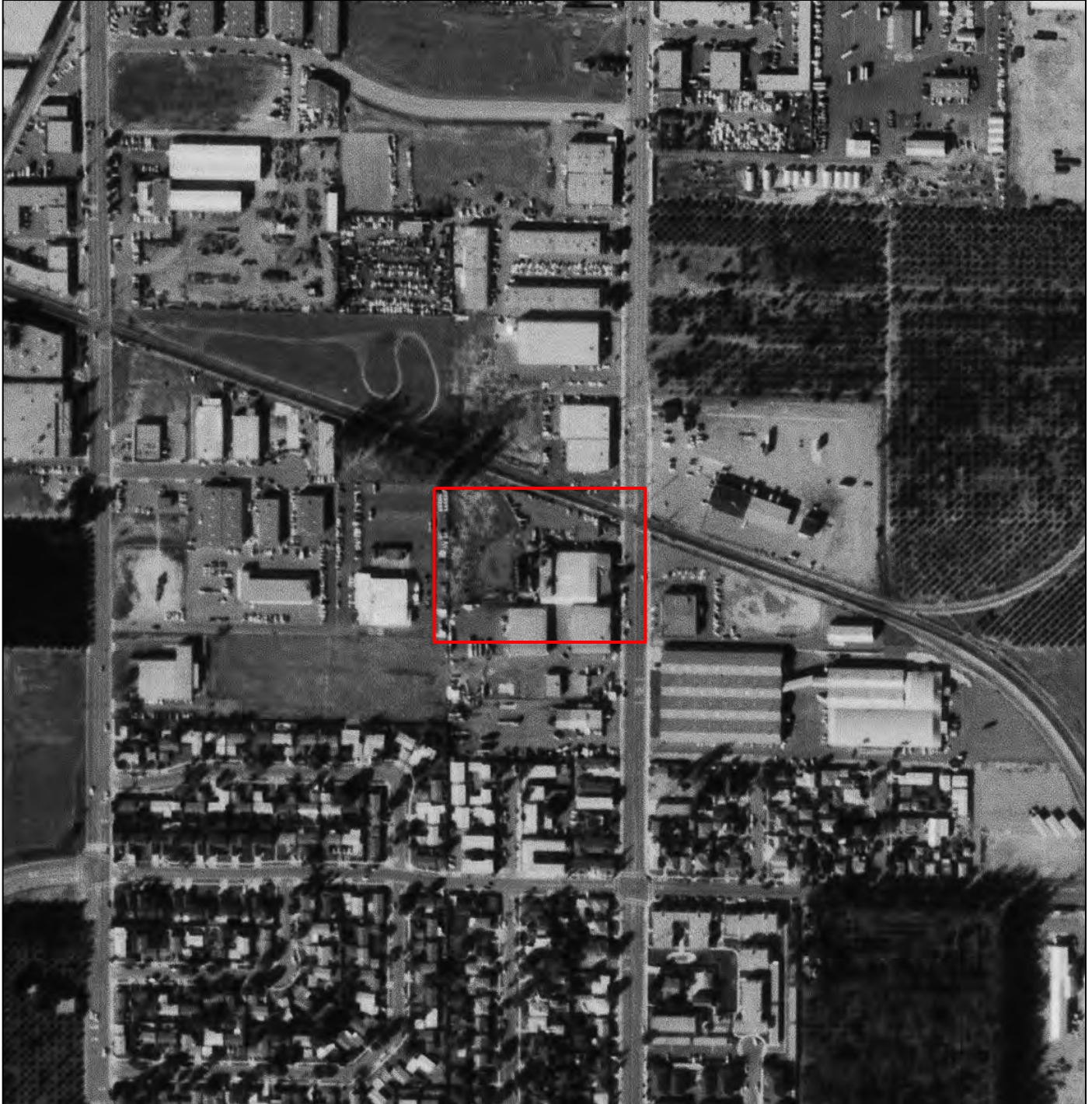
1957 aerial of the evaluated property and surrounding area. The property is highlighted in red. It was initially improved in 1956 with the construction of a commercial/industrial use building for the Kerns Pacific Corp. Source: Frame Finder, UC Santa Barbara Library.



1960 aerial of the evaluated property and the surrounding area. The evaluated property is highlighted in red.
Source: Frame Finder, UC Santa Barbara Library.



1963 aerial of the evaluated property and the surrounding area. The property is highlighted in red. The spur line first appears on the 1963 aerial. Later that year a two-story 1,920-sq-ft addition was constructed appended to the northeast corner of the east elevation. By the 1960s, much of the agricultural lands that once defined the city were replaced with residential, commercial, and industrial-use buildings.
Source: Earth Explorer.



1972 aerial of the evaluated property and the surrounding area. The property is highlighted in red. In 1966, a two-story 3,400-sq-ft addition was made to the existing building appended to the west elevation. Source: Frame Finder, UC Santa Barbara Library.



1994 aerial of the evaluated property and the surrounding area. In 1983, an ancillary industrial building was constructed toward the far southwest corner of the parcel.

Source: Google Earth.

Newspaper and Genealogical Database Search Results for Owners and Occupant

California Plant

L. R. Kerns Co. has opened a Kerns Pacific Corp. at Orange, Calif., for the production of industrial metal processing compounds.

Source: *Chicago Daily News*, April 17, 1957.

Resource Name or #: 630 N. Batavia Street

Page 32 of 35



The subject property was improved in 1956 with the construction of a commercial/industrial building for the Kerns Pacific Corp, a subsidiary of the Kerns United Corporation.

Source: *The Times*, December 4, 1960

Resource Name or #: **630 N. Batavia Street**

Page **33** of **35**

**Industry
To Build
In Cal City**

Ground will be broken Wednesday for the executive, sales and general office building of Kerns United Corp. on an 8.5 acre site northeast of the Burnham avenue-State street intersection in Calumet City.

Hailed by city officials as the first industry to build major facilities in Calumet City in many years, Kerns is said to be the largest exclusive manufacturer of specialized industrial lubricants.

• • •

THE ONE-STORY building will be the national headquarters for the firm, which now has its offices at 2647 E. 97th St., Chicago. A subsidiary plant, Kerns Pacific Corp., is located in Orange, Calif.

No completion date has been scheduled for the new 7,000 square foot building, which will house some 70 employes who now work at the Chicago headquarters. The manufacturing facilities now located at the Chicago site will eventually be moved to the Calumet City location, according to President B. L. Smalley.

Architect Robert C. Taylor said the office building "will be of contemporary industrial design, utilizing color ceramic materials on the exterior." The front will be made of blue terra cotta.

• • •

SOME of the major products of Kerns are cutting, grinding, drawing, forging and cleaning compounds, cling oils, rolling oils, rust preventitives and specialized greases.

Smalley said the firm chose the Calumet City location because it offered space for expansion and is conveniently located within commuting distance of most of the present employes.

The firm will lease the site from its owner, the Pennsylvania Railroad. It adjoins the right-of-way of the Indiana Harbor Belt Railroad, a Pennsylvania subsidiary.

Kerns United Corp. had several branched throughout the country including in Indiana, Illinois, and California.
Source: *The Times*, December 13, 1960.

Spokesman Appointed At Ingalls

Source: *The Times*, December 6, 1965.

HARVEY — Mrs. Marion L. Delsing, South Holland, has been named director of public relations for Ingalls Memorial Hospital.

Announcement of the appointment was made by Mrs. L. C. Mortrud, hospital administrator.

Mrs. Delsing was formerly director of advertising and public relations for Kerns United Corps., Chicago, where she was employed for 17 years.

She attended De Paul and Northwestern Universities and the University of Oklahoma, studying communications, advertising marketing and newswriting.

While with Kerns, she was responsible for the advertising and public relations programs for the firm's three subsidiaries: Kerns Pacific Corp., Kerns Lubricants and Keystone Lubricating Co.

She has lived in South Holland the past 14 years.

CONTINUATION SHEET

Primary# _____

HRI# _____

Trinomial# _____

Resource Name or #: 630 N. Batavia Street

Page 35 of 35

ACTIVE IN ACQUISITIONS

Both companies have been moderately active on the acquisition front in recent years. Pennsalt Chemicals acquired Kerns United Corp. this year and R. H. Miller Co. in 1967 while major deals since 1962 brought in Sharples Corp., F. J. Stokes Corp. and S. S. White Co. Wallace & Tiernan's pickups have included Food Industries Corp. this year, Hills-McCanna Co. and Automatic Power, Inc., in 1967 and Pharmacraft Laboratories in 1964.

Sales of both concerns are running ahead of 1967 levels but Pennsalt's profits are slightly higher and Wallace & Tiernan's net is trailing a year ago.

In the nine months ended Sept. 30, Pennsalt's profits rose to \$9,006,000, or \$1.70 a share,

In 1968, the company was acquired by Pennsalt Chemical, a company that specialized in the production of industrial-use chemicals and pharmaceuticals.
Source: *Philadelphia Inquirer*, November 8, 1968.