# CULTURAL RESOURCES ASSESSMENT

**COLLINS/GLASSELL NORTHERN GATEWAY PROJECT**

**887 NORTH GLASSELL STREET**

**CITY OF ORANGE**

**ORANGE COUNTY, CALIFORNIA**

LSA

November 2020

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## 887 NORTH GLASSELL STREET

## CITY OF ORANGE

## ORANGE COUNTY, CALIFORNIA

Prepared for:

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LSA Project No. LPR1701

**National Archaeological Data Base Information:**

*Type of Study*: Records Search, Survey, Architectural Evaluation
*USGS Quadrangle*: *Orange, California*
*Resources Evaluated:* 305 S. Main Street (30-160057)
*Acreage*: ~0.5

LSA

November 2020

# MANAGEMENT SUMMARY

LSA conducted a cultural resources assessment for the Collins/Glassell North Gateway Project, which involves properties located at 887 North Glassell Street (Assessor's Parcel Number [APN] 386-591-01) and 305 South Main Street (APNs 390-618-19, 20, 21, and 22) in the City and County of Orange, California. The assessment included a records search, archival research, field surveys, an impacts analysis, and this report. The report was originally prepared in September 2019 and, in response to comments from City staff and minor design changes, was revised in February and May 2020. In November 2020, the report was revised to address minor design changes, as well as comments provided by the Design Review Committee (DRC).

The North Glassell Street property is approximately 12,000 square feet and is currently undeveloped but at times is used to store construction materials. The S. Main Street property is approximately 20,000 square feet and developed with a 1920s former gas station building (APN 390-618-20). Some properties along this portion of Main Street, including 305 S. Main, are being considered for recycling/ redevelopment, due in part to the combination of old uses and the existing zoning of Neighborhood-Mixed Use District (NMU-24). Redevelopment of 305 S. Main Street is anticipated and would almost certainly result in the demolition of the historic-period building. The proposed project would preserve the former gas station by relocating it, as well as related signage consisting of a light standard/mast-arm sign and a pole sign, to the North Glassell Street property. At the new site, the former gas station and signs will be adaptively reused in conjunction with a proposed new commercial building and related parking. The City, as Lead Agency for the project, required this study for both properties as part of the environmental review process to comply with the California Environmental Quality Act (CEQA).

The purpose of the study is to provide the City with the necessary information and analysis to determine, as mandated by CEQA, whether the proposed project would cause substantial adverse changes to any historical/archaeological resources that may exist in or around the project area. In order to identify and evaluate such resources, LSA conducted a historical/archaeological resources records search, pursued historical background research, and carried out intensive-level field surveys.

As a result of these efforts, no potential cultural resources were identified on the property at 887 North Glassell Street. This vacant property was formerly occupied by a service station, including several underground fuel tanks. In February 2013, a geophysical survey was conducted by Subsurface Surveys & Associates, Inc., as part of a Phase II Subsurface Environmental Investigation Report prepared by Black Rock Geosciences (February 2013). Five separate borings ranging from 12 to 20 feet were drilled in the locations of the former underground fuel tanks and dispenser islands. The purpose of the survey and Phase II report was to affirm that the tanks and accompanying piping did not exist and that the soils did not contain contaminants at unacceptable levels. No evidence of the tanks or accompanying dispensing piping was revealed and all soil samples were below any threshold of contamination. In order to remove the tanks, the majority of the site would have warranted excavation to approximately 8 to 10 feet below ground surface. Although no archaeological records were found regarding this excavation, it is safe to assume that this degree of disturbance would have revealed cultural materials and/or destroyed any potential cultural materials. Furthermore, a review of the Prehistoric and Historical Archaeological Sensitivity Maps in the City's General Plan reveals that

the property is not in an area that was previously identified by the City as potentially sensitive for archaeological resources. Therefore, no archaeological monitoring is proposed for this part of the project area.

On the 305 S. Main Street property, a circa 1928 former gas station building was documented and evaluated. The gas station was previously evaluated in 1982 and 1991, as eligible for listing in the National Register of Historic Places (National Register) under Criteria A and C. According to the 1982 evaluation, the building was primarily significant for its unique architecture and secondarily significant for its association with 1920s automotive history. In 1991, a Historic Building Inventory Update form was completed that reiterated much of what was included in the 1982 form. This information appears to have been transferred onto DPR forms in 2010 along with a 2010 photograph and references, although the recording and evaluation dates are listed as October 1991. The previous evaluations do not provide a detailed construction history, a discussion regarding alterations/additions, or any information about previous owners/operators. The California Office of Historic Preservation's Built Environment Resource Directory (2020) lists the property at 305 S. Main Street as eligible for designation under the local ordinance.

Research conducted for this study revealed that the gas station has sustained alterations to its design, materials, and setting. Although the current configuration with the sweeping eaves extending over pump islands on the east and west sides of the building is thought to be the original design, research was unable to verify this. In 1975, a news photograph showed that the east side of the building was enclosed and there was only one pump island (west side of the building). As a result of research and a field survey, it was determined that the doors, exterior plaster, concrete block pump islands, and pole signs are not original (i.e., circa 1928), although some date to the historic-period (pre-1971). Other changes include removal of the gas pumps, elimination of vehicular access to the pump islands, and elimination of access to W. Palmyra Avenue from the west pump island. In addition, the semi-rural historic setting, once dominated by citrus groves and residences, has transitioned to a densely developed suburban landscape. Because of these alterations and the uncertainty regarding the original design and materials, the building does not retain enough integrity to meet the criteria for listing in the National Register. However, the California Register of Historical Resources (California Register) allows more leeway in terms of integrity; therefore, LSA recommends the former gas station as eligible for listing in the California Register under Criteria 1 and 3 at the local level for its association with early 20$^{th}$ century automotive culture and the golden age of gas station construction (1920–1940) and as a distinctive example of a property type (i.e., a gas station). Therefore, it is a "historical resource" as defined by CEQA.

In order to determine whether the project would result in any substantial adverse changes to the historical significance of the former gas station, LSA completed an impacts analysis using the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*SOIS*). The intent of the *SOIS* is to facilitate long-term preservation by providing a process that makes a contemporary use possible while preserving the significance of the resource. Projects that comply with these Standards are considered to be mitigated to a level that is less than significant. As discussed in the *California Office of Historic Preservation Technical Bulletin 6*, relocation of significant resources is discouraged unless the purpose is to prevent loss of the resource. Therefore, LSA also took into consideration whether the relocation alone would render the building ineligible for listing in the California Register. Based on that analysis,

LSA recommends that the proposed project will not result in a substantial adverse change to the historical significance of the former gas station building if recommended mitigation measures (see below) are implemented. With the application of these mitigation measures, the City may make a finding of *Less Than Significant Impact with Mitigation Incorporated* for historical resources.

There are no known significant archaeological resources within either property; however, because the 305 S. Main property has been developed with the former gas station and associated underground storage tanks since the late 1920s, there is a likelihood of intact subsurface cultural resources. Therefore, potential for subsurface cultural deposits is moderately high in the area surrounding the former gas station and monitoring by a qualified archaeologist is recommended (see below). No monitoring is recommended for the 887 North Glassell Street site.

## RECOMMENDED MITIGATION MEASURES

1. Prior to issuance of a permit to relocate the building or the related pole signs, documentation of the existing condition shall be completed in a manner similar to the Historic American Building Survey (HABS) Level II standards. Documentation shall include digital photographs (site overviews and detail shots of the building and signs in their current and proposed locations), a written historic narrative similar to this report, and a measured site plan. Copies of this information shall be provided to the City, the History Center at the main branch of the local library, and the Orange County Archives.
2. A historic architect and/or qualified architectural historian shall review the final relocation/ reconstruction plans to ensure retention of the character-defining features and integrity of the building and pole signs.
3. A historic architect or qualified architectural historian is required to monitor the relocation and reassembly of the former gas station building and pole signs at 887 North Glassell Street.
4. Monitoring by a qualified archaeologist is required during removal/relocation of the gas station building at 305 S. Main Street since the potential for subsurface cultural deposits is moderately high in the area surrounding the building. No monitoring is recommended for the 887 North Glassell Street site.
5. Prior to issuance of a certificate of occupancy, the owner shall install a historical display in a visually prominent location, such as the exterior of the building. The display must include a map that clearly shows the building's original location. It should detail the history of the building, including photographs of the building at its original location and photographs or video of the dismantling and relocation process, and identify all modern features such as the windows, doors, and pump islands. The design and proposed location of the display shall be submitted to the appropriate City staff and/or reviewing body for review and approval prior to installation. It is suggested that the owner consider designing the display in a manner that incorporates or references a historic-period gas pump, sign, or other gas station feature.
6. In order to more closely replicate the existing spatial relationships, the light standard/mast-arm sign shall be moved to the northwest corner of the on-site planter adjacent to Glassell Street and the pole sign shall be moved to the north property line in the on-site planter adjacent to Collins

Avenue. The final locations shall be subject to review and approval by City historic preservation staff prior to issuance of a certificate of occupancy.

In addition, the following standard regulatory compliance measures regarding buried cultural resources are required in conformance with Section 15064.5(e) of the *CEQA Guidelines*, PRC Section 5097.98, and State Health and Safety Code Section 7050.5.

- If buried cultural materials are encountered during earthmoving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
- In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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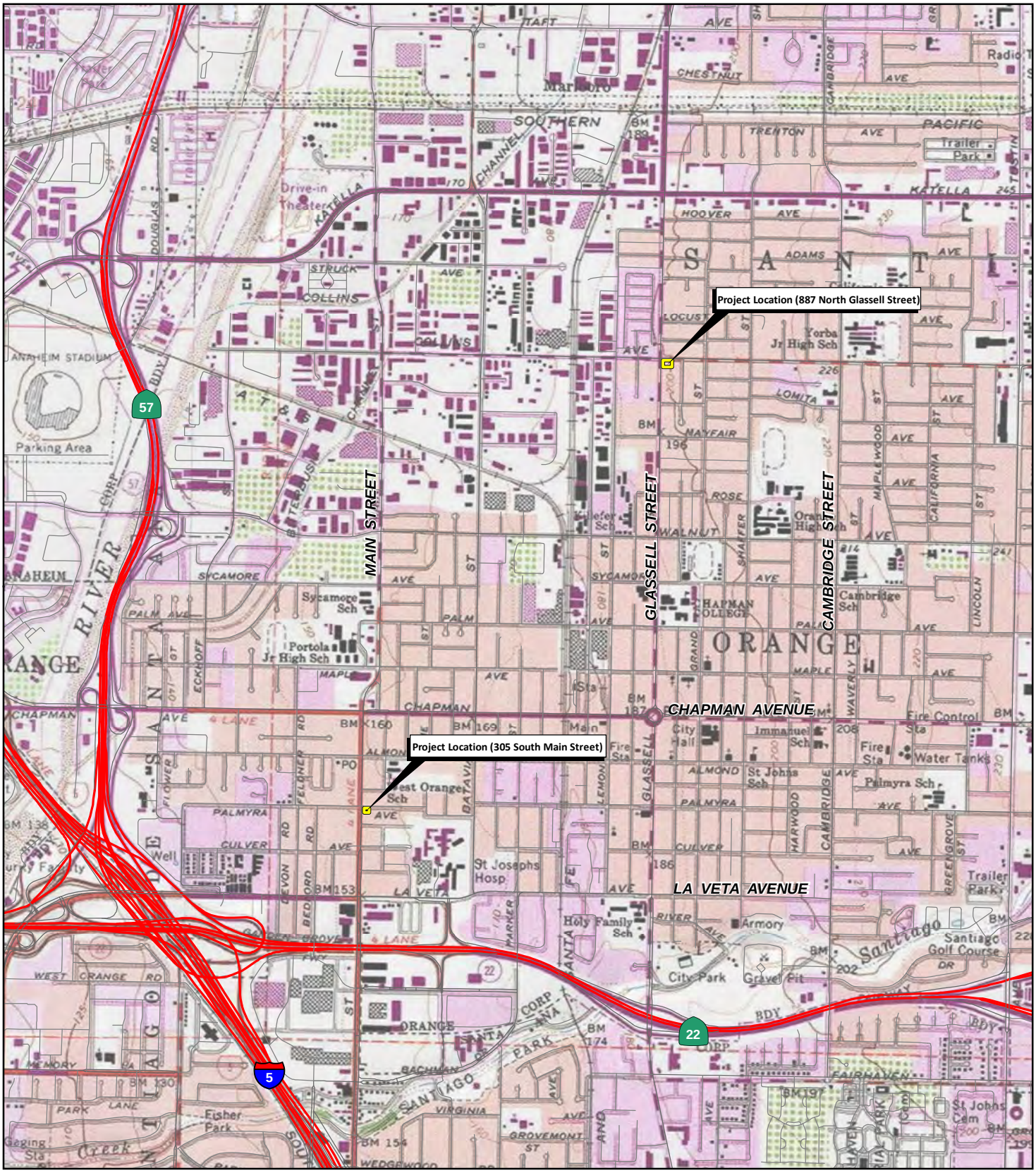
# INTRODUCTION

At the request of LP3 Architecture, Inc., LSA performed a cultural resources study on two properties in the City and County of Orange, California (Figures 1 and 2). The subject properties, 887 North Glassell Street (APN 386-591-01) and 305 S. Main Street (APNs 390-618-19, 20, 21, and 22), are located in Township 4 South, Range 9 West, San Bernardino Baseline and Meridian, as depicted on the United States Geological Survey (USGS) *Orange, California* 7.5-minute topographic quadrangle map. The study is part of the environmental review process for a proposed commercial development at 887 North Glassell Street that includes relocation and reuse of the former gas station building at 305 S. Main Street to the Glassell Street property. The City, as Lead Agency for the project, required the study in compliance with CEQA (PRC § 21000, et seq.).

LSA performed the present study to provide the City with the necessary information and analysis to determine, as mandated by CEQA, whether the proposed project would cause substantial adverse changes to any historical/archaeological resources that may exist in or around either property. In order to identify and evaluate such resources, LSA conducted a historical/archaeological resources records search, pursued historical background research, and carried out intensive-level field surveys. This report is a complete account of the methods, results, and final conclusion of the study.




LSA

FIGURE 1

N

0 1000 2000
FEET

*Collins/Glassell Retail Project*
*Cultural Resources Assessment*
Regional and Project Location

SOURCE: USGS 7.5' Quads: Orange & Anaheim, 1981, CA; ESRI Streetmap, 2013.

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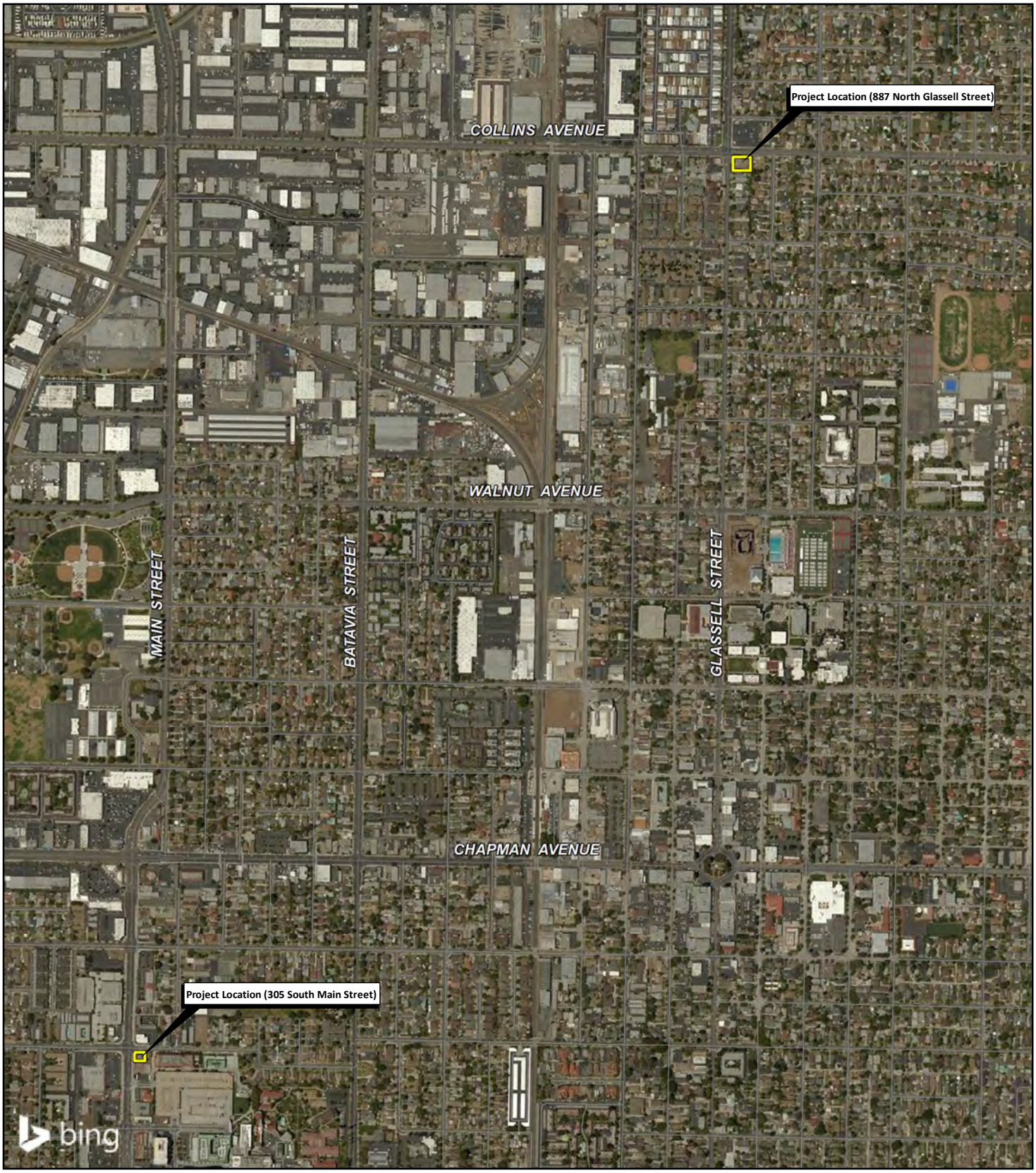


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FIGURE 2

N

0 500 1000
FEET

*Collins/Glassell Retail Project*
*Cultural Resources Assessment*
Project Areas

SOURCE: Bing Aerial, 2014; ESRI Streetmap, 2013.

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# SETTING

## NATURAL SETTING

The natural setting of the project vicinity is presented based on the underlying theoretical assumption that humans and human societies are in continual interaction with the physical environment. Being an integral and major part of the ecological system, humans adapt to the environment through technological and behavioral changes. Locations of archaeological sites are based on the constraints of these adaptations, whether it is proximity to a particular resource, topographical restrictions, or shelter and protection. Sites will also contain an assemblage of artifacts and ecofacts consistent with the particular interaction.

### Hydrology

The project region is characterized by a temperate climate, with dry, hot summers and moderate winters. Rainfall ranges from 12 to 16 inches annually (Beck and Haase 1974). Precipitation usually occurs in the form of winter rain, with warm monsoonal showers in summer. The nearest source of water is the Santa Ana River which, prior to channelization, drained southwesterly toward the Pacific Ocean. The Santa Ana River channel is less than a mile west of the 305 S. Main Street parcel.

### Biology

At an elevation of approximately 160 feet above mean sea level (amsl), the project is within the Lower Sonoran Life Zone of California (Schoenherr 1992), which ranges from below sea level to 3,500 feet amsl. Natural vegetation has been removed from the project by development and the only pioneer species noted on the property were xeric grasses. Landscaping vegetation includes oak, sycamore, and fan palm trees as well as various shrubs. Extensive fauna are known locally, including many endemic species of reptiles, birds, and insects.

### Geology

The project area is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin (California Geological Survey 2002; Norris and Webb 1976). The province is approximately 225 miles wide, extending from the Colorado Desert in the east, across the continental shelf to the Southern Channel Islands (Santa Barbara, San Nicolas, Santa Catalina, and San Clemente) in the west (Sharp 1976). This region is characterized by a series of mountain ranges separated by northwest-trending valleys subparallel to faults branching from the San Andreas Fault. The geology of this province is similar to that of the Sierra Nevada, with granitic rock intruding into the older metamorphic rocks.

## CULTURAL SETTING

### Prehistory

Chronologies of prehistoric cultural change in Southern California area have been attempted numerous times, and several are reviewed in Moratto (2004). No single description is universally accepted as the various chronologies are based primarily on material developments identified by

researchers familiar with sites in a particular region and variation exists essentially due to the differences in those items found at the sites. Small differences occur over time and space, which combine to form patterns that are variously interpreted.

Currently, two primary regional culture chronology syntheses are commonly referenced in the archaeological literature. The first, Wallace (1955), describes four cultural horizons or time periods: Horizon I – Early Man (9000–6000 BC), Horizon II – Milling Stone Assemblages (6000–3000 BC), Horizon III – Intermediate Cultures (3000 BC–AD 500), and Horizon IV – Late Prehistoric Cultures (AD 500–historic contact). This chronology was refined (Wallace 1978) using absolute chronological dates obtained after 1955.

The second cultural chronology (Warren 1968) is based broadly on Southern California prehistoric cultures and was also revised (Warren 1984; Warren and Crabtree 1986). Warren's (1984) chronology includes five periods in prehistory: Lake Mojave (7000–5000 BC), Pinto (5000–2000 BC), Gypsum (2000 BC–AD 500), Saratoga Springs (AD 500–1200), and Protohistoric (AD 1200–historic contact). Changes in settlement pattern and subsistence focus are viewed as cultural adaptations to a changing environment, which begins with gradual environmental warming in the late Pleistocene, continues with the desiccation of the desert lakes, followed by a brief return to pluvial conditions, and concludes with a general warming and drying trend, with periodic reversals that continue to the present (Warren and Crabtree 1986).

## Ethnography

The project area is near the intersection of the traditional cultural territories the Gabrielino (Kroeber 1976; Heizer 1978). The first written accounts of these southern California tribes are attributed to the mission fathers, and later documentation was by others indicated below after each section.

### *Gabrielino*

The territory of the Gabrielino included portions of Los Angeles, Orange, and San Bernardino Counties during ethnohistoric times, and also extended inland into northwestern Riverside County (Kroeber 1976; Heizer 1968). It encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys, foothills, and mountains (Bean and Shipek 1978).

The Gabrielino caught and collected seasonally available food resources, and led a semi-sedentary lifestyle, living in permanent communities along inland watercourses and coastal estuaries. Individuals from these villages took advantage of the varied resources available. Seasonally, as foods became available, native groups moved to temporary camps to collect plant foods such as acorns, buckwheat, chía, berries, and fruits, and to conduct communal rabbit and deer hunts. They also established seasonal camps along the coast and near bays and estuaries to gather shellfish and hunt waterfowl (Hudson 1971).

The Gabrielino lived in small communities, which were the focus of family life. Patrilineally linked, extended families occupied each village (Kroeber 1976; Bean and Smith 1978). Both clans and villages were apparently exogamous, marrying individuals from outside the clan or village (Heizer 1968). Gabrielino villages were politically independent and were administered by a chief, who inherited his

position from his father. Shamans guided religious and medical activities, while group hunting or fishing was supervised by individual male specialists (Bean and Smith 1978).

The Gabrielino were described by Johnston (1962), Blackburn (1962–1963), Hudson (1971), and others.

## Orange

The history and development of Orange is well-documented and several good summaries of its history have been prepared and are readily available. The following narrative contains consolidated sections of a history authored by notable local/regional historian Phil Brigandi for the Orange Public Library (2011). To read it in its entirety and with accompanying photographs, visit http://www.cityoforange.org/localhistory/oldtowne/index.htm.

> In the 1860s, the vast Rancho Santiago de Santa Ana had been broken up, opening the way for the founding of several new communities. Los Angeles attorneys Alfred Beck Chapman and Andrew Glassell acquired about 9,400 acres of the old Mexican rancho. In 1870 they had several thousand acres near the northern end of the rancho subdivided into large parcels (40, 80, and 160 acres) and placed them on the market. Captain *[William T.]* Glassell, Andrew's brother, served as sales agent.
>
> Downtown Orange began in the center of the Plaza. In the summer of 1871, Captain William T. Glassell drove a survey stake at the common corners of sections 29, 30, 31, and 32, and laid out a townsite originally known as Richland. In the center, where the two main streets crossed, eight lots were set aside to create a Plaza Square.
>
> When the town of Richland was laid out a year later, several factors determined its location. The area was open and generally level, sloping gradually down towards the confluence of Santiago Creek and the Santa Ana River. The stage road from Los Angeles to San Diego passed not too far west of the townsite. But most importantly, it could be irrigated from the Santa Ana River. In order to develop this site, Chapman and Glassell had to buy another large parcel adjoining their lands. In 1871 an irrigation ditch was dug from the river following the natural contour down to the townsite. (Canal Street, behind the Mall of Orange, still marks part of its curving path.) A reservoir was created at the northeast corner of Chapman and Shaffer, and iron pipe laid under the street down to the Plaza.
>
> The original Richland townsite was made up of eight city blocks, from Grape Street (now Grand) on the east, to Lemon Street on the west; and from Walnut Avenue (now Maple) on the north to Almond Avenue on the south. Surrounding the townsite were ten-acre plots known as the Richland Farm Lots. The townsite and farm lots covered one square mile.
>
> When the community applied for a post office in 1873, they discovered that there was already a town of Richland in Northern California, so the community was renamed Orange. Local legend says the new name was chosen in a poker game, but in fact, it was chosen for its promotional value. Oranges, and other semi-tropical crops, were becoming identified with Southern California, and there was already talk of forming a separate "Orange County." What's more, the Glassell family had once lived in Orange County, Virginia, on what they called the Richland plantation.

**Pioneer Days (1870–1885).** The first building in Orange was Captain W.T. Glassell's home and tract office, which stood on the south side of Chapman Avenue, just west of the Plaza. As the 1870s moved on, a smattering of wooden store buildings went up, most of them along Glassell Street. The first two-story building downtown, the Beach Building, was completed in 1874. In 1875, the Plaza Hotel was built of concrete and adobe. By 1885 a small business district had developed, with several general stores, livery stables, and even a newspaper office.

**Boom & Bust (1885–1900).** In 1886–88, following the arrival of the Santa Fe Railroad, Southern California experienced its most frantic real estate "boom," and Orange came along for the ride. The first brick building downtown was built in 1885, and several more followed, including the two-story Bank of Orange building (1887), and the three-story Rochester Hotel.

Civic improvement was the order of the day. The Plaza was created in 1886, and the original fountain installed in 1887. The first streetlights went in downtown, and residents could ride streetcars to Santa Ana, Tustin, or El Modena. The railroad reached Orange in 1887, and a year later the city incorporated. Many of the farm lots around downtown were subdivided for residential development, and many new streets were opened up. The names of some of Orange's best known pioneers are preserved in the tract names—Shaffer, Grote, Harwood, Chubb, Lockwood, Gardner, Beach, Kogler, Cauldwell, and Culver.

But the "boom" was built on speculation, and it collapsed in 1888. Many of the residential lots sold during the boom were later sold for taxes, and most of the subdivisions reverted to agricultural land. About this same time, a mysterious disease (now known to be *aphylloxera*) destroyed most of the vineyards that had been the backbone of the local economy. More and more ranchers began to plant oranges, but it would be several years before the trees matured and the local economy revived.

**Growing Up (1900–1920).** Orange's economy expanded rapidly in the early 20th century, and downtown grew with it. Most of the landmark buildings around the Plaza were built during this period, and residential construction increased, spreading further and further out from the center of town. Instead of single store buildings, downtown businessmen and investors built "blocks" of connected storefronts, with the upper floors often reserved for apartments or meeting rooms.

As downtown Orange grew up, residents no longer needed to go to Santa Ana or Anaheim for major shopping. Saturday nights, the streets around the Plaza would be crowded with people, doing their shopping for the week. By the end of the First World War, most of the land around downtown Orange was subdivided for residential neighborhoods.

**Growing Out (1920–1950).** After World War I, businesses began moving further and further west from downtown. State Highway 101 came down West Chapman as far as Main Street *[two blocks north of 305 S. Main Street where the former gas station is located]*, before turning south *[on Main Street and passing the former gas station]* toward Santa Ana. A little business district developed at the corner. Since it was midway between Orange and Santa Ana, it was dubbed "Orana."

Orange also began to develop an industrial strip along either side of the Santa Fe railroad tracks. Local packing houses had always been close to the railroad, but now they were joined by several manufacturing plants, most notably Anaconda Wire & Cable.

In the late 1920s, Orange's first Planning Commission proposed that all of downtown should be done over in the then-popular Mission Revival style. The buildings on the south side of the first block of East Chapman Avenue were remodeled in that style in 1928, complete with red tile and stucco arches, but the coming of the Depression put an end to that project.

Residential development continued in the downtown area. New homes were built, filling in the vacant lots on many blocks, and the last few downtown subdivisions were laid out in the 1920s.

**Suburbanization and Decline (1950–1970).** After World War II, Southern California began to grow rapidly, and Orange came along for the ride. New retail areas developed, most notably along Tustin Avenue. In the early 1970s, both the Mall of Orange (now called The Village at Orange) and The City Shopping Centre (now the site of The Block at Orange) opened. All of these developments drew businesses away from downtown.

In the 1950s, the idea of transforming the Plaza area into a pedestrian mall was first floated, and was widely debated on into the 1960s. In 1965 the City Council went so far as to authorize a feasibility study for a Plaza Mall plan. The idea was still being talked about in 1967, when two young architects proposed a 10-block "Super Plaza" with high-rise apartments all around downtown.

Residential development also moved out away from downtown, as many areas that had once been orange groves or farms were subdivided. By the mid-1950s, the first large-scale tract home developments were being built in Orange, and the City began annexing more and more of these outlying areas. Orange's population grew from just 10,000 in 1950 to over 77,000 in 1970.

As the City's boundaries and population grew, new civic and institutional buildings such as schools, libraries, fire stations, and churches were constructed and many of the older ones were enlarged.

**Rebirth (1970–Present).** The Plaza mall idea had its last gasp in 1969. That same year, Mayor Don E. Smith proposed a "revitalization" of downtown. Not just the Plaza, but the surrounding streets as well. First on the agenda was the Plaza Square. In 1970 the old palm trees in the corners were removed, the streetlights replaced, and new brick sidewalks and planters installed. Phase Two called for moving out onto Chapman Avenue and Glassell Street, but the cost of the Plaza work was higher than expected, and the City Council voted not to spend any more money on the revitalization project.

Major retailers continued to abandon downtown in the early 1970s. In their place, antique stores began to fill in the old storefronts, and by the 1980s they were the major commercial force around the Plaza. In more recent years, they have been joined by more restaurants and cafés, and other businesses. During this same era, people began discovering the downtown residential neighborhoods. By the mid-1970s, historic homes began to rise in price as more and more young families abandoned tract housing to live in the bungalows and Mediterraneans of old downtown Orange.

In the late 1970s, the plaza idea was revived as a historic preservation project for the area, and in 1979 the City formed an Old Towne Steering Committee to develop a plan for the future of downtown Orange. It was decided to continue the brick sidewalks of 1970 out onto the

spoke streets, adding specially designed street furniture. The work on the new streetscapes for North and South Glassell Street was done in 1983. Matching brickwork on East and West Chapman Avenue followed in 1985.

# METHODS

## RECORDS SEARCH

On April 12, 2018, LSA Senior Archaeologist Gini Austerman conducted a cultural resources records search for the project area at the South Central Coastal Information Center (SCCIC) at the California State University Fullerton. The SCCIC houses the pertinent archaeological site and survey information necessary to determine whether cultural resources are recorded within the study area boundaries and which specific areas have been previously surveyed. The research included a review of all recorded historic and prehistoric archaeological sites within one mile of the project, as well as a review of known cultural resource survey and excavation reports. In addition, LSA examined the California State Historic Property Data File (HPD), which includes the National Register, California Historical Landmarks (CHL), California Register, and California Points of Historical Interest (CPHI), various local historic registers, and historic maps.

## ARCHIVAL RESEARCH

LSA completed archival research at various times from November 2017 to November 2020. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the project area. Sources included, but were not limited to, online sources, published literature in local and regional history, news articles, historic aerial photographs, and historic maps. A complete list of all references is included at the end of this report.

## ARCHAEOLOGICAL FIELD SURVEY

On April 12, 2018, Ms. Austerman visited both properties; the 887 N. Glassell Street property was not accessible due to construction fencing of the perimeter. Portions of the 305 S. Main Street property were surveyed in systematic parallel transects spaced by approximately 10 meters (approximately 30 feet), where possible. Special attention was given to areas of exposed soil for surface artifacts and features and to stratigraphy and rodent burrows for evidence of buried midden. The purpose of this survey was to identify and document—prior to the beginning of ground-disturbing activities—any cultural resources and thus also to identify any area(s) that might be sensitive for buried cultural resources.

Subsequent to the 2018 survey of 887 N. Glassell Street, the fencing was removed on May 6, 2020. LSA Archaeologist Ivan Strudwick conducted an intensive cultural resources survey of the property. During the survey, Mr. Strudwick walked the property following parallel linear transects separated by 10 to 15 feet and some areas were intensively surveyed. Mr. Strudwick also took photographs of the property.

## ARCHITECTURAL SURVEY

On October 31, 2017, LSA Architectural Historian Casey Tibbet conducted the intensive-level architectural survey of the former gas station located at 305 S. Main Street. During the survey, Ms. Tibbet took numerous photographs of the exterior of the building and its setting. In addition, she made detailed notations regarding the structural and architectural characteristics and current conditions of the building and associated features. She also examined the sheds on the adjacent

parcels for any indication that they were related to the gas station use and conducted a brief reconnaissance survey of the vicinity to determine whether the project area is within a potential historic district. On November 14, 2017, LSA Architectural Historian Gene Heck conducted a follow-up survey and photographed the light standard/mast-arm sign and pole sign related to the former gas station.

The property at 887 N. Glassell Street was not surveyed by an architectural historian since there are no historic-period buildings, structures, or features on it.

# RESULTS

## RECORDS SEARCH

Data from the SCCIC indicate that there have been 32 previous cultural resource studies conducted in the records search area, none of which includes the project. Thirteen cultural resources have been mapped within the one-mile radius of the project, none of which is located within the project parcels. Of the 13 resources, two are historic districts (30-158679 and 30-159932), which consist of over 1,300 properties, many of which are listed in the National Register, one is a railroad alignment, and 10 are historic-period buildings/features. No prehistoric resources have been documented within one mile of the project.

The Old Towne Orange Historic District (30-159932) was added to the National Register in 1997 and encompasses a one-mile square area that contains over 1,300 homes and other types of buildings. The structures within the District represent more than 50 different architectural styles and exemplify life in Orange between the years of 1888 and 1940. The Plaza Historic District (30-158679) includes 53 buildings, 35 of which are listed in the National Register.

A review of the HPD listed the property at 305 S. Main Street (30-160057) as a 1927 Mobile Gas Station with a status code of 5S2, individual property eligible for local listing or designation. This property was not noted in the SCCIC database. Table A provides the list of cultural resources that are documented and mapped at the SCCIC.

**Table A: Documented Resources Mapped at the SCCIC**

| Primary # | Site Description |
|---|---|
| 30-158658 | 172 N. Glassell Street; Pantages/Orange Theater |
| 30-158679 | The Plaza Historic District; 53 buildings 35 of which are National Register listed |
| 30-158680 | Intersection of Chapman/Glassell; The Orange Plaza developed in 1886 |
| 30-158686 | 333 N. Glassell Street; Chapman College; built in 1913 |
| 30-158759 | 163 South Cypress Street; Parker House built in 1887 |
| 30-158935 | 185 South Center Street; St. John's Lutheran Church built in 1913 |
| 30-159075 | 192 South Orange Street; First Baptist Church of Orange; built in 1893 and National Register listed |
| 30-159124 | 205 E. Palmyra, Orange; C.Z. Culver House built in the 1880s and National Register listed |
| 30-159820 | 414 East Chapman Avenue, Orange; Lewis Ainsworth House built in 1910 |
| 30-159886 | 370 North Glassell; Orange Intermediate School/Central Grammar School; National Register listed |
| 30-159932 | Old Town Orange Historic District; 1,750+ properties listed in the National Register |
| 30-161827 | 2900 North Flower Street, Santa Ana; Smiley House built in 1911 and National Register listed |
| 30-176663 | Burlington Northern and Santa Fe Railway |

## ARCHIVAL RESEARCH

This section provides historical information about the project area, previous studies involving the project area that were not found as part of the records search, and a historical overview of gas stations.

## Project Area

As previously noted, a 2018 environmental report revealed that the property at 887 N. Glassell Street was previously developed with a gas station. However, since it is not currently developed, no additional research was conducted.

No original building permits were found for the building at 305 S. Main Street nor was any Sanborn Fire Insurance map coverage for this property; however, according to Phil Brigandi, noted local historian, the building was constructed around 1928 and was first operated by Fritz Christiansen and Carl Grow (Brigandi 2017). This is supported by a mortgage document dated June 26, 1928, which lists Marine Refining Corporation as mortgagee and service station proprietors F.J. Christiansen and his wife Edith and Carl E. Grow and his wife Clara as the mortgagors (Mortgage 1928:186). The document further indicates that the mortgagors transferred all rights to the property to Peter and Emilie K. Goddicksen who then leased it back to Carl Grow (Ibid.). The property as described in the document included "a store room, dwelling and garage building" (Ibid.).

Fritz J. Christiansen was born around 1880 in Denmark and immigrated to the United States in 1905 (Ancestry.com var.). In 1926, he was listed as a cabinet maker and was living with his wife, Edith M., in Portland, Oregon (Ibid.). Carl Emerson Grow was born in Illinois in 1899 (Ibid.). A 1927 news article states that Grow, who lived in Montana, was in Stanton (approximately five miles west of Orange) visiting the Rutledge family (*Santa Ana Register* 1927). The following year (1928), another article lists both Grow and Christiansen as guests at J.H. Rutledge's 69th birthday celebration in Anaheim (*Santa Ana Register* 1928).

In 1929, Christiansen & Grow service station is listed in the Orange County directory at 305 S. Main and Christiansen & Grow grocery is listed at 313 S. Main (Western Directory Company 1929). At that time, the Christiansens were living at 1309 Palmyra Place and the Grows were living on site at 313 S. Main Street (Ibid.). In December 1934, Emilie Goddicksen, now a widow, canceled the lease (Cancellation [sic] of Lease 1934). In 1935, City directories list Carl Grow, a salesman for Gilmore Oil Company, living on East Sycamore and Fritz Christiansen as a carpenter (Ancestry.com var.). Christiansen and Grow appear to have had no further association with the property.

Beginning in 1935, Oscar Stoller is listed as operating a service station and grocery at 305–313 S. Main (Ancestry.com var.). Oscar was born in South Dakota in 1901 and came to California in 1925 (Ancestry.com var.; *The Tustin News* 1977). In 1927, Oscar married Elsie K. Goddicksen, daughter of Peter and Emilie Goddicksen (*The Tustin News* 1977; Figure 3). In 1930, Oscar was listed as a salesman at a dairy and in 1932 he was listed as a mechanic (Ancestry.com var.). The Stollers, along with their son Marvin, lived at 313 S. Main Street from at least 1939 to 1950 (Ibid.). For at least the first few years, the Stollers operated the gas station and the grocery, but in 1949 and 1950 the gas station was operated by Charles F. Akins who lived on Clark Street (Ibid.). In 1952, the Stollers were listed at 10161 Newport Avenue, Route 1, in Santa Ana and the gas station was operated by Don T. Clark (Ibid.). During the time the Stollers were associated with the property, the area was still largely developed with citrus groves, but by the late 1940s it was beginning to transition from agriculture to a more suburban landscape (Figures 4 and 5).


Figure 3: Oscar and Elsie Stoller 1927. Source: *The Tustin News* 1977.

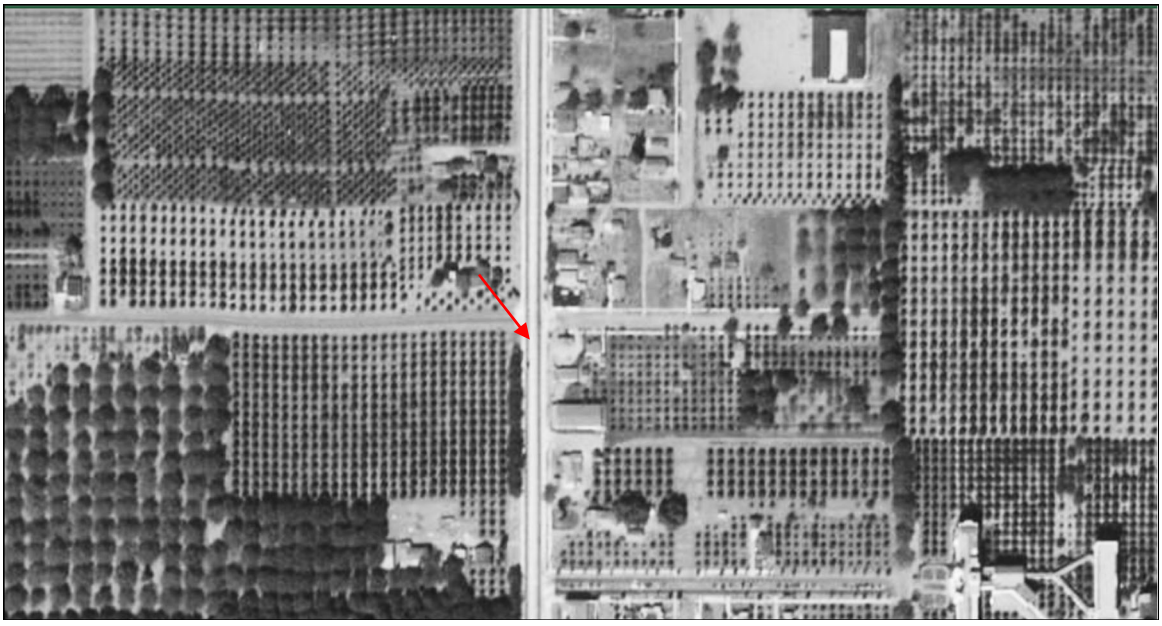

Figure 4: 1931 Aerial Photograph Showing 305 S. Main Street Property. The major north-south street is S. Main Street. Orange County Archives (2020).

Figure 5: 1947 Aerial Photograph showing the 305 S. Main Street property. The north-south street is S. Main Street. Source: Orange County Archives (2017).

Donald Teegarden Clark was born in October 1912 and grew up in Orange on W. Palmyra Avenue with a twin brother (Duncan) and eight other siblings (Ancestry.com var.). His father was a citrus rancher and Don was a third generation Orange County resident (Ibid.; *Los Angeles Times* 1988a). By age 12, Don was "servicing Model A's and Model Ts" and later "owned his own automotive electrical firm" (*Los Angeles Times* 1988a). By 1950, Don was listed as doing automotive repair at 315 W. Chapman Avenue in Orange and living at 334 South Orange Street with his wife Jean (nee Granite) (Ancestry.com var.). That same year, Don and Jean welcomed son Dean Granite Clark (Ibid.). By 1952, Don was the operator of the service station at 305 S. Main Street, but his residence remained at 334 South Orange Street (Ibid.). From 1956 to 1960, voter registration records list Don Clark at 313 S. Main Street, but from 1962 to at least 1974 he is listed at 220 South Feldner Road in Orange (Ibid.).

Building permits indicate that from 1952 to at least 1975, Don leased the property from General Petroleum Company or Mobil Oil (City of Orange var.). In 1952, a permit was issued to hang a Mobilgas sign and additional sign permits were issued in 1960 and 1975 (Ibid.). A newspaper photograph from 1975 shows that the east side of the building was enclosed at that time (Figure 6). In 1980, a permit was issued to owner Don Clark of Don Clark's Mobil Station to repair the office after a car crashed into the building (Ibid.; *Los Angeles Times* 1988a).

In July 1988, according to a *Los Angeles Times* story, the gas station was in jeopardy of losing Mobil as its supplier because it was not doing enough business (*Los Angeles Times* 1988a). In response, Mr. Clark stated that he would not go out of business "unless I'm stepped on and squeezed out" (Ibid.; Figure 7). In August 1988, Clark refused to let a contractor take away his Mobil sign and reiterated his refusal to disassociate with Mobil or close down (*Los Angeles Times* 1988b). According to Mobil Oil Company, the station was selling less than the 200,000 gallons required annually for independent dealers and therefore he was no longer going to be receiving deliveries of gas and would not be able to use the Mobil credit card machine (Ibid.). Don died just two years later in 1990 (Ancestry.com var.). Since then, the gas station has been used for other retail enterprises including most recently, a flower shop.


**OLD-TIME FLAVOR**—Don Clark pumps more than gasoline at his Orange service station which houses many relics of another era.
Times photo by Gary Phelps

Figure 6: 305 S. Main Street in 1975. Source: *Los Angeles Times* 1975.

## Properties Adjacent to 305 S. Main Street

Historic aerial photographs reveal that the large shed on the two parcels (APNs 390-081-21 and 390-081-22) south of 305 S. Main Street was not built until sometime after 1980 and, therefore, does not date to the historic period or warrant further consideration as part of this report (Historicaerials.com var.; County of Orange var.).

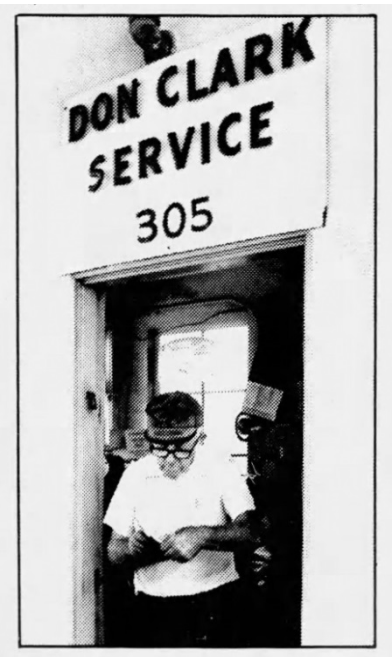


Figure 7: Don Clark at 305 S. Main. Source: *Los Angeles Times* 1988c

Historic aerials from 1972 show buildings in roughly the same location as the two sheds on the property east of the project area (APN 390-081-19); however, they are in an L-shaped configuration (Historicaerials.com var.). The buildings are not visible in the 1980 aerial, but may be partially obscured by a tree. An undated photograph provided by the Orange County Archives shows the gas station in its post-1975/circa 1980 configuration (Figure 8). The flat-roofed storage building and the taller storage building are both visible in the photograph, but there appears to be a large gap between them. The 1982 Historic Resources Inventory sheet prepared for 305 S. Main Street also shows the flat-roofed shed, but the taller shed is not visible from the angle the photo

Figure 8: 305 S. Main with sheds (far right). Source: Orange County Archives.

was taken (Les 1982). Neither the 1982 nor the 1991 evaluations (discussed below) of the gas station mention the sheds on the adjacent parcels and they do not appear to be of the same vintage as the former gas station or contributing features to it. No additional information about the sheds was found.

## Previous Studies

In 1982, a Historic Resources Inventory (HRI) form was completed for the former gas station building at 305 S. Main Street. The form noted that the building was in good condition, appeared to be original, had a unique design, and was an important piece of automobile history (Les 1982). It was assigned a California Historical Resources (CHR) Status Code of 3, which, at that time, was defined as: Appears eligible for National Register to person completing or reviewing form. In 1991, AEGIS apparently completed a Historic Building Inventory Update and reiterated much of what was included in the 1982 HRI form. This information appears to have been transferred onto DPR forms in 2010 along with a 2010 photograph and references, although the recording and evaluation dates are listed as October 1991. That evaluation assigned the property a CHR Status Code of 3S (Appears eligible for National Register as an individual property through survey evaluation). The 1991/2010 significance evaluation appears to have been copied from the 1982 HRI form. None of these evaluations provides a detailed construction history, a discussion regarding alterations/additions, or any information about previous owners/operators.

The California Office of Historic Preservation's Built Environment Resource Directory (BERD; 2020) lists the property at 305 S. Main Street with a CHR Status Code of 5S2 (eligible for individual designation under the local ordinance). It does not provide a date for when this status code was assigned.

## Gas Stations

In the early 1890s, J. Charles and Frank Duryea perfected a gasoline engine motor car (Margolies 1993:17). By 1898, there were approximately 800 cars in the United States and just two years later, in 1900, there were about 8,000 (Ibid.). In 1902, the first underground gasoline tanks were used and in 1903, Henry Ford founded his company (Ibid.). By 1909, Ford had sold more than 19,000 Model Ts and the government and businessmen were responding to the demands for good roads and auto-related services (Ibid.). One of the first basic problems associated with cars was how to get gasoline into the tank. Initially, people bought large drums full of gas and stored them at home, using a bottom spigot to drain gas into a smaller spouted can that they could pour into the tank (Ibid.). While this process worked, it had several drawbacks, especially the threat of fire.

"The first retail outlets for gas were blacksmith shops and hardware and grocery stores, the same places where kerosene was bought to burn in lamps" (Margolies 1993:6). Initially, the same process used at home was used at the retail outlet, although sometimes a barrel was wheeled out to the car or horse-drawn tanks made house calls (Ibid.). Around 1905, the Bowser self-measuring pump, which was originally designed in 1885 to deliver coal oil, was adapted for gasoline facilitating the curbside

"filling station," which was commonly associated with hardware and grocery stores (Ibid.). By 1915, curbside filling stations with related underground tanks had been developed by a host of manufacturers and were proliferating in urban areas (Jakle and Sculle 1994:135). However, this innovation resulted in new problems. For example, traffic frequently jammed up as cars waited in line for service and the curbside location of the pumps made them extremely vulnerable to damage. These issues, as well as a wave of new fire safety laws, brought about the demise of curbside filling stations in large cities after 1920 (Ibid.).

Although not as prevalent as the curbside stations, "off-street, drive-in gasoline stations" did exist before 1920 (Jakle and Sculle 1994). For example, in 1907, a drive-through station was opened in Seattle that included a little building off of the street with a tank on a platform, a glass measuring device, and a hose (Margolies 1993). As curbside stations declined, drive-in stations increased. In 1921, there were about 12,000 drive-in stations; this jumped to 116,000 by 1927, and 143,000 by 1929 (Margolies 1993:44). Similarly, the number of gas stations as independent businesses also skyrocketed. In 1919, about 47 percent of the gas sold was by grocery stores, general stores, and hardware stores, but by the end of the 1920s these outlets had virtually disappeared (Ibid.). "In 1929, gas and filling stations were selling 91.7 percent of the gasoline produced" (Margolies 1993:44).

Initially, the drive-in stations were "amorphous and architecturally undistinguished little shacks and sheds" that were popular because they were simple and inexpensive and "the little guy with only a couple of pumps out front often wanted just a makeshift shelter-station" (Margolies 1993:54). These tiny stations popped up all over the country. They were followed by prefabricated "cracker boxes," which were so popular in the mid-teens that by the 1920s, when Shell Oil Company was using them extensively in California, there were thousands of them across the country (Ibid.). Another innovation that occurred in the mid-teens was the addition of a canopy (Jakle and Sculle 1994). In 1916, Standard Oil of Ohio pioneered a prefabricated 15-foot square building with a canopy supported by a single post and in 1918, Gulf Oil had a brick and tile roofed building with a canopy supported by four brick columns (Ibid.).

The period from 1920 to 1940 has been identified by at least one author as the golden age of gas stations (Margolies 1993). During this period, numerous different types and styles of stations were developed. After 1920, oil companies started moving away from the cracker boxes and began investing in neighborhood stations that were typically located on corner lots in residential areas (Jakle and Sculle 1994). Most of these were designed to look like small houses and many were prefabricated (Ibid.). Throughout the decade, designs ranged from modest English cottages, to more elaborate classical styles, to programmatic examples designed to look recognizable objects (e.g., a lighthouse, a windmill, or a teepee) (Margolies 1993). All of these variations share the same idea of using the station building as a form of advertising. Even the pumps were designed to be attractive and enticing (Margolies 1993).

It was during this period, when designs went from unattractive and not very well-equipped filling stations to beautiful and extravagant service stations (Jakle and Sculle 1994). In 1923, tetraethyl was introduced to reduce engine knocking and in 1925 open service pits began being replaced by hydraulic lifts and enclosed service bays (Ibid.). Stations began incorporating larger landscaped lots, wider driveways, islands with several pumps, and clean restrooms (Ibid.). By the end of the decade, some included sales rooms, car wash facilities, and uniformed attendants who provided a variety of courtesy services like checking the customer's oil, cleaning the windshield, and filling the radiator and tires

(Jakle and Sculle 1994; Margolies 1993). All of this culminated in the "one-stop superstation" of the late 1920s (Margolies 1993). These were huge stations with multiple pumps (one in Washington D.C. had 52 pumps) and service bays, lounges, and round the clock service seven days a week (Ibid.).

"The overbuilding of gas stations in the 1920s was exceeded only by the building boom of the 1930s. There were 143,000 retail outlets for gas in 1929, 170,000 by 1933, and this number ballooned to a staggering 231,000 in 1940" (Margolies 1993:58). This accelerated the competition for customers and uniforms and services became more elaborate as did advertising campaigns and promotional giveaways (Ibid.). Gone were the days of blending into the neighborhood, now the trend was to stand out. During this period, canopies became less popular, possibly because they blocked the view of the building which was often designed to be as eye-catching as possible. Another tactic for standing out was to offer cut-rate prices by providing no frills service. This often came from private brand companies known as "independents" and foreshadowed the self-service stations we have today (Ibid.).

During World War II, gas station construction basically came to a halt and there were shortages of rubber and gasoline. After the war, people took to the road like never before and demand for gas increased dramatically. In 1948, for the first time the United States "became a net importer of crude oil" in order to meet the demand (Margolies 1993:84). Although gas station designs were changing in the postwar period, incorporating aluminum accents and all glass fronts, high quality service remained an important feature into the late 1950s (Ibid.). By the 1960s, station designs were becoming more economical, practical, and spare with concrete block taking the place of prefabricated steel as the primary building material (Ibid.). During this period, canopies came back in a wide array of shapes and sizes, but the primary new design feature was branding by way of a consistent company-specific design aesthetic (Ibid.). The complex corporate logos featuring animals and other images as mascots were replaced with large symbols and the corporate name.

From 1965 to 1990, gas stations continued to evolve. In the mid-1960s as the interstate highway system bypassed old commercial centers and downtowns, stations became even more homogenous. The gas shortages in 1973 and 1979 and reduced speed limits intended to conserve gas contributed to a less fun driving experience. Self-service gas stations grew in popularity after the 1973–1974 gas shortage. "In 1969 only 16 percent of gas was sold self-serve, a figure that rose to 35 percent by 1975, 72 percent by 1982, and 80 percent by 1987" (Margolies 1993:113). In the early 1980s, gas stations began pairing with convenience stores, which had begun to struggle as standalone businesses (Ibid.). This led to some sprucing up of the design aesthetic, but the traditional service station was in decline. The number of service stations in operation dropped by 51 percent between 1972 and 1990 as cars became more fuel efficient and reliable and repair services became more specialized (Ibid.). Although gas stations have come full circle from pumps in front of grocery stores to pumps in front of convenience stores, it is unlikely that the wildly individual designs and over-the-top service characteristic of their golden age will return any time soon.

## ARCHAEOLOGICAL FIELD SURVEY

As stated previously, in 2018, the property at 887 N. Glassell Street was inaccessible and therefore no pedestrian survey was conducted. Photographs were taken through gaps in the fence and the survey was conducted by use of a high resolution-capacity aerial drone, which revealed that the property

was being used for storage of vehicles and equipment as well as stockpiling of concrete, gravel, and dirt (Figure 9).

No cultural resources or fossils were found as a result of the follow-up survey conducted on May 6, 2020. Project area sediment consists mainly of gravel road rock (road base) mixed with local silt/clay, with trash composed principally of plastic and wood. Recently discarded trash, primarily paper, exists especially around the edges of the property. The south and eastern edges of the parcel nearest the block walls exhibit a low growth of grass and weeds, while the eastern wall supports a growth of ivy that partly obscures the wall. Ground visibility in the grassy areas near the wall on the south and east sides varies from 50 to 70 percent, while ground visibility throughout the remainder of the parcel is 100 percent. The graded gravel road base over the majority of the parcel shows that the area is heavily disturbed and not natural.

More than 25 small fragments of white-colored marine shell were observed across the eastern half of the project area mixed with the disturbed gravel. Several shell pieces were identifiable as *Chione* spp. (Venus clam), a bay-inhabiting shell commonly found in sand collected at Newport Bay and along most nearby beaches. The other shells were worn and highly fragmented, consistent with shell collected from a high-energy beach environment, rather than shell collected live for use as a food resource. Such shell is sometimes found as the remnant of sand collected in order to mix with cement to make concrete. No lithic material, fire-affected rock, or other prehistoric material was found that would indicate the shell was collected prehistorically. No shell fragments or other cultural material was found anywhere except in the eastern portion of the project area mixed with disturbed gravel road base. Furthermore, no previously recorded archaeological sites are known within 0.25 mile of the current project area.

The field survey of the 305 S. Main Street property revealed that ground-surface visibility in the majority of the project is completely obscured due to being developed with a small commercial structure, outbuildings, and garage, as well as an associated asphalt-covered parking lot. An undeveloped area in the northeastern quarter of the project is covered with a moderate amount of dried grasses, shrubbery, and several trees of varying size (Figure 10). No surface archaeological resources were observed during the survey; although the likelihood of subsurface archaeological material is high based on the building's estimated late 1920s construction date.

## ARCHITECTURAL SURVEY

As previously discussed, the property at 887 N. Glassell Street was previously developed with a gas station. Based on historic aerial photographs, the buildings were removed sometime between 1972 and 1980 and the property has remained undeveloped since then (Historicaerials.com var.).

During the field survey of 305 S. Main Street, one historic-period building was observed within the project area. This small two-story building is rectangular in plan and situated in the northwest corner of the property (Figures 11 through 18). The building's most distinctive feature is its high-pitched gable roof with extremely wide, curved eaves that extend to the former pump islands on the west and east sides of the building (Figure 11). The extended eaves, which give the building a whimsical fairytale flavor, are supported by plaster-covered horizontal beams atop two posts in the pump islands. On the north and south sides of the building, the narrow eaves are supported by knee braces. The exterior walls are clad with modern plaster.

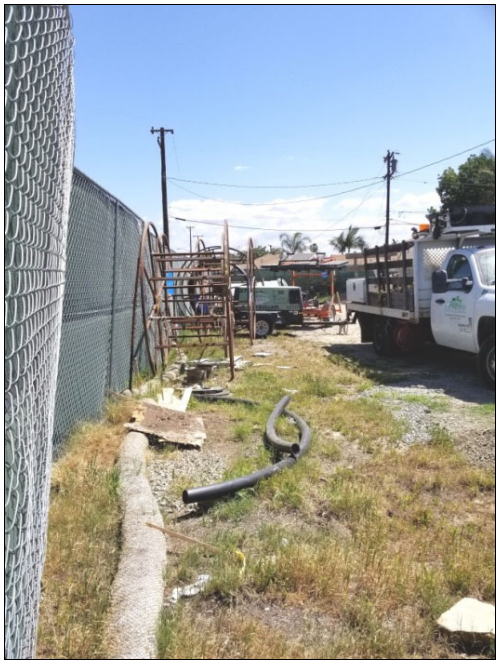

Figure 9: 887 N. Glassell Street, view to the east (4/12/18)

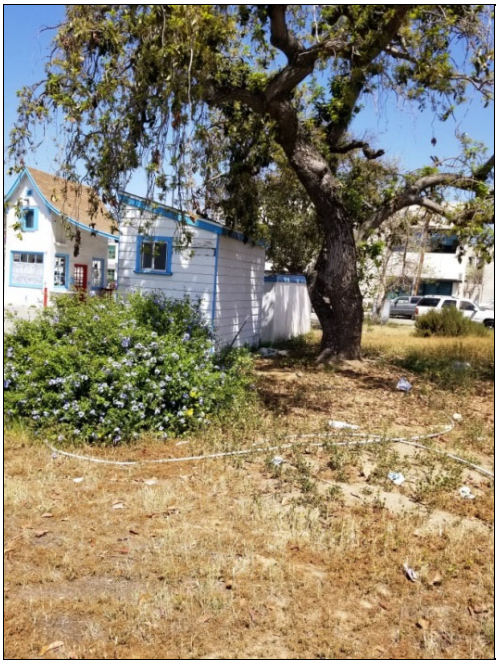

Figure 10: 305 S. Main Street. Overview of grass-covered portion of the property, view facing north (4/12/18)


Figure 11: Former gas station, south and west elevations, view to the northeast (10/31/17).

The north and south elevations each have a small attic vent, a second-story wood-framed window flanked by faux shutters, and a ground floor multi-paned window (Figures 11 and 12). The second-story windows are both set in a larger, square depression in the wall. The first-floor window on the north end has 12 panes while the one in the south elevation appears to have two of the bottom right panes replaced with one larger pane. The east and west elevations each have a non-original wood door with an "X" pattern and nine lights flanked by six-paned windows. The second story of the west elevation has a window flanked by faux shutters and the second story of the east elevation has a small wood door with an exterior handle at the south end. A small ledge is right below the door (Figure 13). Through the windows, a drop down staircase is visible (Figure 14).

The pump islands on either side of the building are made of cinder blocks and feature concrete cast former triangular north and south ends and appear to be much newer than the building (Figures 15 and 16). The cinder blocks on the west pump island are slightly uneven and missing some grout. There is a small grass area between the west pump island and the Main Street sidewalk. The cinder block cap appears to be loose and the center of the island is being used as a planter. The east pump island is divided into two sections separated by a pedestrian walkway. The cinder blocks sit higher than the concrete triangular ends.

During the field survey, it was also noted that vehicles can no longer drive through the pump island service areas. Wheel stops and parking spaces have been placed along the south side of the building preventing vehicular access to the pump islands. In addition, a large utilities cabinet and a traffic signal are located in the sidewalk north of the west pump area, preventing vehicular access from W. Palmyra Avenue.


Figure 12: Former gas station, north elevation, view to the south (4/12/18).

Figure 13: Second-floor door in east elevation (10/31/17)

Figure 14: Interior ladder, view to the south (10/31/17)

Figure 15: West pump island, view to the northwest (10/31/17).

Figure 16: East pump island, view to the east (10/17/31).

In addition to the former gas station building, there are a light standard/mast-arm sign adjacent to S. Main Street (Figure 17) and a short pole sign adjacent to W. Palmyra Avenue (Figure 18). Both signs date to the historic period, but were installed many years after the building was constructed.

The plywood sheds on the adjacent properties are in poor condition and are currently used for storage (Figures 19 and 20). Although weathered, research and field observations indicate they are all modern. The larger shed on the parcels south of the gas station has four bays and a flat roof. One of the bay doors has a pedestrian door cut into it.

The northernmost shed east of the project area has a flat roof and plywood walls, while the taller southern shed has a shed roof, a modern door, and horizontal wood siding. The size and design of these two sheds convey a residential, rather than commercial association despite their orientation

toward the gas station. No indication was found during the field survey that any of these sheds played an integral role in the services the gas station provided. From a visual standpoint, they do not add to the setting or context.

The current setting is suburban in character. Properties in the immediate vicinity of 305 S. Main Street are developed with multistory medical buildings, multistory multifamily housing, a gas station, and a strip mall.

Figure 17: Light standard/mast-arm sign on S. Main Street, view to the northwest (10/31/17).

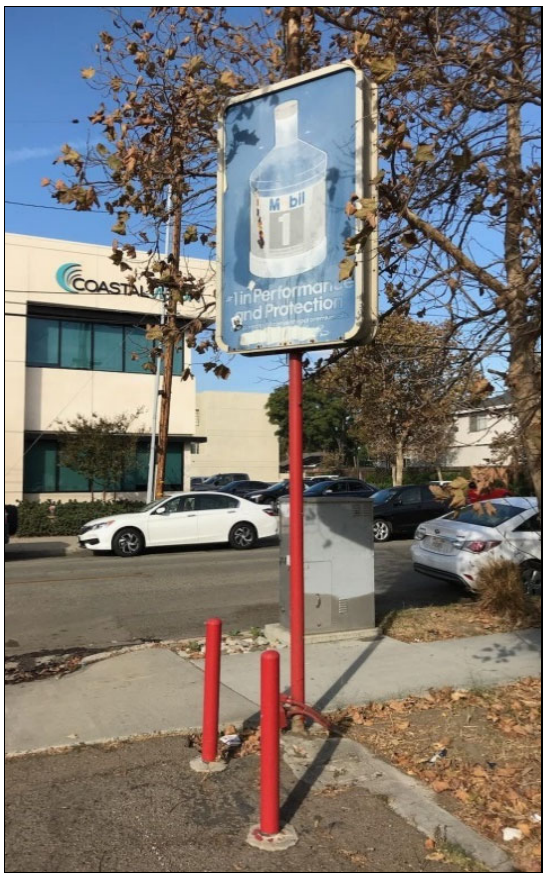


Figure 18: Pole sign on W. Palmyra Avenue, view to the northeast (11/14/17).

Figure 19: Large storage shed south of 305 S. Main Street, view to the southeast (11/14/17).

Figure 20: Small storage sheds east of 305 S. Main Street, view to the southeast (11/14/17).

# SIGNIFICANCE EVALUATION

Based on the research and field survey results discussed above, the following sections present the historical significance evaluation for the former gas station and the conclusion as to whether it qualifies as a "historical resource" as defined by CEQA. Because the building was previously evaluated as eligible for listing in the National Register, it is being evaluated under the National Register and California Register criteria. There are no local criteria for individual properties.

## DEFINITIONS

CEQA (PRC Chapter 2.6, Section 21083.2 and CCR Title 145, Chapter 3, Article 5, Section 15064.5) calls for the evaluation and recordation of historical resources. The criteria for determining the significance of impacts to historical resources are based on Section 15064.5 of the *CEQA Guidelines* and *Guidelines for the Nomination of Properties to the California Register*. Properties eligible for listing in the California Register and subject to review under CEQA are those meeting the criteria for listing in the California Register, National Register, or designation under a local ordinance.

### National Register of Historic Places

A cultural resource is evaluated for eligibility for listing in the National Register according to four criteria. These criteria generally require that the resource be 50 years of age or older and significant at the local, state, or national level according to one or more of the following:

A. It is associated with events that have made a significant contribution to the broad patterns of local or regional history;

B. It is associated with the lives of persons significant in our past;

C. It 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, or that represent a significant and distinguishable entity whose components lack individual distinction; and/or

D. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The National Register also requires that a resource possess integrity, which is defined as "the ability of a property to convey its significance." The aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To determine which of these factors are most important will depend on the particular National Register criterion under which the resource is considered eligible for listing.

### California Register of Historical Resources

The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the Nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of time needed to develop the perspective to understand the resource's significance (CCR 4852 [d][2]).

The California Register also requires that a resource possess integrity, which is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999:2). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999).

### City of Orange

The City of Orange has criteria for evaluating historic districts, but not for evaluating individual resources, such as buildings. Since neither property has the potential to qualify as a district, no further consideration of the City's criteria is provided in this report.

## EVALUATION

In summary, the property at 887 N. Glassell Street is undeveloped and no resources were identified that require evaluation. The property at 305 S. Main Street (30-160057) is developed with a circa 1928 building that served as a gas station until at least 1990. The station dates to the golden age of gas station construction (1920–1940) when thousands were built across the country to meet the demands of the new motoring public. These stations ranged from small sheds with one pump to elaborate, multi-pump stations designed in a wide range of architectural styles. When this gas station was built, the surrounding area was largely rural, developed with citrus groves and a few buildings, Main Street was one of the few north-south thoroughfares in the area, and Palmyra Avenue was a small, rural route that terminated east of the gas station. A news photograph from 1975 showed that the east side of the building was enclosed at that time and there was only one pump island on the west side of the building. It is unknown how long the east side was enclosed, but because of the symmetry of the windows and doors, it is speculated that the current configuration (open on both sides) was the original configuration. In 1980, a building permit was issued to repair damage that resulted from a car crashing into the building. A hole in the plaster siding revealed wood shingles underneath, but it is unknown if that is the original siding. The building's doors are non-original and the two pole signs, as

well as the concrete block pump islands are also later additions. The gas pumps have been removed, the circulation pattern has been changed, and currently, access to the pump islands is blocked.

Throughout the historic period, the gas station was most closely associated with Fritz Christiansen and Carl Grow (1928–1934), Oscar Stoller (1935–1952), and Don T. Clark (1952–1990). None of these people appears to be a significant historical figure.

Previous evaluations (1982 and 1991/2010) of the gas station found it eligible for listing in the National Register under Criterion A for its association with early automobile culture and Criterion C for its architecture. None of the earlier evaluators mentioned the 1975 configuration, the wood siding under the exterior plaster, the later additions of the signs and concrete block pump islands, the removal of the gas pumps, or the changes to the setting and circulation pattern.

Because the National Register and California Register criteria are so similar, they are addressed together to avoid redundancy.

**Under Criteria A/1,** this circa 1928 gas station is associated with the theme of early 20th century automotive culture and the golden age of gas station construction (1920–1940) and has a period of significance of 1928 to 1940 (for Criteria A/1). Over the years, the building's configuration, siding, and doors have been changed, pump islands and pole signs have been added, gas pumps have been removed, and the rural setting dominated by citrus groves and residences has developed into a dense, commercially-oriented, suburban landscape. It seems likely that the current configuration of the building is original, but no evidence was found to verify this. Although a slightly lower level of architectural integrity is typically required for a resource to convey its significance under these criteria (A/1), the uncertainty regarding the original design and materials, coupled with all of the other changes, which appear to have occurred outside the period of significance, have compromised the historic character and integrity of the resource to the extent that it no longer rises to the level necessary for listing in the National Register. However, the California Register allows for a lesser degree of integrity therefore it appears to be eligible for listing in the California Register at the local level of significance for its association with early 20th century automotive culture and the golden age of gas station construction.

**Under Criteria B/2,** the property does not appear to have been associated with any people who are historically significant. The property is not eligible for listing in the National Register or California Register under these criteria.

**Under Criteria C/3,** this tiny vernacular building is not the work of a master and does not possess high artistic values or the distinctive characteristics of a particular architectural style. However, it does embody the distinctive characteristics of a property type from a specific period. More specifically, the whimsical character of the building is representative of the transition from gas station designs that blended in to those that stood out, a trend that began in the late 1920s and fully developed in the 1930s. The two historic-period pole signs, although not original, represent the continued use of the building as a gas station throughout the historic-period and help identify it as such despite later changes in use. For these reasons, the property appears to be eligible for listing in the California Register at the local level of significance under this criterion. However, as discussed under Criteria

A/1, the property has sustained alterations that have compromised its integrity to a degree that renders it ineligible for listing in the National Register.

**Under Criteria D/4,** the property at 305 S. Main Street is not an archaeological site and there is no indication that is has the potential to yield information important in prehistory or history. The property is not eligible for listing in the National Register or California Register under these criteria.

As discussed above, the questionable integrity of the former gas station building causes it to be ineligible for listing in the National Register under any criteria. However, it does appear eligible for listing in the California Register under Criteria 1 and 3 at the local level for its association with early 20th century automotive culture and the golden age of gas station construction (1920–1940) and as a distinctive example of a property type (i.e., historic-period gas station). The period of significance under Criterion 1 is 1928–1940, the estimated date of construction to the end of the golden age of gas stations. The period of significance under Criterion 3 is 1928 to 1970, the estimated date of construction to the current end of the historic-period, during which time it operated as a gas station.

### California Register Special Criteria Considerations – Moved Buildings, Structures, or Objects

According to *California Office of Historic Preservation Technical Assistance Bulletin #6*, "the SHRC [State Historic Resources Commission] encourages the retention of historical resources on site and discourages the non-historic grouping of historic buildings into parks or districts. However, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. Therefore, a moved building, structure, or object that is otherwise eligible may be listed in the California Register if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historical resource should retain its historic features and compatibility in orientation, setting, and general environment."

The circa 1928 gas station building, along with the two historic-period pole signs, is proposed to be relocated to 887 N. Glassell Street in the City of Orange. Some properties along this portion of Main Street, including 305 S. Main Street, are being considered for recycling/redevelopment due, in part, to the combination of old uses and the existing zoning of Neighborhood – Mixed Use District (NMU-24). Redevelopment of 305 S. Main Street is anticipated and would almost certainly result in the demolition of the service station building. A discussion regarding the proposed site's compatibility with the original character and use of the resource, as well as its orientation, setting, and general environment, is provided below as part of the impacts assessment.

# IMPACTS ASSESSMENT

As discussed in the previous section, the former gas station building has been evaluated as appearing eligible for listing in the California Register at the local level under Criteria 1 and 3 for its association with early automotive culture and as a distinctive example of a property type. Therefore, the former gas station building is considered a historical resource under CEQA and the potential project impacts must be analyzed.

CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The *Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties* are typically used to analyze potential project impacts to historical resources. "The intent of the SOIS is to facilitate the long-term preservation of significant resources, in part by providing a process that makes possible an efficient contemporary use while preserving the features that are significant to its historic value" (National Park Service n.d.). The *SOIS* are intended to be flexible in order to balance change with preservation of the historic character and fabric that contribute to the property's significance. Projects that comply with the *SOIS* or that can be mitigated so they do not substantially impair the historic significance of a historical resource are considered to have a less than significant impact for the purposes of CEQA. While mitigation typically focuses on ways to ensure the historic integrity of the resource is maintained, it can also incorporate a broader perspective geared toward promoting preservation in the community.

The *SOIS* treatments are divided into four categories: Preservation, Restoration, Rehabilitation, and Reconstruction. Because the subject property is proposed to be renovated, including the addition of new commercial units, application of the *SOIS* for Rehabilitation is most appropriate.

## CHARACTER-DEFINING FEATURES

"Every old building is unique, with its own identity and its own distinctive character. Character refers to all those visual aspects and physical features that comprise the appearance of every historic building" and includes "the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment" (Nelson 1988:1). It is important to identify character-defining features of a historical resource because the alteration or removal of these features could result in substantial adverse changes to the significance of the resource. The property is significant at the local level under California Register Criterion 1, for its association with early 20th century automotive culture and the golden age of gas station construction, which lasted from 1920 to 1940, and under Criterion 3, as a distinctive example of a property type (i.e., a historic-period gas station). The respective periods of significance are 1928–1940 (Criterion 1) and 1928–1970 (Criterion 3). In order to convey its significance under both criteria, it is important that the resource retains most, if not all, of the following character-defining features (CDFs).

- Two-story building including:
    - Steeply-pitched roof with bent wood rafter support beams used to create exaggerated curved eaves;
    - Wood knee braces;
    - Four square eave supports and related cross beams;
    - First-floor and second-floor window and door openings, including the related trim/decorative elements and shallow depressions around the north and south windows; and
    - Attic vents in the north and south elevations.
- The space defined by the pump islands under the eaves on either side of the building (although not specifically the extant concrete block islands);
- Light standard/mast-arm sign;
- Pole sign; and
- Highly visible corner location.

To the extent feasible, each of the character-defining features listed above should be preserved and/or replaced in kind.

## PROJECT DESCRIPTION

The project proposes to develop a small retail center on the vacant lot at the southeast corner of East Collins Avenue and Glassell Street (Appendix B). As part of this project, the small, historic-period gas station and related light standard/mast-arm sign and pole sign located at 305 S. Main Street are proposed to be moved to the Collins/Glassell property. The gas station building will be rehabilitated and adapted to a new commercial use.

The proposed development at 887 N. Glassell Street consists of a new approximately 1,900-square foot triangular-shaped, one-story commercial building situated in the southeast corner of the property and oriented northwest; surface parking; a trash enclosure in the northeast corner of the property; and the historic-period gas station in the northwest corner of the property oriented northwest-southeast. Concrete pump islands are proposed on either side of the gas station. The northeast pump island service area will be a parking space and the southwest one will be a patio. Paving, rather than landscaping, is proposed at the northwest corner of the property (partially along both streets) to convey the typical drive-through design of a gas station and make the building more visible; however, similar to the existing situation, neither pump island will allow drive-through circulation. The historic-period pole signs will be located on either street frontage similar to their current configurations. Some grass and trees are proposed to be located in the setbacks adjacent to both streets and next to the proposed new building. Access to the property will be from both streets.

## Relocation Plan

The proposed relocation plan consists of three steps: 1. detachment, disassembly, and preparation for transport; 2. delivery and reassembly; and 3. rehabilitation and final finish. Each step is described in detail below.

### *Detachment/Disassembly/Preparation for Transport*

It is proposed to remove the non-contributing exterior plaster from the historic wood elements of the building and place "strongbacks" as required on the drive-through roof elements and the "box" (building) prior to disassembly. All utilities will be disconnected and capped.

It is then proposed to detach each drive-through roof at the ridge of the "box" in such a way to allow reattachment with simple bolted connections and to detach each drive-through roof at the post and beam connection leaving the beam connected. The roof elements will then be placed on the ground roof-side up with the arch supported. The composition shingle roofing material will be removed and a half-inch structural exterior plywood structural diaphragm will be attached over the existing historic 1x T&G (tongue and groove) wood roof for eventual seismic support and added support during transport. They will then be loaded onto a flatbed trailer for transport and delivery to the new site with care not to damage the historic elements.

Next, the "box" mud-sill attachments will be removed by removing the AB nuts or cutting the bolts above the sill leaving the original sill in place. The box will be braced with strongbacks and loaded on a flatbed trailer for transport and delivery to the new site with care not to damage the historic elements.

### *Delivery/Reassembly*

The new site will be prepared to receive the historic building by pouring concrete footings and slab with new ABs located to receive the "box" element and footings with possible grade beams poured with attached steel moment frames containing stud bolts to receive the drive-through roof elements.

The "box" element will be craned from the flatbed and put in position over the new foundation. Next, ABs will be attached to the existing mud-sill. The "box" will be plumbed and braced with brackets added to receive the drive-through roof elements. The drive-through roof elements will then be craned from the flatbed and attached to the "box" element. Care will be taken to minimize the exposure of the attachments to the "box." The low ends of the drive-through roof elements will be attached to the new steel brace frames with care to minimize the exposure of the attachments.

### *Rehabilitation/Final Finish*

The building will be roofed with composition roof shingles, patched and the steel-braced frames trimmed in wood to replicate the original historic posts and beams. It will then have the interior inspection openings closed with matching material and patched. The entire building will then be prepared for paint, primed, and painted.

The final interior improvements will then be completed, electric and plumbing services connected, and then the relocated/restored/rehabilitated building will be ready for occupancy.

### *Pole Signs*

The light standard/mast-arm sign and pole sign will also be relocated. To accomplish this, the steel pipes will be cut at the ground and new base plates will be welded on so that they can be bolted to new footings at the new site. The poles will then be restored and repainted.

## PROJECT ANALYSIS

The project is analyzed for compliance with the SOIS below.

### Standards for Rehabilitation

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

   The property will not be used for its historic purpose (a gas station). After it ceased to function as a gas station in about 1990, for many years the building was used as a commercial business and it will continue to be used in this way. The building is under threat of demolition and although relocation will compromise its integrity of location and is a significant impact in terms of its site and environment, relocation is a reasonable preservation approach.

   The historical environment or setting consisted largely of citrus groves, scattered residences, and small commercial uses until about 1960 when development intensified and the surrounding area was transformed into a typical suburban landscape. Today, there is no location in the City that retains the gas station's pre-1960 environment. The proposed new location at Collins Avenue and Glassell Street offers a highly visible corner location (which is a CDF) and a similar suburban environment in the same city. In addition, it is on a street that, similar to Main Street, was historically one of the area's few heavily traveled north-south corridors (Glassell Street). By documenting the gas station in its current location and including historical displays at the new location, its move to the proposed new site can be mitigated.

   While the larger environment is similar to the existing environment, the proposed site design includes changes to the building's orientation and spatial relationships. The building currently has a north-south orientation. This orientation made it easily accessible and visible from Main Street, which, in the early part of the 20th century, was a major north-south roadway between Orange and downtown Santa Ana, while Palmyra Avenue was a small, rural route that terminated just east of the gas station. The proposed orientation is northwest/southeast, which is diagonal to the intersection of Collins Avenue and Glassell Street. This orientation accommodates design constraints such as modern setbacks, landscape and parking requirements, and the related new commercial building. Although the diagonal orientation is a change, it is a common orientation for gas stations since it maximizes access and visibility from both streets. Installing paving, instead of landscaping, at the corner will make the building and pump islands more visible and will, to some extent, mimic the building's current site, which is mostly paved. The change in orientation will not cause the building to be any less recognizable as a gas station, which is the basis for its significance, and will not diminish its significance as a gas station.

   The two pole signs, which are CDFs, will also be relocated and will be put in the landscaped planters adjacent to Collins Avenue and Glassell Street. On the plans they are labeled "Historic Displays" since the intention is to reface them with historical information about the gas station.

The signs will be located next to the bicycle racks, which are adjacent to the pump islands. Currently, the double-faced pole sign is located approximately 25 feet northeast of the building adjacent to the driveway and sidewalk along Palmyra Avenue. At the new location, it will be approximately 20 feet northeast of the building, about 10 feet south of the sidewalk, and about 15 feet southwest of the Collins Avenue driveway. The light standard/mast-arm sign is currently located adjacent to the sidewalk and driveway on S. Main Street approximately 13 feet west of the gas station. At the new location, it will be about 20 feet southwest of the building and about 20 feet from the driveway and sidewalk along Glassell Street. While both signs will generally maintain their existing spatial relationships with the building, their relationship to the street and motoring public is significantly different. Historically, the function of the signs was to attract the attention of motorists and their relationship to the street should be maintained as much as possible. To do this without significantly compromising their relationships to the building, it is recommended that both signs be shifted to the north. The light standard/mast-arm sign would be moved to the northwest corner of the on-site planter adjacent to Glassell Street, while the pole sign would be moved to the north property line in the on-site planter adjacent to Collins Avenue. Although not exactly the same as the current configuration and still somewhat removed from the driveways, this would make each sign more visible from the street while maintaining their proximities to the building.

To minimize the potential impacts associated with relocation of the building and changes to its orientation and spatial relationships, the following mitigation measures are recommended:

- Prior to issuance of a permit to relocate the building or the related pole signs, documentation of the existing condition shall be completed in a manner similar to the Historic American Building Survey (HABS) Level II standards. Documentation shall include digital photographs including site overviews and detail shots of the building and signs in their current and proposed locations, a written historic narrative similar to this report, and a measured site plan. Copies of this information shall be provided to the City, the History Center at the main branch of the local library, and the Orange County Archives.
- The light standard/mast-arm sign will be moved to the northwest corner of the on-site planter adjacent to Glassell Street and the pole sign will be moved to the north property line in the on-site planter adjacent to Collins Avenue.
- Prior to issuance of a certificate of occupancy, the owner shall install a historical display in a visually prominent location, such as the exterior of the building. The display must include a map that clearly shows the building's original location. It should detail the history of the building, including photographs of the building at its original location and photographs or video of the dismantling and relocation process, and identify all modern features such as the windows, doors, and pump islands. The design and proposed location of the display shall be submitted to the appropriate City staff and/or reviewing body for review and approval prior to installation. It is suggested that the owner consider designing the display in a manner that incorporates or references a historic-period gas pump, sign, or other gas station feature.
- A historic architect and/or qualified architectural historian shall review the final relocation/ reconstruction plans to ensure retention of the character-defining features and integrity of the building and pole signs.

- A historic architect or qualified architectural historian is required to monitor the relocation and reassembly of the former gas station building and pole signs.

2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

   The historic character of the former gas station will be retained and preserved. No CDFs are proposed to be removed; however, during relocation, there is the possibility that some could be damaged. In that event, they will be repaired if at all feasible or replaced in-kind. To ensure this, the plans include the following note: The removal of historic materials or alteration of features that characterize the building shall be avoided. Repair/replacement of materials shall be made in-kind.

   Although the existing pump islands will not be relocated, new pump islands will be constructed to maintain those features and the spaces they define. The project also proposes concrete at the northwest corner of the property between both streets and the pump island service areas similar to the existing condition and typical gas station design.

   Proposed plans indicate that the light standard/mast-arm sign and pole sign will be placed in landscaped planters on either side of the relocated building. Although this generally maintains their spatial relationships to the building, they will be removed from the streets and will not function as originally intended. Therefore, it is recommended that they be relocated as discussed under Standard 1 and the following mitigation measure is recommended.

   - The light standard/mast-arm sign will be moved to the northwest corner of the on-site planter adjacent to Glassell Street and the pole sign will be moved to the north property line in the on-site planter adjacent to Collins Avenue.

3. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

   Relocation of the building and related signs could create a false sense of place. In addition, although the proposed pump islands are not conjectural features, their generic and temporally ambiguous appearance could cause them to be misconstrued as the original, or at least historical, pump islands. This may also be true for other features such as the windows and doors. To address these issues, the following mitigation measure is recommended.

   - Prior to issuance of a certificate of occupancy, the owner shall install a historical display in a visually prominent location, such as the exterior of the building. The display must include a map that clearly shows the building's original location. It should detail the history of the building, including photographs of the building at its original location and photographs or video of the dismantling and relocation process, and identify all modern features such as the windows, doors, and pump islands. The design and proposed location of the display shall be submitted to the City's historic preservation staff for review and approval prior to installation. It is suggested that the owner consider designing the display in a manner that incorporates or references a historic-period gas pump, sign, or other gas station feature.

4. *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

The pole signs are not original, but they contribute to the significance of the resource as a property type under Criterion 3. Similarly, the concrete block pump islands do not appear to be original, but the locations of the pumps, whether it be in a raised island or an otherwise defined space, also helps convey the building's historic use. Therefore, these features have been identified as CDFs and will be incorporated into the proposed project as previously discussed.

5. *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

   To ensure compliance with this Standard, the following note is included on the project plans, "Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the building shall be preserved and/or replaced in-kind."

6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

   To ensure compliance with this Standard, a note on the plans states, "Any deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a character-defining feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence."

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

   No chemical or physical treatments such as sandblasting are specifically proposed, but to ensure compliance with this Standard the following note is included on the project plans, "Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used."

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

   There are no known significant archaeological resources within either property. The vacant property at 887 N. Glassell Street was formerly occupied by a service station, including several underground fuel tanks. A geophysical survey was conducted by Subsurface Surveys & Associates, Inc., as part of a Phase II Subsurface Environmental Investigation Report prepared by Black Rock Geosciences (February 2013). Five separate borings ranging from 12 to 20 feet were drilled in the locations of the former underground fuel tanks and dispenser islands. The purpose of the survey and Phase II report was to affirm that the tanks and accompanying piping did not exist and that the soils did not contain contaminants at unacceptable levels. No evidence of the tanks or accompanying dispensing piping was revealed and all soil samples were below any threshold of contamination. In order to remove the tanks, the majority of the site would have warranted excavation to approximately 8 to 10 feet below ground surface. Although no archaeological records were found regarding this excavation, it is safe to assume that this degree of disturbance would have revealed cultural materials and/or destroyed any potential cultural materials. Furthermore, a review of the Prehistoric and Historical Archaeological Sensitivity Maps in the

City's General Plan reveals that the property is not in an area that was previously identified by the City as potentially sensitive for archaeological resources. Therefore, no archaeological monitoring is proposed for this part of the project area. However, because the 305 S. Main Street property has been developed with the former gas station and associated underground storage tanks since the late 1920s, there is a likelihood of intact subsurface cultural resources at that location. Therefore, potential for subsurface cultural deposits is moderately high in the area surrounding the former gas station. To ensure compliance with this Standard the following mitigation measure is recommended.

- Monitoring by a qualified archaeologist is required during removal/relocation of the gas station building since the potential for subsurface cultural deposits is moderately high in the area surrounding the building. No monitoring is recommended for the 887 N. Glassell Street site.

9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

   Alterations to the building will occur in order to relocate it. More specifically, as detailed in the relocation plan, the building will be disassembled and reassembled. Although this will be done in a manner that will ensure to the maximum extent feasible the protection and preservation of historic materials, it is possible that some CDFs may be damaged as a result of the move. In that case, those features would be repaired or replaced in kind. The relocation itself could create a false sense of history, but this should be adequately addressed by the previously recommended mitigation measures related to documentation and historic displays.

   New concrete pump islands are proposed to be constructed on either side of the gas station. These are somewhat generic and may appear temporally ambiguous rather than clearly modern. However, the existing pump islands are also temporally ambiguous and, in any case, their importance lies in the space they have historically defined rather than their age or materials. This issue should be adequately addressed by the previously recommended mitigation measures related to documentation and historic displays.

   The massing, size, and scale of the proposed new one-story retail building and parking lot will be compatible with the former gas station building which, throughout its history, has had small retail, residential, and storage buildings nearby. Furthermore, the new construction will be thoroughly modern in appearance and will not create a false sense of history.

10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

    No new additions to the historic-period building are proposed. Adjacent new construction, if removed in the future, will not impair the essential form and integrity of the historic-period building. However, it is unlikely that once the building is relocated it will ever return to its original site/environment. As discussed in the evaluation section above, relocation is preferable to demolition and mitigation measures requiring extensive documentation before and after the relocation, as well as installation of public historical displays have been recommended.

# RECOMMENDATIONS

Based on the research and field surveys, the former gas station at 305 S. Main Street appears eligible for listing in the California Register under Criteria 1 and 3 at the local level for its association with early 20th century automotive culture and the golden age of gas station construction (1920–1940) and as a distinctive example of a property type and period (i.e., late 1920s gas station). Therefore, it is a "historical resource" as defined by CEQA. In order to determine whether the proposed project will result in any substantial adverse changes to the significance of the historical resource (the former gas station), an impacts assessment was completed in compliance with the *Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties (Rehabilitation).* As a result of that analysis, mitigation measures are recommended to ensure compliance with the SOIS. Projects that meet the SOIS are considered to be mitigated to a level that is less than significant. In addition to the mitigation measures, standard conditions relative to buried cultural material are also recommended.

## RECOMMENDED MITIGATION MEASURES

1. Prior to issuance of a permit to relocate the building or the related pole signs, documentation of the existing condition shall be completed in a manner similar to the Historic American Building Survey (HABS) Level II standards. Documentation shall include digital photographs (site overviews and detail shots of the building and signs in their current and proposed locations), a written historic narrative similar to this report, and a measured site plan. Copies of this information shall be provided to the City, the History Center at the main branch of the local library, and the Orange County Archives.
2. A historic architect and/or qualified architectural historian shall review the final relocation/ reconstruction plans to ensure retention of the character-defining features and integrity of the building and pole signs.
3. A historic architect or qualified architectural historian is required to monitor the relocation and reassembly of the former gas station building and pole signs.
4. Monitoring by a qualified archaeologist is required during removal/relocation of the gas station building since the potential for subsurface cultural deposits is moderately high in the area surrounding the building. No monitoring is recommended for the 887 N. Glassell Street site.
5. Prior to issuance of a certificate of occupancy, the owner shall install a historical display in a visually prominent location, such as the exterior of the building. The display must include a map that clearly shows the building's original location. It should detail the history of the building, including photographs of the building at its original location and photographs or video of the dismantling and relocation process, and identify all modern features such as the windows, doors, and pump islands. The design and proposed location of the display shall be submitted to the appropriate City staff and/or reviewing body for review and approval prior to installation. It is suggested that the owner consider designing the display in a manner that incorporates or references a historic-period gas pump, sign, or other gas station feature.
6. In order to more closely replicate the existing spatial relationships, the light standard/mast-arm sign shall be moved to the northwest corner of the on-site planter adjacent to Glassell Street and

the pole sign shall be moved to the north property line in the on-site planter adjacent to Collins Avenue. The final locations shall be subject to review and approval by City historic preservation staff prior to issuance of a certificate of occupancy.

## STANDARD CONDITIONS

In addition, the following standard regulatory compliance measures regarding buried cultural resources are required in conformance with Section 15064.5(e) of the *CEQA Guidelines*, PRC Section 5097.98, and State Health and Safety Code Section 7050.5.

- In the event that archaeological materials are encountered during construction, all construction work should be halted and a qualified archaeologist consulted to determine the appropriate treatment of the discovery (California Code of Regulations, Title 14, Chapter 3, Section 15064.5(f)).
- In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the NAHC, which will determine and notify an MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

# REFERENCES

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*The Tustin News*
1977 Couple to be Honored on Fiftieth Anniversary. December 29, page 7.

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# APPENDIX A

# DEPARTMENT OF PARKS AND RECREATION (DPR) 523 FORMS

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

# PRIMARY RECORD

Primary # 30-160057
HRI #
Trinomial
NRHP Status Code 3CS
Other Listings
Review Code Reviewer Date

Page 1 of 6 Resource Name or #: 305 South Main Street

**P1. Other Identifier:**

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Orange **and** (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Orange, CA* **Date:** 2017 **T** 4S; **R** 9W; S.B.**B.M.**

**c. Address:** 305 South Main Street **City:** Orange **Zip:** 92868

**d. UTM: Zone:** 11; mE/ mN (G.P.S.)

**e. Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate): APN 390-618-20; located on the southeast corner of South Main Street and West Palmyra Avenue

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This small two-story building is rectangular in plan and situated in the northwest corner of the property. The building's most distinctive feature is its high-pitched gable roof with extremely wide, curved eaves that extend to the former pump islands on the west and east sides of the building. The extended eaves, which give the building a whimsical fairytale flavor, are supported by plaster-covered horizontal beams atop two posts in the pump islands. On the north and south sides of the building, the narrow eaves are supported by knee braces. The exterior walls are covered with modern plaster. The north and south elevations each have a small attic vent, a second-story wood-framed window flanked by faux shutters, and a ground floor multi-paned window. The second-story windows are both set in a larger, square depression in the wall and the first-floor window on the north end has 12 panes while the one in the south elevation appears to have two of the bottom right panes replaced with one larger pane. The east and west elevations each have a non-original wood door with an "X" pattern and nine lights flanked by six-paned windows. The second story of the west elevation has a window flanked by faux shutters and the second story of the east elevation has a small wood door with an exterior handle at the south end. A small ledge is right below the door. Through the windows, a drop down staircase is visible. In addition to the former gas station building, there are a light standard/mast-arm sign adjacent to South Main Street, and a short pole sign adjacent to West Palmyra Avenue. *See Continuation Sheet*

***P3b. Resource Attributes:** (List attributes and codes) HP-6-1–3 story commercial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5a. Photo or Drawing** (Photo required for buildings, structures, and objects.)

*See Continuation Sheet*

**P5b. Description of Photo:** (View, date, accession #) West and south elevations, view to the northeast (10/31/17)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Circa 1928 (Orange County Archives)

***P7. Owner and Address:**
Unknown

***P8. Recorded by:** (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

***P9. Date Recorded:**
October 2017

***P10. Survey Type:** (Describe) Intensive-level CEQA compliance CEQA compliance

**P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Cultural Resources Assessment for Collins/Glassell Northern Gateway Project, 887 North Glassell Street, City of Orange, Orange County, California, May 2018. Prepared by LSA Associates, 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):

*NRHP Status Code 3CS
*Resource Name or # (Assigned by recorder) 305 South Main Street

**B1. Historic Name:** Christiansen & Grow Service Station; Don Clark's Service Station; Mobil
**B2. Common Name:**
**B3. Original Use:** gas station **B4. Present Use:** vacant
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations)

No original building permits were found; however, according to Phil Brigandi, noted local historian, it was constructed around 1928 and was first operated by Fritz Christiansen and Carl Grow (Brigandi 2017). This is supported by a mortgage document dated June 26, 1928, which lists Marine Refining Corporation as mortgagee and service station proprietors F.J. and Edith Christiansen and Carl E. and Clara Grow as the mortgagors (Mortgage 1928:186). The document further indicates that the mortgagors transferred all rights to the property to Peter and Emilie K. Goddicksen who then leased it back to Carl Grow (Ibid.). The property as described in the document included "a store room, dwelling and garage building" (Ibid.). Based on photographs from 1975, the east side of the building was enclosed at that time. In 1980, a permit was issued to repair the office, which had been damaged when a car ran into it (Ibid.; *Los Angeles Times* 1988a). It is possible that the pump island on the east side of the building was added at this time. The following permits were found for the property.

1952 electrical permit issued to A.J. Dillon, to hang Mobilgas sign. Owner: General Petroleum Company
1960 permit to replace old sign; 24 sq ft; owner: General Petroleum Company
1975 permit for City to relocate two pole signs; owner Mobil Oil
1980 permit to repair wood from auto damage; owner Don Clark, Don Clark's Mobil Station
1991 diagram of tanks; Delia Clark and Dean Clark

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** concrete pump islands, a light standard/mast-arm sign, and a short pole sign
**B9a. Architect:** Unknown **b. Builder:** Unknown
***B10. Significance: Theme:** Early 20th Century Automotive Cultural **Area:** City of Orange
**Period of Significance:** circa 1928 **Property Type:** Commercial **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This circa 1928 vernacular gas station was previously evaluated in 1982 and 1991 and updated in 2010. All of these previous evaluations found the building eligible for the National Register of Historic Places (National Register) under Criterion A for its association with early 20th century automotive culture and Criterion C for its unique, highly intact architecture and design. However, research conducted for the current report (May 2018) revealed that the east side of the building was originally enclosed. Because of this alteration, the building does not retain sufficient integrity for listing in the National Register. However, it is eligible for listing in the California Register of Historical Resources (California Register) under Criteria 1 and 3 at the local level for its association with early 20th century automotive culture and the golden age of gas station construction (1920–1940) and as a distinctive example of a property type and period (i.e., late 1920s gas station). Therefore, it is a "historical resource" as defined by CEQA.

**Historic Context**. Please refer to the related report (see P11 above) for a detailed historic context. In summary, the property is developed with a circa 1928 building that was used as a gas station until at least 1990. The station dates to the golden age of gas stations (1920–1940) when thousands were built across the country to meet the demands of the new motoring public. These stations ranged from small sheds with one pump to elaborate, multi-pump stations designed in a wide range of architectural styles. In the late 1920s and 1930s, competition was so great that gas station design shifted from blending in to standing out. Throughout the historic period, this gas station was most closely associated with Fritz Christiansen and Carl Grow (1928–1934), Oscar Stoller (1935–1952), and Don T. Clark (1952–1990). *See Continuation Sheet*

**B11. Additional Resource Attributes:** (List attributes and codes)
***B12. References:** *See Continuation Sheet*
**B13. Remarks:**
***B14. Evaluator:** Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507
***Date of Evaluation:** May 2018

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Refer to Location Map

**P3a. Description** (continued from page 1)

The pump islands on either side of the building are made of cinder blocks and feature concrete cast formed triangular north and south ends and appear to be much newer than the building. The cinder blocks in the west pump island are slightly uneven and missing some grout. There is a small grass area between the west pump island and the Main Street sidewalk. The cinder block cap appears to be loose and the center of the island is being used as a planter. The east pump island is divided into two sections separated by a pedestrian walkway. The cinder blocks sit higher than the concrete triangular ends.

During the field survey, it was also noted that vehicles can no longer drive through the pump island service areas. Wheel stops and parking spaces have been placed along the south side of the building preventing vehicular access to the pump islands. In addition, a large utilities cabinet and a traffic signal are located in the sidewalk north of the west pump area, preventing vehicular access from West Palmyra Avenue.

**P5a. Photo or Drawing** (continued from page 1)

305 South Main Street, view to the south (4/12/18)

OLD-TIME FLAVOR—Don Clark pumps more than gasoline at his Orange service station which houses many relics of another era. Times photo by Gary Phelps

305 South Main Street in 1975. Source: *Los Angeles Times* 1975.

Light standard/mast-arm sign on South Main Street, view to the northwest (10/31/17).

Pole sign on West Palmyra Avenue, view to the northeast (11/14/17).

(*see Continuation Sheet*)

***B10. Significance** (continued from page 2)
**People Associated with this Property**. Please refer to the related report (see P11 above) for more detailed information about the people associated with this property.

**Fritz Christiansen and Carl Grow (1928–1934).** Fritz J. Christiansen was born around 1880 in Denmark and immigrated to the United States in 1905 (Ancestry.com var.). In 1926, he was listed as a cabinet maker and was living with his wife, Edith M. in Portland, Oregon (Ibid.). Carl Emerson Grow was born in Illinois in 1899 (Ibid.). In 1929, Christiansen & Grow service station is listed in the Orange County directory at 305 S. Main and Christiansen & Grow grocery is listed at 313 S. Main (Western Directory Company 1929). At that time, the Christiansens were living at 1309 Palmyra Place and the Grows were living on site at 313 S. Main Street (Ibid.). In December 1934, their lease was canceled and Christiansen and Grow appear to have had no further association with the property (Cancellation [sic] of Lease 1934).

**Oscar Stoller (1935–1952).** Oscar was born in South Dakota in 1901 and came to California in 1925 (Ancestry.com var.; *The Tustin News* 1977). In 1927, Oscar married Elsie K. Goddicksen, daughter of Peter and Emilie Goddicksen who originally leased the property to Christiansen and Grow and then canceled the lease in 1934 (*The Tustin News* 1977). In 1930, Oscar was listed as a salesman at a dairy and in 1932 he was listed as a mechanic (Ancestry.com var.). The Stollers, along with their son Marvin, lived at 313 S. Main Street from at least 1939 to 1950 (Ibid.). For at least the first few years, the Stollers operated the gas station and the grocery, but in 1949 and 1950 the gas station was operated by Charles F. Akins who lived on Clark Street (Ibid.).

**Don T. Clark (1952–1990).** Donald Teegarden Clark was born in October 1912 and grew up in Orange on West Palmyra with a twin brother (Duncan) and eight other siblings (Ancestry.com var.). His father was a citrus rancher and Don T. was a third generation Orange County resident (Ibid.; *Los Angeles Times* 1988a). By age 12, Don was "servicing Model A's and Model Ts" and later "owned his own automotive electrical firm" (*Los Angeles Times* 1988a). By 1950, Don was listed as doing automotive repair at 315 West Chapman Avenue in Orange and living at 334 South Orange Street with his wife Jean (nee Granite) (Ancestry.com var.). By 1952, Don was the operator of the service station at 305 S. Main Street, but his residence remained at 334 South Orange Street (Ibid.). Don operated the gas station until his death in 1990 (Ancestry.com var.).

**Significance Evaluation.** Because the property was previously evaluated under the National Register and California Register criteria, it is evaluated under both criteria here as well even though the related project is a CEQA-level project. Because the National Register and California Register criteria are so similar, they are addressed together to avoid redundancy. There are no local preservation criteria for individual significance.

**Under Criteria A/1,** this circa 1928 gas station is associated with the theme of early 20th century automotive culture and the golden age of gas station construction (1920–1940) and has a period of significance of 1928 to 1940 (for Criteria A/1). Over the years, the building's configuration, siding, and doors have been changed, pump islands and pole signs have been added, gas pumps have been removed, and the rural setting dominated by citrus groves and residences has developed into a dense, commercially-oriented, suburban landscape. It seems likely that the current configuration of the building is original, but no evidence was found to verify this. Although a slightly lower level of architectural integrity is typically required for a resource to convey its significance under these criteria (A/1), the uncertainty regarding the original design and materials, coupled with all of the other changes, which appear to have occurred outside the period of significance, have compromised the historic character and integrity of the resource to the extent that it no longer rises to the level necessary for listing in the National Register. However, the California Register allows for a lesser degree of integrity; therefore, it appears to be eligible for listing in the California Register at the local level of significance for its association with early 20th century automotive culture and the golden age of gas station construction.

**Under Criteria B/2,** the property does not appear to have been associated with any people who are historically significant. The property is not eligible for listing in the National Register or California Register under these criteria.

**Under Criteria C/3,** this tiny vernacular building is not the work of a master and does not possess high artistic values or the distinctive characteristics of a particular architectural style. However, it does embody the distinctive characteristics of a property type from a specific period. More specifically, the whimsical character of the building is representative of the transition from gas station designs that blended in to those that stood out, a trend that began in the late 1920s and fully developed in the 1930s. The two historic-period pole signs, although not original, represent the continued use of the building as a gas station throughout the historic-period and help identify it as such despite later changes in use. For these reasons, the property appears to be eligible for listing in the California Register at the local level of significance under this criterion. However, as discussed under Criteria A/1, the property has sustained alterations that have compromised its integrity to a degree that renders it ineligible for listing in the National Register.

*See Continuation Sheet*

***B10. Significance** (continued from page 2)
**Under Criteria D/4,** the property at 305 South Main Street is not an archaeological site and there is no indication that it has the potential to yield information important in prehistory or history. The property is not eligible for listing in the National Register or California Register under these criteria.

***B12. References:** (continued from page 2)

Ancestry.com
Var. A variety of records were accessed online in November 2017 and April and May 2018 at: http://home.ancestry.com/. These include City directories, voter registration records, and United States Census data.

Brigandi, Phil
2017 *A Brief History of Orange, California – The Plaza City*. Charleston, SC, The History Press.

Cancellation [sic] of Lease
1934 Cancellation of Lease. Dated December 20, 1934 (page 457) and provided by the Orange County Archives in November 2017.

City of Orange
Var. Building permits for 305 South Main Street. On file at the City of Orange, Building Division.

*Los Angeles Times*
1975 He Pumps Memories as Well as Gas at Station. December 22, page 14.
1988a Gas War. July 31, page 100

Mortgage
1928 Document titled "Mortgage" (pages 186 and 187) provided by the Orange County Archives in November 2017.

*The Tustin News*
1977 Couple to be Honored on Fiftieth Anniversary. December 29, page 7.

Western Directory Company
1929 Orange County Directory. Compiled and published by Western Directory Company in February 1929. Accessed online via the Fullerton Public Library website in April 2018 at: https://docs.cityoffullerton.com/WebLink/1/edoc/639015/1929.pdf.

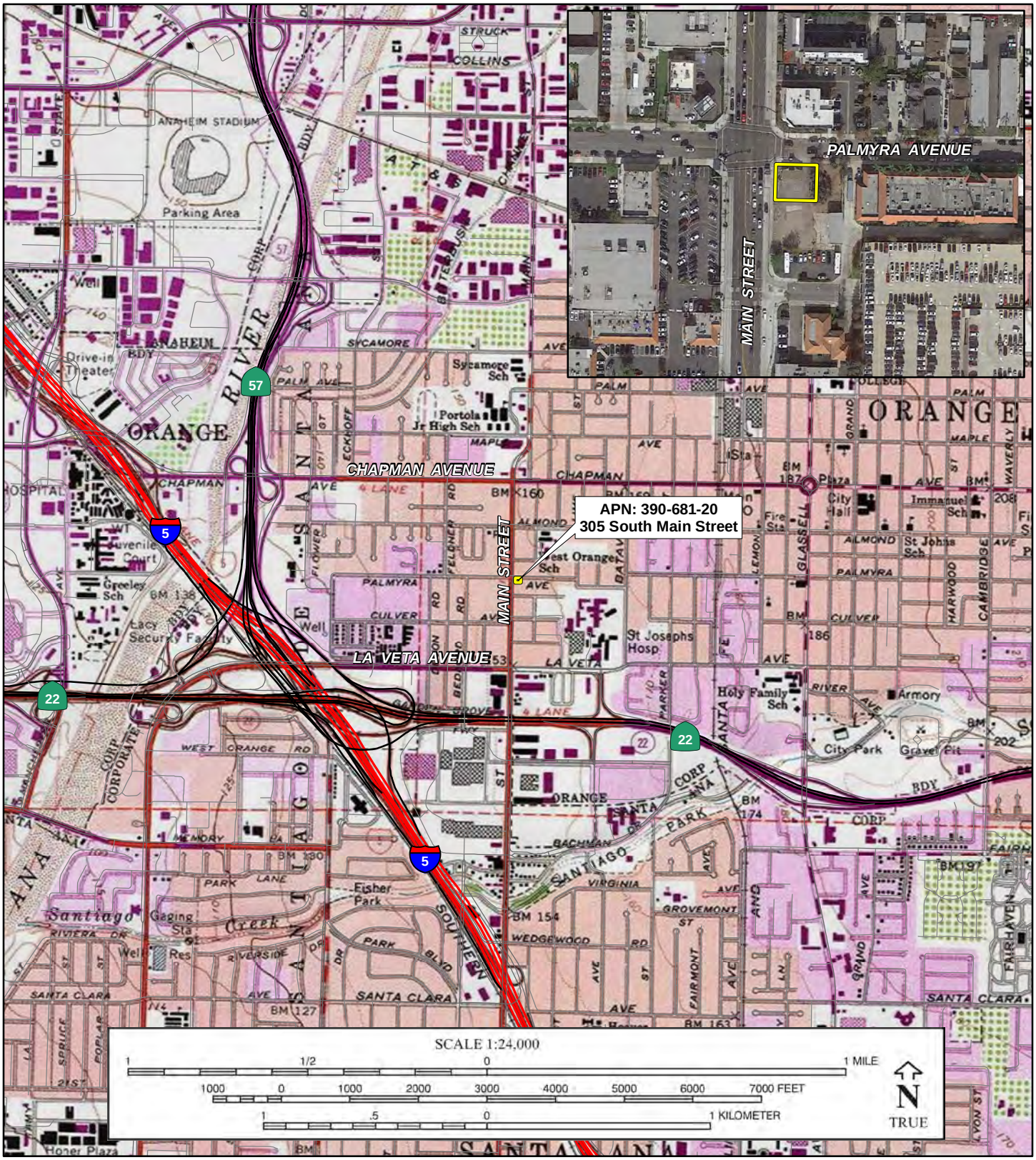
State of California - Resource Agency
**DEPARTMENT OF PARKS AND RECREATION**
**LOCATION MAP**

**Primary #** _____
**HRI #** _____
**Trinomial** _____



*Resource Name or # (Assigned by recorder) 305 South Main Street

*Map Name: USGS 7.5' Quad, Anaheim & Orange; Google Earth *Scale: 1:24000 *Date of Map: 1981; 2017

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**DPR 523J (1/95)**

***Required Information**

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

Primary # 30-160057
HRI # 039424
Trinomial ORA
NRHP Status Code 3S
Other Listings:
Review Code: Reviewer: Date:



*Resource Name or #: (Assigned by Recorder) MAIN_S_305__APN_390-681-20

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☑ Unrestricted

*a. County: Orange and (P2b and P2c or P2d. Attach a location map as necessary.)

*b. USGS 7.5' Quad: Date: T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address: 305 - S MAIN ST , # City: Orange Zip: 92868

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boudnaries. Continues on Pg.3.)

Materials: Frame - Stucco or plaster

This small gas station building and kiosk is of a simple architectural design and seems to emulate no particular style. The rectangular plan building has stucco siding and a sloping gable roof which extends out over the gas bays. Slender wood posts support the roof ends. The main building is two stories, which accounts for the sweeping, vertical appearance of the structure. The building is still used as a gas station and

*P3b. Resource Attributes: (List attributes and codes) (HP6)--Commercial building

*P4. Resources Present: ☑ Building ☐ Structure ☐ Object ☐ Site ☐ Element of District ☐ District ☐ Other (Isolates, etc.)


P5b. Description of Photo: 2010 (View, date, accession #)

*P6. Date Constructed/ Age and Source:
1927
☑ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:

*P8: Recorded by: (Name, affiliation, and address)
AEGIS

111 Spring St.
Claremont, CA 91711

*P9. Date Recorded:
October, 1991

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Orange County Assessor Records (2010). AEGIS (1991) Historic Building Inventory Update. Heritage Orange County, Inc. (1982) Orange Historic Survey.

*Attachments: ☐ NONE ☐ Location Map ☑ Continuation Sheet(s) ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):



*Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
**BUILDING, STRUCTURE, AND OBJECT RECORD**

**Primary #** 30-160057
**HRI #** 039424
***NRHP Status Code** 3S



***Resource Name or #:** (Assigned by Recorder) MAIN_S_305__APN_390-681-20

**B1. Historic Name:** Mobil Gas Station

**B2. Common Name:**

**B3. Original Use:** COM **B4. Present Use:** VAC

***B5. Architectural Style:** Provincial Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations) **Date of Construction:** 1927 ☑ Historic ☐ Prehistoric ☐ Both

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

***B8. Related Features:**

***B9. Architect or Builder:** Unknown

***B10. Significance:** **Theme:** Architecture **Area:** City of Orange **Property Type:** Gas station

**Period of Significance:** Interwar Development (c. 1921 - 1941) **Applicable Criteria:** AC

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity. Continues on Pg.4.)

**Structural Integrity:** Good Condition - No apparent change to original structure.

**Site Integrity:**

**Opportunities** As of 1991 Survey, individually eligible for National Register.

Built in 1927, this is the oldest remaining gas station in Orange and ranks as one of just a few from the Twenties remaining in Orange County. The structure is still used as a gas station today. The distinctive, sweeping gabled roof, which shelters the gas bays, makes the building unique in Orange County. The small size and pragmatic architecture are typical of the gas stations which began to spring up with the advent of the automobile in the Twenties. The building is architecturally intact and is an important piece of automobile history.

**B11. Additional Resource Attributes:** (List attributes and codes)

***B12. References:**

**B13. Remarks:** (Continues on Pg.3.)
Status change since 1991 Survey: None.
Outside 2005 survey area.

(Sketch Map with North arrow required.)

***B14. Evaluator:** AEGIS

***Date of Evaluation:** October, 1991

(This space reserved for official comments.)



***Required Information**

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

**Primary #** 30-160057
**HRI #** 039424
**Trinomial** ORA

**Page 3 of 3**

***Resource Name or #:** (Assigned by Recorder) MAIN_S_305__APN_390-681-20

**Recorded by:**
AEGIS

111 Spring St.
Claremont, CA 91711

**Date Recorded:** October, 1991

☑ Continuation ☐ Update

**Years Surveyed:** 1982, 1991

**Description of Photo:** 1991

**Listed in National Register:**

**General Plan:** NMIX-24 **# of Buildings:** 1

**Planning Zone:** NMU-24 **# of Stories:** 1

**Lot Acre:** **# of Units:** 1

**Principal Building Sqft:** 112

**B6. Construction History (Continued from Pg.2):**

**B13. Remarks (Continued from Pg.2):**

**P3a. Description (Continued from Pg.1):**

is in good condition. By all appearances, the building still retains its original architectural integrity.

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

# HISTORIC RESOURCES INVENTORY

Ser. No. 30-0668-07-15
HABS ___ HAER ___ NR 3 SHL ___ Loc ___
UTM: A 419 720 3733830 B ___
C ___ D ___

## IDENTIFICATION

1. Common name: Mobil Gas Station - 305 S. Main
2. Historic name: Same
3. Street or rural address: Same
   City Orange Zip 92668 County Orange
4. Parcel number:
5. Present Owner: ___ Address: ___
   City ___ Zip ___ Ownership is: Public ___ Private X
6. Present Use: Gas Station Original use: Same

## DESCRIPTION

7a. Architectural style: Vernacular

7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

This small gas station building and kiosk is of a simple architectural design and seems to emulate no particular style. The rectangular plan building and stucco siding and a sloping gable roof which extends out over the gas bays. Slender wood posts support the roof ends. The main building is two stories which accounts for the sweeping vertical appearance of the structure. The building is still used as a gas station and is in good condition. By all appearances, the building still retains its original architectural integrity.


8. Construction date: Estimated ___ Factual 1927
9. Architect Unknown
10. Builder Unknown
11. Approx. property size (in feet) Frontage 40' Depth 60' or approx. acreage ___
12. Date(s) of enclosed photograph(s) December 1981

13. Condition: Excellent ___ Good _X_ Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations _____

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___ Industrial ___ Commercial _X_ Other: _____

16. Threats to site: None known ___ Private development ___ Zoning _X_ Vandalism ___
Public Works project ___ Other: _____

17. Is the structure: On its original site? _X_ Moved? _____ Unknown? _____

18. Related features: _____

**SIGNIFICANCE**

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

Built in 1927, this is the oldest remaining gas station in Orange and ranks as one of just a few which remain in Orange County from the Twenties. The structure is still used as a gas station today. The distinctive sweeping gabled roof which shelter the gas bays make the building unique in Orange County. The small size and pragmatic architecture are typical of the gas stations which once existed throughout Orange County. It is also representative of the many stations which began to spring up with the advent of the automobile in the Twenties. The building is architecturally intact and is an important piece of automobile history.

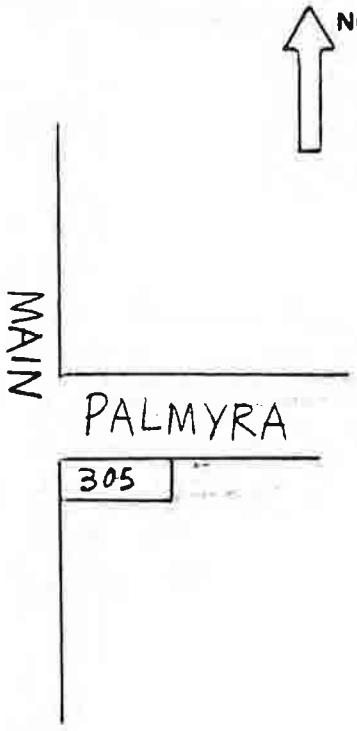
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture 1 Arts & Leisure ___
Economic/Industrial 2 Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

O.C. Assessor Records

22. Date form prepared June 1982
By (name) Kathleen Les
Organization Heritage Orange County, Inc.
Address: 206 W. Fourth St., Suite 316
City Santa Ana Zip 92701
Phone: (714) 835-7287

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



# APPENDIX B

# PROPOSED PROJECT PLANS


# Suggested Planting Palette

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | WUCOLS |
|---|---|---|---|---|
| **TREES** | | | | |
| | PLATANUS ACERIFOLIA | LONDON PLANE TREE | 24" BOX | LOW |
| **SHRUB / GROUNDCOVERS** | | | | |
| Medium Shrub / Screening | | | | |
| | OLEA EUROPAEA 'LITTLE OLLIE' | LITTLE OLLIE OLIVE | | LOW |
| | SALVIA APIANA | WHITE SAGE | | LOW |
| | WESTRINGIA 'SMOKEY' | SMOIKEY AUSTRALIAN ROSEMARY | | LOW |
| Low Shrub / Mid Ground | | | | |
| | AGAVE ATTENUATA VARIEGATA | VARIGATED DWARF AGAVE | | LOW |
| | DIANELLA 'CLARITY BLUE' | CLARITY BLUE FLAX LILY | | LOW |
| | LAVANDULA 'PROVENCE' | PROVENCE LAVANDER | | LOW |
| Groundcover / Fore Ground | | | | |
| | CONVOLVULUS CNEORUM | SILVERBUSH | | LOW |
| | SANTOLINA CHAMAECYPARISSUS | GRAY SANTOLINA | | LOW |
| | SENECIO MANDRALISCAE | BLUE CHALK STICKS | | LOW |

# Plant Images


# Irrigation Descrption

| SUGGESTED MATERIALS | |
|---|---|
| CONTROLLER: | RAINBIRD ESP-SMTe - SMART MODULAR CONTROL SYSTEM |
| HE STREAM SPRAYS: | RAINBIRD U-SERIES or HUNTER MP ROTATORS |
| DRIP SYSTEM: | RAINBIRD XFS SUB-SURFACE DRIPLINE |
| | XERI-BUBBLER SPYK |
| | XERI-BUG EMITTERS |
| | XQ 1/4" DISTRIBUTION TUBING |
| TREE BUBBLER: | RAINBIRD RWS |
| VALVE: | RAINBIRD PEB |
| | XACZ-PRF SERIES |
| GATE VALVE: | NIBCO LINE SIZED GATE VALVE |
| BACKFLOW: | FEBCO 825YA- 1" |
| LATERAL LINE: | PVC SCH 40 |
| MAINLINE: | PVC SCH 40 (1"-1.5") OR PVC CLASS 315 (2" +) |

# City Tree Separations

| IMPROVEMENT | MINIMUM DISTANCE TO STREET TREE |
|---|---|
| ADJACENT TREES IN PUBLIC RIGHT OF WAY | 35 FEET |
| LIGHT POLES, POWER POLES, FIRE HYDRANTS, SIGNS | 15 FEET |
| SEWER LINES | 10 FEET |
| DRIVE APPROACH | 8 FEET |
| WATER METER, GAS LINE, ELECTRICAL, TELEPHONE, CABLE, WATER LINES | 10 FEET |

- ALL LANDSCAPE SHALL BE WATERED BY A PERMANENT & AUTOMATIC IRRIGATION SYSTEM
- CONTRACTOR SHALL INSTALL A WEATHER BASED SMART CONTROLLER
- CONTROLLER SHALL BE LOCATED OUTDOORS ONSITE UNDER APPROVAL OF OWNER IN A LOCKING VANDAL RESISTANT ENCLOSURE
- ALL SHRUBS & GROUNDCOVER SHALL BE IRRIGATED WITH A LOW VOLUME DRIP SYSTEM AND/OR HIGH EFFICIENCY NOZZLES.
- TREES SHALL BE WATERED BY DEEP ROOT WATERING SYSTEMS ON SEPARATE VALVES FROM SHRUBS

| REVISIONS | |
|---|---|
| NO. | DATE |
| 1 | 03/08/18- CITY SUBMIT |
| 2 | 09/25/18- PLANNING |
| 3 | 02/20/19- PLANNING |
| 4 | 08/28/19- PLANNING |
| 5 | 11/08/19- PLANNING |
| 6 | 05/08/20- PUB. WORKS |
| 7 | 10/16/20- |

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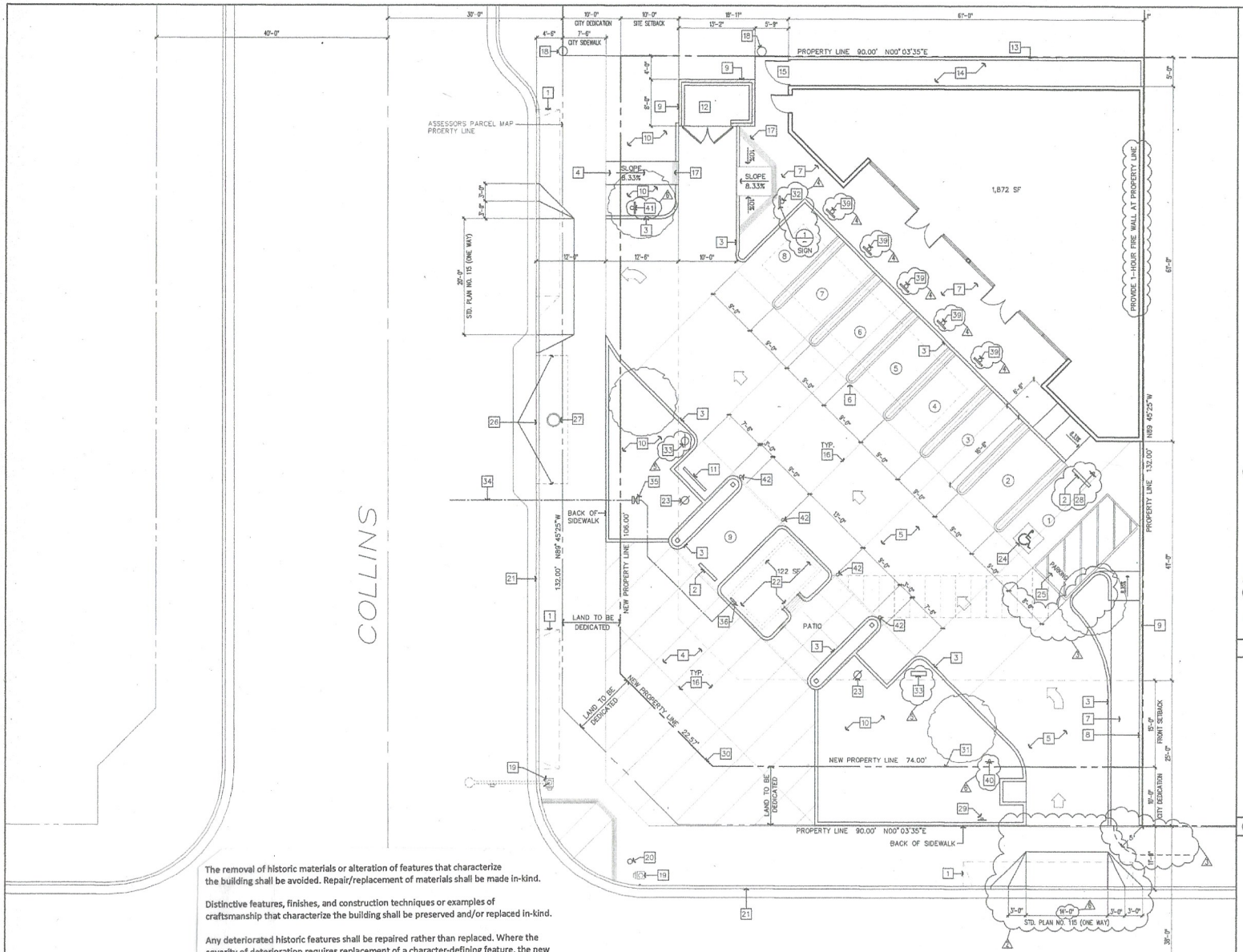
714-724-9814
www.terrainintegration.com

GLASSELL / COLLINS RETAIL CENTER

887 N. GLASSELL STREET
ORANGE, CA

JOB NO: 2017-01
SCALE: AS NOTED
DRAWN: S.S.
DATE: 01.25.16
DWG: LANDSCAPE CONCEPTUAL PLAN
SHEET NO. LC-1




The removal of historic materials or alteration of features that characterize the building shall be avoided. Repair/replacement of materials shall be made in-kind.

Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the building shall be preserved and/or replaced in-kind.

Any deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a character-defining feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

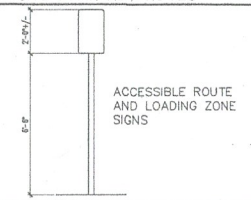
SITE PLAN

SCALE: 1/8"=1'-0"

1. REMOVE EXISTING DRIVEWAY APRON. REPAIR/REPLACE CURB AND SIDEWALK PER CITY STANDARDS.
2. WHEEL STOP
3. 6" CONCRETE CURB
4. DARK CONCRETE PAVING.
5. CONCRETE PARKING LOT. DARK CONCRETE PAVING.
6. CITY STANDARD PARKING STRIPING. SEE DETAIL 13/D1.
7. CONCRETE WALK. STANDARD GREY CONCRETE.
8. 3'-0" HIGH CMU WALL. PLASTER AND PAINT. SEE DETAIL
9. 6'-0" HIGH CMU WALL. PLASTER AND PAINT. SEE DETAIL
10. PLANTING AREA. SEE LANDSCAPE PLAN
11. BICYCLE RACK. SEE DETAIL 11/D1.
12. TRASH ENCLOSURE. CITY STANDARD PLAN 409.
13. EXISTING FENCE TO REMAIN
14. GRAVEL OVER WEED BARRIER
15. 4' WIDE X 6' HIGH W.I. GATE
16. SAW CUT CONTROL LINES.
17. DETECTABLE WARNING STRIP. SEE DETAIL 17/D2.
18. APPROXIMATE LOCATION OF (E) POWER POLE
19. APPROXIMATE LOCATION OF (E) TRAFFIC LIGHT POLE
20. APPROXIMATE LOCATION OF (E) FIRE HYDRANT
21. EXISTING CITY CURB AND SIDEWALK
22. LOCATION OF FUTURE HISTORIC BUILDING TO BE RELOCATED
23. SCULPTURE.
24. UNIVERSAL ACCESSIBILITY SYMBOL PAINTED ON SURFACE SEE DETAIL 8/D1. CBC 11B-502.6.
25. BORDER OF ACCESS AISLE PAINTED BLUE. CBC 11B-502.6.
26. EXISTING STORM DRAIN
27. EXISTING MANHOLE COVER
28. HANDICAP PARKING STALL POLE SIGN. SEE DETAIL 7/D1.
29. HANDICAP PARKING SITE ENTRANCE SIGN. SEE DETAIL 6/D1.
30. 20' CUT-OFF AT P.L. CORNER.
31. REVISED P.L. FOLLOWING DEDICATION.
32. ADA "ACCESSIBLE ROUTE" SIGN W/ ARROW.
33. HISTORIC DISPLAY. SEE SHEET H-4 RELOCATE
34. EXISTING WATER MAIN
35. NEW BACKFLOW PREVENTION DEVICE PER LANDSCAPE
36. WEATHER BASED SMART LANDSCAPE IRRIGATION CONTROLLER
37. EXISTING 4" STEEL SEWER LINE
38. ADA ACCESSIBLE AREA. MAX 1/8":12" SLOPE E/W.
39. SIGN, "NO PARKING DURING LOADING HOURS OF 2:00 AM AND 5:00 AM"
40. "ONE WAY" ENTRANCE SIGN
41. "RIGHT TURN ONLY" SIGN
42. 36" HIGH BOLLARD
43. ACCESSIBLE ROUTE (PAINTING OPTIONAL) PER BUILDING OFFICIAL

GENERAL NOTES

SITE PLAN KEY NOTES




① SITE SIGN DETAIL

PARKING IDENTIFICATION SIGNS SHALL BE RETROREFLECTORIZED WITH A MINIMUM AREA OF 70 SQUARE INCHES. 11B-502.6.1

ADDITIONAL LANGUAGE OR AN ADDITIONAL SIGN BELOW THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHALL STATE " MINIMUM FINE $250." 11B-502.6.3.

ACCESSIBLE SPACE SHALL BE MARKED WITH AN INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON A BLUE BACKGROUND A MINIMUM 36" WIDE BY 36" HIGH.

THE CENTERLINE OF THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IS A MAXIMUM OF 6 INCHES FROM THE CENTERLINE OF THE PARKING SPACE, ITS SIDES PARALLEL TO THE LENGTH OF THE PARKING SPACE AND ITS LOWER CORNER AT, OR LOWER SIDE ALIGNED WITH THE END OF THE PARKING SPACE LENGTH. 11B-502.6.4.1.

PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL COMPLY WITH SECTION 7, "FLOOR OR GROUND SURFACES". ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE. CHANGES IN LEVEL ARE NOT PERMITTED. 11B-502.4, 11B-303, 11B-302.1 EXCEPTION: SLOPES NOT STEEPER THAN 1:48 SHALL BE PERMITTED.

WITHIN THE BLUE BORDER OF THE ACCESSIBLE AISLE, HATCHED LINES THAT ARE A MAXIMUM 36" ON-CENTER ARE PAINTED WITH A COLOR THAT CONTRASTS WITH THE PARKING SURFACE, PREFERABLY BLUE OR WHITE.

ACCESS AISLE SHALL HAVE 12" MINIMUM LETTERING LOCATED 12 INCHES FROM THE END OF THE AISLE STATING "NO PARKING".

REVISIONS

| NO. | DATE |
|---|---|
| 1 | 03/08/18-CITY |
| 2 | 09/25/18-PLANNING |
| 3 | 02/20/19-PLANNING |
| 4 | 08/29/19-PLANNING |
| 5 | 11/08/19-PLANNING |
| 6 | 05/08/20-P. WORKS |

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GLASSELL/COLLINS
RETAIL CENTER
887 N. GLASSELL ST.
ORANGE, CA

JOB NO: 2017-01
SCALE: AS NOTED
DRAWN: A.J.V.
DATE: 01.25.16
DWG: SITE PLAN
SHEET NO: C1