

**JAY RISK STANDARD OIL CO. SERVICE STATION**

1659 West Colorado Boulevard

**CHC-2022-6496-HCM**

**ENV-2022-6497-CE**

**FINDINGS**

- The Jay Risk Standard Oil Co. Service Station “exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community” as an excellent and very rare example of a 1919 service station in Eagle Rock that appears to be the oldest remaining service station in the city. It is also significant for its association with Route 66 as an automotive-serving business providing goods and services to the traveling public.
- The Jay Risk Standard Oil Co. Service Station “embodies the distinctive characteristics of a style, type, period, or method of construction” as an excellent example of an early design for service stations.

**DISCUSSION OF FINDINGS**

The Jay Risk Standard Oil Co. Service Station meets two of the Historic-Cultural Monument criteria.

It “exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community” as an excellent and very rare example of a 1919 service station in Eagle Rock that illustrates early 20th century car-oriented commercial development. In great part because of the Ford Model T, which was introduced in 1908, the motor car became the dominant mode of transportation in Southern California in the 1920s. The impact of this can best be seen in buildings created to provide for the needs of the car and motorists, leading to new relationships with the street and surrounding buildings. Whereas earlier urban buildings had been set adjacent or close to each other to form a visually solid street wall, the automobile-influenced buildings stood alone, each surrounded by its own driveway and parking lot as exemplified by the subject property. Although the construction of the adjacent buildings in the 1950s blocked drive-through access and the original curb cuts are no longer extant, car-oriented buildings from the early 20th century are increasingly rare, and the subject property appears to be the oldest remaining service station in the city.

The subject property is also significant for its association with Route 66 as an automotive-serving business providing goods and services to the traveling public. Established in 1926, U.S. Highway 66, more widely known as Route 66, was part of the first nationally designated highway system and was one of three Southern California east-west highways that extended from the Colorado River to the Pacific Coast. Sometime between 1934 and 1940, Route 66 was routed from Pasadena, over the Colorado Street Bridge, and through Eagle Rock along Colorado Boulevard and Eagle Rock Boulevard, past the subject property, to connect to the Downtown Los Angeles terminus. The highway played an important role as a migratory route that facilitated large population shifts from the East, Midwest, and Southwest into Southern California, and also served as a major corridor for tourists seeking to experience California and the Southwest. The presence of the highway led to substantial numbers of restaurants, motels, tourist courts, service garages,

gas stations, and other tourist and auto businesses in direct response to traffic along the route. Automobile services including gas stations, automobile dealerships and garages, car washes, and service stations and drive-in markets, like the subject building, provided goods and services to the traveling public along Route 66, in addition to serving local and regional needs. The subject property conveys the history of Route 66 in Eagle Rock.

Furthermore, the subject property “embodies the distinctive characteristics of a style, type, period, or method of construction” as an excellent example of an early design for service stations. The Jay Risk Standard Oil Co. Service Station is one of the earliest gasoline station design forms known as the House with Canopy, which became the standard for service stations. Starting in 1914, Standard Oil of California pioneered the House with Canopy service station design and by the mid-1920s there were thousands of these Standard Oil stations in the western United States. This design form was later copied by other oil suppliers to distribute their products throughout the country. Standard Oil of California was storing, selling, moving, and possibly building these ubiquitous service stations from their Main Plant and Maintenance Facilities at 1726-1756 N. Spring Street and by 1925, there were over 250 of these service stations in the Los Angeles area alone. However, the subject property appears to be the last remaining example of the innovative House with Canopy design.

Despite interior and exterior alterations over the years, the subject property retains a sufficient level of integrity of location, materials, design, feeling, and association to convey its significance.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) FINDINGS**

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 “*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*”

State of California CEQA Guidelines Article 19, Section 15331, Class 31 “*consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.*”

The designation of the Jay Risk Standard Oil Co. Service Station as an Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code (“LAAC”) will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space. The Secretary of the Interior’s Standards for Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

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

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2022-6497-CE was prepared on November 7, 2022.