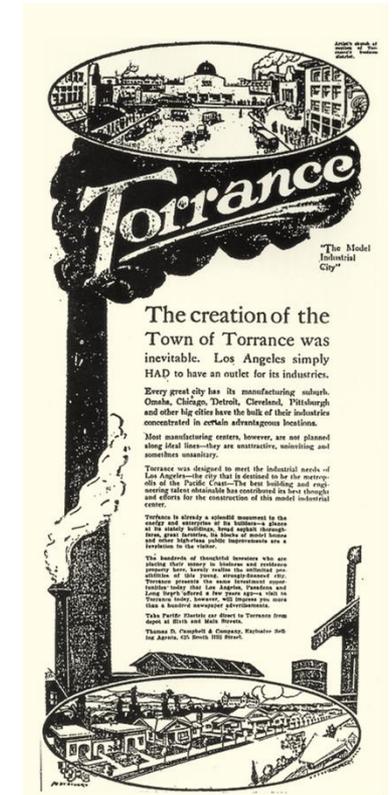
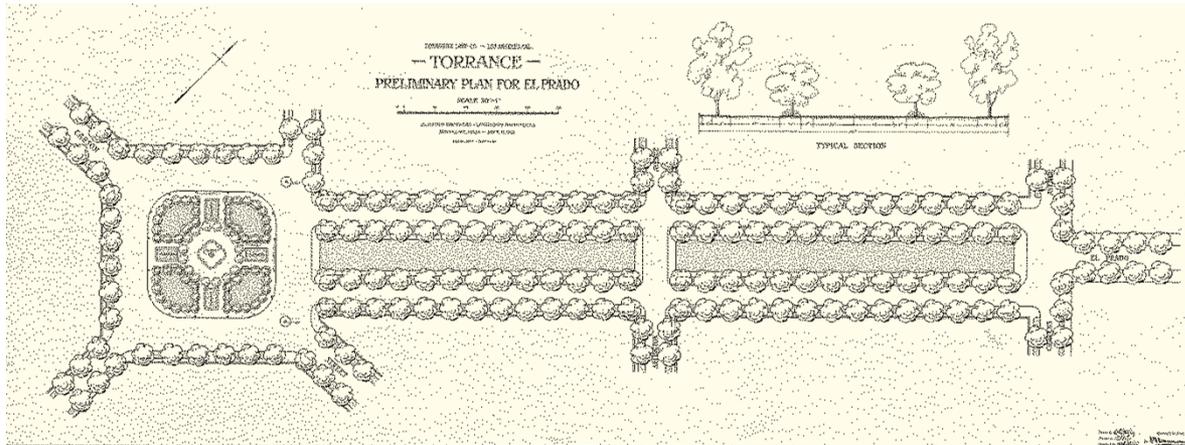


TORRANCE TRACT

Designed by The Olmsted Brothers

Historic Preservation



TORRANCE TRACT Designed by The Olmsted Brothers

A Community Effort - Volunteers

Torrance Historical Society:

Documents and Archival
Control:

Janet Payne & Cleoan Ferm

Community and Governmental
Relations:

Debbie Hays

Volunteer Coordinators:

Kurt Weideman & Joanne Miyamoto

Map Coordination:

Mike George

Project Manager:

Gene Higginbotham

Survey Methodology, Historic Research
and Peer Review:

Gordon A. Olschlager, Architect

Bonnie Mae Barnard
Mac Billups
Carol Brewer
Tom Brewer
Inglewood Crew
Cleoan Ferm
Liz Forbes
Pat Furey
Jim Garrity
Mary Garrity
Mike George
Keri Gilbert
Gene Hassan
Debbie Hays
Jerry Herbers
Sue Herbers
Barbara Heughins
Gene Higginbotham
Mia Higginbotham
Alison Ikeler
Allan Jerry
Judy Johnson
Darlene Kalenik
Mary Ann Kendall
Lynda Kraemer
Geneva Martin
Joann Miyamoto
Bonnie Moffit
Keith Montoya
Lindley Montoya
Letty Molinos
Helen Nowatka
Paul Nowatka
Maureen B. O'Donnell
Gerrie Outlaw
Janice Plank
Tom Riche
Lynn Robinson
Jerry Ronan
Fern Ruiz
Ann Strong
Todd Strong
Miles Sumner
Nancy Takahashi
Jamie Ruth Watson
Kurt Weideman
David White



Irving Gill - Pacific Electric Railroad Bridge

TORRANCE TRACT Designed by The Olmsted Brothers

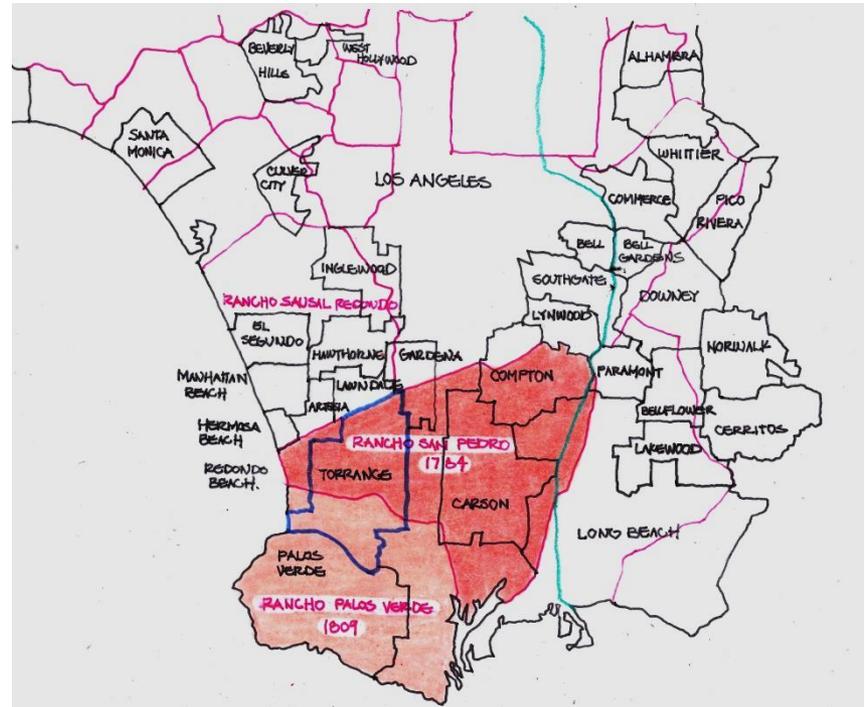
The Vision

JARED SYDNEY TORRANCE SOUGHT OUT THE BEST TALENT IN AMERICA TO CREATE A UNIQUE VISION FOR A NEW KIND OF INDUSTRIAL TOWN. MR. TORRANCE NO DOUBT IS LOOKING DOWN FROM ABOVE WITH A SMILE ON THE TOWN THAT BEARS HIS NAME.



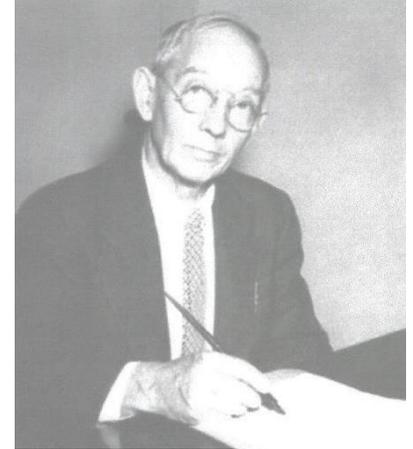
TORRANCE TRACT Designed by The Olmsted Brothers

Origins



UNDER SPANISH RULE LAND GRANTS WERE MADE TO RETIRING SOLDIERS. THE FIRST OF THESE LAND GRANTS “RANCHO SAN PEDRO” WAS MADE TO JUAN JOSE DOMINGUEZ. IN 1809 A LAND GRANT WAS MADE TO JOSE DELORES SEPULVEDA. AT THE CONCLUSION OF THE MEXICAN AMERICAN WAR IN 1848 THE TREATY OF GUADALUPE BETWEEN THE MEXICAN AND US GOVERNMENTS CEDED CALIFORNIA TO THE UNITED STATES AND PROVIDED THAT THE MEXICAN RANCHO LAND GRANTS BE HONOR. EVENTUALLY THESE LAND GRANTS WERE SUBDIVIDED AND PORTIONS WERE PURCHASED BY THE DOMINGUEZ LAND COMPANY FOR THE PURPOSE OF CREATING THE MODERN INDUSTRIAL “PLANNED CITY” OF TORRANCE

TORRANCE TRACT Designed by The Olmsted Brothers
Urban Planning - The Olmsted Brothers



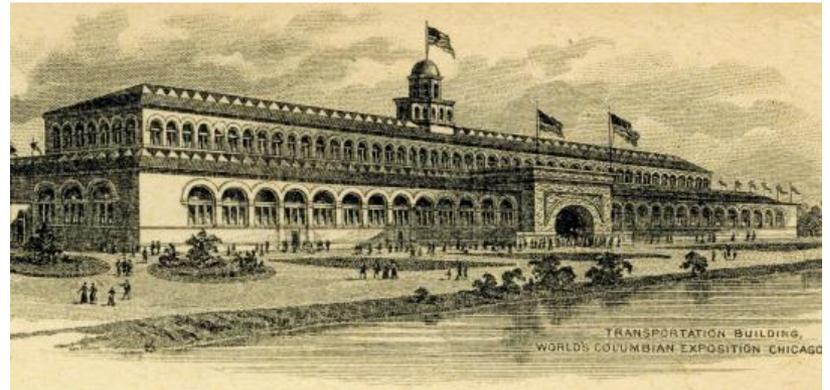
FREDRICK LAW OLMSTED JR.
1870 - 1957

FREDRICK LAW OLMSTED JR. WAS NOT AS WELL KNOWN AS HIS FATHER BUT HAD A SIGNIFICANT CAREER IN HIS OWN RIGHT. AFTER INHERITING THE FIRM FROM HIS FATHER HE WENT ON TO PLAN HUNDREDS OF COMMUNITIES ACROSS AMERICA. WESTMOORELAND PLACE IN ST LOUIS IS AN EXAMPLE OF RESIDENTIAL PLANNING BY THE OLMSTED BROTHERS FIRM. THEIR USE OF TREE LINED STREET MEDIANS EMBODIES THE GARDEN CITY CONCEPT OF LIVING WITH NATURE.

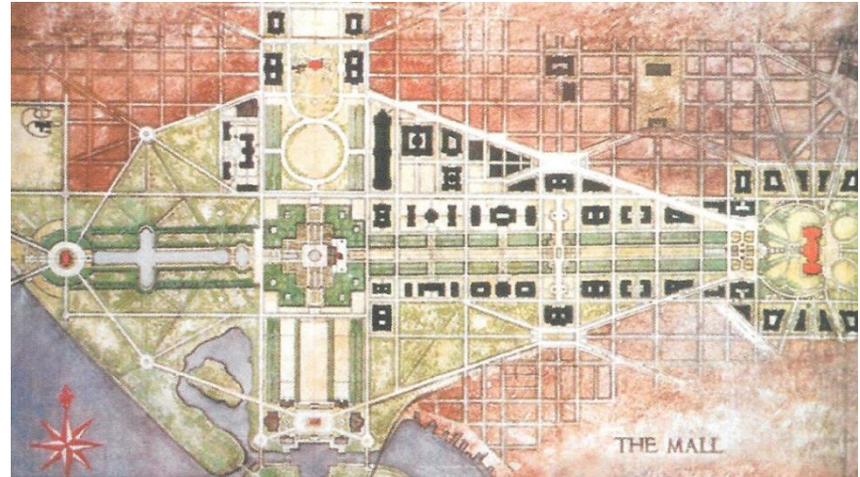
TORRANCE TRACT Designed by The Olmsted Brothers
Urban Planning - The Olmsted Brothers



FREDRICK LAW OLMSTED JUNIOR WORKED WITH HIS FATHER ON THE LANDSCAPE PLANS FOR THE 1893 WORLD'S COLUMBIAN EXPOSITION IN CHICAGO. HE WAS NO DOUBT HIGHLY INFLUENCED BY THE SCOPE AND GRANDEUR OF THE FAIR IN HIS LATER CAREER. WHILE WORKING ON THE FAIR ARCHITECT IRVING GILL AND OLMSTED BECAME FRIENDS. GILL WORKED ON THE TRANSPORTATION BUILDING IN THE STUDIO OF NOTED AMERICAN ARCHITECT LOUIS SULLIVAN. GILL SUBSEQUENTLY MOVED TO SAN DIEGO FOR HEALTH REASONS.

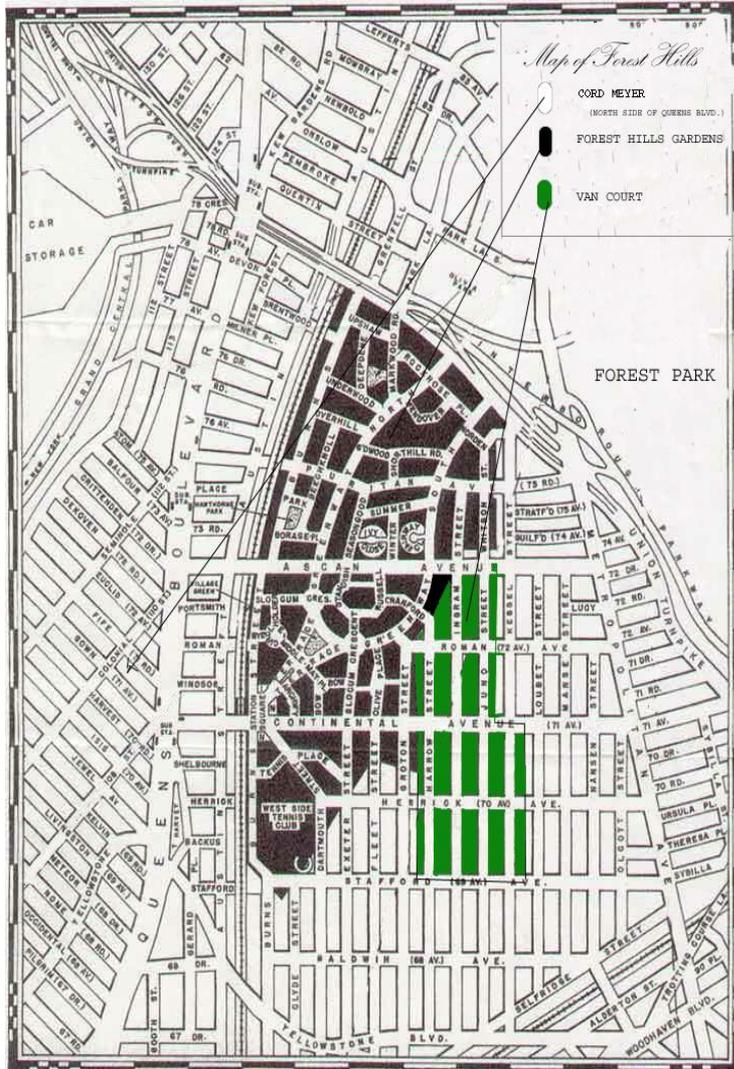


TORRANCE TRACT Designed by The Olmsted Brothers
Urban Planning - The Olmsted Brothers



FREDRICK LAW OLMSTED JR. WAS APPOINTED TO THE MCMILLIAN COMMISSION IN 1901. THE COMMISSION DEVELOPED THE CONCEPT FOR THE NATIONAL MALL AS WE KNOW IT TODAY. THE MALL IS ANCHORED BY IMPORTANT PUBLIC BUILDINGS, AN IDEA THAT WAS INCORPORATED INTO THE PLAN OF TORRANCE

TORRANCE TRACT Designed by The Olmsted Brothers
Urban Planning - The Garden City Movement

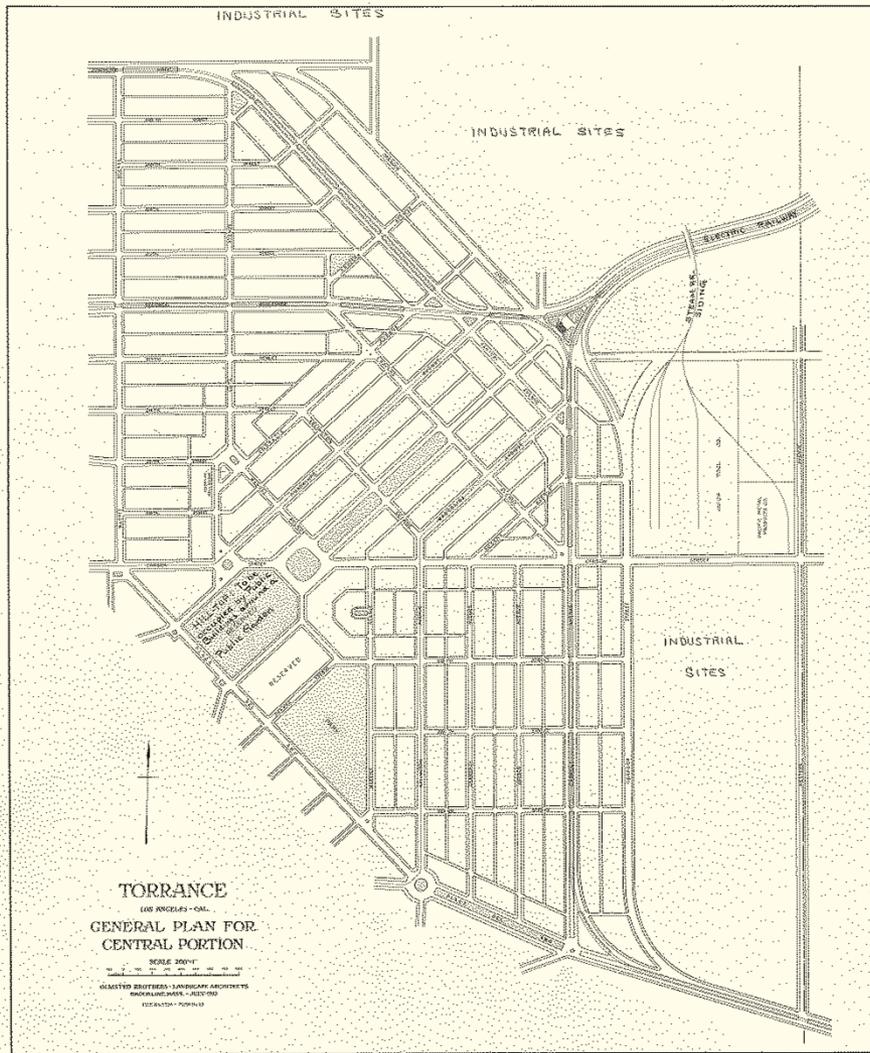


FORREST HILLS GARDEN, NEW YORK

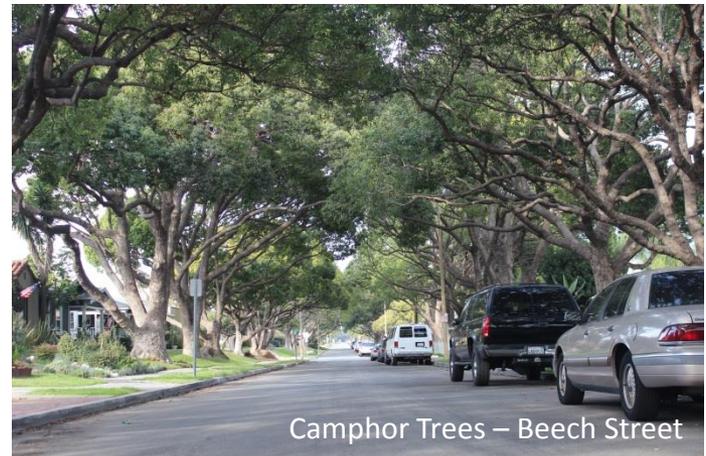
IN 1906 THE OLMSTED BROTHERS FIRM WORKED WITH ARCHITECT GROSVENOR ATTERBURY ON THE DEVELOPMENT OF THE COMMUNITY OF FOREST HILLS GARDEN, NEW YORK . THE PLAN OF THIS COMMUNITY IS BASED ON GARDEN CITY PRINCIPLES AND ORGANIZED AROUND A TRANSIT CENTER ON THE LONG ISLAND RAILWAY. STREETS RADIATING OUTWARD FORM THE RAILWAY STATION. THIS IDEA WOULD BECOME THE BASIS OF THE OLMSTED'S DESIGN FOR TORRANCE.



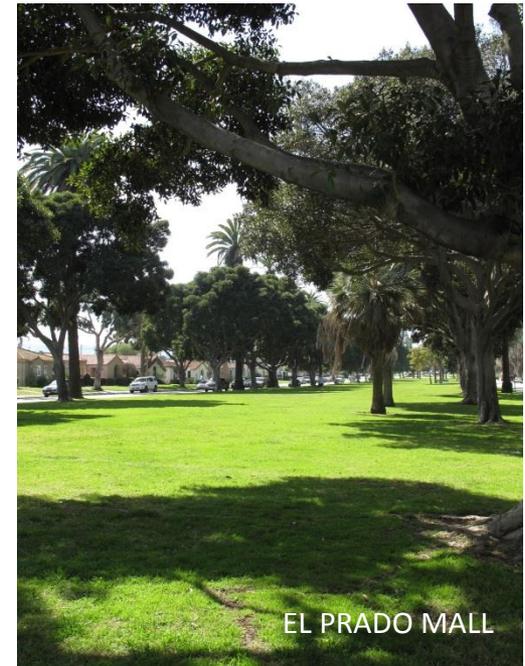
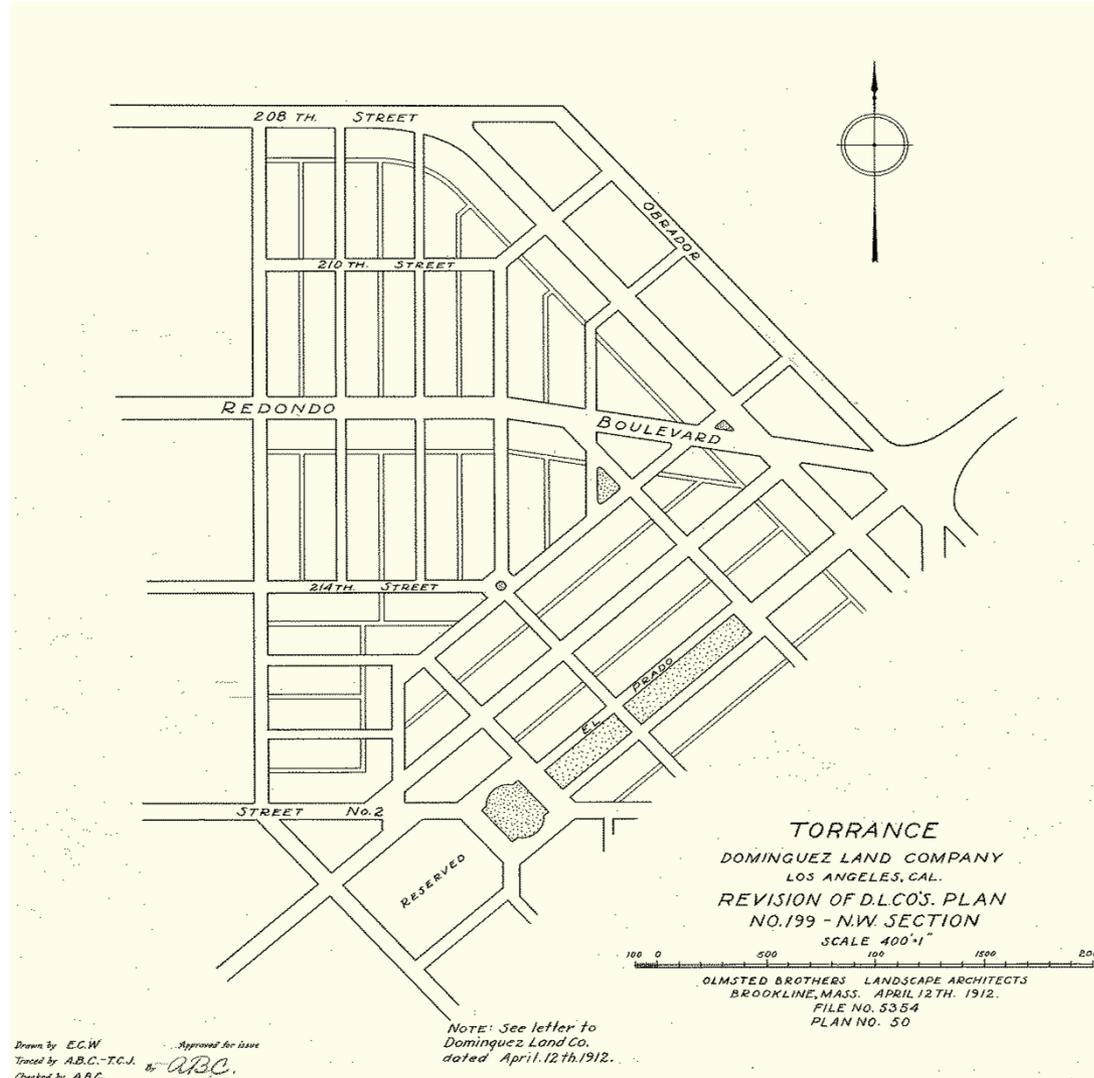
TORRANCE TRACT Designed by The Olmsted Brothers
Concept Plan by the Olmsted Brothers



THE CONCEPT FOR THE CITY OF TORRANCE WAS INFLUENCED BY THE GARDEN CITY MOVEMENT. THE GARDEN CITY MOVEMENT BEGAN IN ENGLAND IN THE LATE 19TH CENTURY. THE OLMSTED TRACT TODAY EMBODIES THE GOAL OF THE GARDEN CITY MOVEMENT OF MAN LIVING IN HARMONY WITH NATURE.

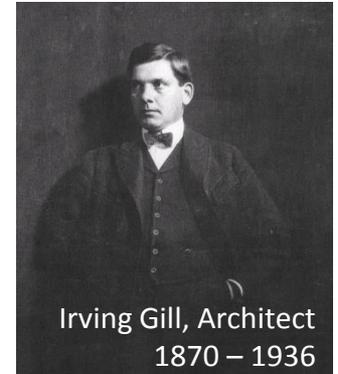


TORRANCE TRACT Designed by The Olmsted Brothers
Concept Plan Refinement by the Olmsted Brothers

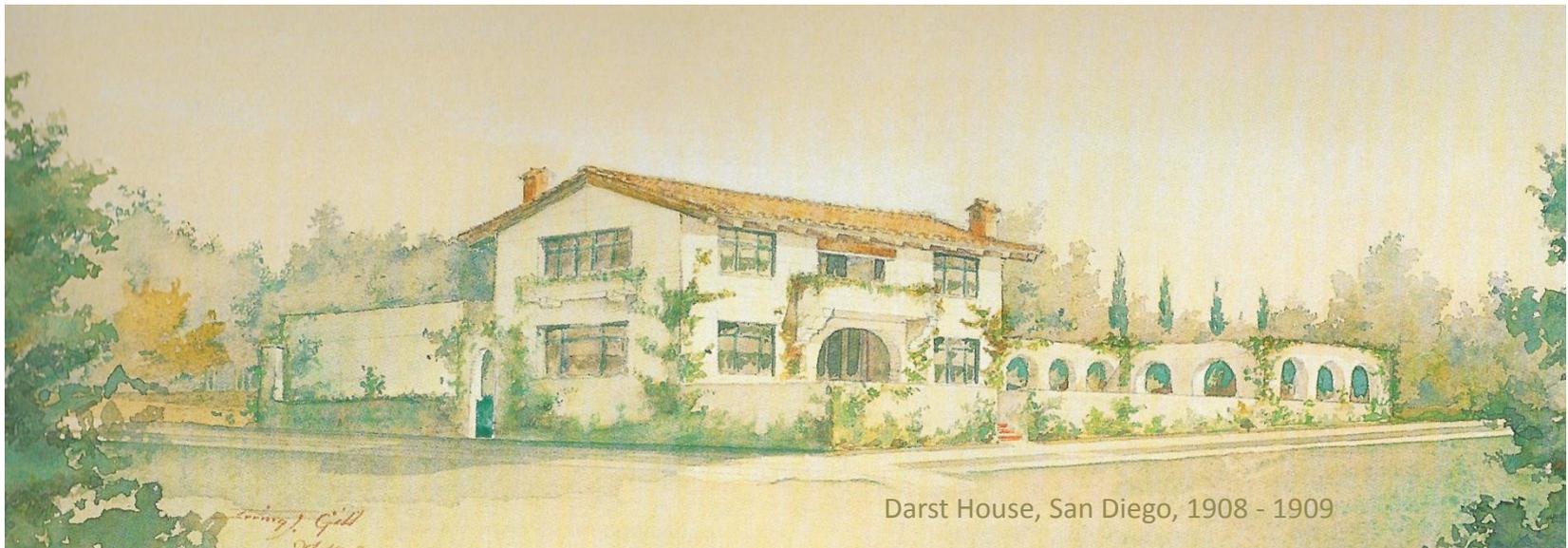


TORRANCE TRACT Designed by The Olmsted Brothers
Architecture

IRVING GILL WORKED WITH FRANK LLOYD WRIGHT IN THE CHICAGO ARCHITECTURAL FIRM OF ADLER AND SULLIVAN BEFORE MOVING TO SAN DIEGO, CALIFORNIA. THE FIRM WAS WORKING ON THE WORLD'S COLUMBIAN EXPOSITION WITH THE OLMSTED OFFICE AT THE TIME.



Irving Gill, Architect
1870 - 1936



Darst House, San Diego, 1908 - 1909

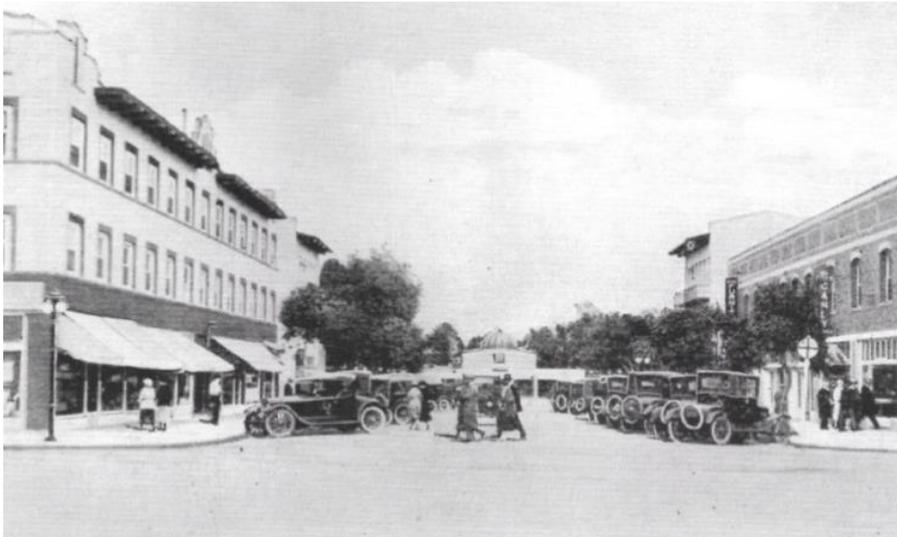
TORRANCE TRACT Designed by The Olmsted Brothers
Architecture



TORRANCE TRACT Designed by The Olmsted Brothers
Architecture

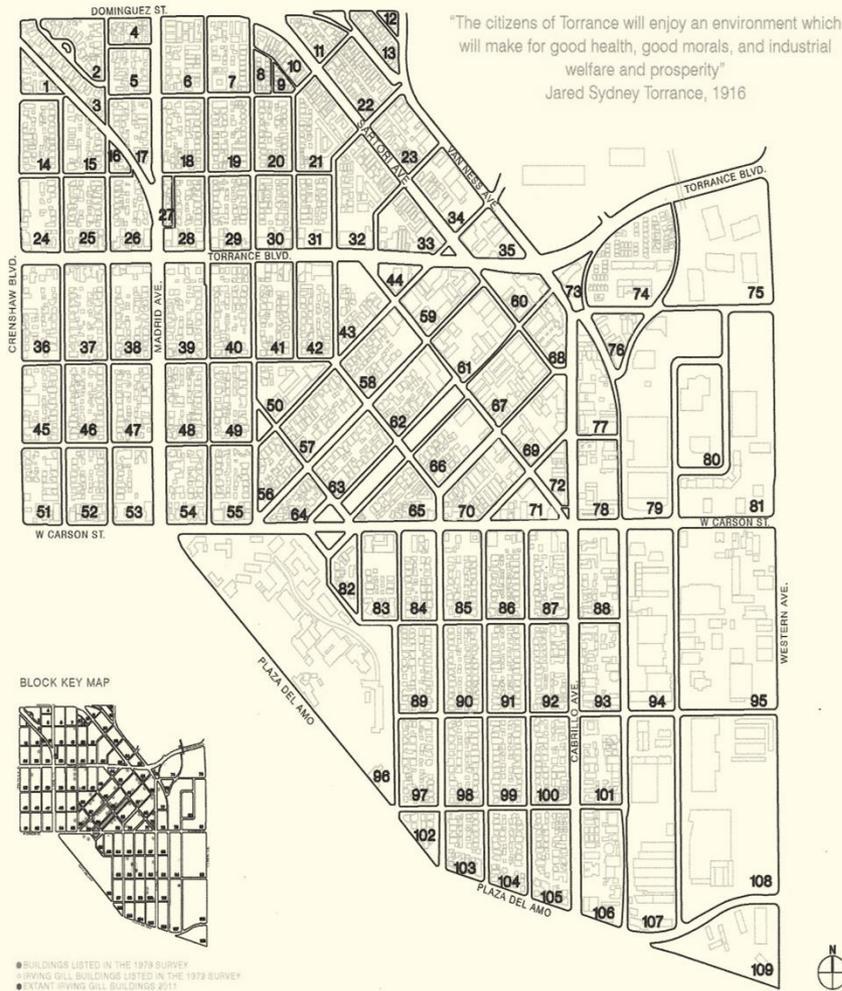


THE PACIFIC ELECTRIC DEPOT WAS ONE SEVERAL PUBLIC BUILDINGS DESIGNED BY IRVING GILL. THE INTENDED VIEW OF THE DEPOT AT THE TERMINUS OF THE EL PRADO MALL HAS BEEN OBSCURED BY A NEW COMMERCIAL/RESIDENTIAL DEVELOPMENT.



TORRANCE TRACT Designed by The Olmsted Brothers

Block Survey Plan



TORRANCE TRACT Designed by The Olmsted Brothers
Architectural Styles



Mission Revival - 817 Madrid Street - Built 1929



Craftsman - 1904 Andreo Avenue- Built 1912

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Architectural Styles



Spanish Colonial Revival - 1541 Post Avenue - Built 1928



Tudor - 1437 Post Avenue –Built 1920

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Architectural Styles



Art Deco - 1275 Sartori Avenue – Built 1930



Prairie Style - 1504 Post Avenue – Built 1919

TORRANCE TRACT designed by the Olmsted Brothers
Architectural Styles

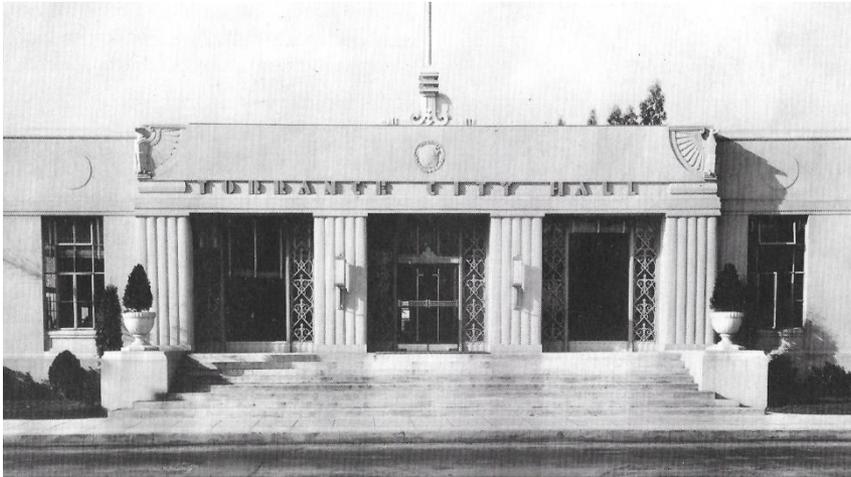


Neo-classical Revival - 2256 Torrance Boulevard - Built 1921



Commercial Modern – 1305 Post Avenue – Built 1924

TORRANCE TRACT Designed by The Olmsted Brothers
Altered Contributor

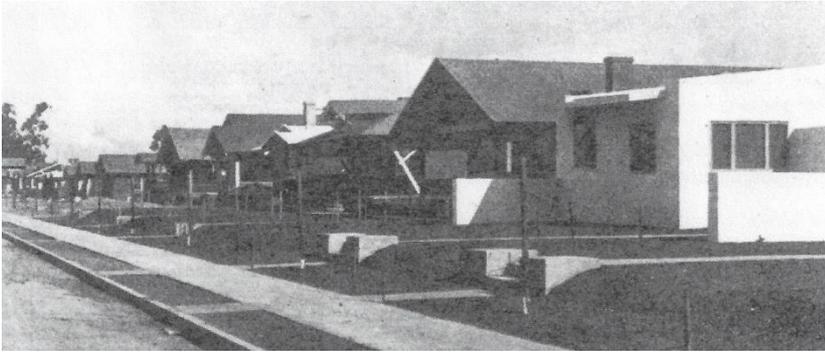


Original Torrance City Hall - Walker and Eisen - Built 1936



Original Torrance City Hall as it appears today

TORRANCE TRACT Designed by The Olmsted Brothers
Altered Contributor

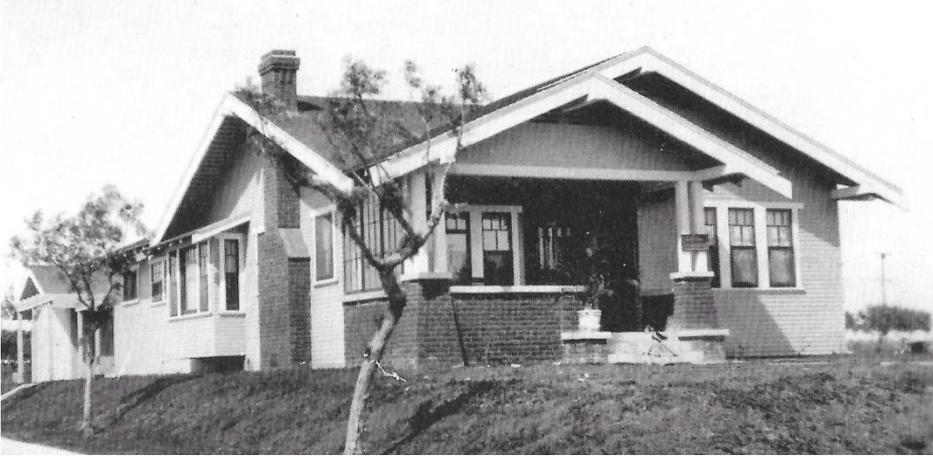


Historic View - Irving Gill Worker Housing



Irving Gill Worker Housing as it appears today

TORRANCE TRACT Designed by The Olmsted Brothers
Altered Contributor



1451 Post Avenue - Historic View – Built 1918



1451 Post Avenue as it appears today

TORRANCE TRACT Designed by The Olmsted Brothers

Survey Methodology

EACH BLOCK WAS SURVEYED BY A VOLUNTEER UTILIZING A STANDARD SURVEY FIELD DATA FORM

THE DATE OF CONSTRUCTION WAS OBTAINED FOR THE LOS ANGELES COUNTY TAX ASSESSOR RECORDS

EACH STRUCTURE WAS PHOTOGRAPHED

OLMSTED TRACT Torrance, California
2011 – 2013 Survey of Historic Resources



BLOCK	63
ADDRESS	1515 El Prado Avenue
YEAR BUILT	1927
APN NUMBER	7355 020 003
PROPERTY TYPE	Residential
ARCHITECTURAL STYLE	Spanish Colonial Revival
SIGNIFICANCE	Contributor
CONDITION	Excellent
COMMENTS	Home was restored by current owner Judy Johnson. The original owners were Lindsay and Marguerite R. Kelsey
SURVEYOR	Debbie Hays; September 10, 2011

OLMSTED TRACT, Torrance, California
2011 - SURVEY OF HISTORIC RESOURCES

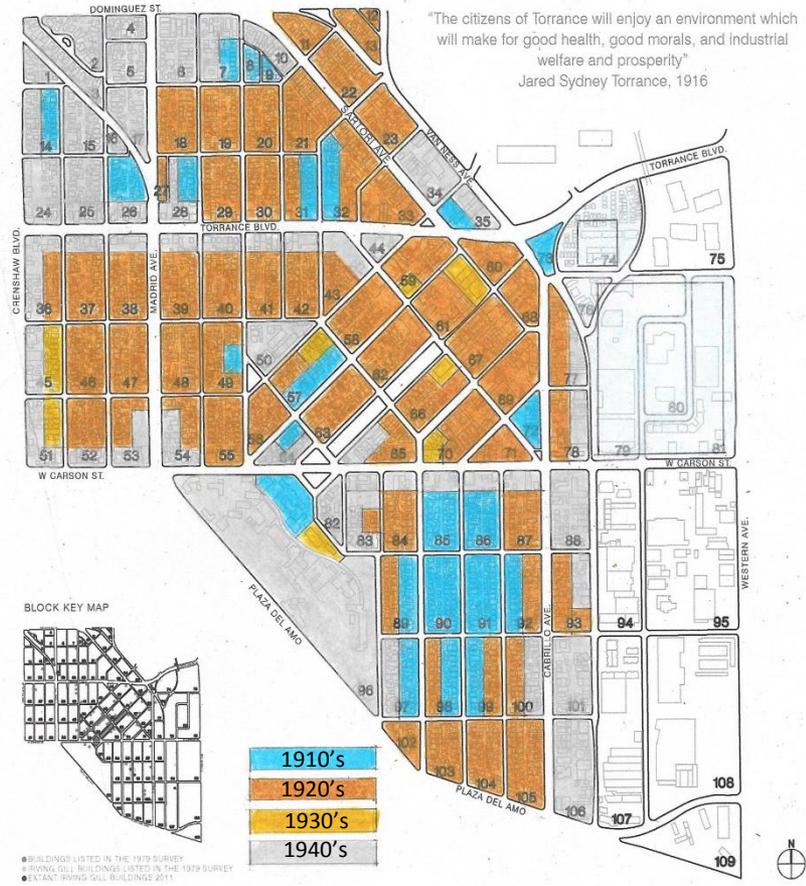
INDIVIDUAL STRUCTURE SURVEY FORM

1. BLOCK #:
2. APN #:
3. STREET ADDRESS:
4. PROPERTY TYPE: RESIDENTIAL CONDO/APT COMMERCIAL INDUSTRIAL
5. ARCH. STYLE: CRAFTSMAN RANCH SPANISH COLONIAL REVIVAL
 CONTEMPORARY ECLECTIC TUDOR
OTHER _____
6. YEAR BUILT:
7. ARCHITECT (if known): _____
8. SIGNIFICANCE: CONTRIBUTING ALTERED CONTRIBUTOR NON-CONTRIBUTING
9. CONDITION: EXCELLENT GOOD FAIR POOR
10. COMMENTS: _____

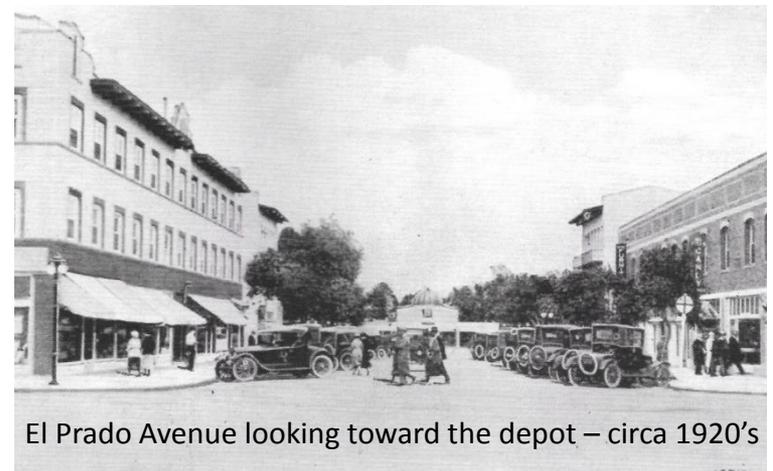
11. DATE SURVEYED AND VOLUNTEER'S NAME: _____

TORRANCE TRACT Designed by The Olmsted Brothers

Survey Results

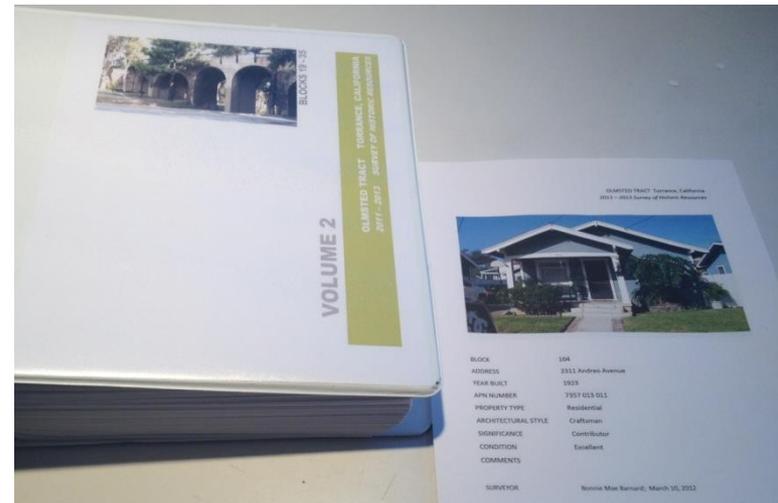
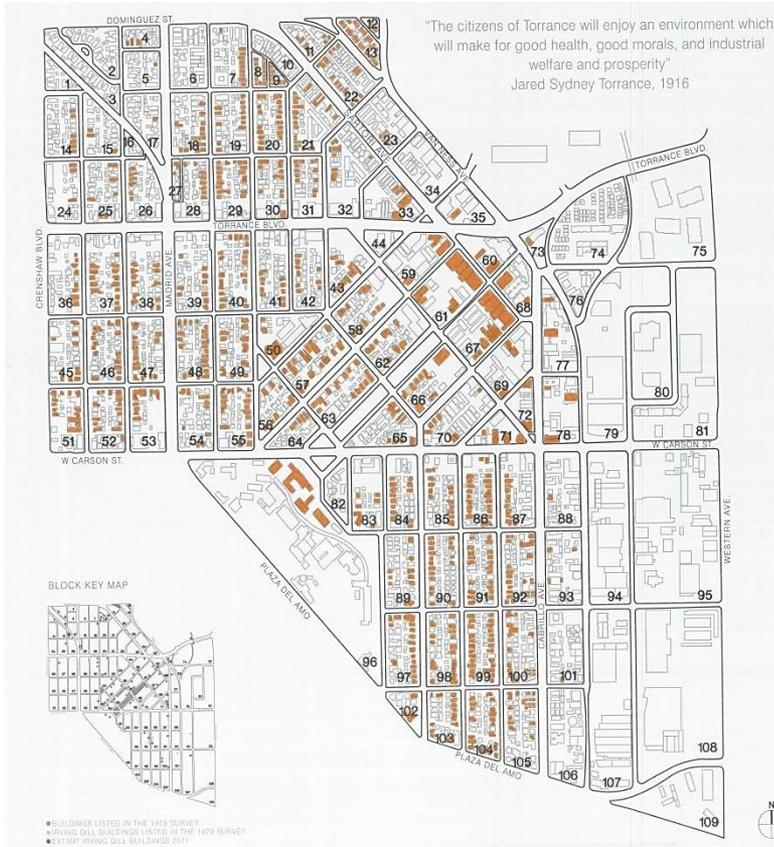


Block Development by Decade



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Survey Results



TOTAL STRUCTURES SURVEYED: 1795

TOTAL CONTRIBUTING AND ALTERED CONTRIBUTING STRUCTURES: 860

TORRANCE TRACT Designed by The Olmsted Brothers

ZONING

ZONING WAS DEVELOPED AS A LAND USE MECHANISM AND PLANNING TOOL BY LOCAL GOVERNMENTS.

NEW YORK CITY ADOPTED THE FIRST ZONING ORDINANCE IN 1916

THE CONSTITUTIONALITY OF ZONING ORDINANCES WAS UPHELD BY THE US SUPREME COURT IN 1926

ZONING REGULATIONS ENDEAVOR TO PROTECT THE COMMON INTEREST OF PROPERTY OWNERS WITHIN A DESIGNATED ZONE AREA SUCH AS:

A. ACCESS TO LIGHT AND AIR (BASIS OF THE 1916 NY ZONING CODE), INCLUDES:

- 1. SETBACKS**
- 2. HEIGHT LIMITS**
- 3. DENSITY (FAR) FLOOR AREA RATIOS**

B. PROTECTION OF PROPERTY VALUES INCLUDES:

- 1. SEPARATION OF INCOMPATIBLE LAND USES SUCH AS INDUSTRY AND HOUSING**
- 2. ESTABLISHMENT OF MINIMUM DESIGN STANDARDS, USE OF MATERIALS ETC.**
- 3. COMPATIBILITY OF DESIGN : STYLE, MASSING, SCALE**

C. OVERLAY ZONING:

OVERLAY ZONING IS AN ADDITION LAYER OF REGULATIONS DESIGNED TO PROTECT SPECIAL ATTRIBUTES OF A ZONE AREA SUCH AS BUILDINGS WITH ARCHITECTURAL OR HISTORIC SIGNIFICANCE. IT CAN BE USED TO MODIFY EXISTING ZONING POLICY THAT MAY BE HAVING A DETRIMENTAL EFFECT ON PROPERTIES

TORRANCE TRACT Designed by The Olmsted Brothers
FLOOR AREA RATIO (FAR)



THE COMPLETION OF THE
EQUITABLE BUILDING IN
1915 SPURRED NEW YORK
TO ADOPT THE OUR
NATION'S FIRST ZONING
ORDINANCE TO REQUIRE
BUILDING SETBACKS TO
PROTECT ACCESS TO
LIGHT AND AIR FOR
NEIGHBORING BUILDINGS

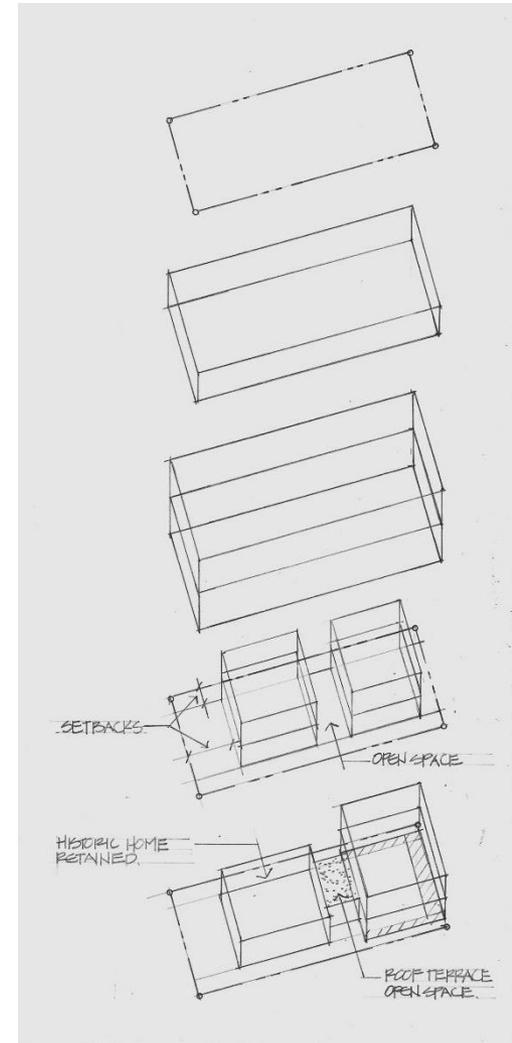
TYPICAL LOT

1 FAR

2 FAR

EXISTING FAR (.65)

OVERLAY ZONING
FAR



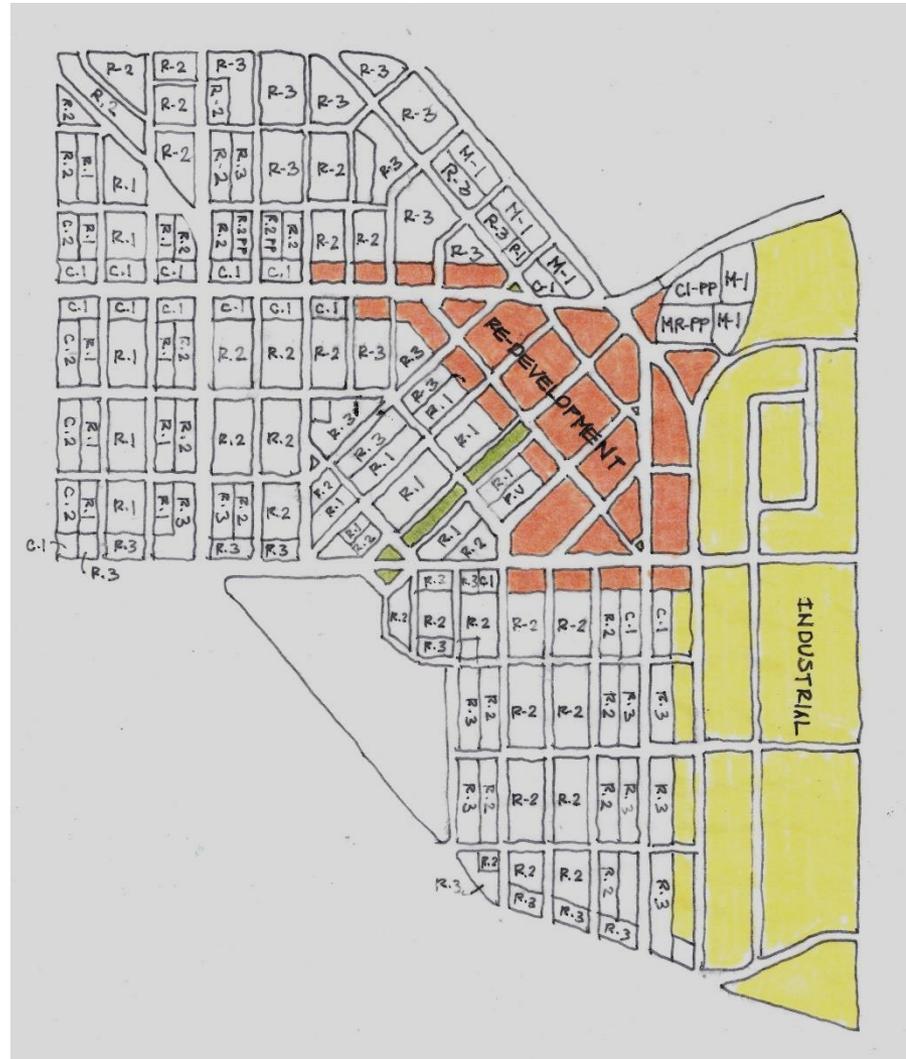
TORRANCE TRACT Designed by The Olmsted Brothers
EXISTING ZONING

R-1 – R-3 Residential

C.1 – C.2 Commercial

Redevelopment Zone

Industrial Zone



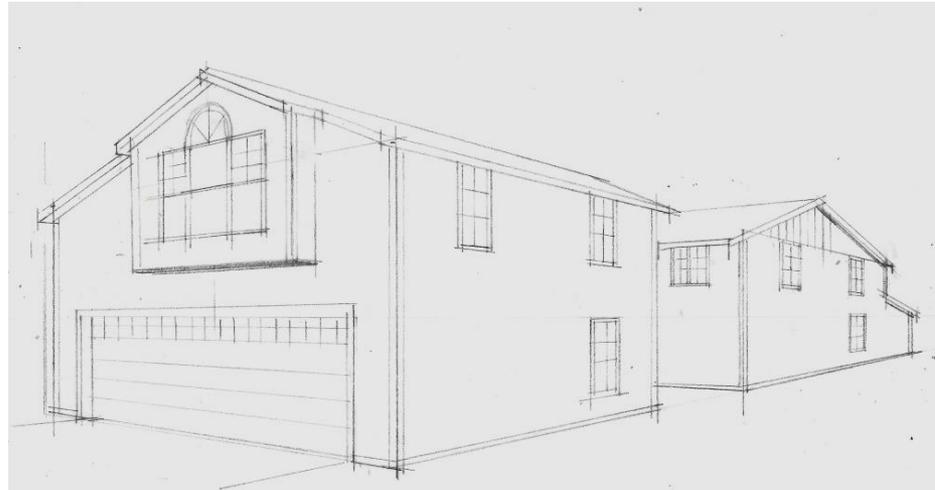
TORRANCE TRACT Designed by The Olmsted Brothers

ZONING

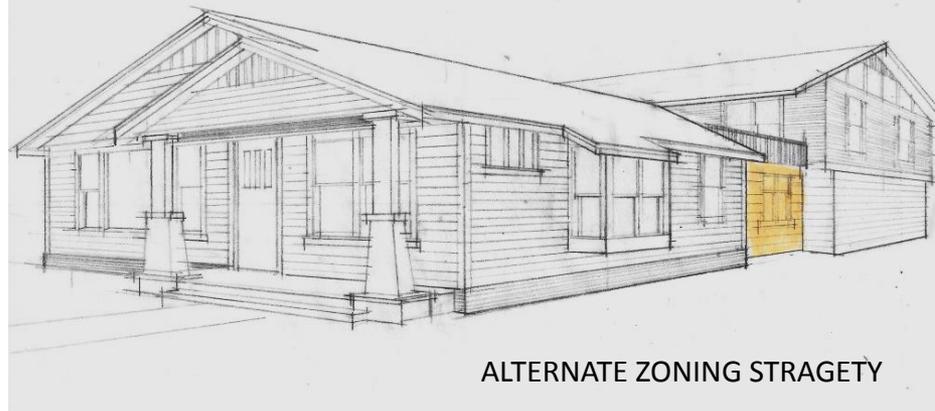
CURRENT ZONING ALLOWS THE DEMOLITION AND REPLACEMENT OF EXISTING HISTORIC PROPERTIES WITH NEW CONSTRUCTION THAT IS NOT IN SCALE AND CHARACTER WITH EXISTING HISTORIC PROPERTIES.

TYPICAL NEW CONSTRUCTION HAS A STREET FRONTAGE DOMINATED BY GARAGE DOORS RESULTING IN A LESS FRIENDLY STREETScape.

EXISTING FAR (FLOOR AREA RATIOS) OPEN SPACE AND SETBACK REQUIREMENTS RESULT IN A BUILDING SCALE INCOMPATIBLE WITH EXISTING HISTORIC PROPERTIES.



TYPICAL NEW CONSTRUCTION

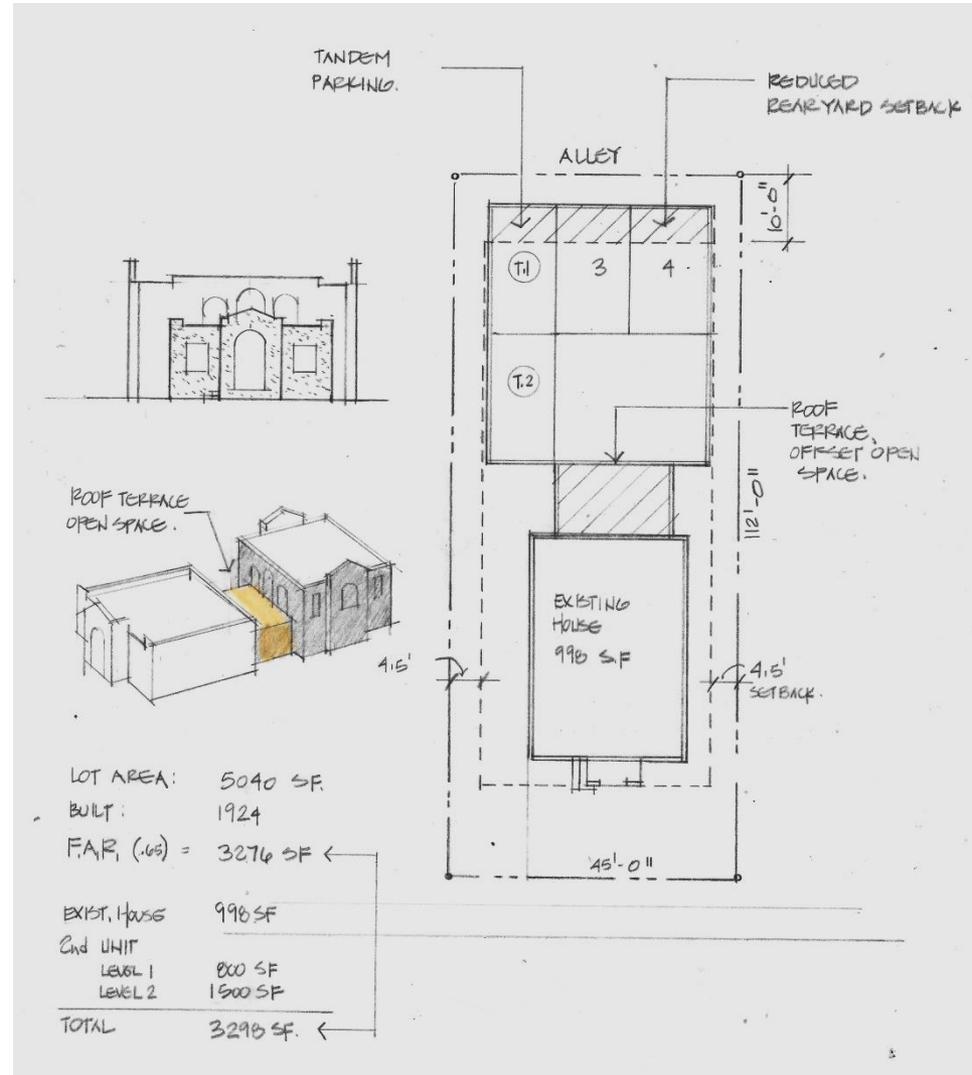


ALTERNATE ZONING STRATEGY

TORRANCE TRACT Designed by The Olmsted Brothers
ALTERNATE ZONING CASE STUDY 1

1742 Martina

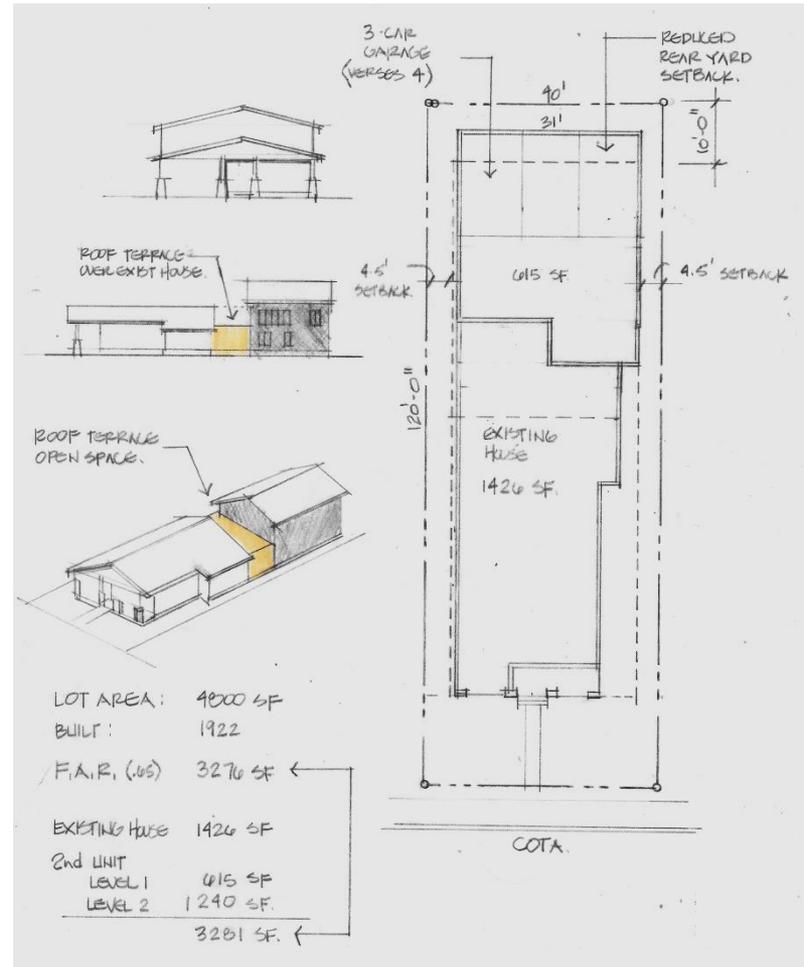
**Block 84
 Zoned R2**



TORRANCE TRACT Designed by The Olmsted Brothers
ALTERNATE ZONING CASE STUDY 2

912 Cota Avenue

**Block 20
 Zoned R2**



TORRANCE TRACT Designed by The Olmsted Brothers
EXISTING EXAMPLE OF ALTERNATE ZONING



THIS PROPERTY ON ARLINGTON AVENUE ILLUSTRATES THE ALTERNATIVE ZONING CONCEPT OF PRESERVING THE HISTORY HOME WITH A LARGER SCALE DEVELOPMENT AT THE REAR.

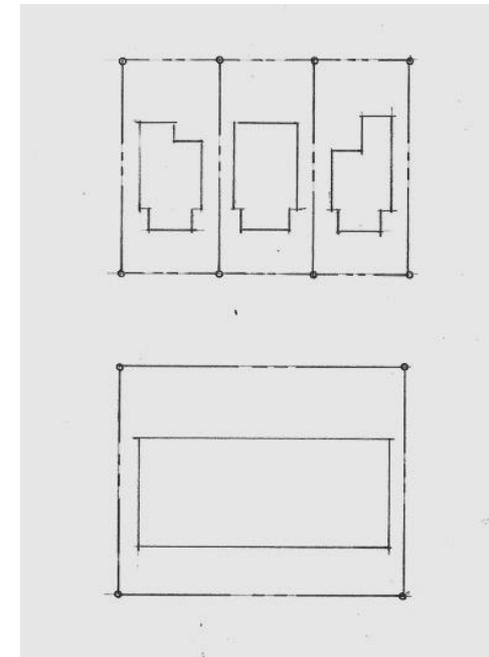
TORRANCE TRACT Designed by The Olmsted Brothers
EXISTING EXAMPLE OF ALTERNATE ZONING



THIS PROPERTY ON ARLINGTON AVENUE ILLUSTRATES THE CONCEPT OF LARGER SCALE DEVELOPMENT AT THE REAR OF THE PROPERTY. IN THIS CASE THE HISTORY HOME WAS REPLACED WITH A NEW STRUCTURE IN SCALE AND CHARACTER TO THE ORIGINAL.

TORRANCE TRACT Designed by The Olmsted Brothers

Lot Ties



CURRENT LAND USE POLICIES ALLOW SINGLE LOTS TO BE COMBINED TO CREATE OPPORTUNITIES FOR LARGER SCALE DEVELOPMENTS SUCH AS THIS PROPERTY ON GRAMERCY AVENUE

TORRANCE TRACT Designed by The Olmsted Brothers
Inappropriate Alternations



ORIGINAL WINDOWS REPLACED WITH ALUMINUM WINDOWS THAT ARE NOT PERIOD APPROPRIATE

ORIGINAL DETAIL REMOVED

ORIGINAL SIDING REPLACED WITH STUCCO

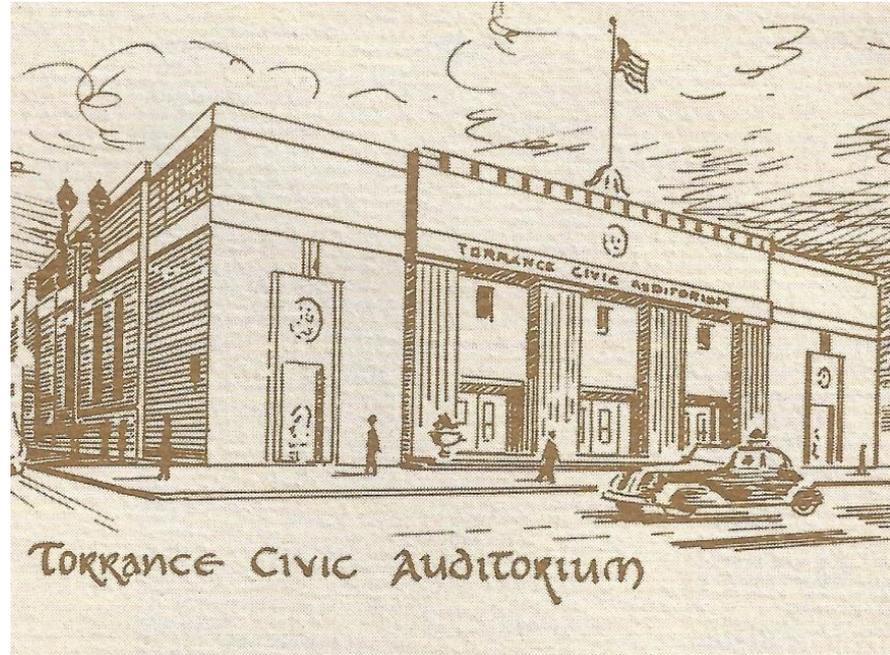
TORRANCE TRACT Designed by The Olmsted Brothers *COMMERICAL REDEVELOPMENT PROGRAM*

THE DOWNTOWN AREA OF THE OLMSTED DISTRICT BECAME PART OF A REDEVELOPMENT DISTRICT THAT INCLUDED DESIGN STANDARDS FOR EXISTING AND NEW CONSTRUCTION. DESIGN STANDARDS FOR THE AREA ARE IN FLUX WITH THE DEMISE OF REDEVELOPMENT PROGRAMS IN CALIFORNIA.

REDEVELOPMENT PROGRAMS WERE INTENDED TO PROVIDE GOVERNMENT ASSISTANCE TO URBAN AREAS THAT WERE IN DECLINE BECAUSE OF NEW SUBURBAN COMMERCIAL DEVELOPMENTS. LACK OF PARKING WAS OFTEN A IMPEDIMENT FOR THESE AREAS TO COMPETE WITH NEW COMMERCIAL ZONES



TORRANCE TRACT Designed by The Olmsted Brothers
COMMERICAL REDEVELOPMENT PROGRAM



THE TORRANCE CIVIC AUDITORIUM STOOD AT THE CORNER OF EL PRADO AND CRAVENS AVENUE UNTIL ITS DEMOLITION. IT WAS DESIGNED BY THE ARCHITECTURE FIRM WALKER AND EISEN IN 1936 AS PART OF GROUP OF PUBLIC BUILDINGS FUNDED BY THE FEDERAL W.P.A. PROGRAM.

TORRANCE TRACT Designed by The Olmsted Brothers
Commercial Area Design Standards

CONCEPTUAL RESTORATION



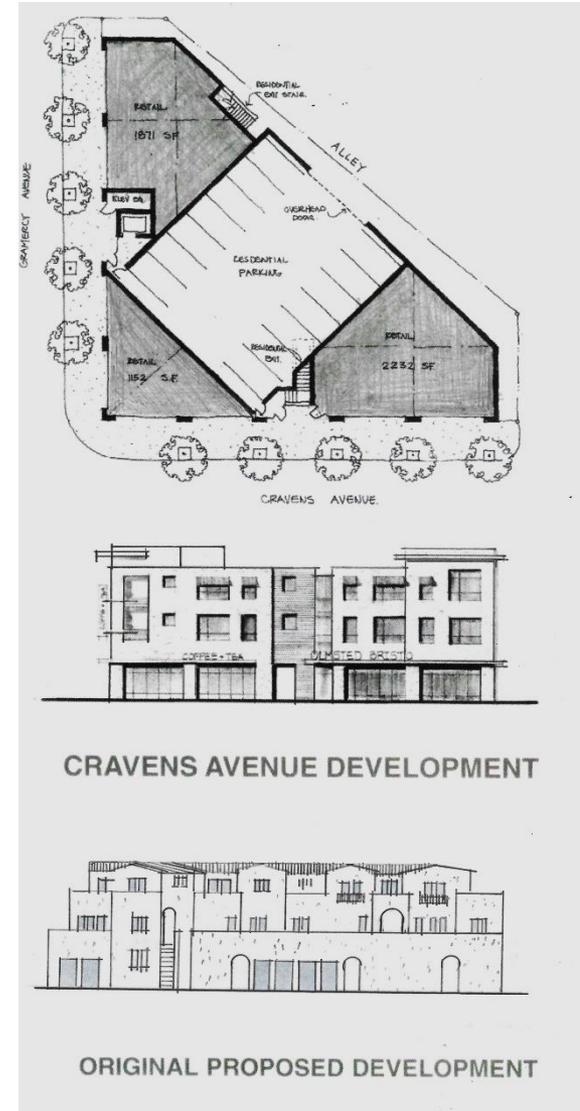
THIS IRVING GILL BUILDING ON CABRILLO AVENUE HAS BEEN ALTERED OVER THE YEARS. THE STOREFRONTS HAVE BEEN REDUCED IN SIZE AND HAVE A RANDOM CHARACTER. HISTORIC DESIGN STANDARDS COULD PREVENT THIS TYPE OF ALTERATION. THE SKETCH ABOVE SHOWS HOW THE BUILDING WOULD LOOK IF IT WERE RESTORED TO ITS ORIGINAL APPEARANCE.



TORRANCE TRACT Designed by The Olmsted Brothers
Commercial Area Design Standards

A NEW MIXED USE DEVELOPMENT ON CRAVENS AVENUE WAS ORIGINALLY PROPOSED AS A RESIDENTIAL MULTI-FAMILY PROJECT WITH THE GROUND FLOOR DEVOTED TO PARKING AND A EXTERIOR CHARACTER THAT WAS NOT IN KEEPING WITH THE EXISTING COMMERCIAL ARCHITECTURE.

AN ALTERNATE DESIGN WAS ULTIMATELY BUILT WITH THE PARKING WRAPPED BY COMMERCIAL SPACE CREATING A PEDESTRIAN FRIENDLY STREETScape. THE FAÇADE WAS CHANGE TO HAVE A CHARACTER SIMILAR TO EARLY BUILDINGS BY ARCHITECT IRVING GILL



TORRANCE TRACT Designed by The Olmsted Brothers
Historic Preservation Overlay Zoning Strategies

OLMSTED TRACT URBAN PLAN

RECOGNIZE THE ENTIRE OLMSTED TRACT FOR IS CONTRIBUTION TO AMERICAN URBAN PLANNING AND THE HISTORY OF TORRANCE

PROHIBIT ALTERATIONS OR NEW CONSTRUCTION WITHIN EXISTING STREET RIGHT OF WAYS IN THE OLMSTED TRACT

PROHIBIT LOT TIES

PROTECT ALL EXISTING LANDSCAPING



TORRANCE TRACT Designed by The Olmsted Brothers
Historic Preservation Overlay Zoning Strategies

RESIDENTIAL DISTRICTS

DEFINE AREAS WITHIN THE OLMSTED TRACT THAT HAVE HIGH CONCENTRATIONS OF HISTORIC HOMES

ADOPT OVERLAY ZONING REGULATIONS THAT PROTECT THE SCALE, CHARACTER AND HISTORIC FABRIC WITHIN A DEFINED HISTORIC AREA.



TORRANCE TRACT Designed by The Olmsted Brothers
Historic Preservation Overlay Zoning Strategies

COMMERCIAL AREA

CONSIDER ADOPTING NEW ZONING REGULATIONS TO REPLACE OBSOLETE REDEVELOPMENT STANDARDS:

-REQUIRE NEW INFILL CONSTRUCTION TO BE BUILT TO THE SIDEWALK LINE WITH STOREFRONTS AND A COMMERCIAL CHARACTER.

-PROHIBIT DEMOLITION OF CONTRIBUTING STRUCTURES.

-ESTABLISH DESIGN STANDARDS FOR ADDITIONS AND NEW INFILL CONSTRUCTION THAT IS COMPATIBLE WITH HISTORIC STRUCTURES.



ANGELINO HEIGHTS Los Angeles, California
Historic Preservation Overlay Zone

**ANGELINO HEIGHTS HAS AN IMPRESSIVE
ARRAY OF ARCHITECTURAL STYLES,
AMONG THEM: QUEEN ANNE, EASTLAKE
VICTORIAN, CALIFORNIA CRAFTSMAN,
BROWNSTONE AND STREAMLINE
MODERNE**



**1300 CARROLL AVENUE, 1887
EAST LAKE STYLE**

**1320 CARROLL AVENUE, 1887
QUEEN ANNE STYLE**

ANGELINO HEIGHTS Los Angeles, California
Historic Preservation Overlay Zone

HPOZ LIVING

BOB AND PATTI GOOD PURCHASED A HOME IN ANGELINO HEIGHTS JUST BEFORE IT BECAME AN HPOZ IN 1983. THEY HAVE LOVINGLY RESTORED A TWO STORY CRAFTSMAN STYLE HOME WORKING WITHIN THE GUIDELINES OF THE HPOZ .

EMBRACING THE BENEFITS OF THE HPOZ BOB HAS SERVED ON THE BOARD AND PARTICIPATED IN THE DEVELOPMENT OF THE HISTORIC PRESERVATION PLAN FOR THE DISTRICT.



ANGELINO HEIGHTS Los Angeles, California

Historic Preservation Overlay Zone

THE HPOZ IS ADMINISTERED BY A 5 MEMBER VOLUNTEER COMMITTEE CONSISTING OF COMMUNITY MEMBERS AND DESIGN PROFESSIONALS

THE HPOZ BOARD OVERSAW THE DEVELOPMENT OF A PRESERVATION PLAN WHICH INCLUDED STANDARDS AND GUIDELINES FOR RESTORATION, ADDITIONS AND NEW CONSTRUCTION.

HPOZ BOARD MEETINGS ARE HELD BI-MONTHLY TO REVIEW AND DETERMINE IF PROPOSED WORK IS INCOMPLIANCE WITH THE ZONE'S PRESERVATION PLAN.

DECISIONS OF THE BOARD CAN BE APPEALED TO THE PLANNING COMMISSION.

