DOCKETED	
Docket Number:	25-OPT-02
Project Title:	Prairie Song Reliability Project
TN #:	264405
Document Title:	App 3-3B Built Environment Inventory and Evaluation Report Part 2
Description:	N/A
Filer:	Erin Phillips
Organization:	Dudek
Submitter Role:	Applicant Consultant
Submission Date:	6/20/2025 1:34:07 PM
Docketed Date:	6/20/2025

Appendix 3.3B

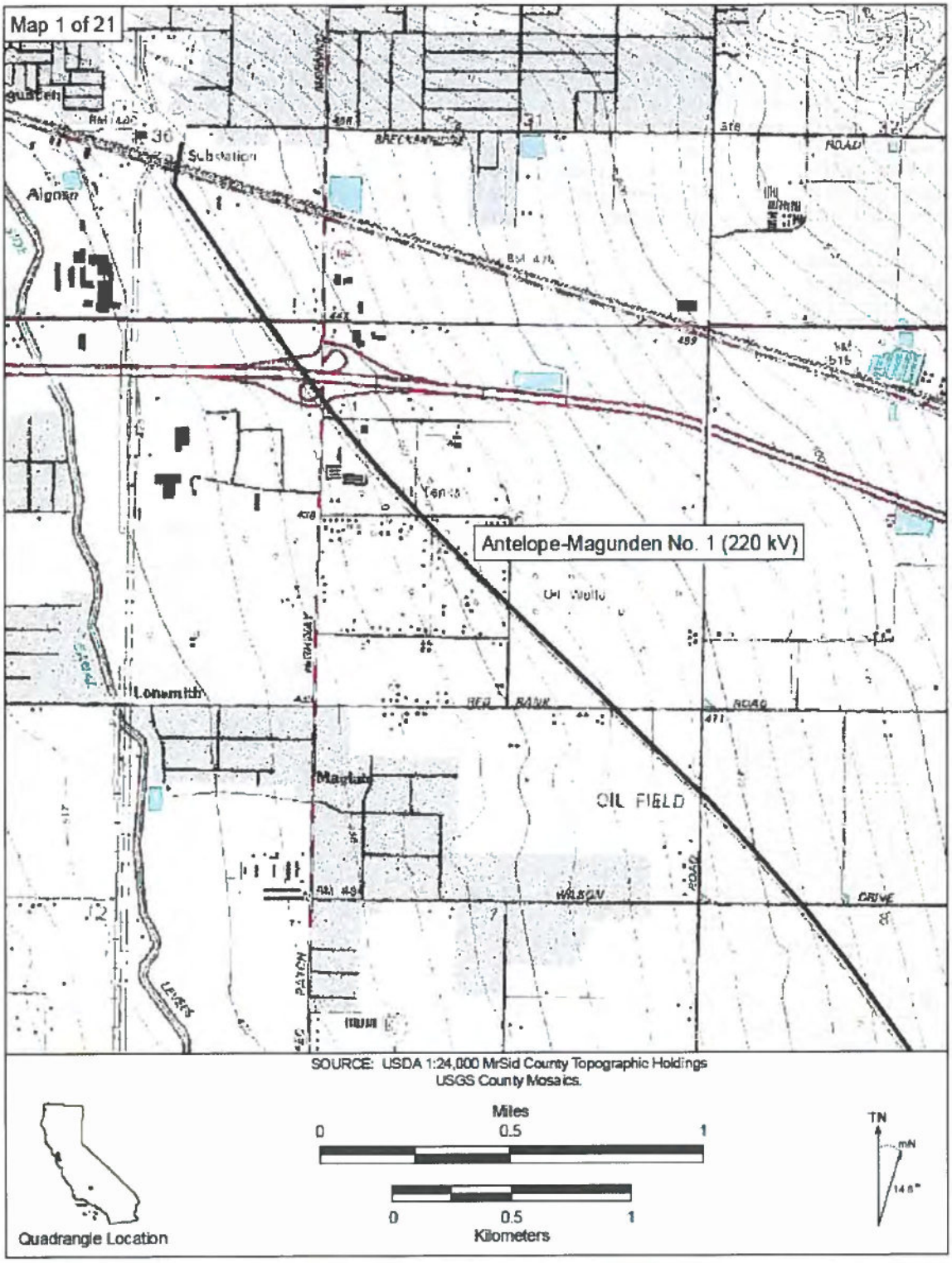
Built Environment Inventory and Evaluation Report

2 of 4

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 4 of 24 (Map Page 1 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Lamont 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

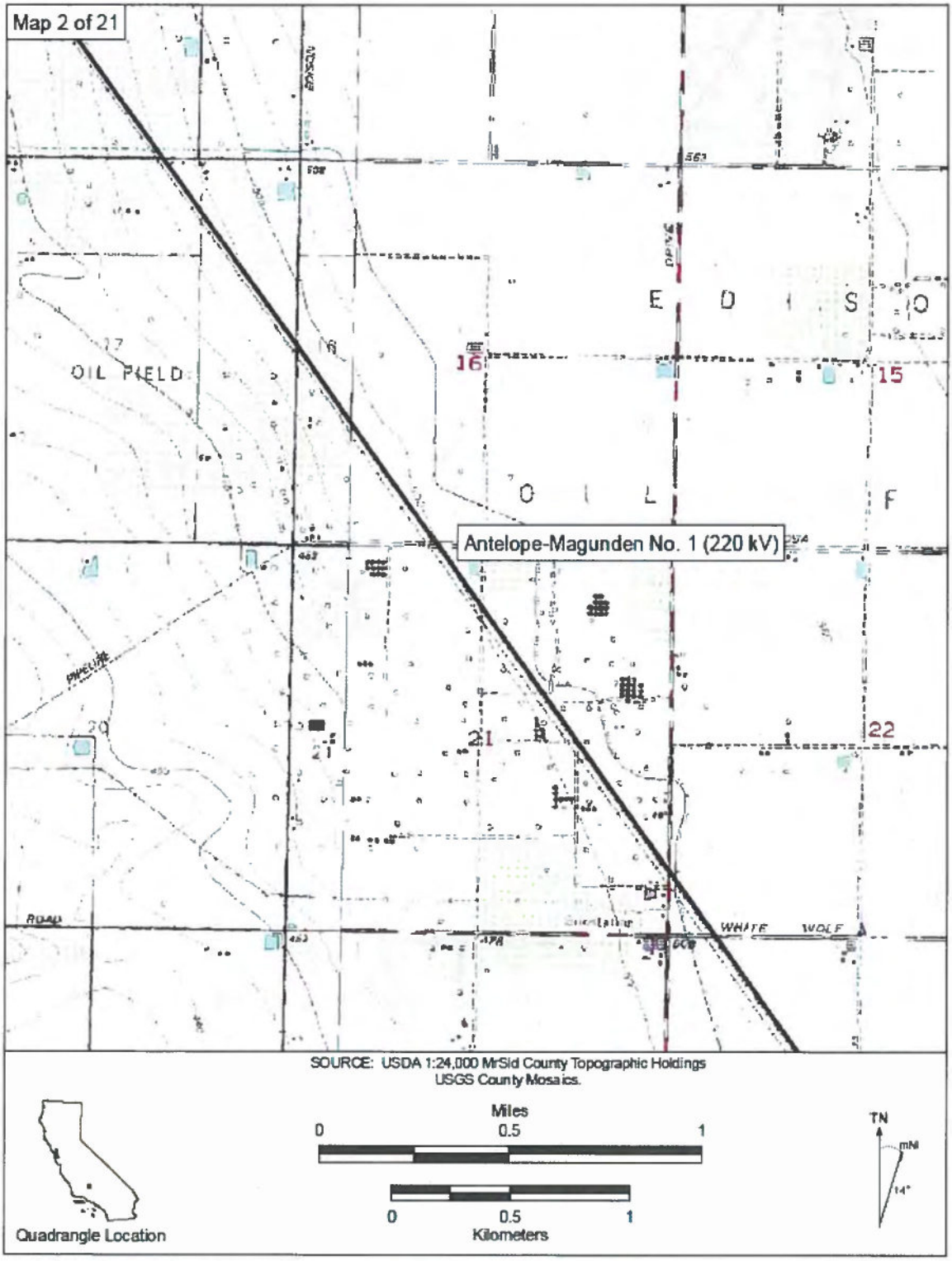


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

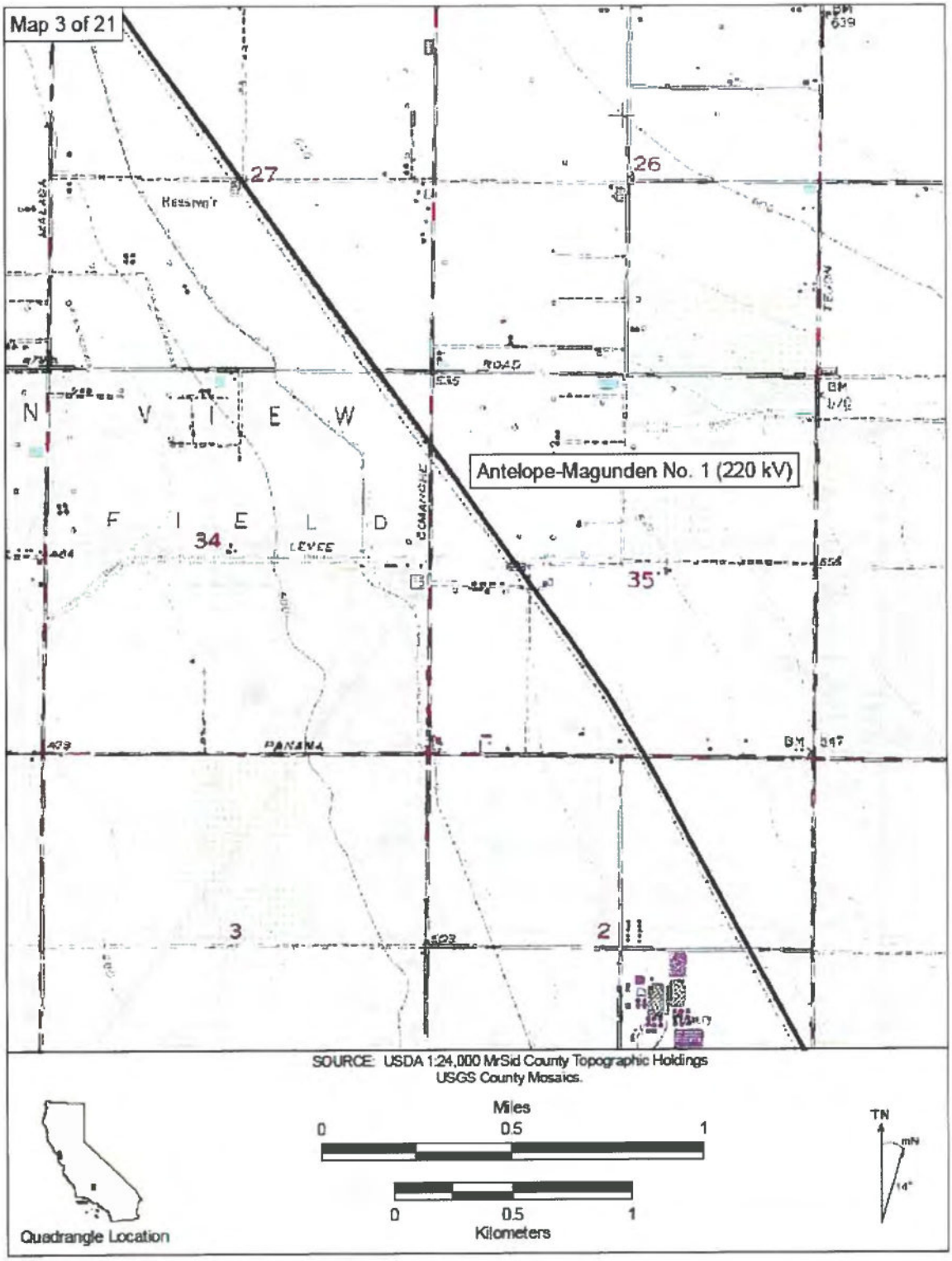
Page 5 **of** 24 (Map Page 2 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Lamont and Edison 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 6 **of** 24 (Map Page 3 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code**: 6Z
***Map Name**: Edison 1992 ***Scale**: 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

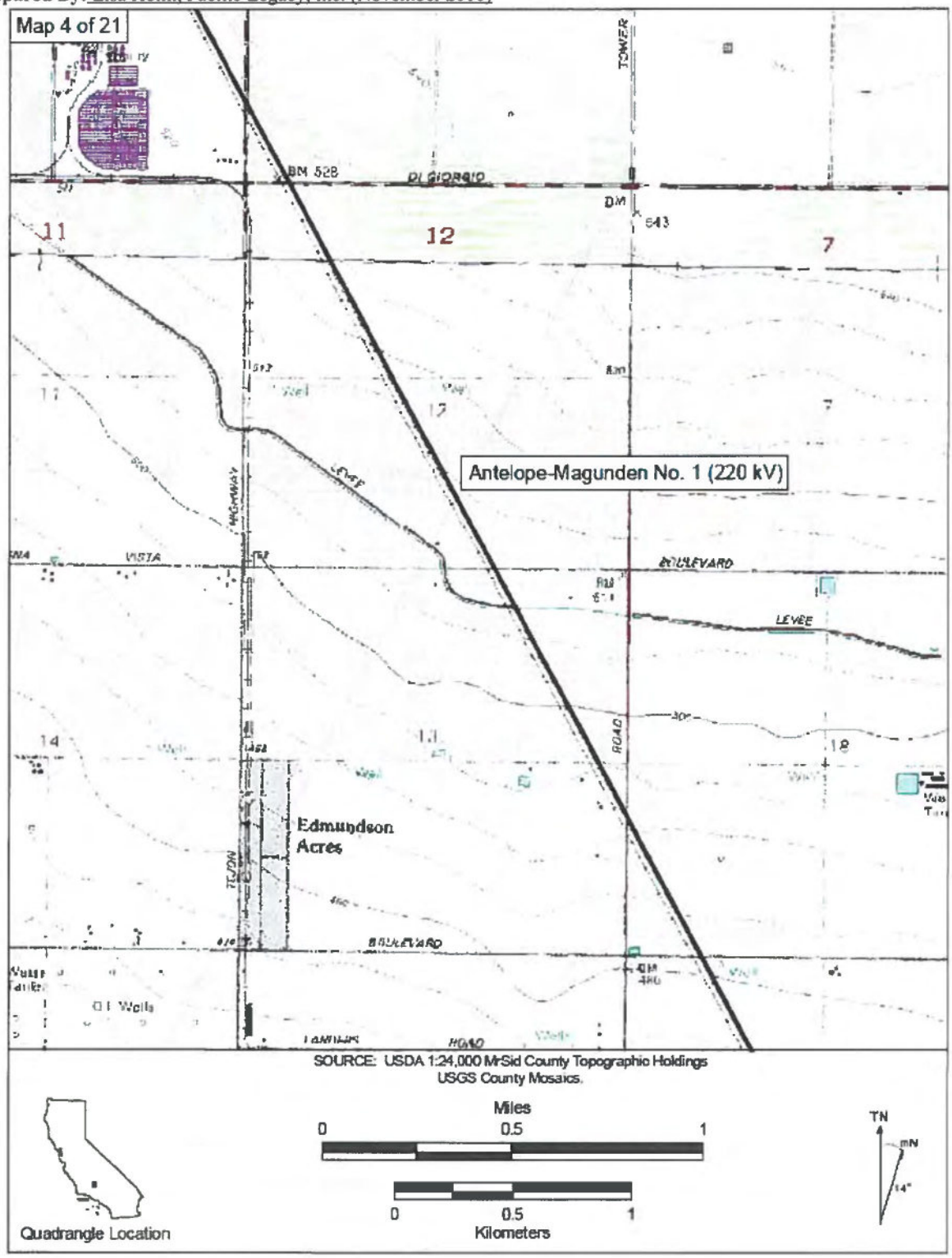


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

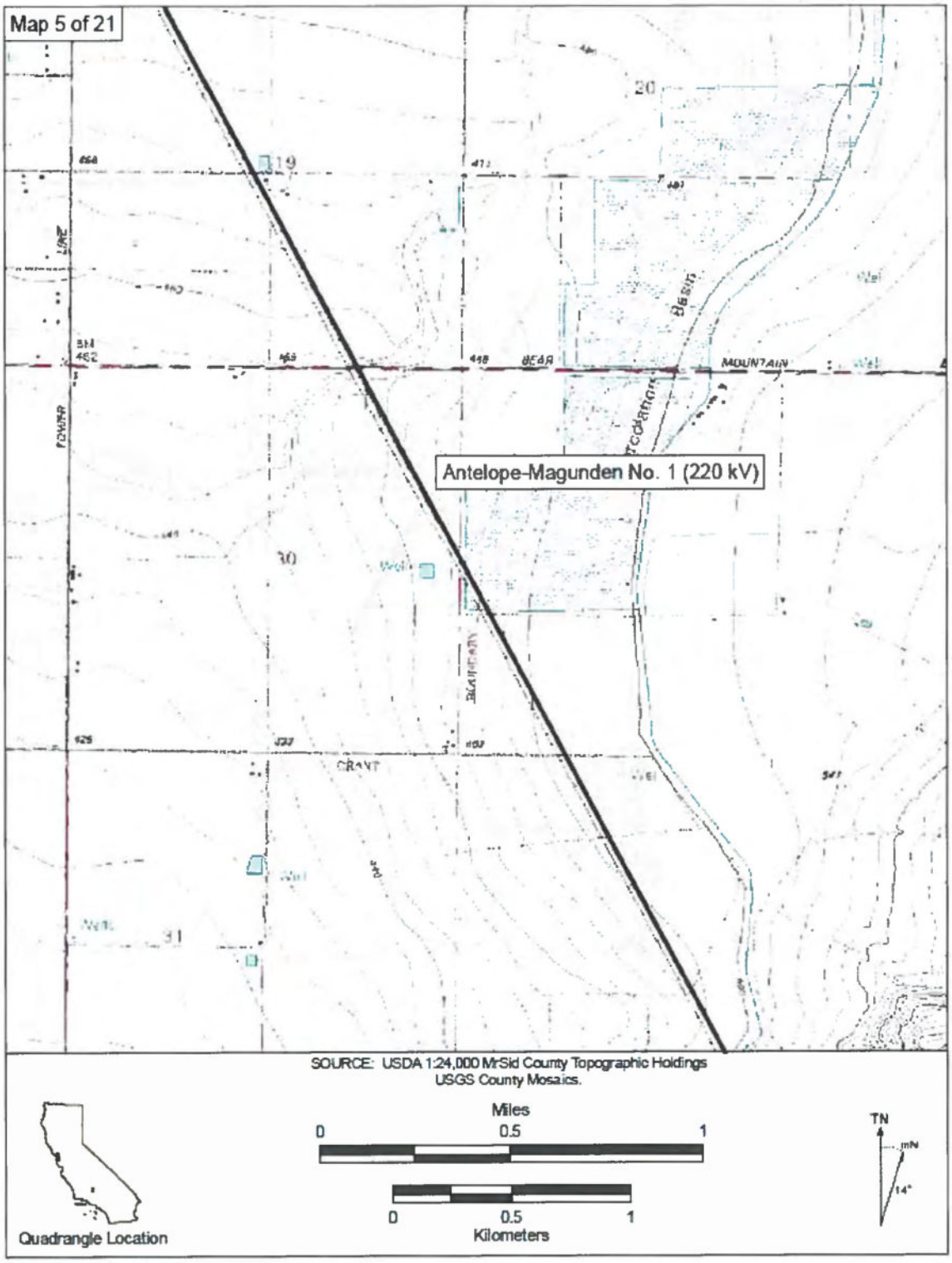
Page 7 **of** 24 (Map Page 4 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Edison and Arvin 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

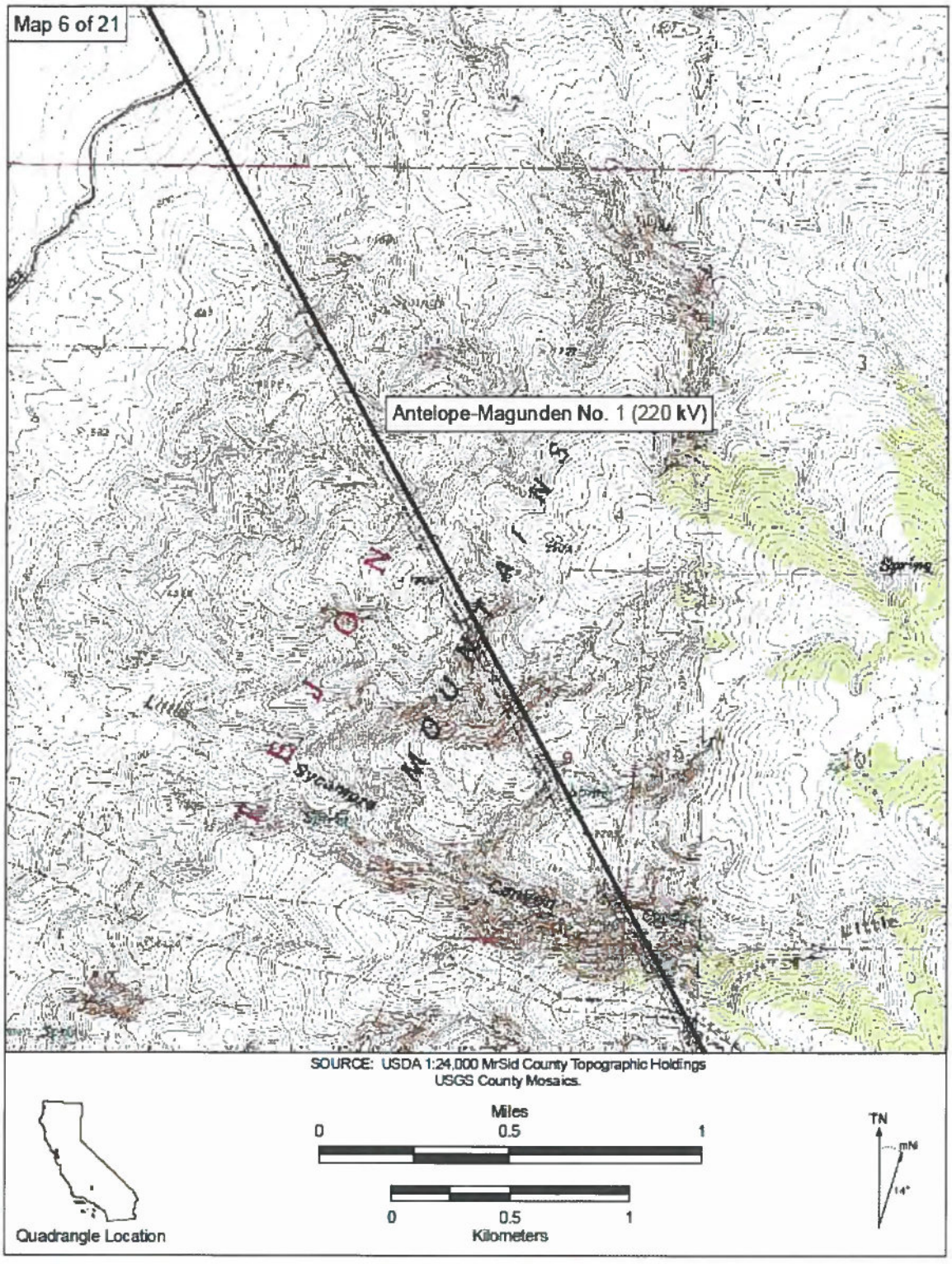
Page 8 of 24 (Map Page 5 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code**: 6Z
***Map Name**: Arvin 1992 ***Scale**: 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

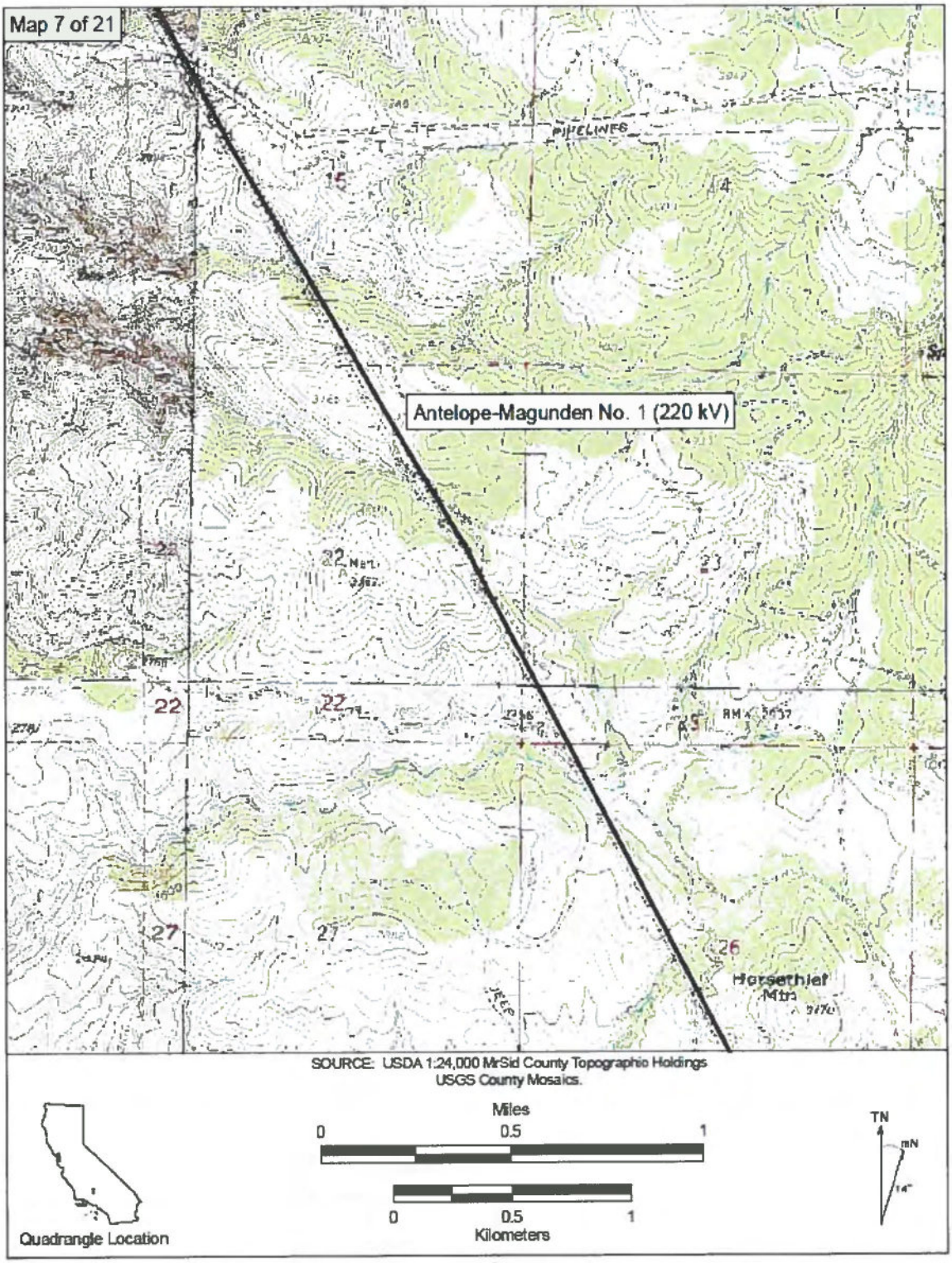
Page 9 of 24 (Map Page 6 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name**: Arvin and Bear Mtn. 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 10 of 24 (Map Page 7 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Arvin, Bear Mtn., and Tejon Ranch 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

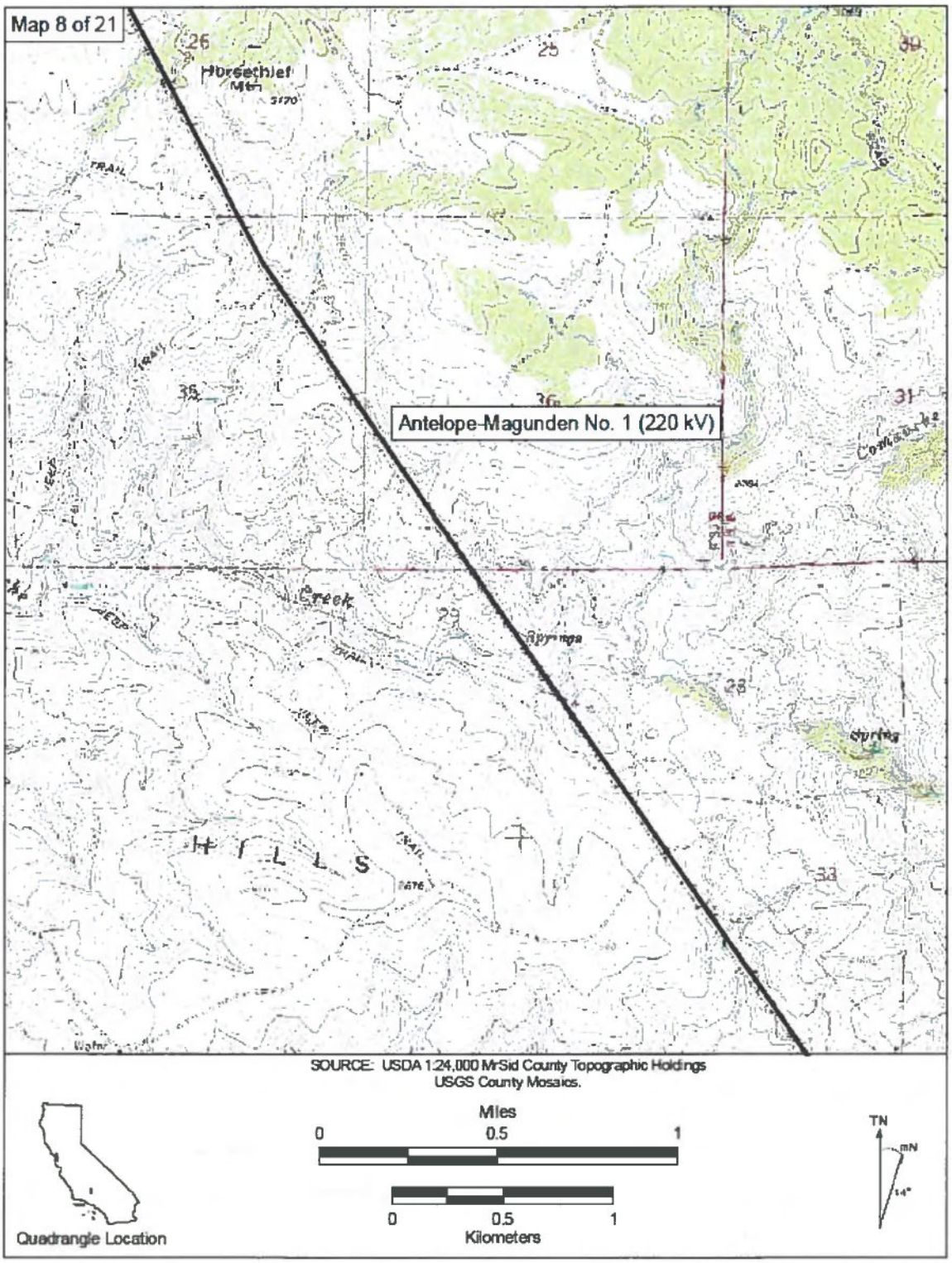


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

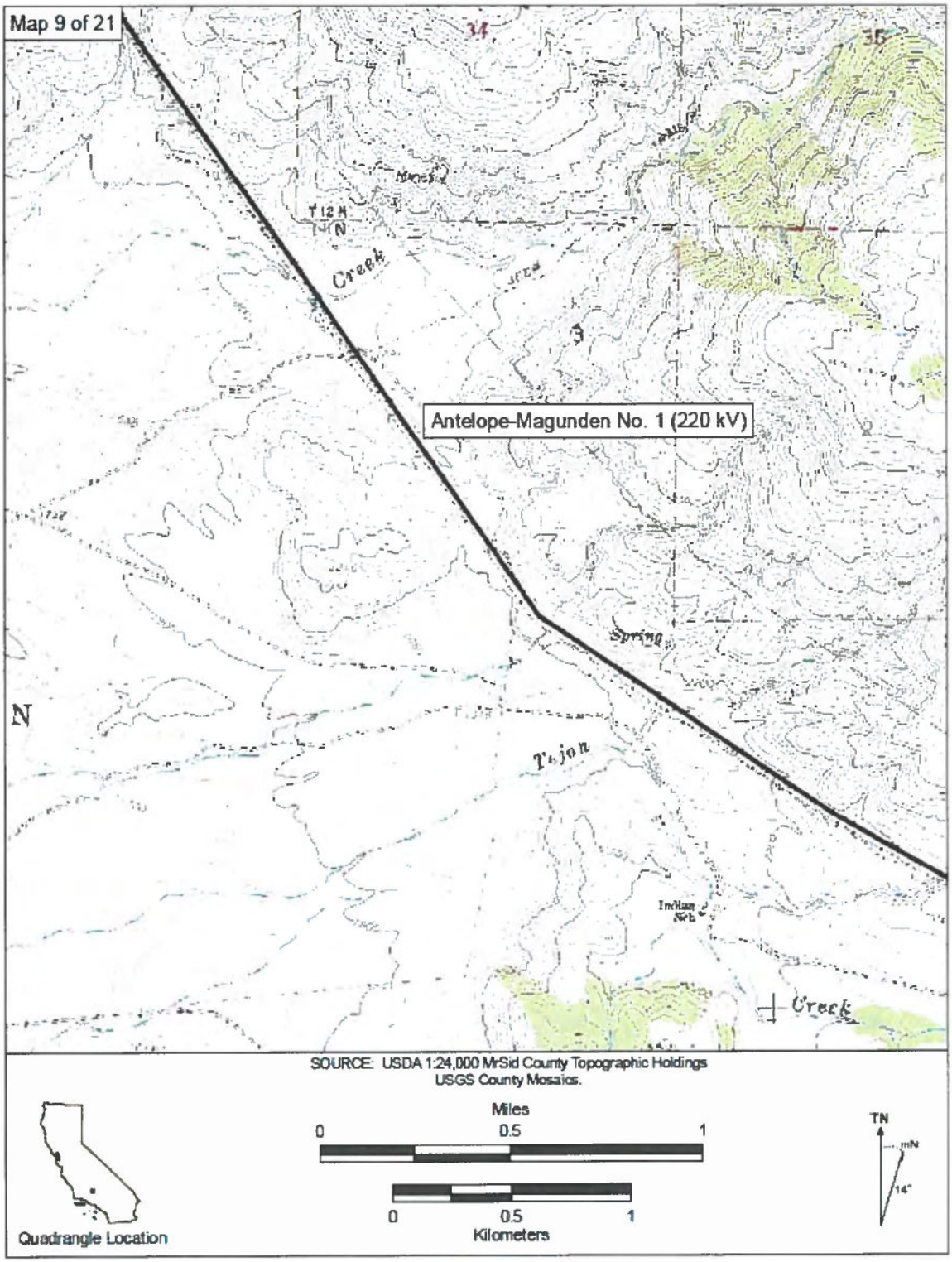
Page 11 **of** 24 (Map Page 8 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Tejon Ranch 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 12 **of** 24 (Map Page 9 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Tejon Ranch 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

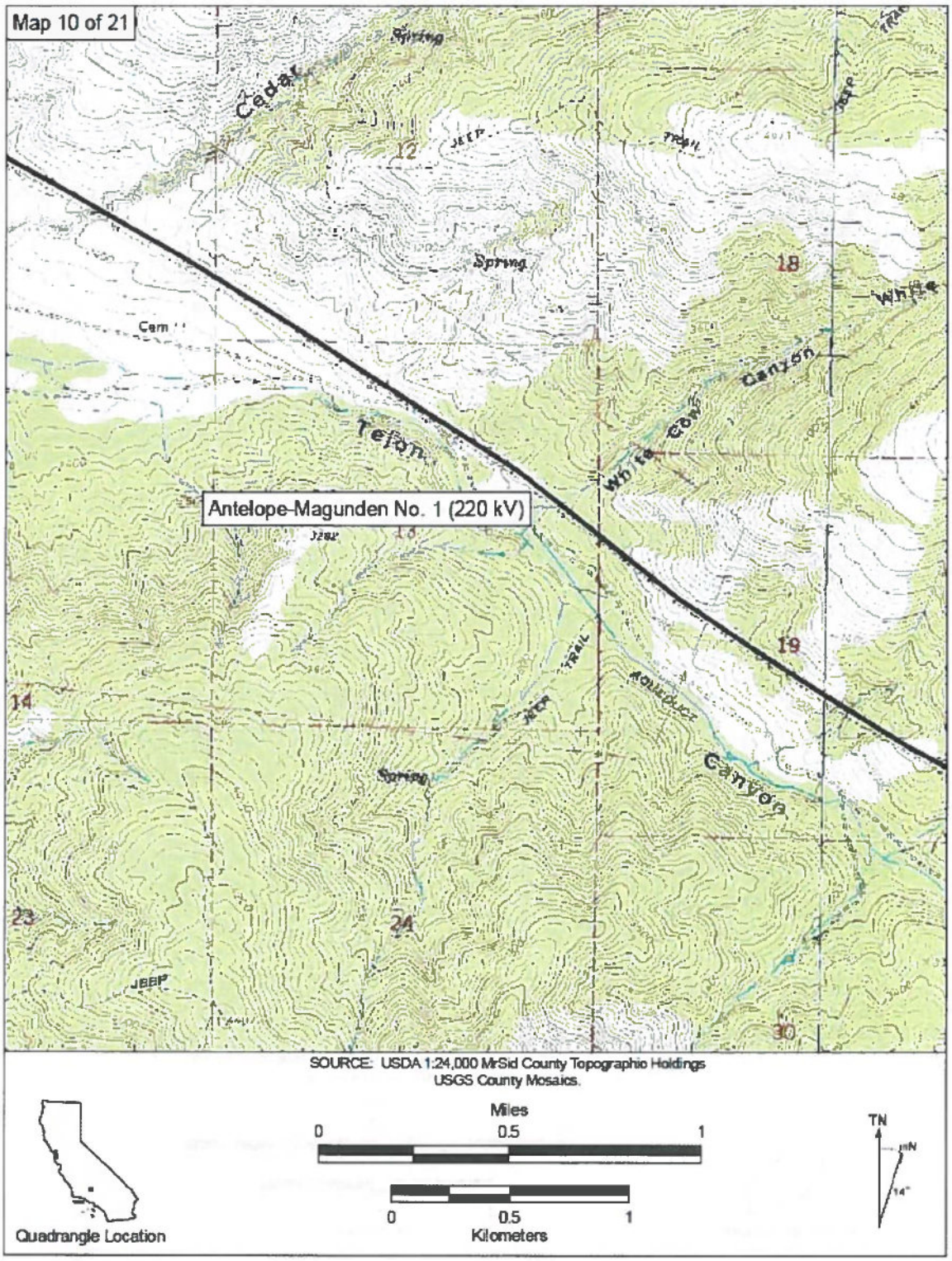


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 13 of 24 (Map Page 10 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Tejon Ranch and Cummings Mountain 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

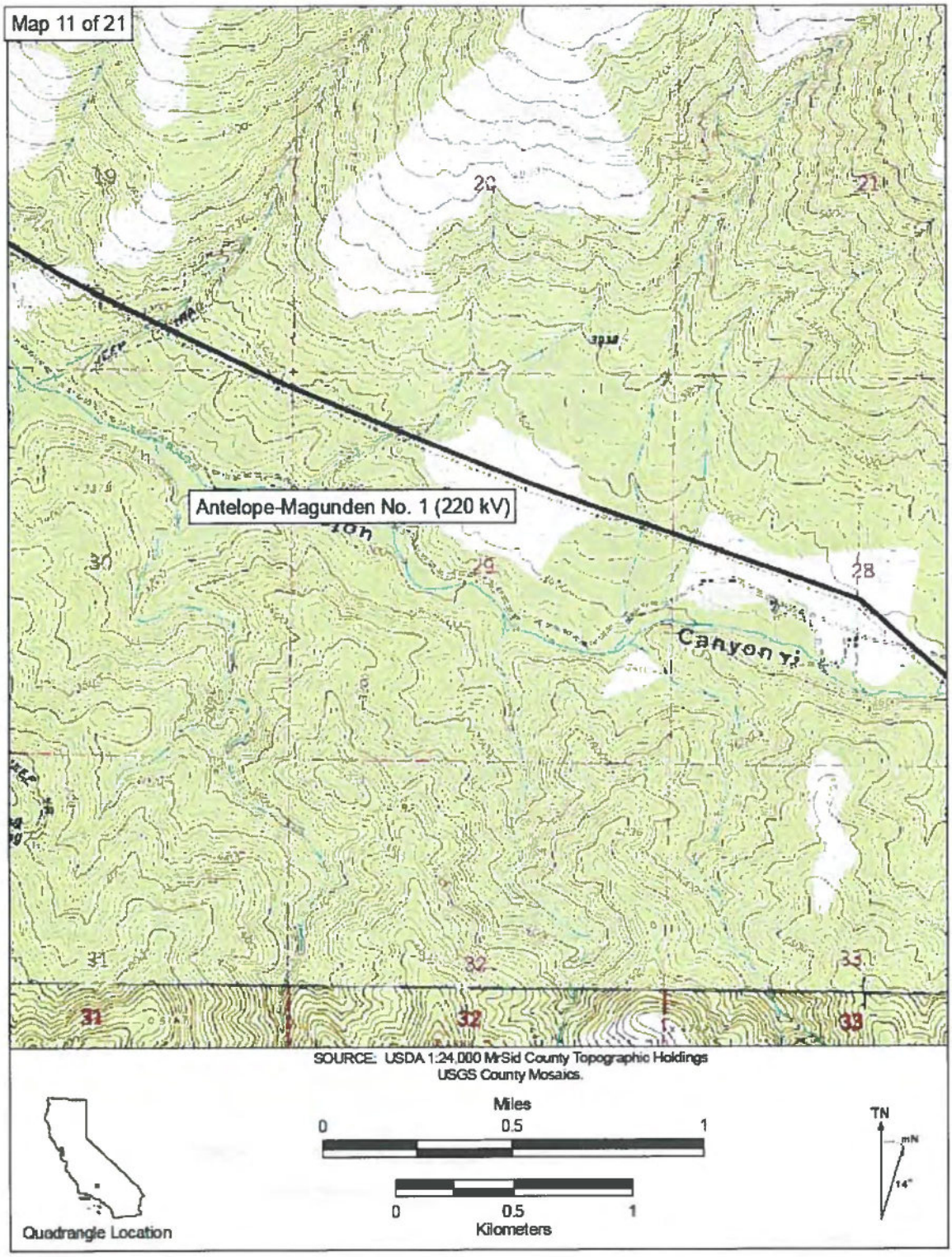


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 14 **of** 24 (Map Page 11 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code**: 6Z
***Map Name**: Cummings Mountain 1992 ***Scale**: 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

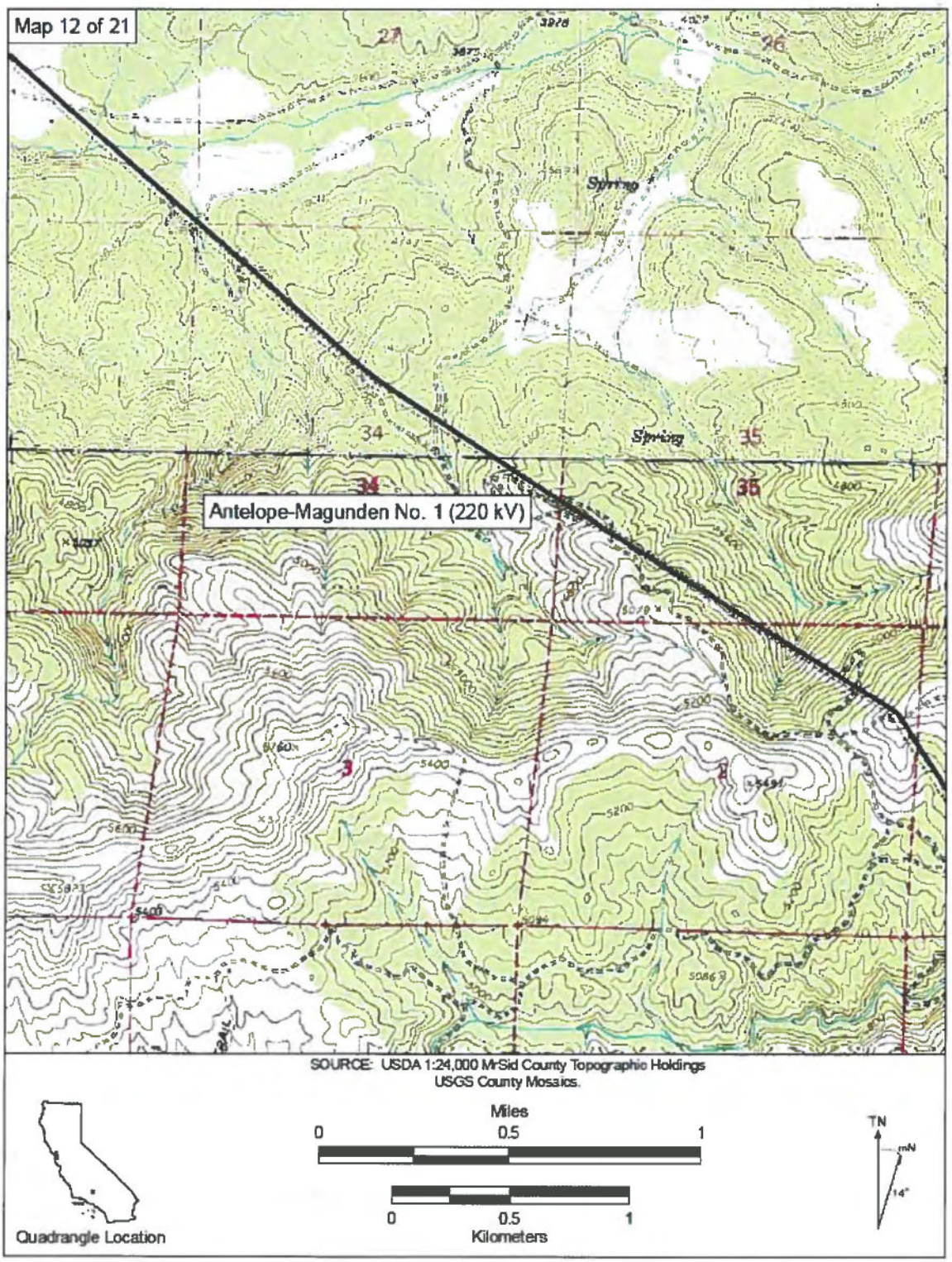


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

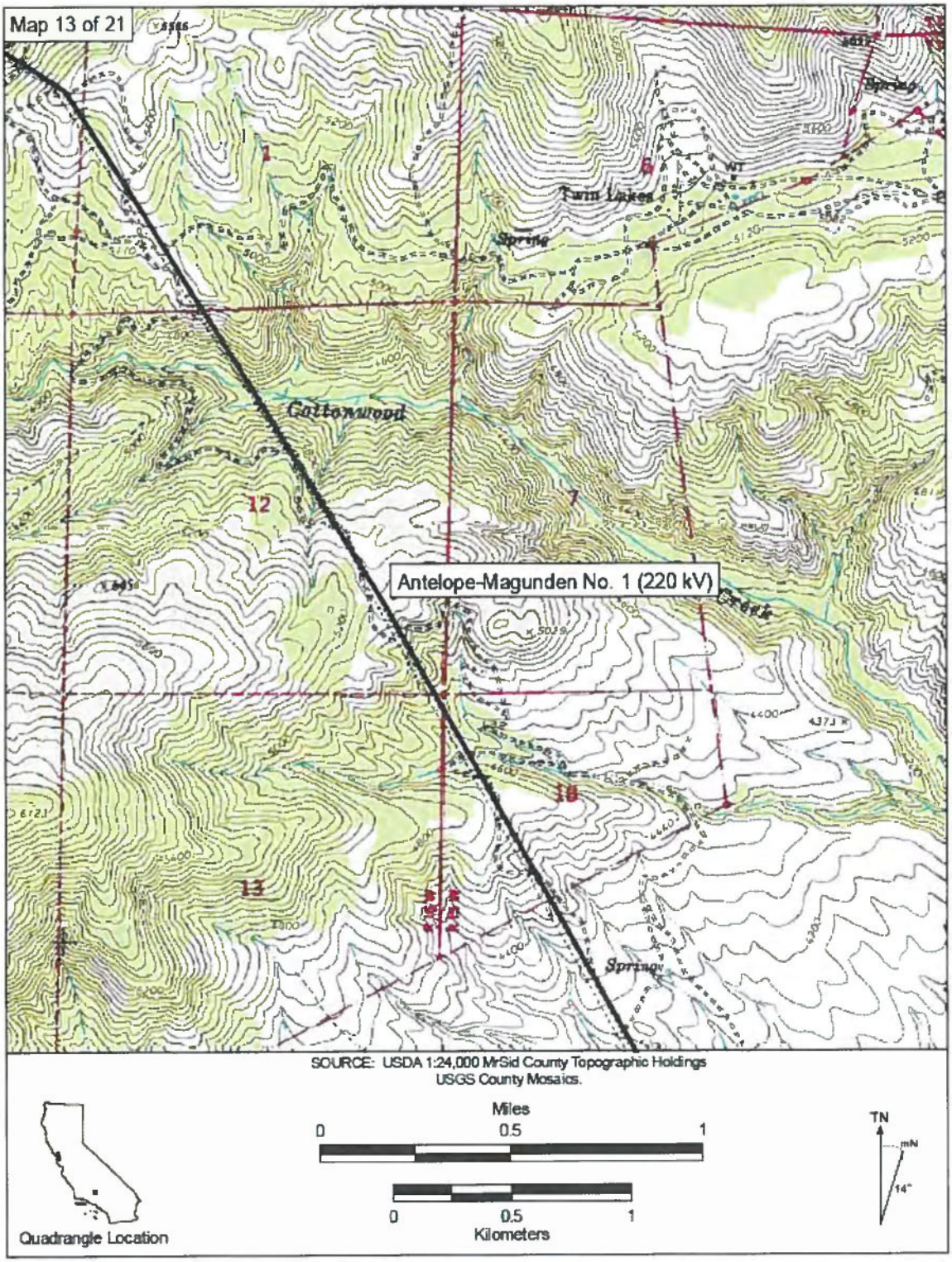
Page 15 **of** 24 (Map Page 12 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Cummings Mountain and Liebre Twins 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 16 **of** 24 (Map Page 13 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code**: 6Z
***Map Name**: Liebre Twins 1992 ***Scale**: 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)

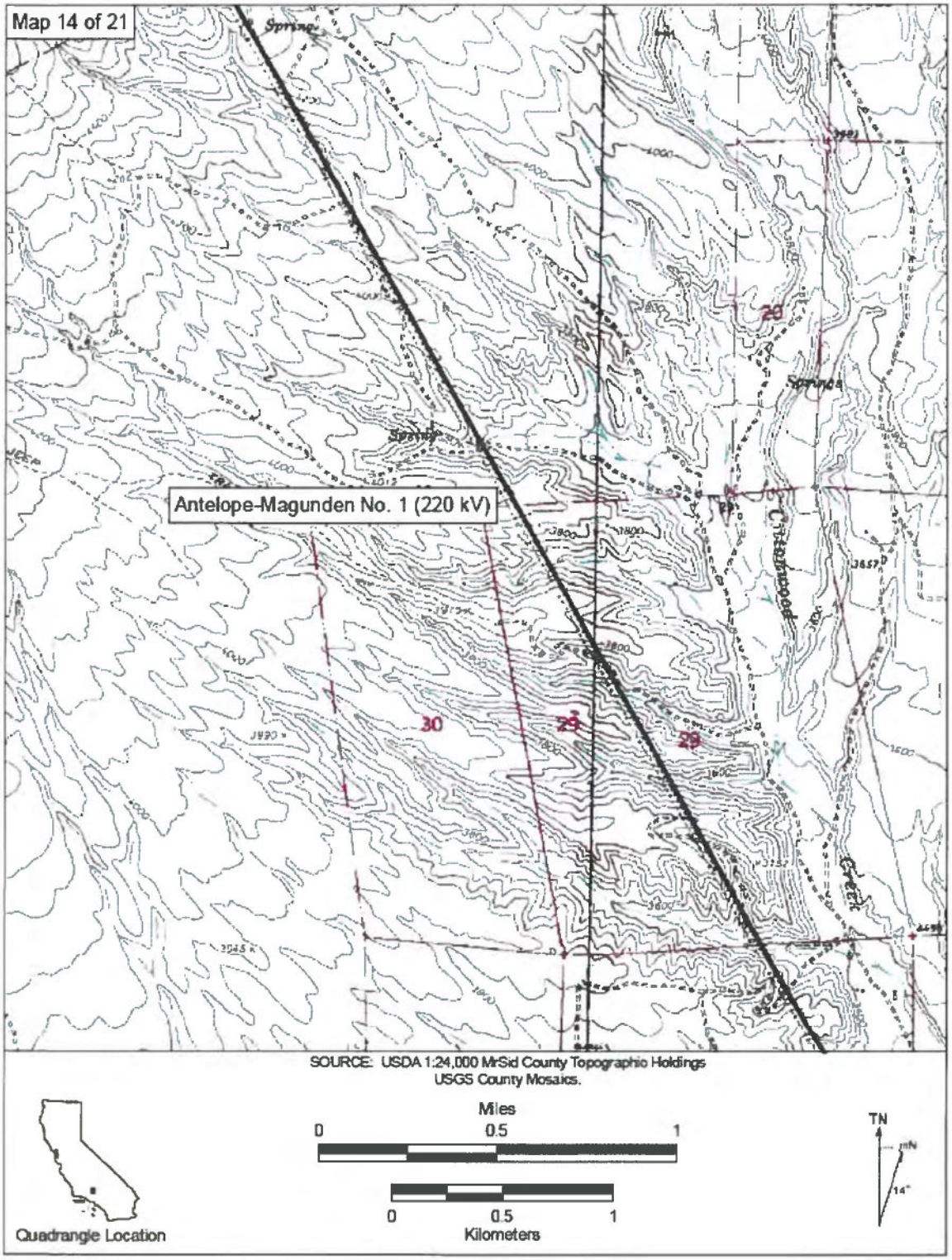


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

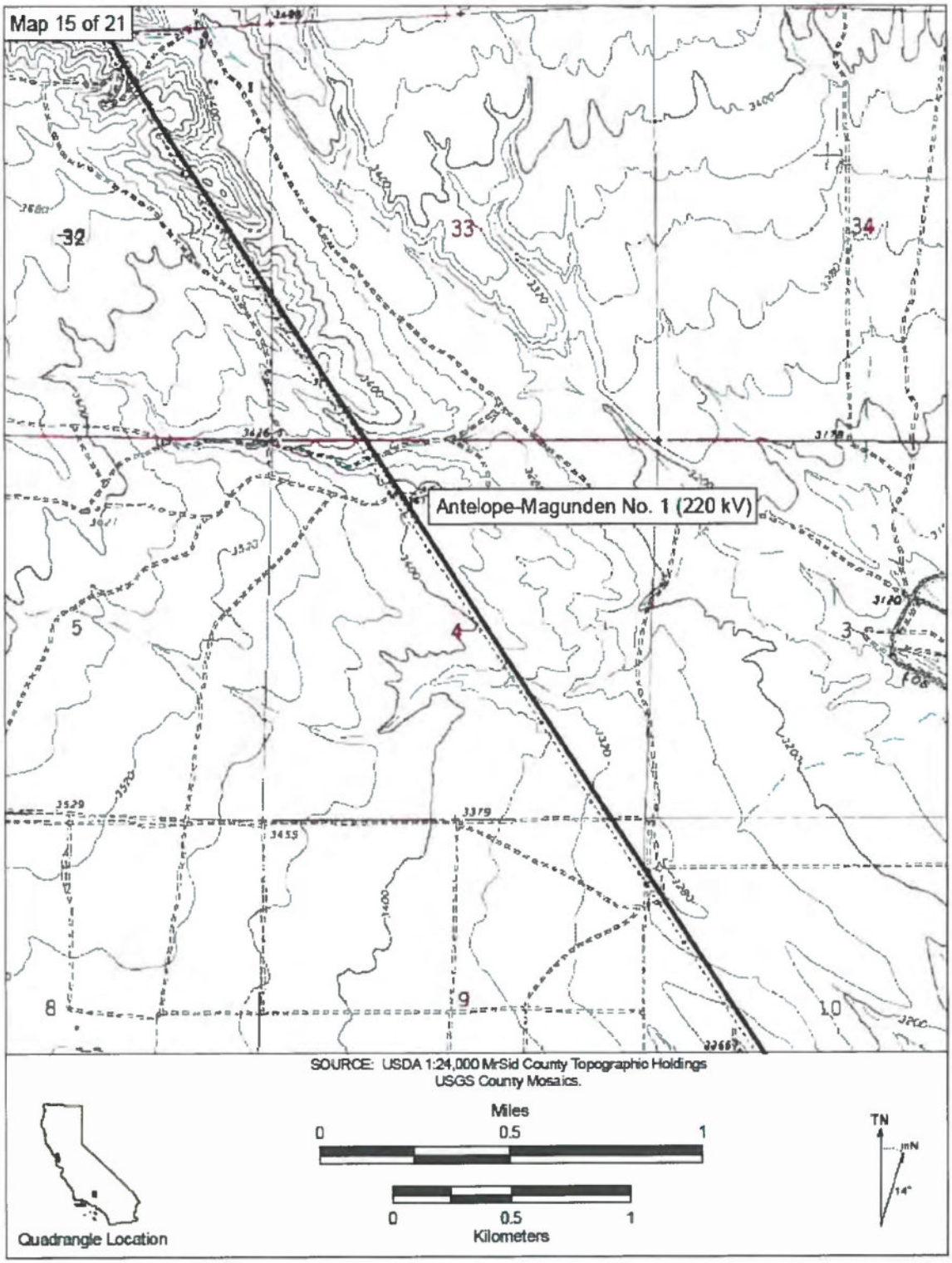
Page 17 **of** 24 (Map Page 14 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Liebre Twins and Tylerhorse Canyon 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

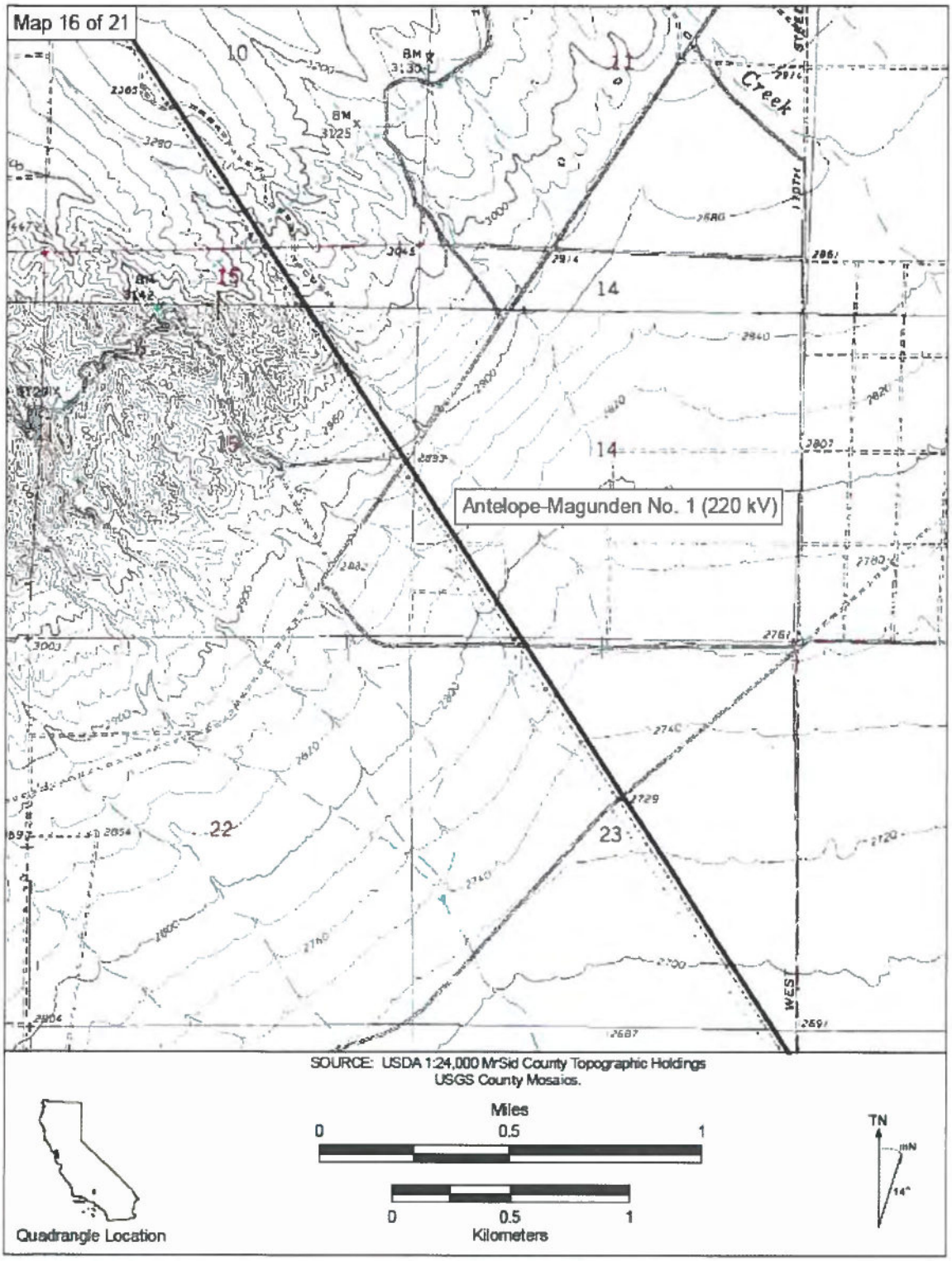
Page 18 **of** 24 (Map Page 15 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Tylerhorse Canyon 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

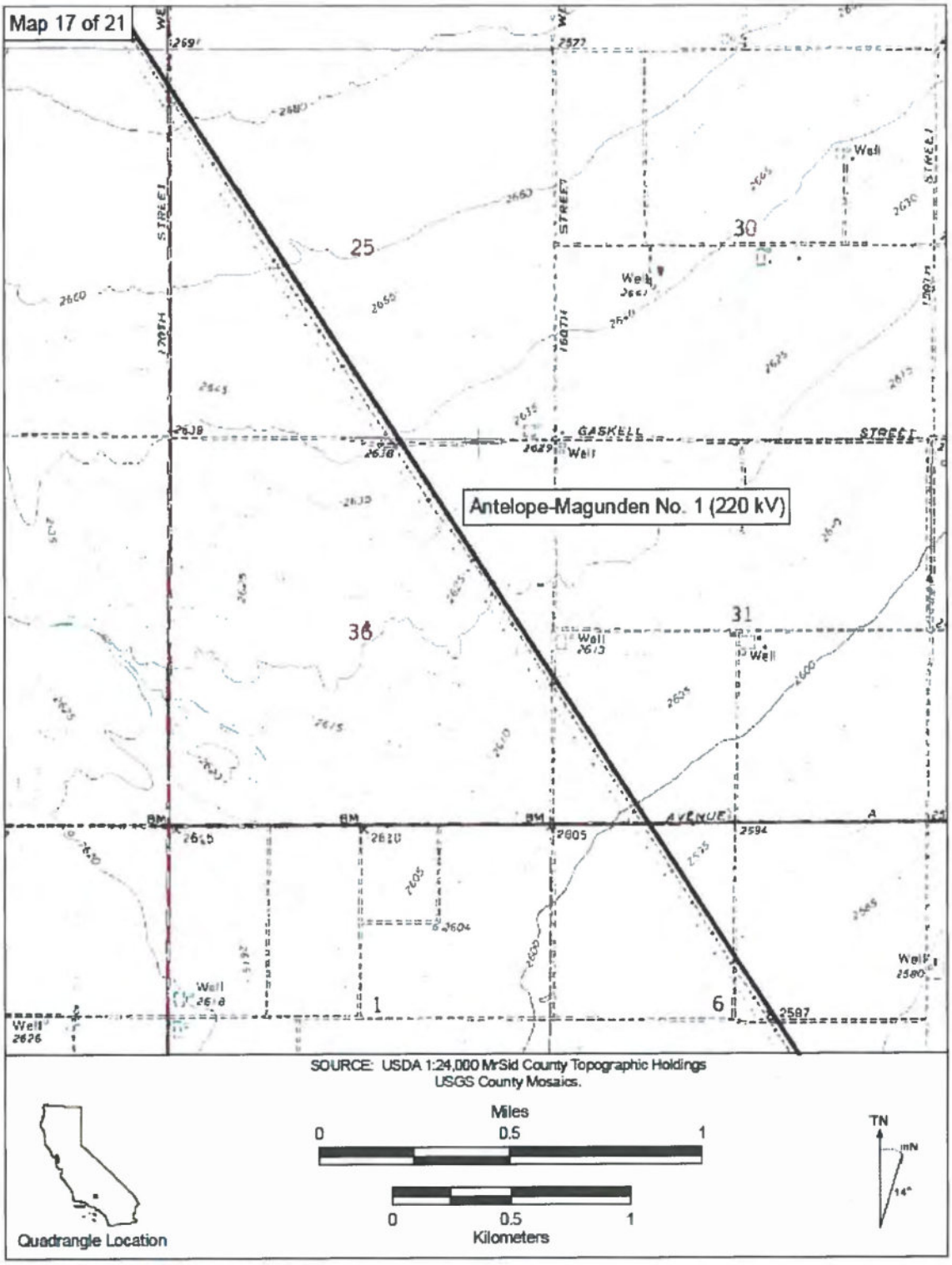
Page 19 of 24 (Map Page 16 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Tylerhorse Canyon and Fairmont Butte 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

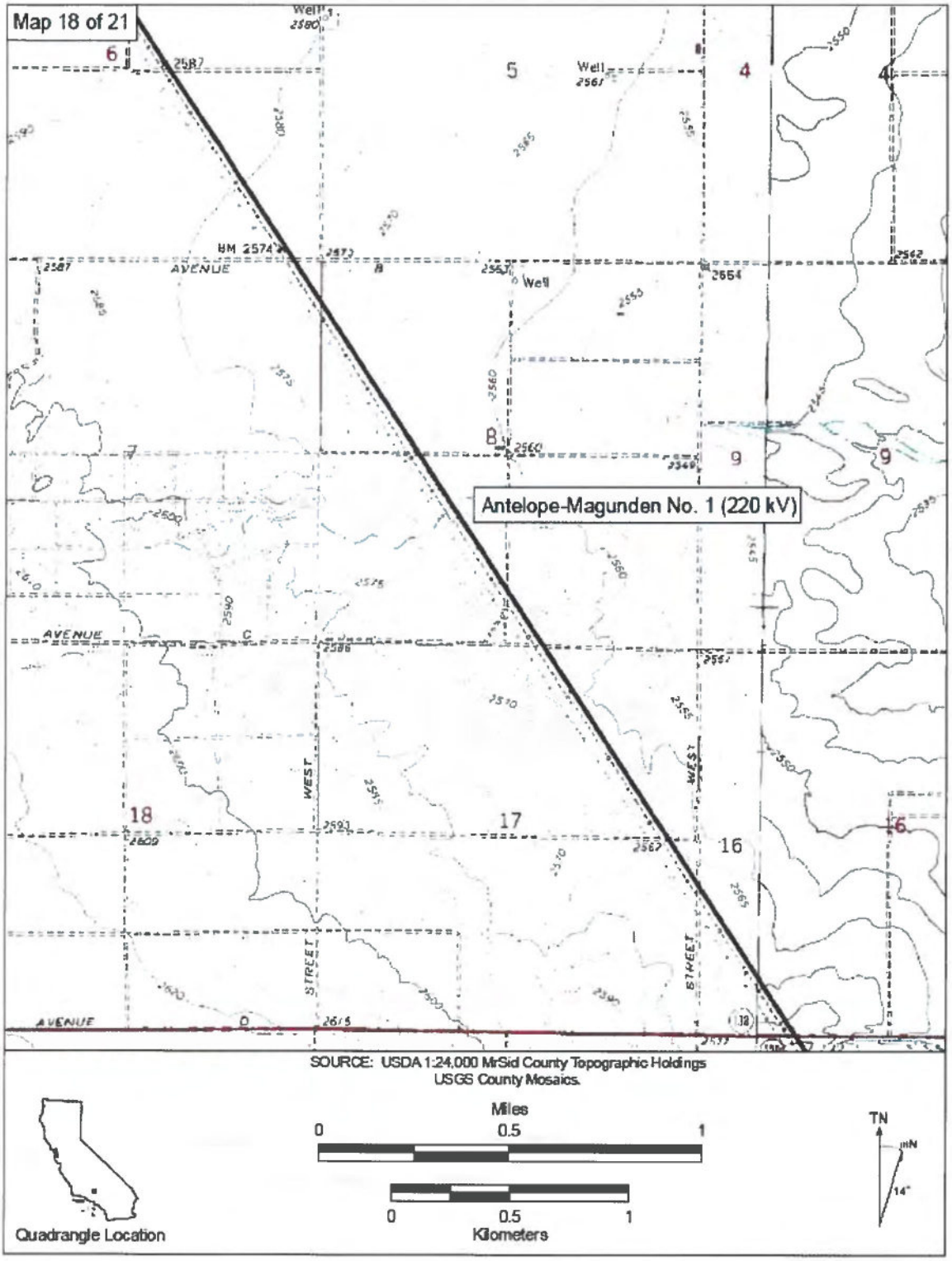
Page 20 **of** 24 (Map Page 17 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Fairmont Butte 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

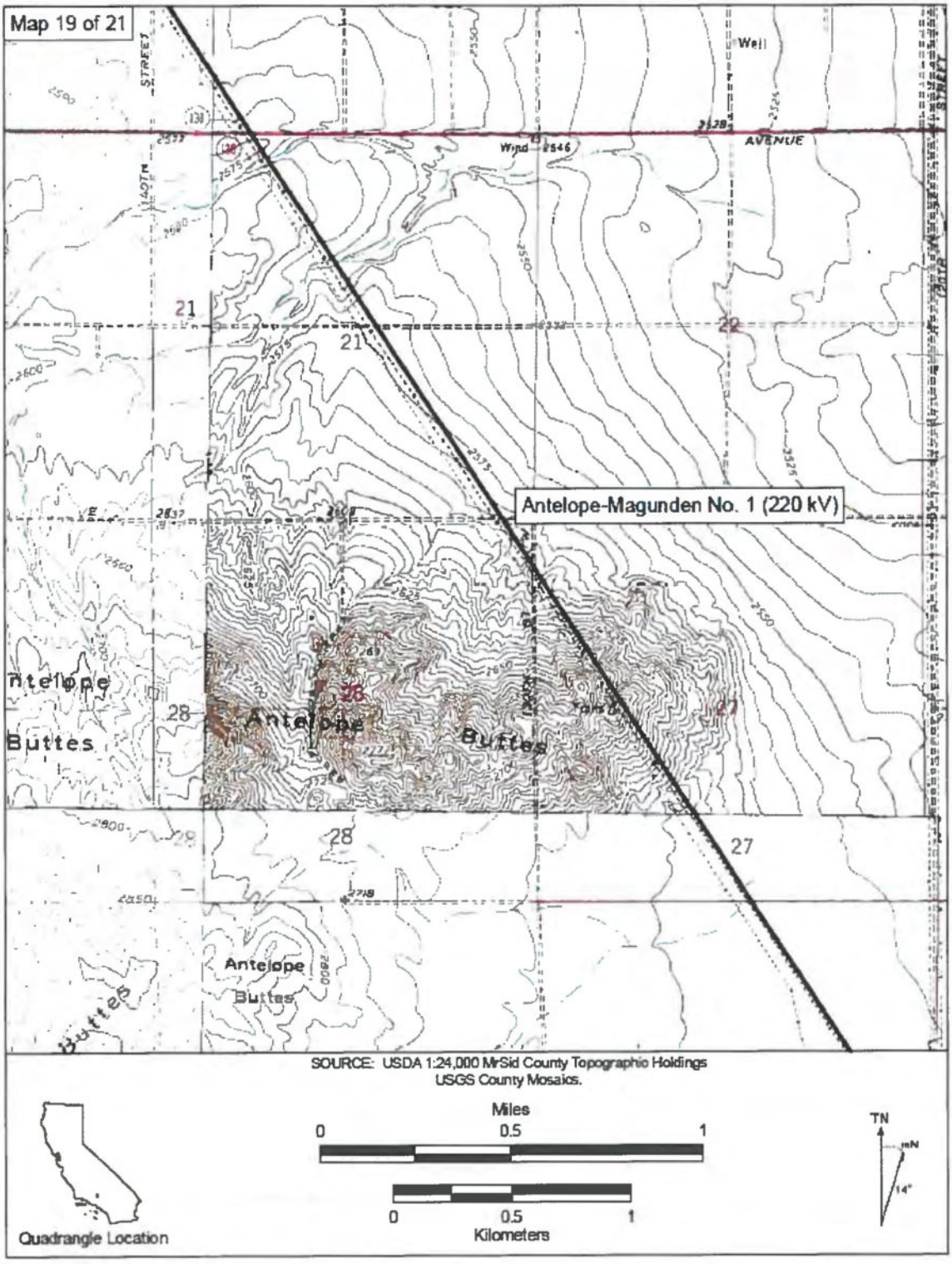
Page 21 of 24 (Map Page 18 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Fairmont Butte and Little Buttes 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

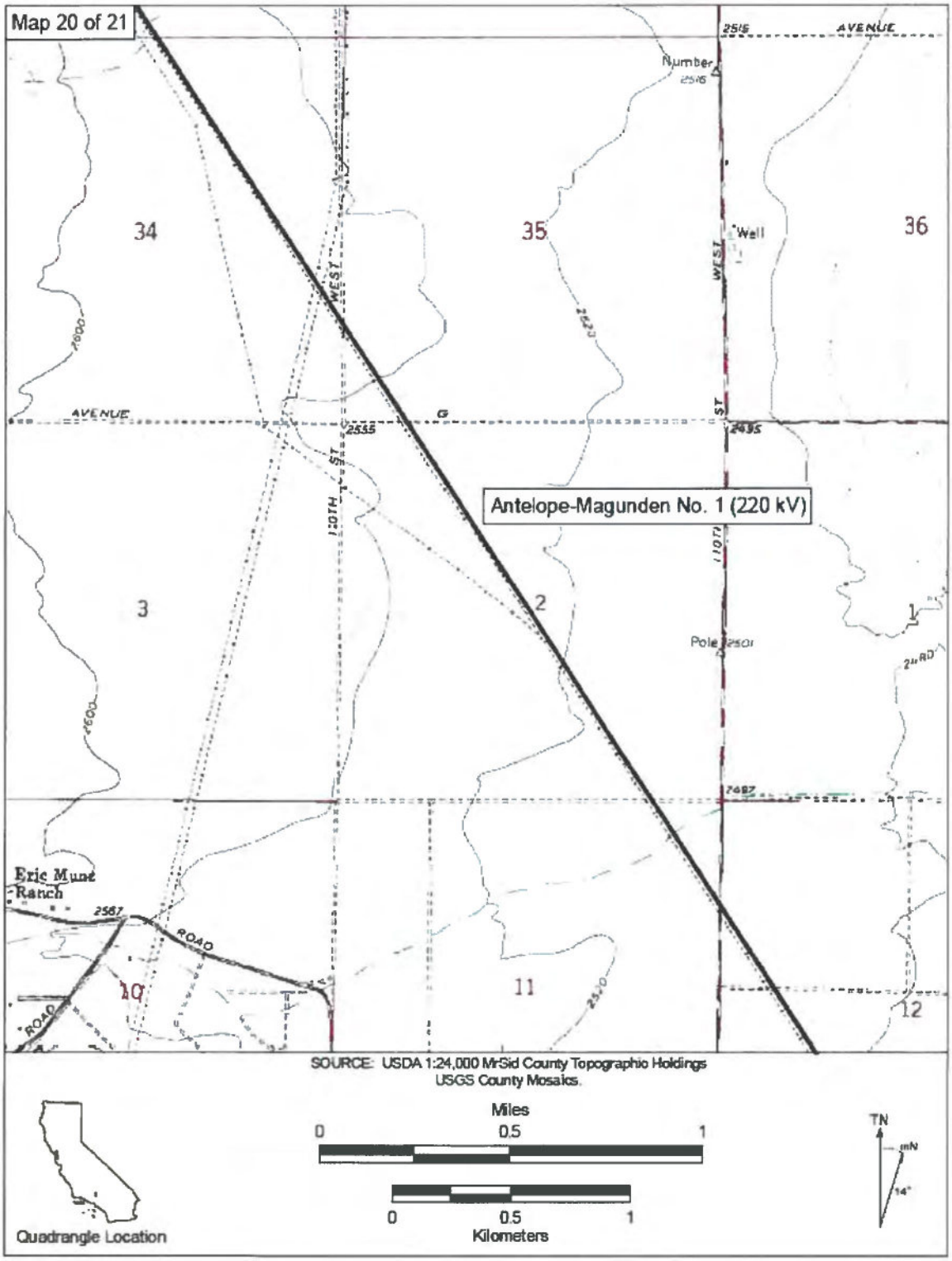
Page 22 of 24 (Map Page 19 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Fairmont Butte, Little Buttes, and Del Sur 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

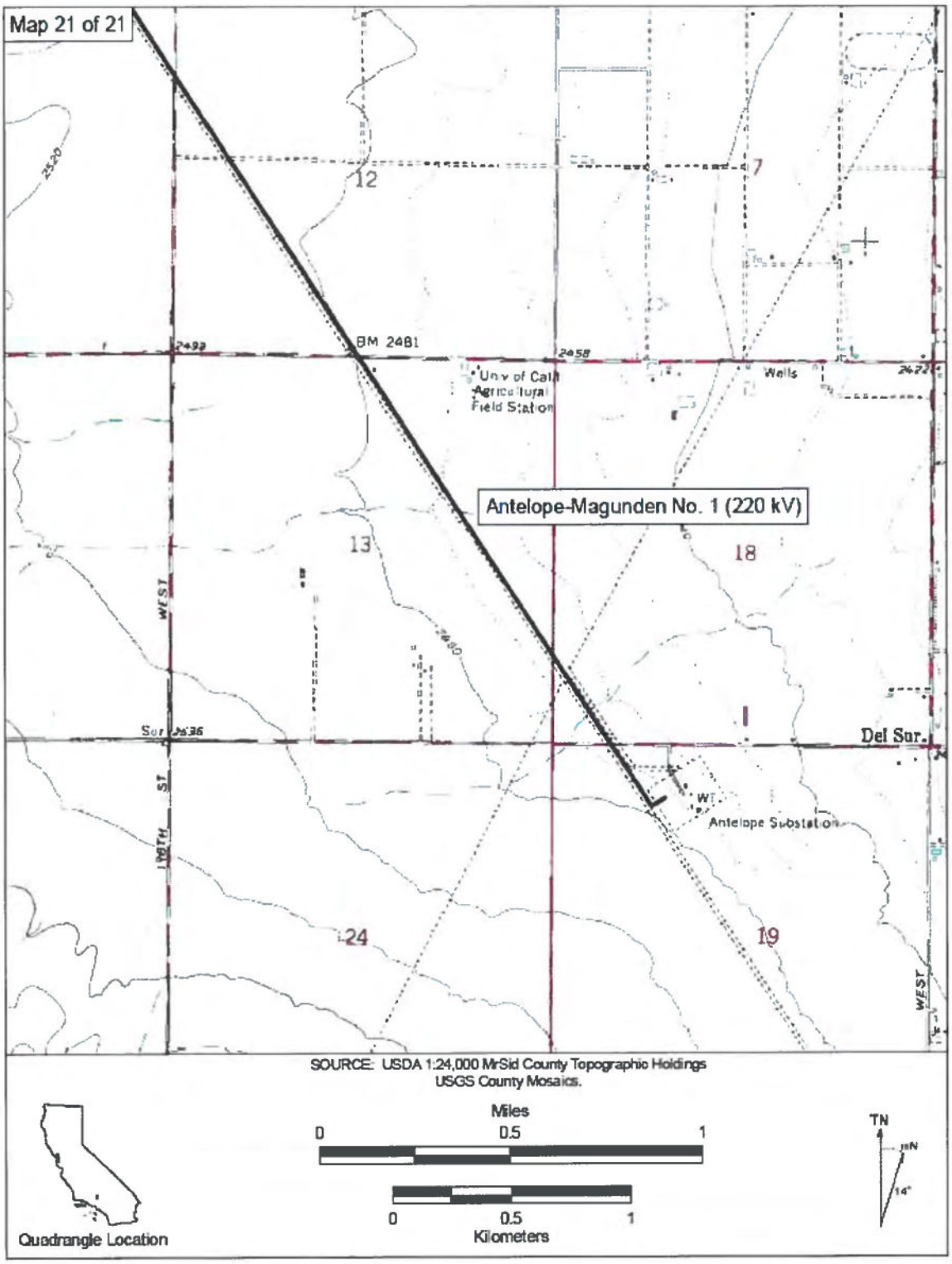
Page 23 **of** 24 (Map Page 20 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Del Sur 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 24 of 24 (Map Page 21 of 21) ***Resource Name or #** Antelope-Magunden #1 220kV TL ***NRHP Status Code:** 6Z
***Map Name:** Del Sur 1992 ***Scale:** 1:24000
Map Prepared By: Lisa Holm, Pacific Legacy, Inc. (November 2010)



*Required information

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

Primary # P-19-186876
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

 *Resource Name or #: SRI-1302

P1. Other Identifier: SRI-1302
*P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: Los Angeles
*b. USGS Quad: 7.5' DEL SUR (2009); T 7N R 13W, L ¼ of 1¼ of Sec. 19; SBBM
c. Address:
d. UTM: Zone 11; 380666 mE/ 3839161 mN NAD27 GPS
e. Other Locational Data:
The segment of the site recorded here is located several miles west of the town of Lancaster along Avenue J.

*P3a. Description:
This site consists of a segment of the Southern California Edison Transmission Line Corridor (P-19-186876) located adjacent to the Antelope Substation. Only the segment of the site located within the current project boundary was recorded. This consists of four steel lattice transmission towers and two sets of three power lines. Numerous modern transmission lines, including two Vincent towers, are also located within the project area. This site continues for several miles beyond the project boundary.

*P3b. Resource Attributes: HP11 steel lattice transmission towers; AH16 other-transmission line
*P4. Resources Present: ☐Building ☐Structure ☐Object ☑Site ☐District ☐Element of District ☐Other (Isolates, etc.)

*P5b. Description of Photo:
Facing Up; 10/28/2011; western transmition lines p19 186876

*P6. Date Constructed/Age & Sources:
☑Historic ☐Prehistoric ☐Both

*P7. Owner and Address:
Antelope Power, LLC, 421 SW Sixth Avenue, Suite 1000
Portland, Oregon 97204

*P8. Recorded by:
Patrick Stanton

*P9. Date Recorded: 10/28/2011
*P10. Survey Type:
Intensive field survey

*P11. Citation: Kremkau, Scott H., Patrick Stanton, and Kenneth M. Becker 2011 Cultural Resource Survey Report for the Wildflower Green Energy Farm Project, Antelope Valley, California. Statistical Research, Inc. Redlands, California

*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:

Not an archaeological site.

19-186876

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary # P-19-186876
Trinomial

*Resource Name or #: SRI-1302

*A1. Dimensions: a. Length 458 m (NW/SE) x b. Width 85 m (NE/SW)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☑ GPS ☐ Other:
Method of Determination: ☐ Artifacts ☑ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other: None
Reliability of determination: ☑ High ☐ Medium ☐ Low
Explain: The site consists of large, discrete transmission towers with associated power lines. The site ...
Limitations: ☐ Restricted access ☐ Paved/built over ☑ Site limits incompletely defined ☐ Disturbances ☐ Vegetation ☐ Other:

A2. Depth: None ☑ None ☐ Unknown Method of determination: None

*A3. Human Remains: ☐ Present ☑ Absent ☐ Possible ☐ Unknown

*A4. Features:
This site consists of a segment of the Southern California Edison Transmission Line Corridor (P-19-186876) located adjacent to the Antelope Substation. Only the segment of the site located within the current project boundary was recorded. This consists of four steel lattice transmission towers (Feature 1309, 1310, 1311, and 1312) and two sets of three power lines (Features 1313 and 1314). Numerous modern transmission lines, including two Vincent towers, are also located within the project area. This site continues for several miles beyond the project boundary.

*A5. Cultural Constituents:
No artifacts were observed.

*A6. Were Specimens Collected? ☑ No ☐ Yes

*A7. Site Condition ☑ Good ☐ Fair ☐ Poor
No site disturbances were observed.

*A8. Nearest Water: Numerous seasonal washes thread through the landscape and the California Aqueduct is located ...

*A9. Elevation: 755 m amsl

A10. Environmental Setting:
The site is located in Antelope Valley west of the town of Lancaster. The generally topography in the land consists of rolling hills, deep and narrow ravines and open grasslands. Vegetation largely consists of various species of grass and scattered clusters of scrub brush.

A11. Historical Information:
None

*A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☐ Post-1945 ☐ Undetermined

A13. Interpretations:
None

A14. Remarks:
None

A15. References:
None

A16. Photographs: See photograph record
Original Media/Negatives Kept At: 21 W. Stuart Ave, Redlands, CA 92373

*A17. Form Prepared By: Patrick Stanton Date: 10/28/201
Affiliation and Address: Statistical Research, Inc., 21 W. Stuart Ave, Redlands, CA 92373

*Required Information

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

Primary # P-19-186876
HRI #
Trinomial

***Resource Name or #:** SRI-1302

Camera Format:
Lens Size:
Film Type and Speed: Digital
Negatives Kept At: 21 W. Stuart Ave, Redlands, CA 92373

Date	Time	Exp/ Frame	Subject/Description	View Toward	Accession #
10/28/2011		577	western transmition lines p19 186876	Up	
10/28/2011		576	western transmition tower p19 186876	SSE	
10/28/2011		575	western transmition tower/lines site overview p19 186876	overview	
10/28/2011		574	eastern transmition lines p19 186876	Up	
10/28/2011		573	eastern transmition tower p19 186876	SSE	
10/28/2011		572	eastern transmition tower/lines p19 186876	overview	

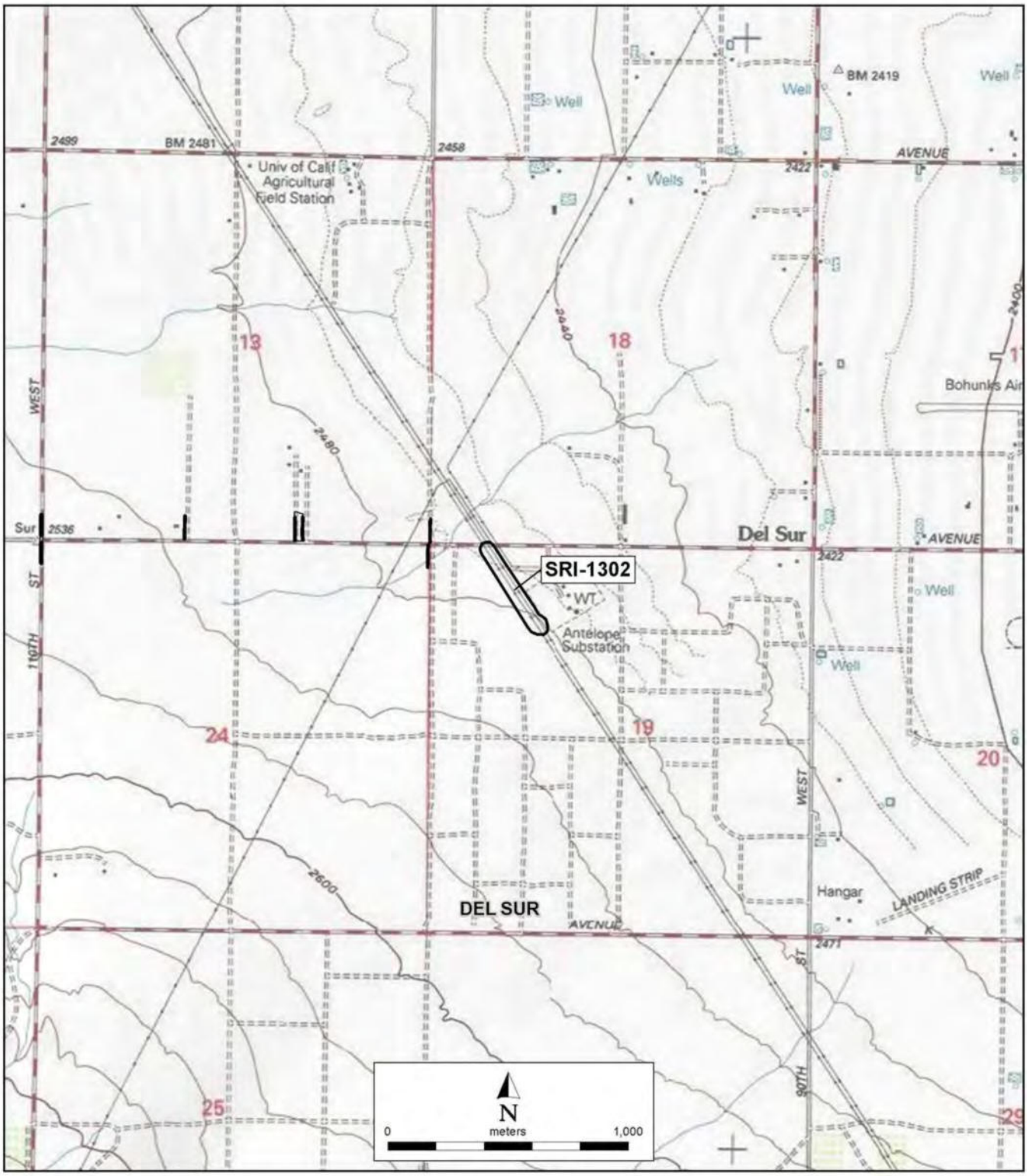
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-19-186876
HRI #
Trinomial

*Resource Name or #: SRI-1302

*Map Name: 7.5' DEL SUR USGS Topographic Quad Scale: 1:24,000

*Year: 2009



*Required Information

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

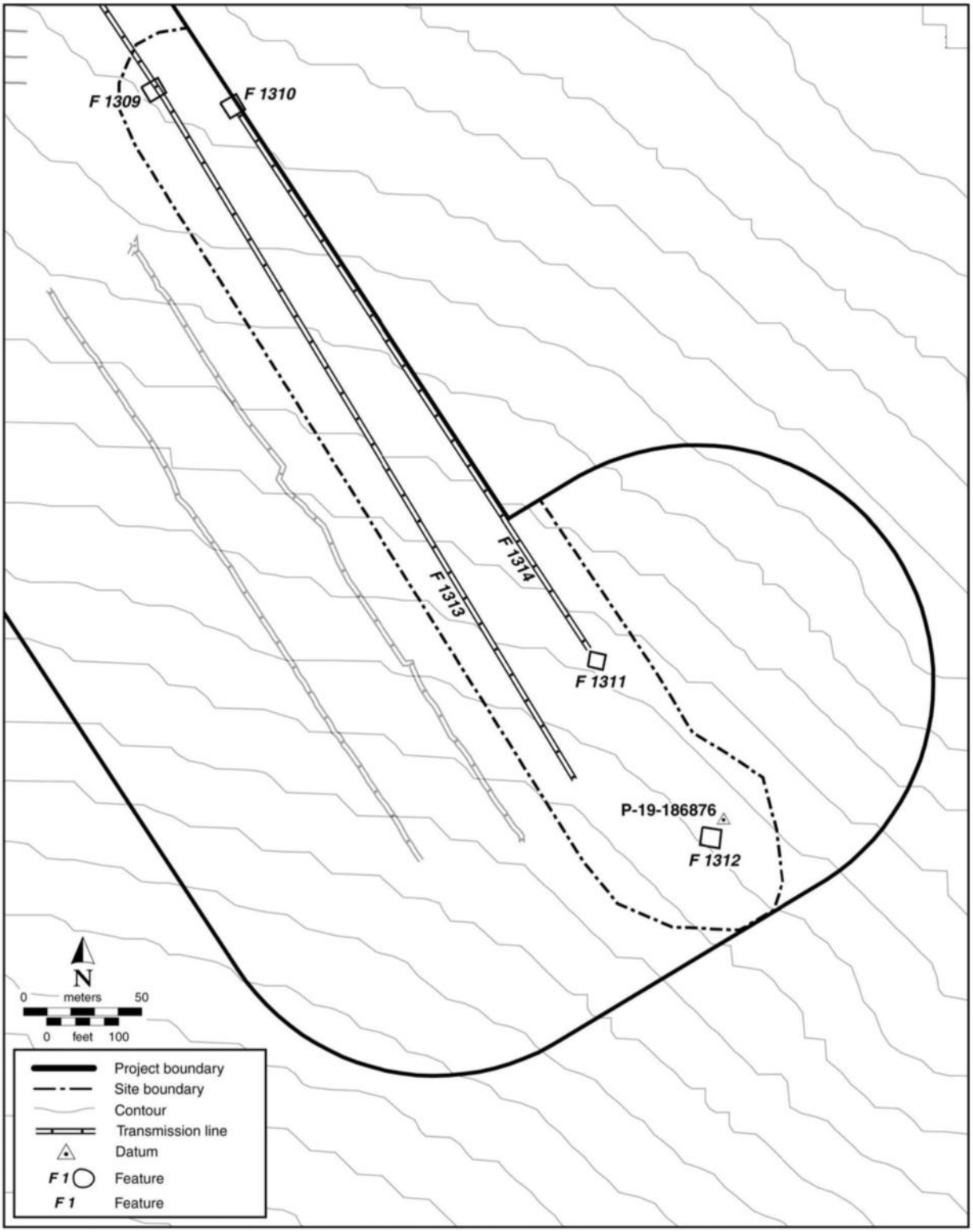
SKETCH MAP

Primary # P-19-186876
HRI #
Trinomial

*Resource Name or #: SRI-1302

*Drawn By: Patrick Stanton

*Date: 10/28/2011



*Required Information

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

Primary # P-19-186876
HRI #
Trinomial

*Resource Name or #: SRI-1302

*Recorded By: Patrick Stanton

*Date: 10/28/2011 ☑ Continuation ☐ Update

P2b. Legal description
T 7N R 13W; L ¼ of 2¼ of Sec 18; SBBM
T 7N R 13W; L ¼ of 2¼ of Sec 19; SBBM

P4. Resources Present
[X] Structure
[X] Other (linear)

A1. Reliability of determination
boundaries are readily apparent.

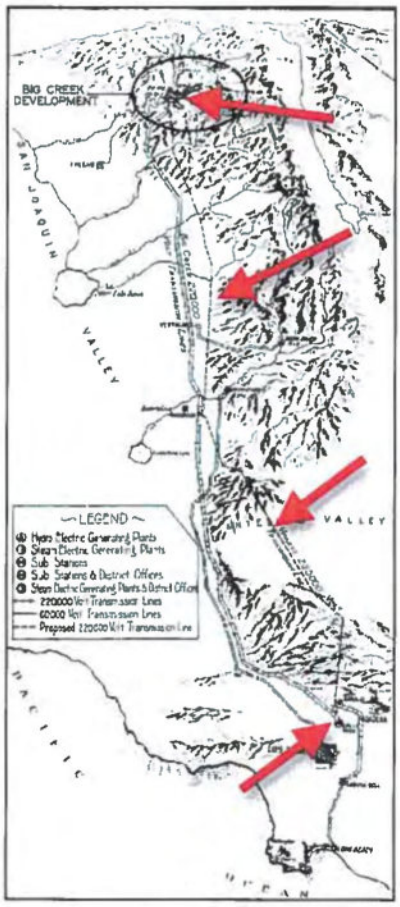
A8. Nearest water
approximately 2 miles southwest of the site.

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

Primary#: _____
HRI #: _____
Trinomial: _____
NRHP Status Code: 2D2
Other Listings: _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 44 ***Resource Name or #** SCE Big Creek Hydroelectric System Company Vincent 220kV Transmission Line
P1. Other Identifier: Big Creek #3-Springville, Magunden-Springville #1, Antelope-Magunden #2, Antelope-Vincent, Antelope-Eagle Rock, Pardee - Vincent, Eagle Rock-Pardee 220kV Transmission Lines
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**
***a. County** Multiple - Fresno County, Tulare County, Kern County, Los Angeles County
***b. USGS 7.5' Quad:** see P2e below Date: _____ **T** _; **R** _; _ ¼ of _ ¼ of **Sec** _; **B.M.** _____
c. Address: n/a City: n/a Zip: n/a
d. UTM: (Give more than one for large and/or linear resources) Zone 11, _____ **mE**/ _____ mN
e. Other Locational Data: Located along 38 USGS Topographic Quadrangles identified as: Cascadel Point (1984), Auberry (1983), Shaver Lake, (1982) Trimmer (1965), Pine Flat Dam (1965), Luckett Mountain (1987), Tucker Mountain (1991), Stokes Mountain (1966), Auckland (1991), Woodlake (1969), Rocky Hill (1969), Chickencoop Canyon (1993), Frazier Valley (1991), Success Dam (1991), Fountain Springs (1965), Quincy School (1991), Sand Canyon (1991), Knob Hill (1989), Oil Center (1995), Lamont (1995), Edison (1995), Arvin (1995), Bear Mountain (1995), Tejon Ranch (1994), Cummings Mountain (1989), Liebre Twins (1965), Tylerhorse Canyon (1965), Fairmont Butte (1974), Little Buttes (1974), Lake Hughes (1995), Del Sur (1995), Sleepy Vally (1995), Ritter Ridge (1975), Palmdale (1974), Acton (1995), Pacifico Mountain (1991), Condor Peak (1995), and Pasadena (1994).

***P3a. Description:** The Vincent 220kV Transmission Line was constructed in 1925-1927 as the third 220,000-volt transmission line spanning between the SCE Big Creek Hydroelectric System and Eagle Rock Substation via the Gould Substation near present-day La Cañada in Los Angeles, California. The line was physically connected to the switchyard adjacent to Powerhouse No. 3 (built in 1923) and was installed to accommodate the voltage capacity upgrade at Big Creek from 150,000-volts to 220,000-volts. Construction of the Vincent Transmission Line was initially planned for and authorized as early as 1922 when the Federal Power Commission amended the license for project No. 120 to include "a Transmission Line designated as the Vincent Transmission Line extending from Big Creek Power House No. 3 about 224 miles to and including a switching station designated as Crescenta Switching Station in the vicinity of Los Angeles, California.



The Vincent 220kV Transmission Line originally included approximately 879 steel lattice transmission towers, of which approximately 866 are extant. The towers, installed in 1925-1927 along the 224-mile span, are larger size versions of the 1913 / 1922 Big Creek No. 1 and No. 2 transmission line towers. See pages 3 -6 of 44 for additional information and views of representative Vincent Tower types.
Subsequent construction campaigns and system upgrades resulted in the incremental division and renaming of the 1926-1927 Vincent 220kV Transmission Line. Today the Vincent 220kV TL is comprised of six modern-day transmission line segments identified as: Big Creek #3 – Springville 220kV, Magunden – Springville #1 220kV, Antelope – Magunden #2 220kV, Antelope – Vincent 220kV, Antelope – Eagle Rock (idle) / Pardee – Vincent 220kV, and Eagle Rock – Pardee 220kV. A portion of the Eagle Rock – Pardee TL was previously recorded as P-19-186876.
***P3b. Resource Attributes:** HP11: Engineering Structure (Transmission Line)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other (Isolates, etc.)
***P5b. Description of Photo:** Map of the Vincent 220kV Transmission Line.
***P6. Date Constructed/Age and Source:** ☒Historic, 1925-1927
***P7. Owner and Address:**
Southern California Edison Co., 2244 Walnut Grove Avenue, Rosemead, CA 91770
***P8. Recorded by:** Wendy L. Tinsley Becker, RPH, AICP, Principal
Urbana Preservation & Planning, LLC / www.urbanapreservation.com
***P9. Date Recorded:** June 2011, Revised March 2012
***P10. Survey Type:** Intensive Level (CEQA / NHPA §106 Survey)

***P11. Report Citation:** Urbana Preservation & Planning, LLC, *NRHP / CRHR Eligibility Evaluation Southern California Edison Company Big Creek Hydroelectric System Vincent 220kV Transmission Line*, March 2012.
***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

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DEPARTMENT OF PARKS AND RECREATION
Primary #: _____
HRI #: _____

BUILDING, STRUCTURE, OBJECT RECORD

***NRHP Status Code:** 2D2 ***Resource Name or #** SCE Big Creek Hydroelectric System Vincent 220kV Transmission Line
B1. Historic Name: Big Creek Hydroelectric System Company Vincent 220kV Transmission Line
B2. Common Name: Vincent 220kV Transmission Line
B3. Original Use: High Voltage Electric Power Conveyance System / Transmission Line
B4. Present Use: High Voltage Electric Power Conveyance System / Transmission Line
***B5. Architectural Style:** N/A – Utilitarian Electrical Engineering Power Conveyance System with Steel Lattice Towers
***B6. Construction History:** Constructed between 1925 and 1927. 14 original towers removed and 10 new towers added along the entire 224-mile span. Approximately 98% of the towers are intact as of June 2011.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** N/A
***B8. Related Features:** Southern California Edison Company Big Creek Hydroelectric System in the Southern Sierra Nevada Mountains (Fresno County, California), including Big Creek Power House #3 and associated Switch Yard.
B9a. Architect: Southern California Edison Company **b. Builder:** Southern California Edison Company
***B10. Significance: Theme:** A contributing element to the NRHP eligible Big Creek Hydroelectric System Historic District relating to the themes of *Electrification and Industrialization of Southern California and the Los Angeles Region* and *Innovative Electrical Engineering Technology.*
Area: National, California, Southern California **Period of Significance:** 1925/27 through 1929
Property Type: Engineering System / Structure – Electric Power Conveyance System
Applicable Criteria: NRHP / CRHR A / 1, B / 2, and C / 3

The Vincent 220kV Transmission Line was constructed in 1925-1927, spanning between the SCE Big Creek Hydroelectric System and the Gould Substation near present-day La Cañada in Los Angeles, California. Construction of the Vincent Transmission Line was authorized in 1922 when the Federal Power Commission amended the license for Project No. 120 to include, "a Transmission Line designated as the Vincent Transmission Line extending from Big Creek Power House No. 3 about 224 miles to and including a switching station designated as Crescenta Switching Station in the vicinity of Los Angeles, California." The Vincent 220kV Transmission Line was the third high-voltage line built from the Big Creek Hydroelectric System.

The Big Creek No. 1 and Big Creek No. 2 220kV Transmission Lines (originally referred to as the East and West Transmission Line) were originally installed in 1912-1913 at a capacity of 150kV and upgraded in 1922-1923 to a capacity of 220kV. In 1926 the initial southern portion of the Vincent Transmission Line, between Magunden Substation and Gould Substation, was connected to the West Kern River No. 1 and to the South Kern River No. 3–Vestal Transmission Lines. The line was detached from the Kern River Transmission Lines and this 96-mile southern portion of the Vincent 220 kV Transmission Line, between the Magunden Substation and the Gould Substation, was put into service in January 1927. The northern portion of the Vincent 220 kV Transmission Line was completed to Big Creek Powerhouse 3 in 1927 and put into service in January 1928. The tower types comprising the Vincent 220kV Transmission Line are larger versions of the original towers installed at the first two Big Creek Transmission Lines, and subsequently served as a model for tower engineering and construction throughout the SCE 220kV system.

The Big Creek Hydroelectric System Historic District has been determined eligible for NRHP listing by the California State Historic Preservation Officer (SHPO) by consensus. The BCHSHD includes the Big Creek No. 1 and No. 2 (East and West) Transmission Lines. For its direct association with the Big Creek Hydroelectric System, as the third high-voltage transmission line constructed from Big Creek to convey electricity to and support industrialization of the Los Angeles region, and for its embodiment of innovative electrical engineering techniques at an electric power conveyance system between 1925 and 1929, the 224-mile Vincent 220 kV Transmission Line is eligible for inclusion on the National Register of Historic Places Criterion A and C and the California Register of Historical Resources under Criterion 1 and 3 as a contributing element to the BCHSHD within the established 1911-1929 period of significance.

B11. Additional Resource Attributes: None.
***B12. References:** SCE Hummingbird Digital Archive. SCE Corporate Drawing Management Archive. Please refer to associated Vincent 220kV Transmission Line NRHP / CRHR eligibility evaluation for bibliography and works cited.
B13. Remarks: Transmission Tower Drawings on file at SCE Corporate Drawing Management. Historic images on file at The Huntington Library.
***B14. Evaluator:** Wendy L. Tinsley Becker, RPH, AICP, Principal
Urbana Preservation & Planning, LLC | www.urbanapreservation.com
***Date of Evaluation:** June 2011

Official Comments:

See Location Maps 1 – 38 on the following pages.

HISTORIC VINCENT TOWER TYPES

The steel transmission towers installed at the 224-mile Vincent 220kV Transmission Line were modeled after the original tower types installed at the first two Big Creek Transmission Lines, however, SCE installed larger versions of the Big Creek tower types to accommodate the greater weight and load resultant from the heavier insulators and heavier transmission wire. The towers installed at the Vincent 220kV Transmission Line came to be identified as the 'Vincent Towers', of which modifications in the design and engineering occurred relating to the conditions of Suspension, Dead End, and Transposition.

According to authors C.B. Carlson and H. Michener in their article entitled *The Vincent 220kV Transmission Line: Engineering Construction and Features*, the Vincent Towers were specifically designed to allow for vertical leg extensions.

> Extension heights of 7, 14, and 21 ft. were those which seemed to supply the needs of the profile. These extensions legs were arranged to permit combinations of any of them on a tower to a more economically fit profile. This latter arrangement has proved useful, as much of the country traversed was very rocky and difficult to excavate.
>
> Special cases required the combination of the 14-ft. and 21-ft. extensions making a 35-ft. in all, and in the case of the Tule River Crossing two special 120-ft. towers were used. It was also necessary to supply certain other specialties such as transposition frames, attachments for towers to solid rock, footing extensions where uplift cover resistance was not available, and single leg extensions without bracing to main structure.[1]

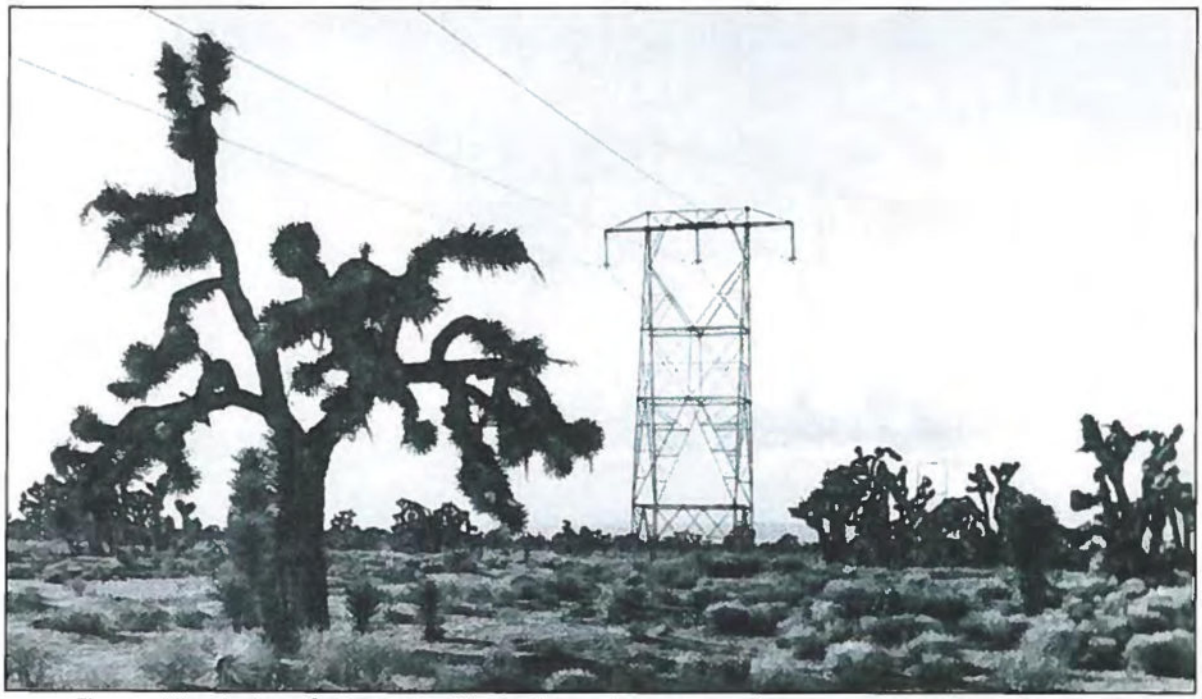

Figure 1: Historic view of a Suspension Vincent Tower. Image Source: Iron Men and Copper Wires (page 220).

Three tower types are original to the Vincent Transmission Line; Suspension (also identified as a Standard Tower), Dead End (also identified as a Anchor Tower), and Transposition. Representative views of each tower type are included on the following pages.

[1] Carlson, C.B. and H. Michener. "The Vincent 220-Kv. Transmission Line: Engineering and Construction Features." Transactions of the American Institute of Electrical Engineers. Volume XLV (January 1926), page 1054. Presented at the Pacific Coast Convention of the AIEE (Salt Lake City, Utah) September 6-9, 1926. Article purchased from the American Institute of Electrical Engineers (AIEE) http: www.ieeexplorer.ieee.org.

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

Primary #: _____
HRI #: _____

***NRHP Status Code:** 2D2 ***Resource Name or #** SCE Big Creek Hydroelectric System Vincent 220kV Transmission Line
***Recorded by:** Wendy L. Tinsley Becker, RPH, AICP, Principal: Urbana Preservation & Planning, LLC
***Date Recorded:** June 2011 ☒ Continuation ☐ Update

Tower Type #1:
Suspension (Standard) Vincent Tower (M18-T1).

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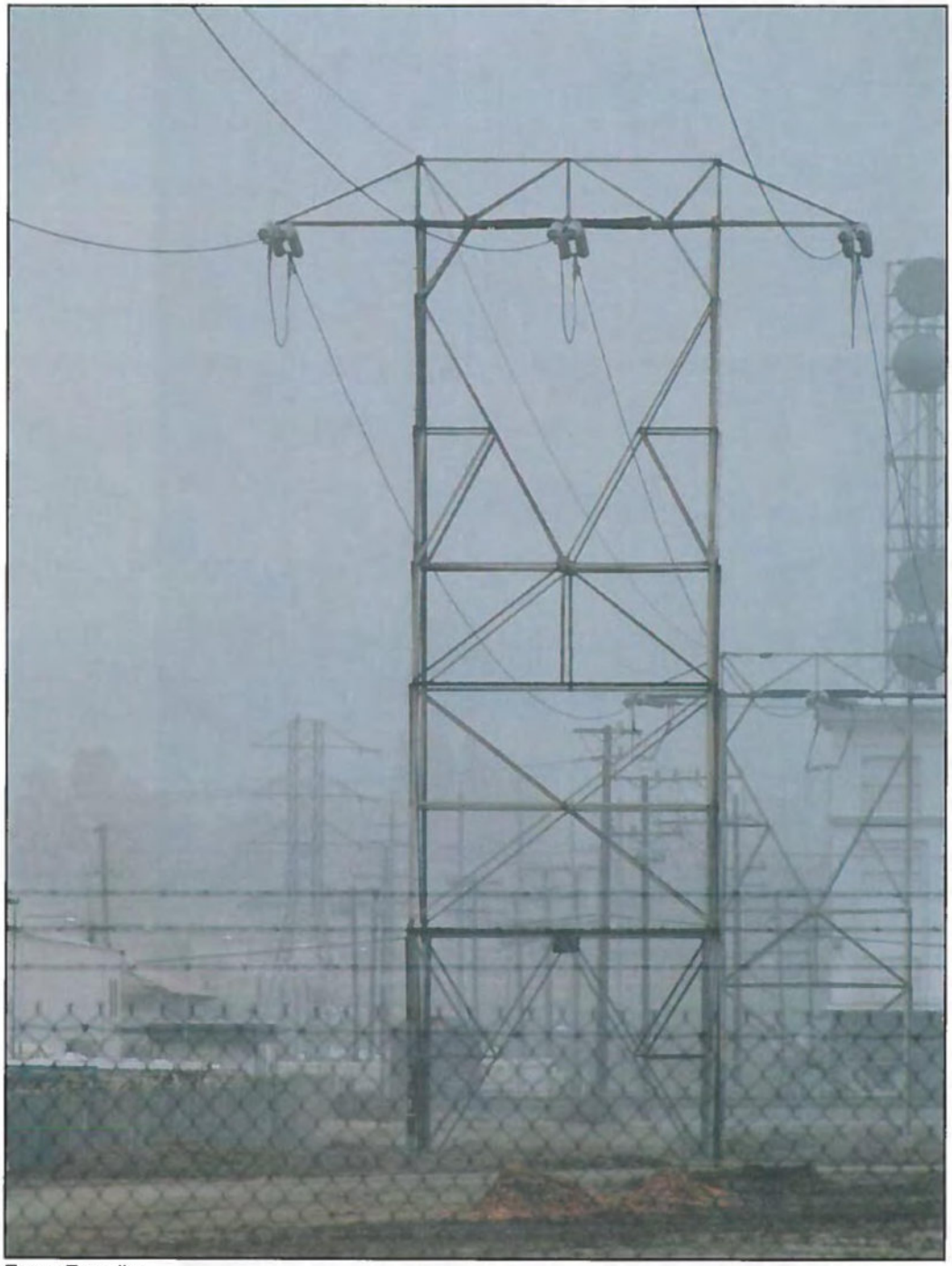
CONTINUATION SHEET

Primary #: _____
HRI #: _____

*NRHP Status Code: 2D2 *Resource Name or # SCE Big Creek Hydroelectric System Vincent 220kV Transmission Line
*Recorded by: Wendy L. Tinsley Becker, RPH, AICP, Principal: Urbana Preservation & Planning, LLC
*Date Recorded: June 2011 ☒ Continuation ☐ Update



Tower Type #2:
Dead End (Anchor) Vincent Tower with Vertical Leg Extension (Mile 147-T1).

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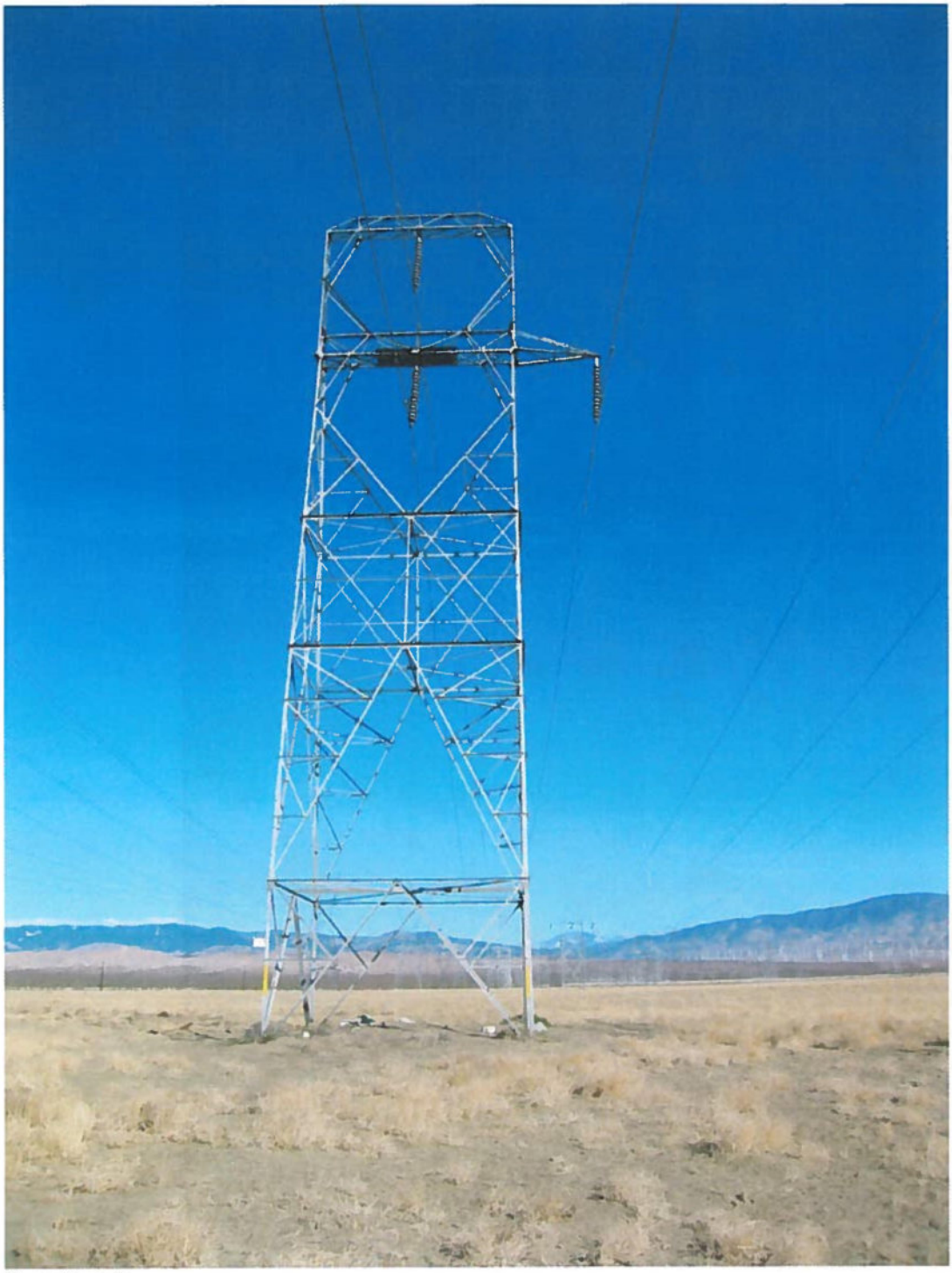
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #: _____
HRI #: _____

Page 6 of 44
***NRHP Status Code:** 2D2 ***Resource Name or #** SCE Big Creek Hydroelectric System Vincent 220kV Transmission Line
***Recorded by:** Wendy L. Tinsley Becker, RPH, AICP, Principal: Urbana Preservation & Planning, LLC
***Date Recorded:** June 2011 ☒ Continuation ☐ Update



Tower Type #3:
Transposition Vincent Tower (Mile 49-T1).

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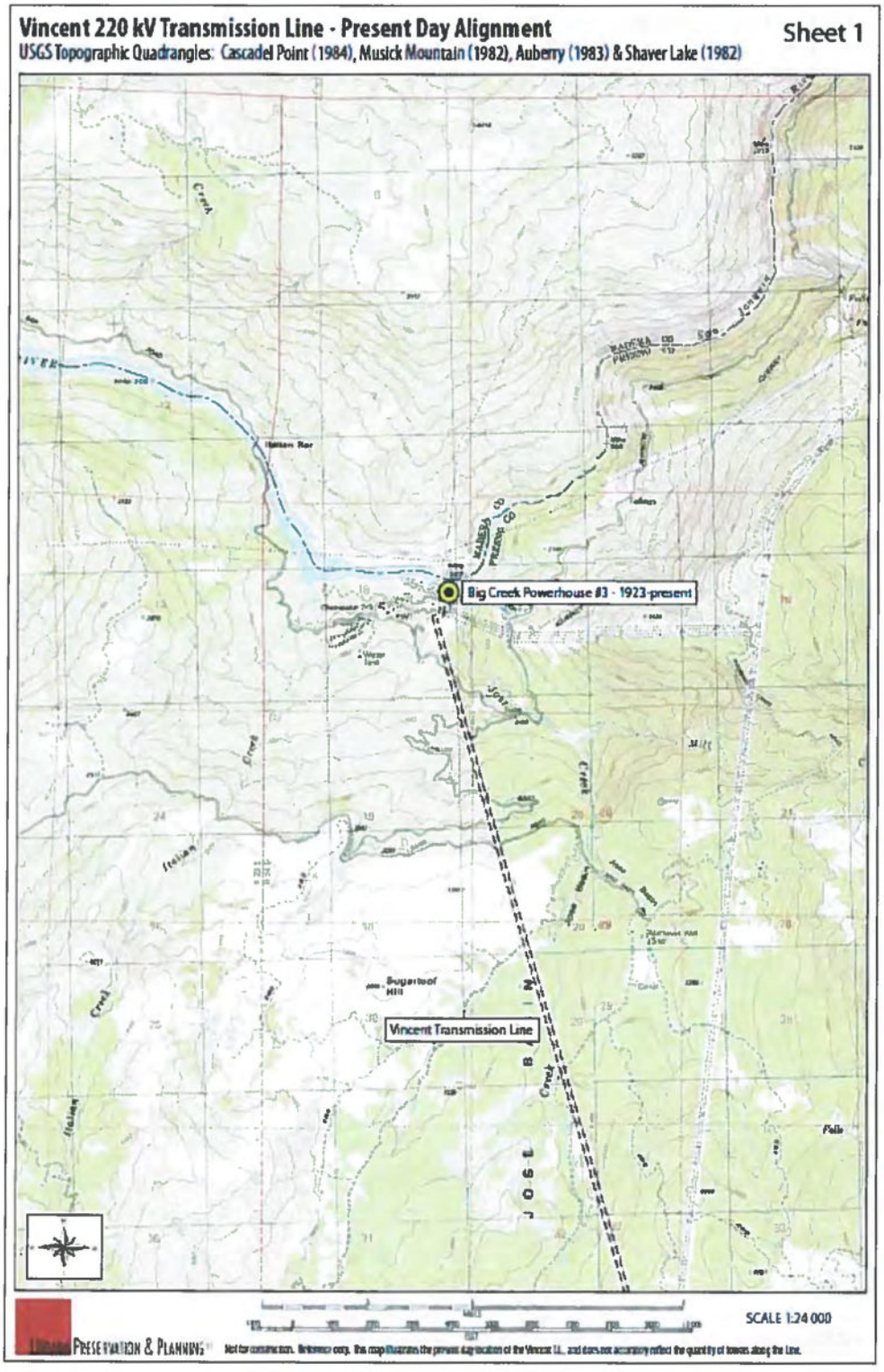
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 7 **of** 44 (Map Page 1 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Cascadel Point, Auberry, & Shaver Lake ***Scale**: 1:24000 ***Date of Map**: 1984, 1982, 1982
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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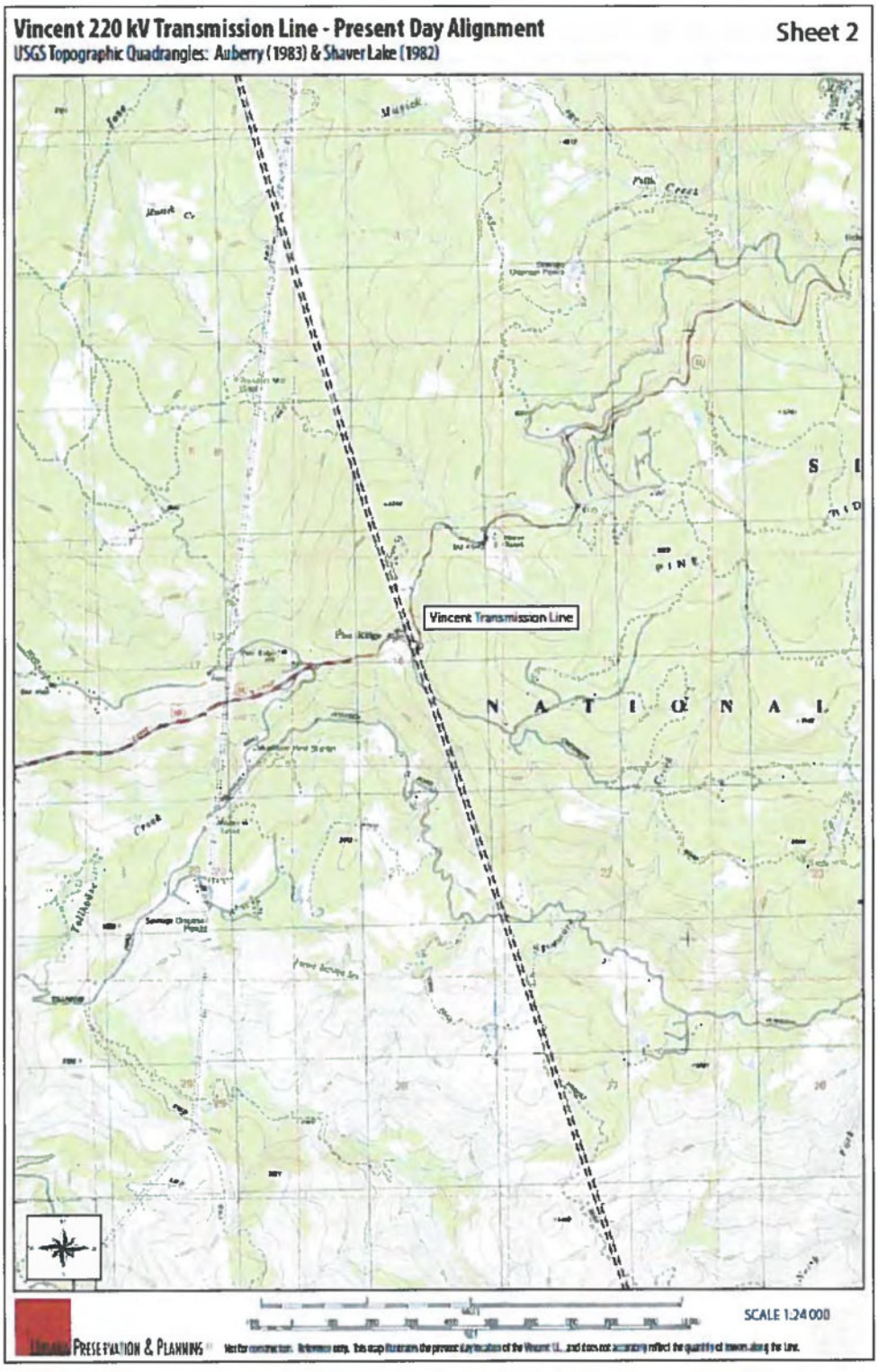
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 8 of 44 (Map Page 2 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Auberry & Shaver Lake ***Scale:** 1:24000 ***Date of Map:** 1983, 1982
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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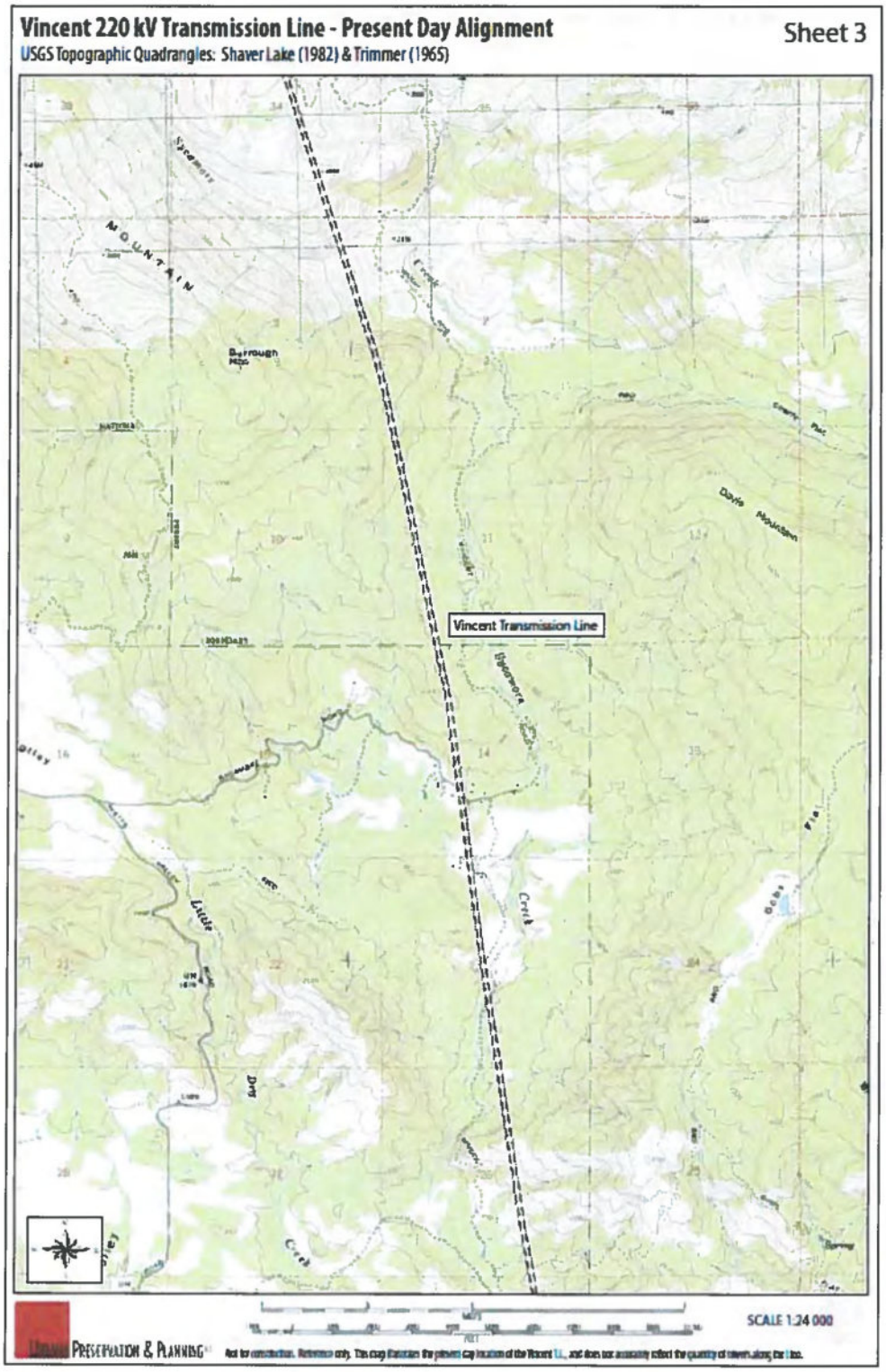
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 9 of 44 (Map Page 3 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Shaver Lake & Trimmer ***Scale**: 1:24000 ***Date of Map**: 1982, 1965
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

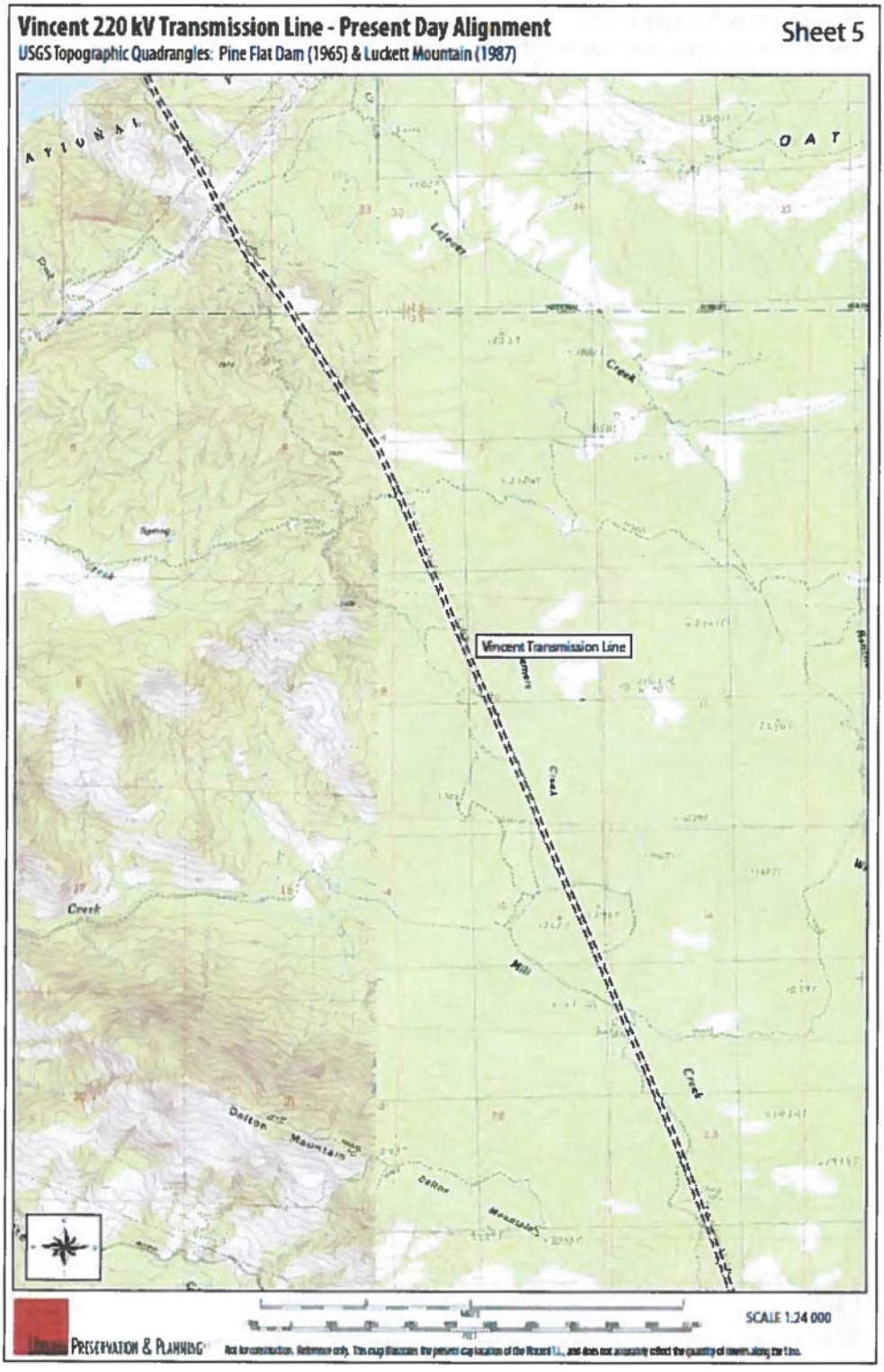
Primary#: _____
HRI #: _____
Trinomial: _____

Page 10 **of** 44 (Map Page 4 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Trimmer & Pine Flat Dam ***Scale**: 1:24000 ***Date of Map**: 1965, 1965
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 11 **of** 44 (Map Page 5 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Pine Flat Dam & Luckett Mountain ***Scale**: 1:24000 ***Date of Map**: 1965, 1987
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



State of California — The Resources Agency
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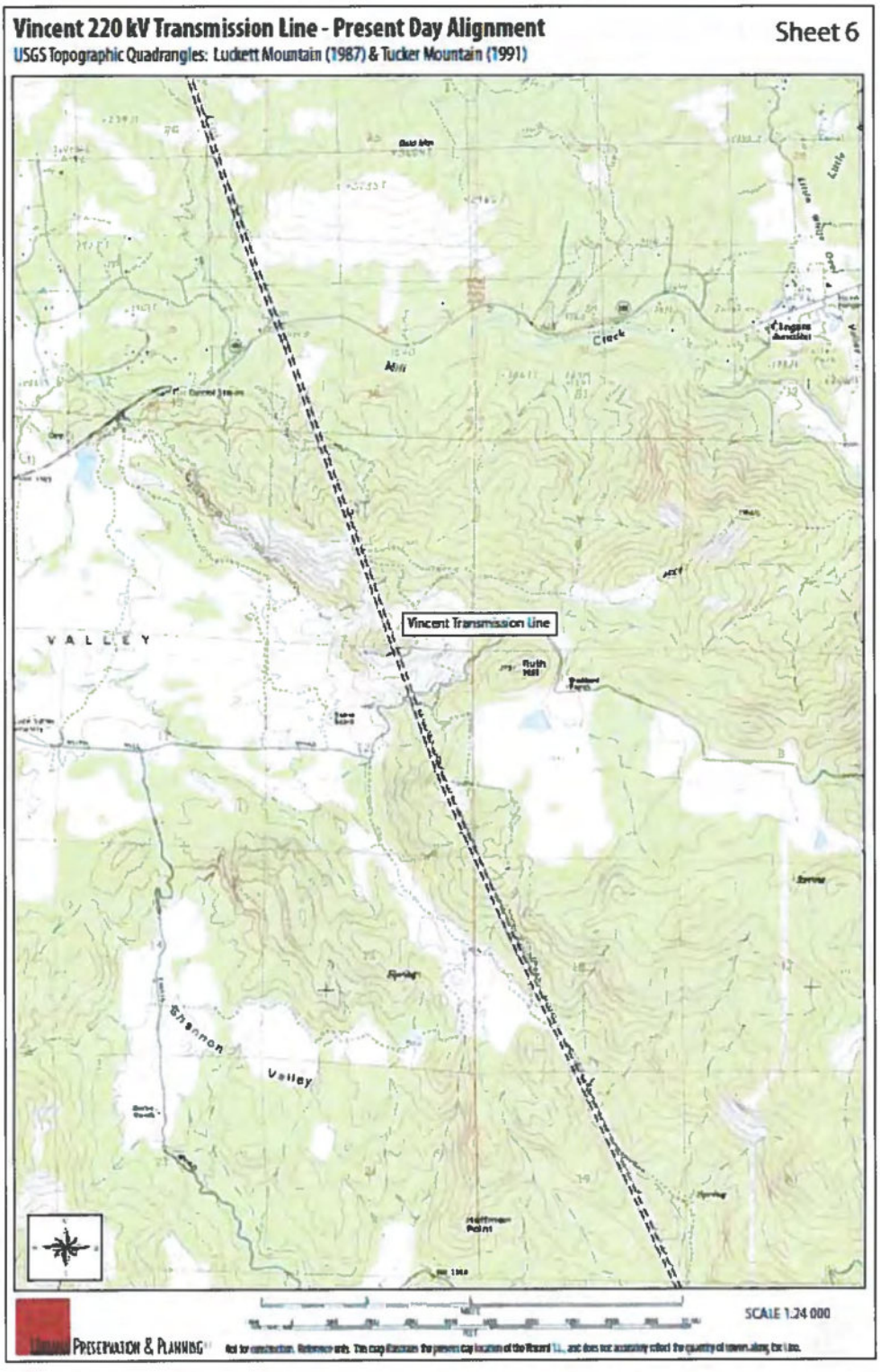
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 12 **of** 44 (Map Page 6 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Luckett Mountain & Tucker Mountain ***Scale:** 1:24000 ***Date of Map:** 1987, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



State of California — The Resources Agency
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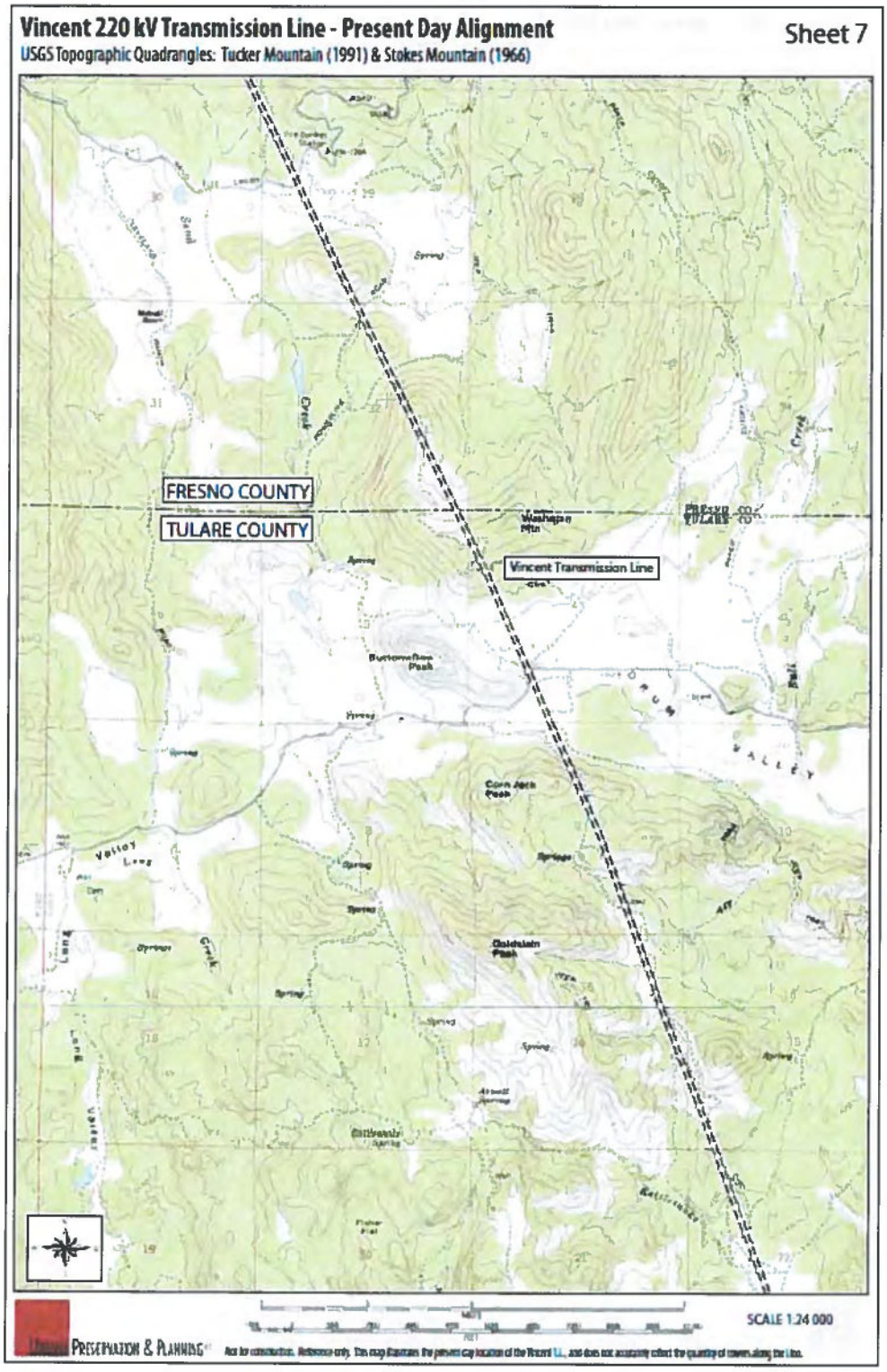
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 13 **of** 44 (Map Page 7 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Tucker Mountain & Stokes Mountain ***Scale**: 1:24000 ***Date of Map**: 1991, 1966
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

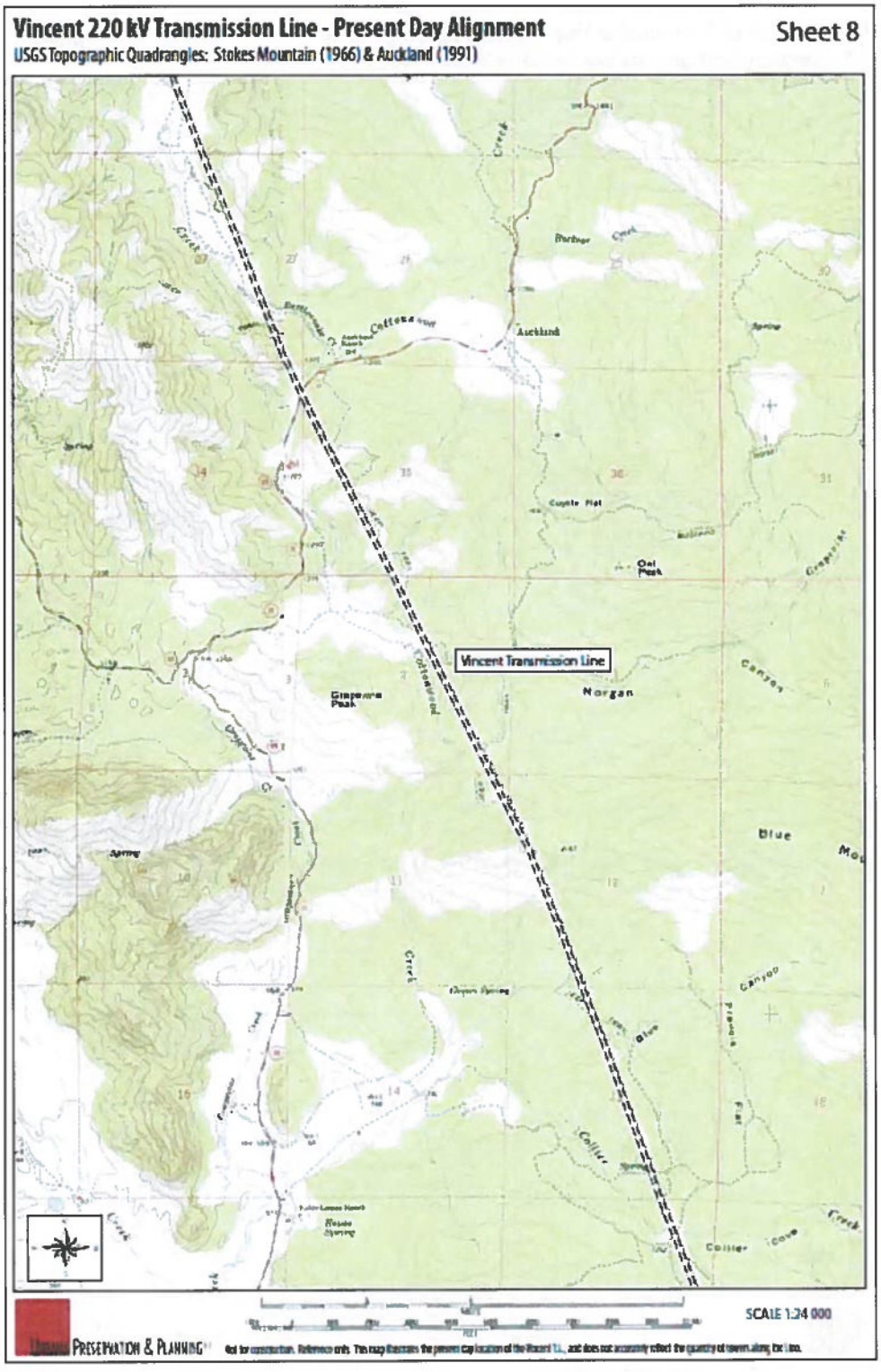


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 14 **of** 44 (Map Page 8 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Stokes Mountain & Auckland ***Scale:** 1:24000 ***Date of Map:** 1966, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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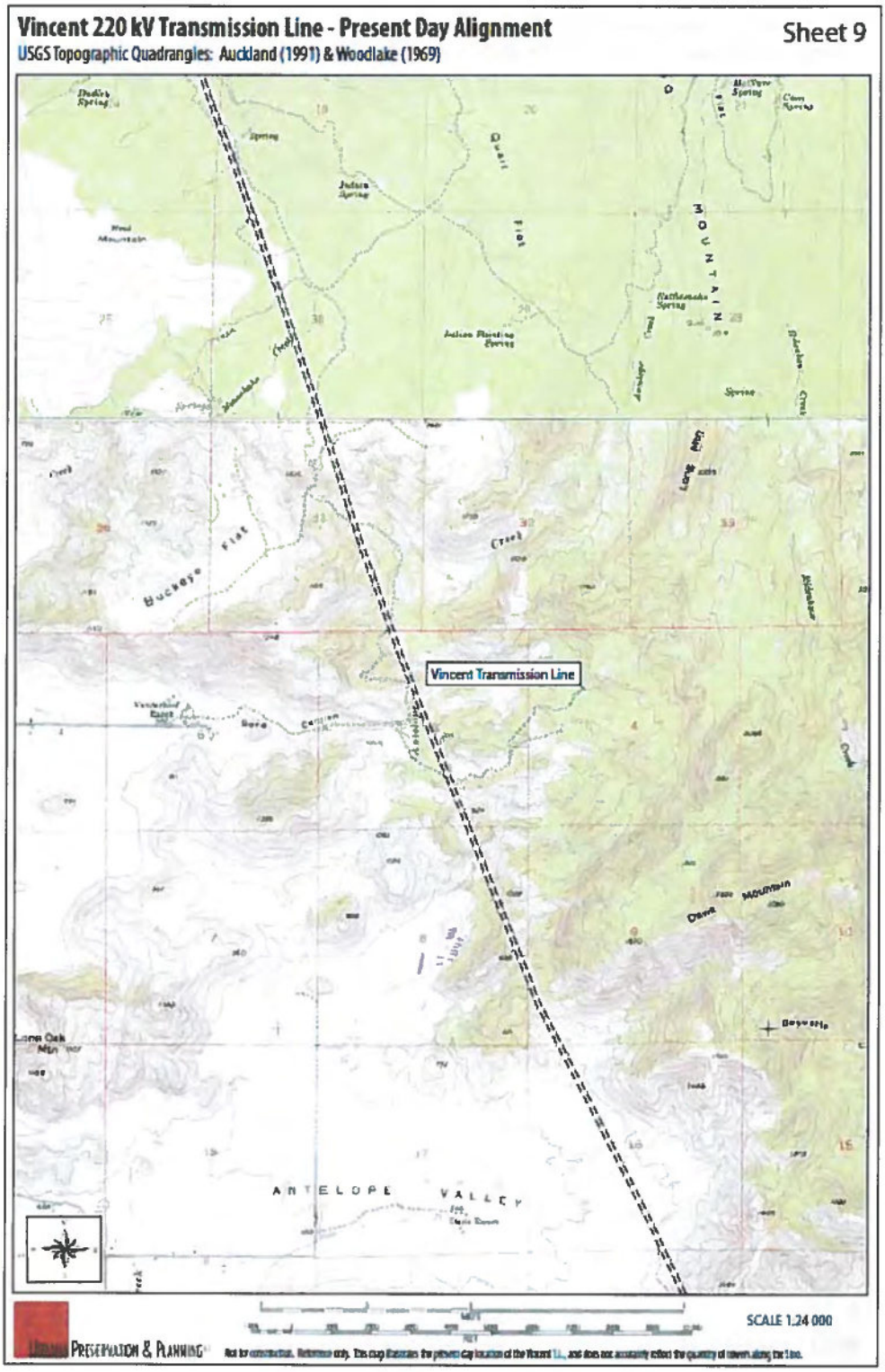
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 15 **of** 44 (Map Page 9 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Auckland & Woodlake ***Scale**: 1:24000 ***Date of Map**: 1991, 1969
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 16 **of** 44 (Map Page 10 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Woodlake, Rocky Hill, & Chickencoop Canyon ***Scale**: 1:24000 ***Date of Map**: 1969, 1969, 1993
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

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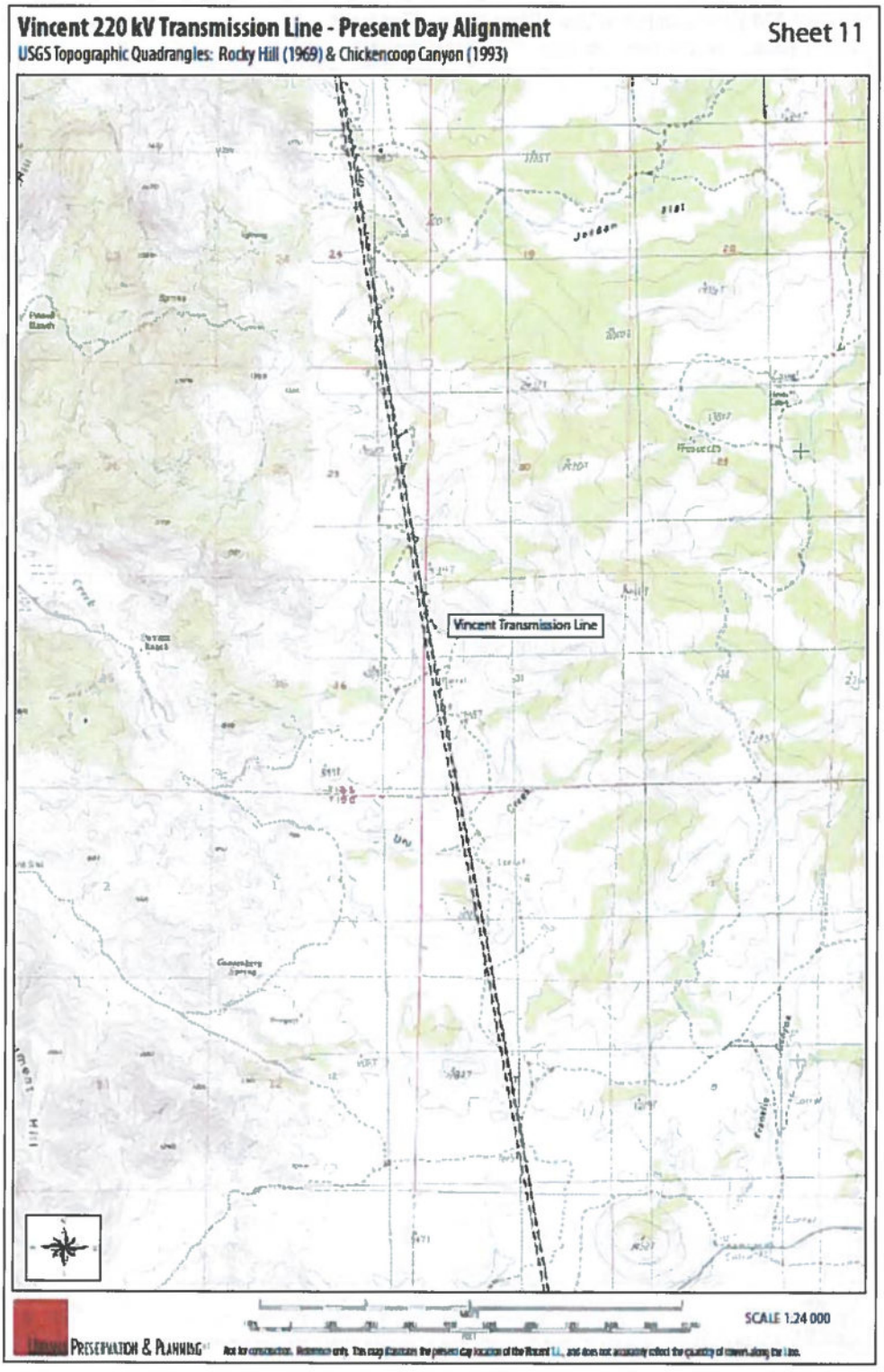
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 17 **of** 44 (Map Page 11 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Rocky Hill, & Chickencoop Canyon ***Scale**: 1:24000 ***Date of Map**: 1969, 1993
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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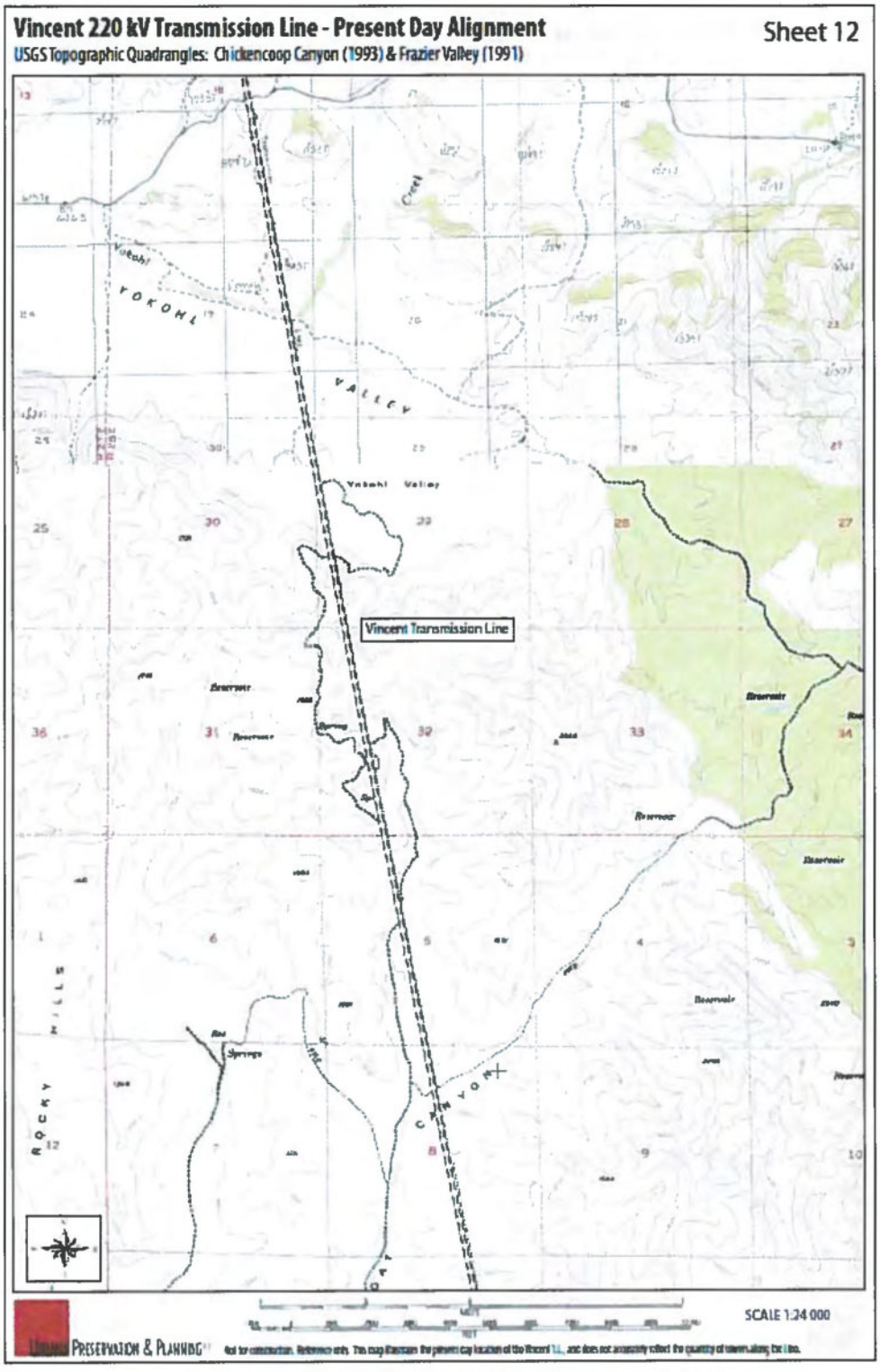
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 18 **of** 44 (Map Page 12 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Chickencoop Canyon & Frazier Valley ***Scale:** 1:24000 ***Date of Map:** 1993, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



*Required information

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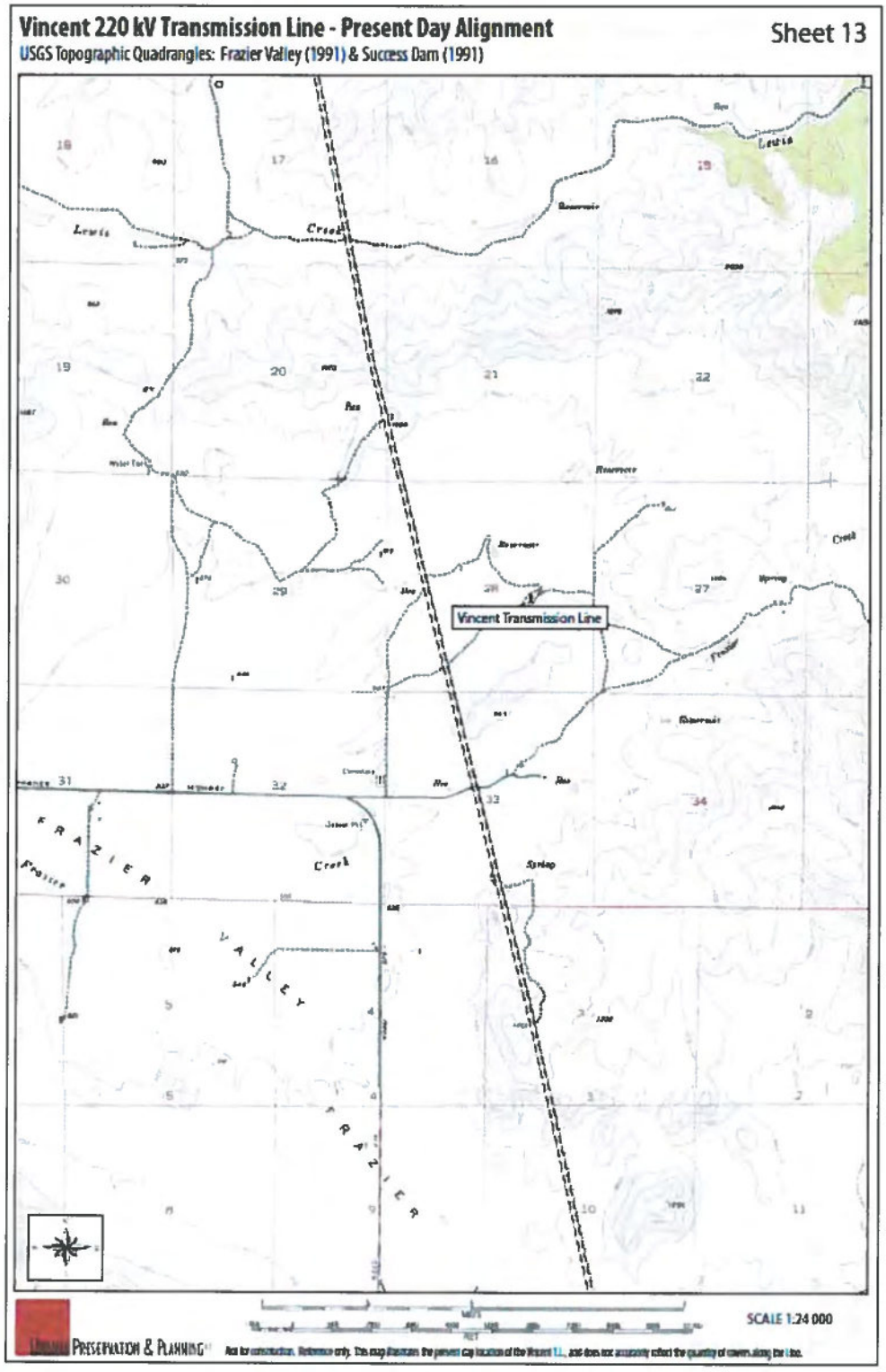
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 19 **of** 44 (Map Page 13 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Frazier Valley & Success Dam ***Scale:** 1:24000 ***Date of Map:** 1991, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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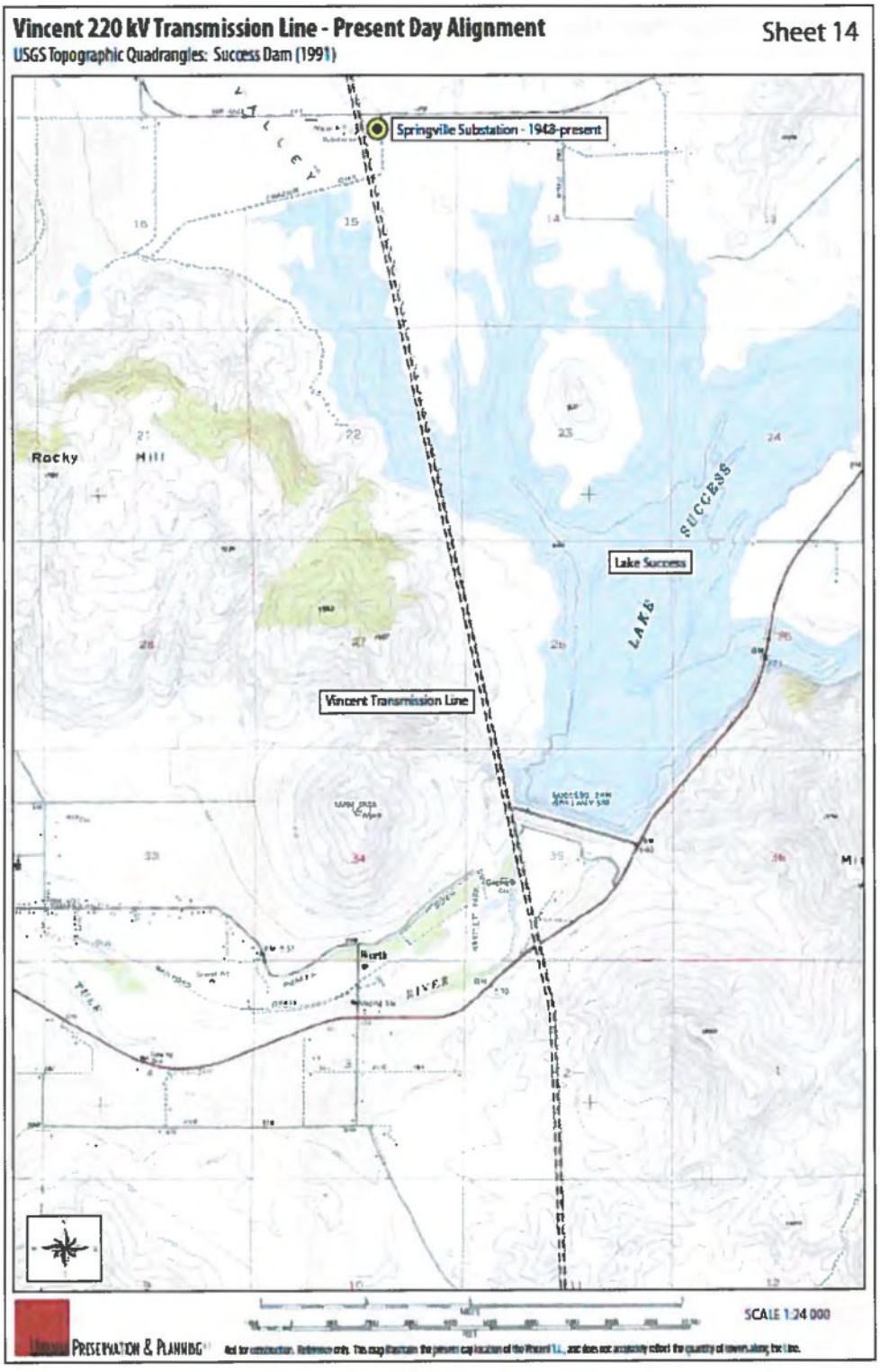
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 20 **of** 44 (Map Page 14 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Success Dam ***Scale:** 1:24000 ***Date of Map:** 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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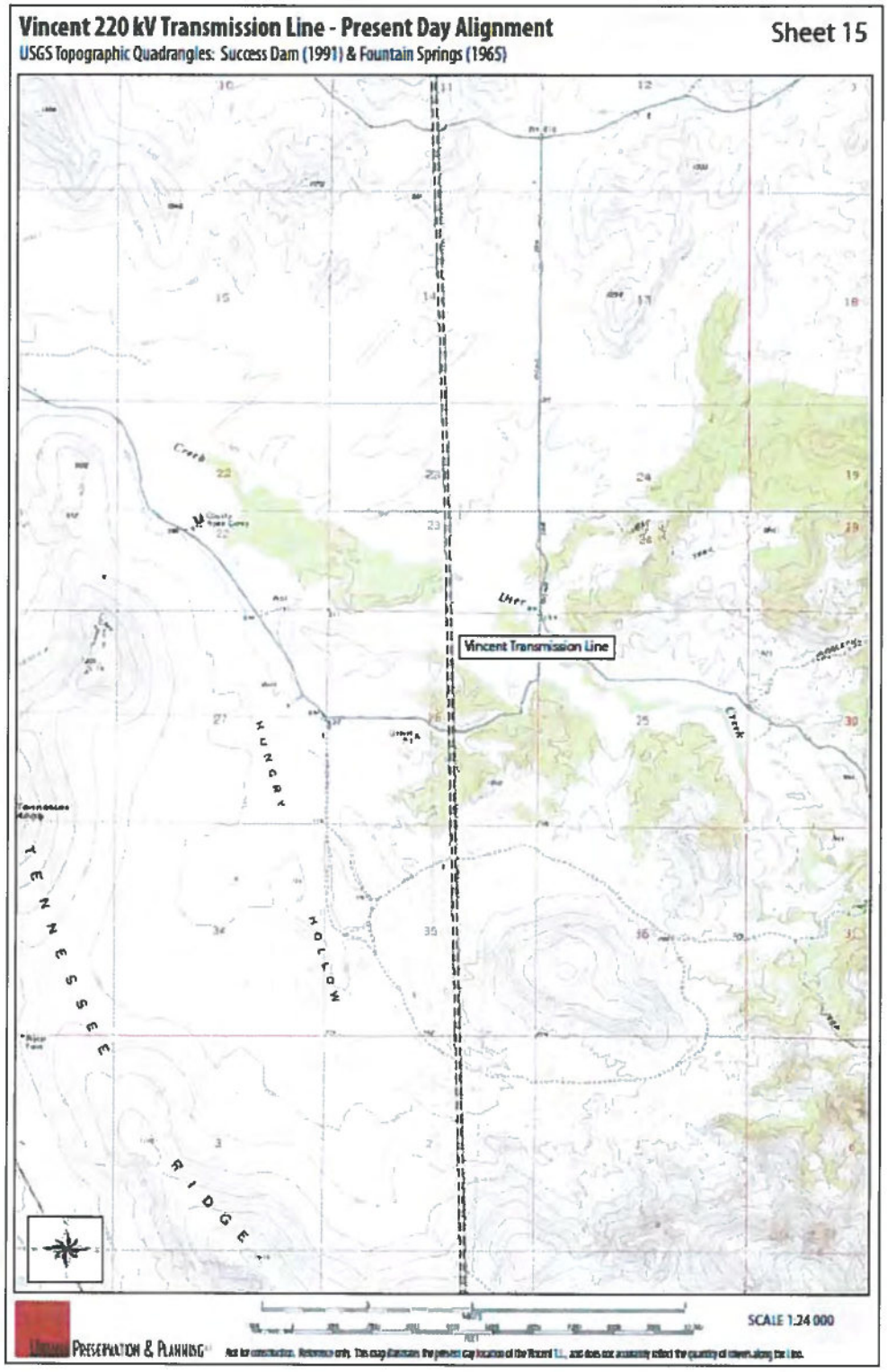
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 21 **of** 44 (Map Page 15 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Success Dam & Fountain Springs ***Scale:** 1:24000 ***Date of Map:** 1991, 1965
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



State of California — The Resources Agency
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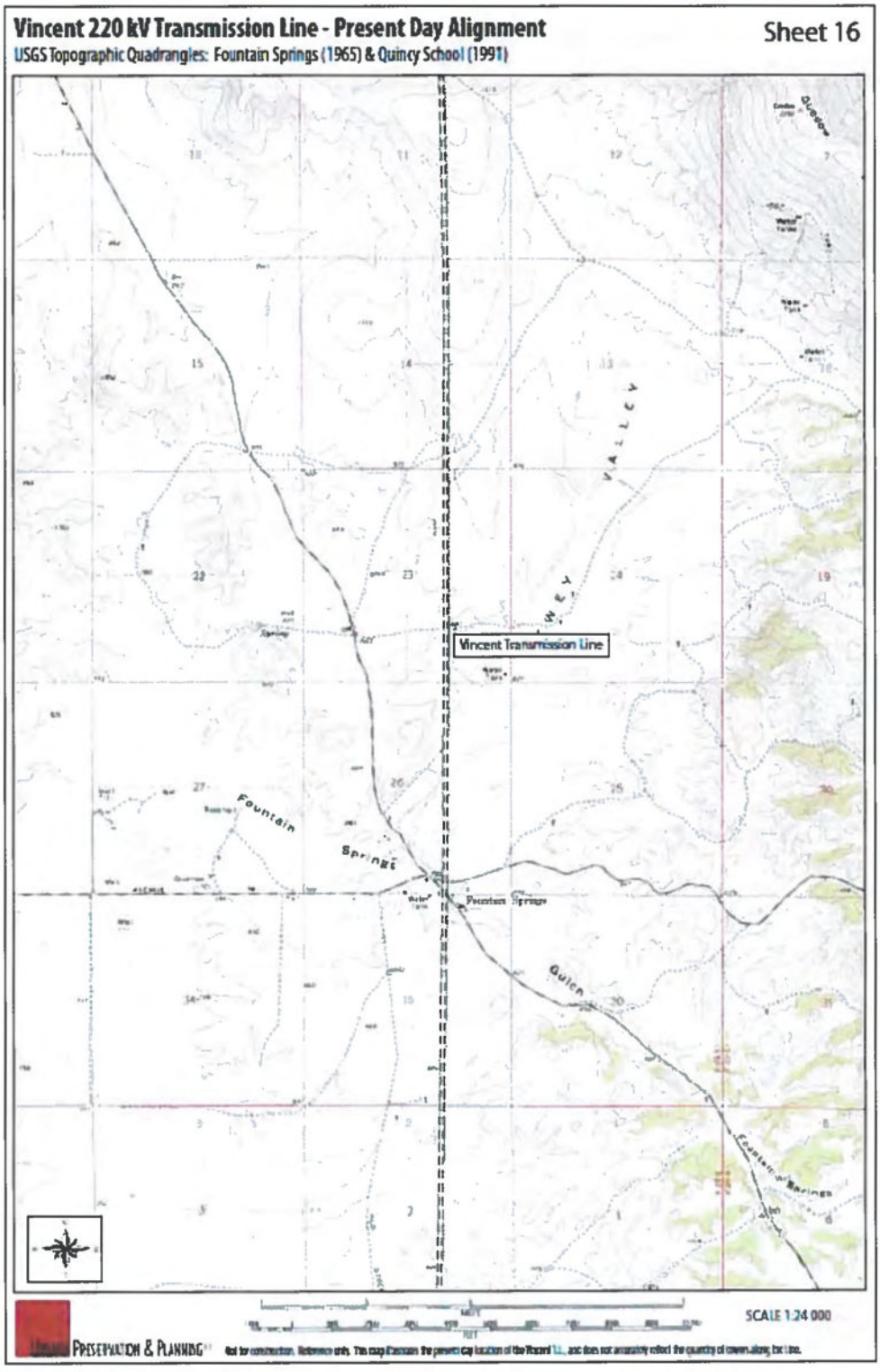
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

Page 22 **of** 44 (Map Page 16 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Fountain Springs & Quincy School ***Scale**: 1:24000 ***Date of Map**: 1965,1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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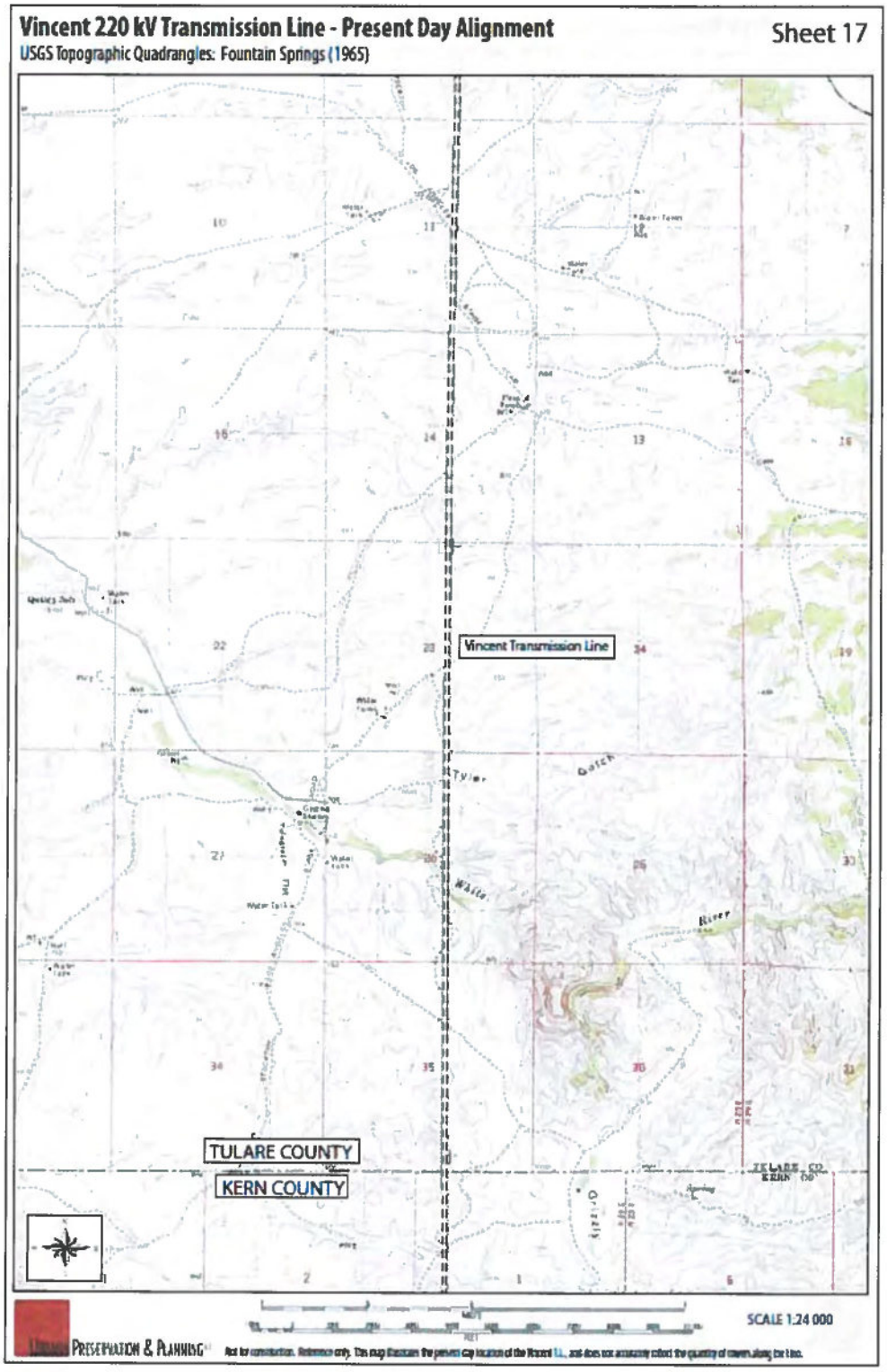
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

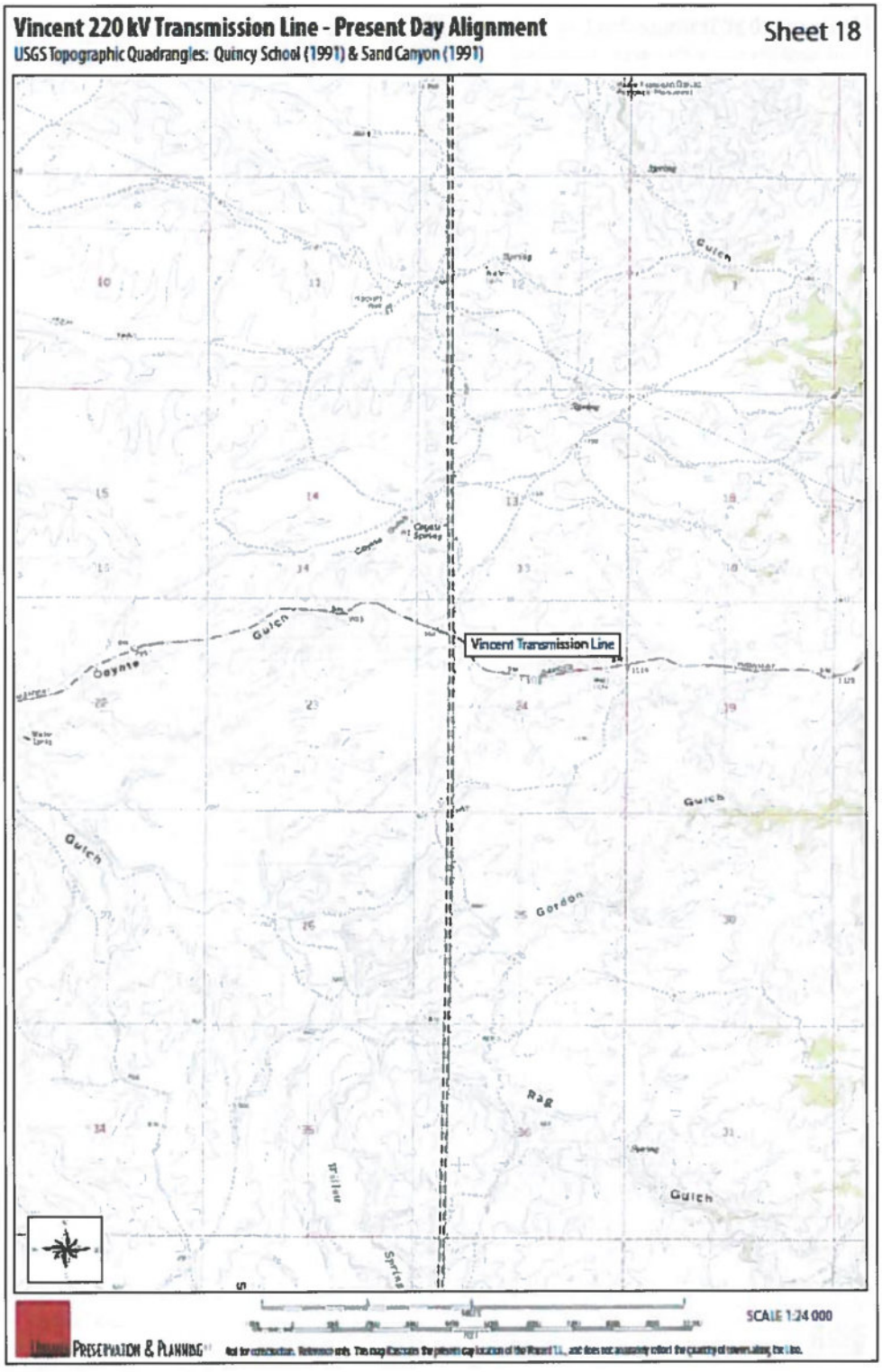
Page 23 **of** 44 (Map Page 17 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Quincy School ***Scale:** 1:24000 ***Date of Map:** 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 24 of 44 (Map Page 18 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Quincy School & Sand Canyon ***Scale**: 1:24000 ***Date of Map**: 1991, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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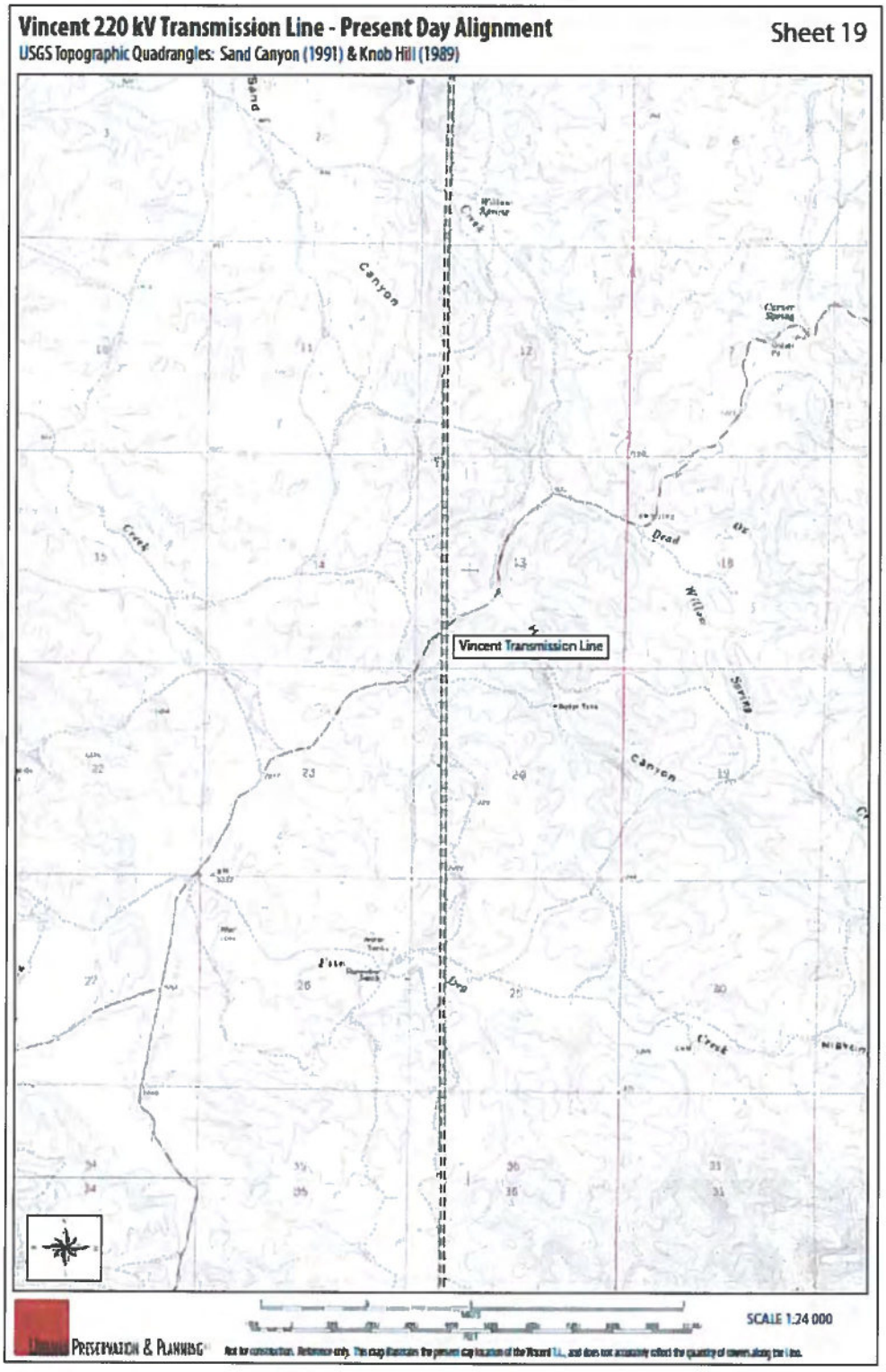
LOCATION MAP

Primary#: _____
HRI #: _____
Trinomial: _____

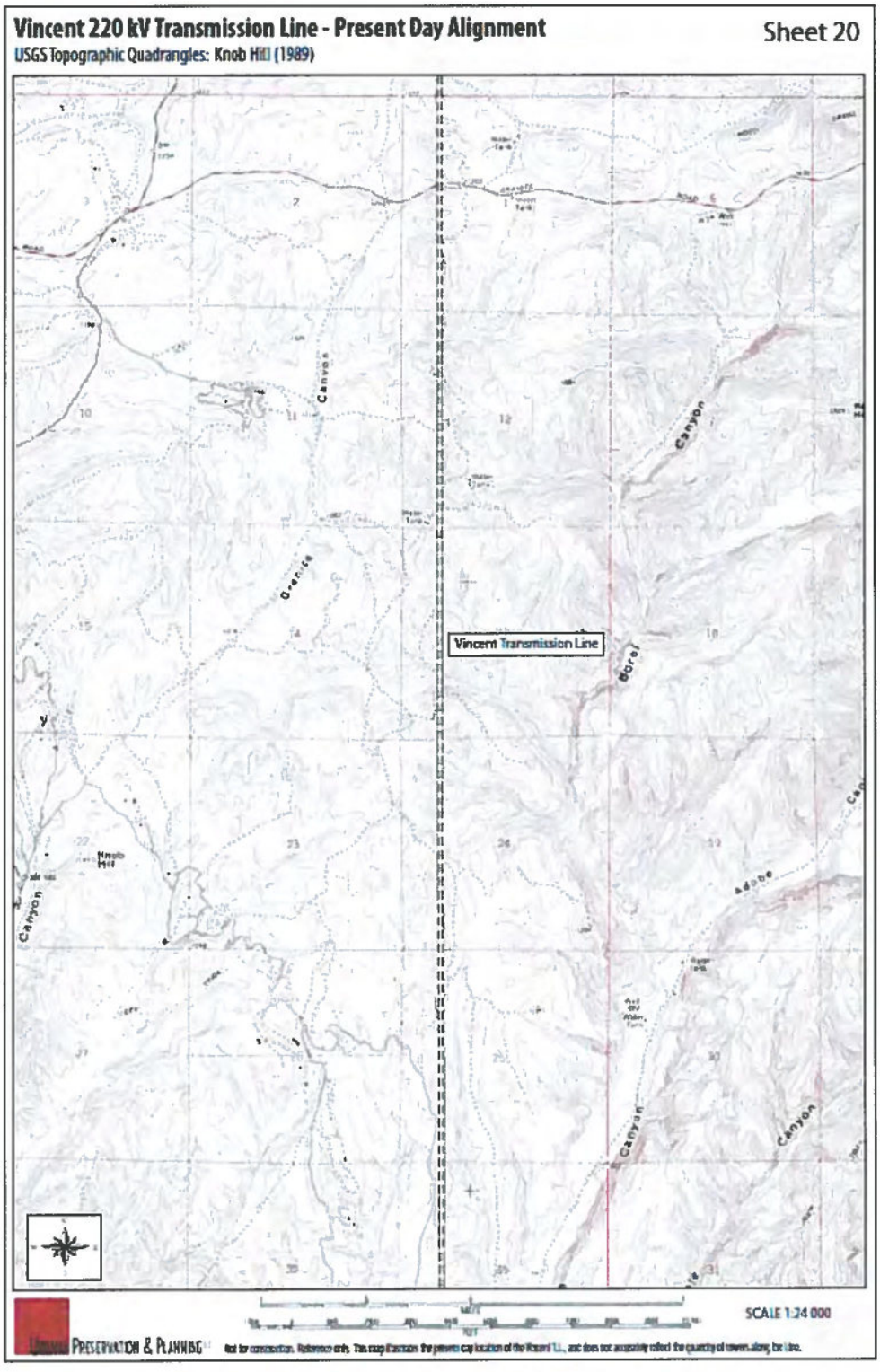
Page 25 **of** 44 (Map Page 19 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Sand Canyon & Knob Hill ***Scale**: 1:24000 ***Date of Map**: 1991, 1989
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

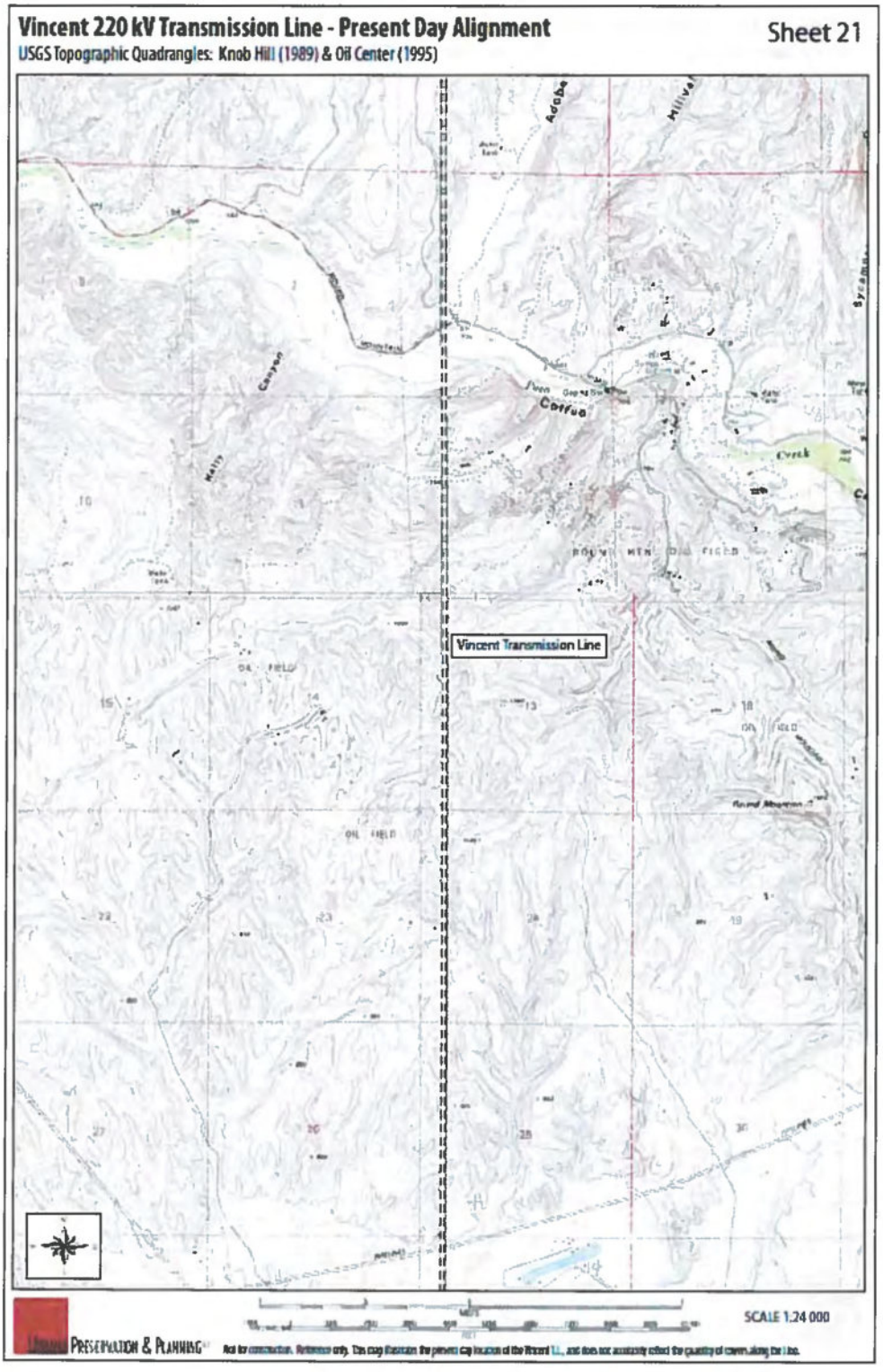
Page 26 **of** 44 (Map Page 20 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Knob Hill ***Scale:** 1:24000 ***Date of Map:** 1989
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

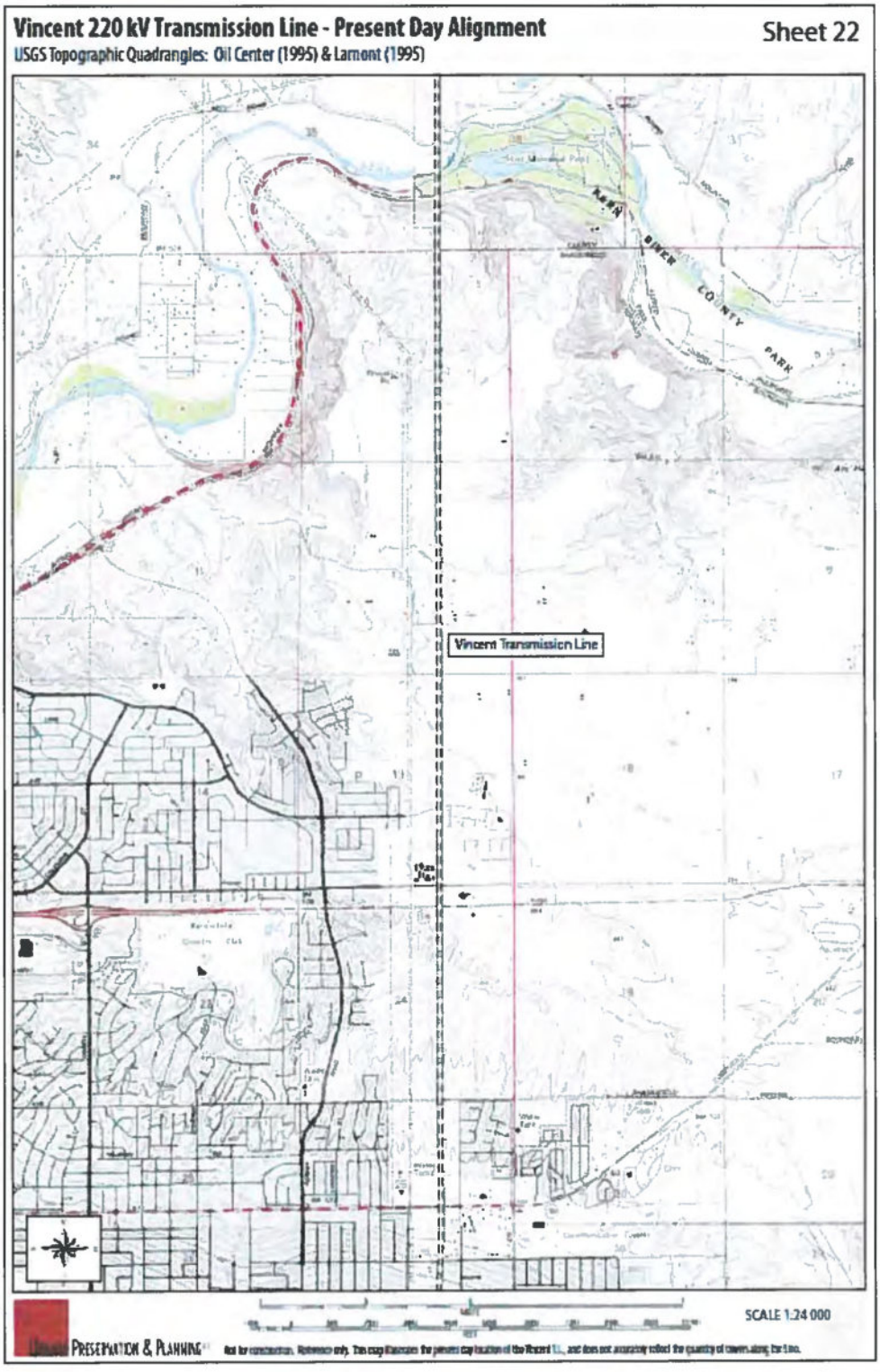
Page 27 **of** 44 (Map Page 21 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Knob Hill & Oil Center ***Scale:** 1:24000 ***Date of Map:** 1989, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

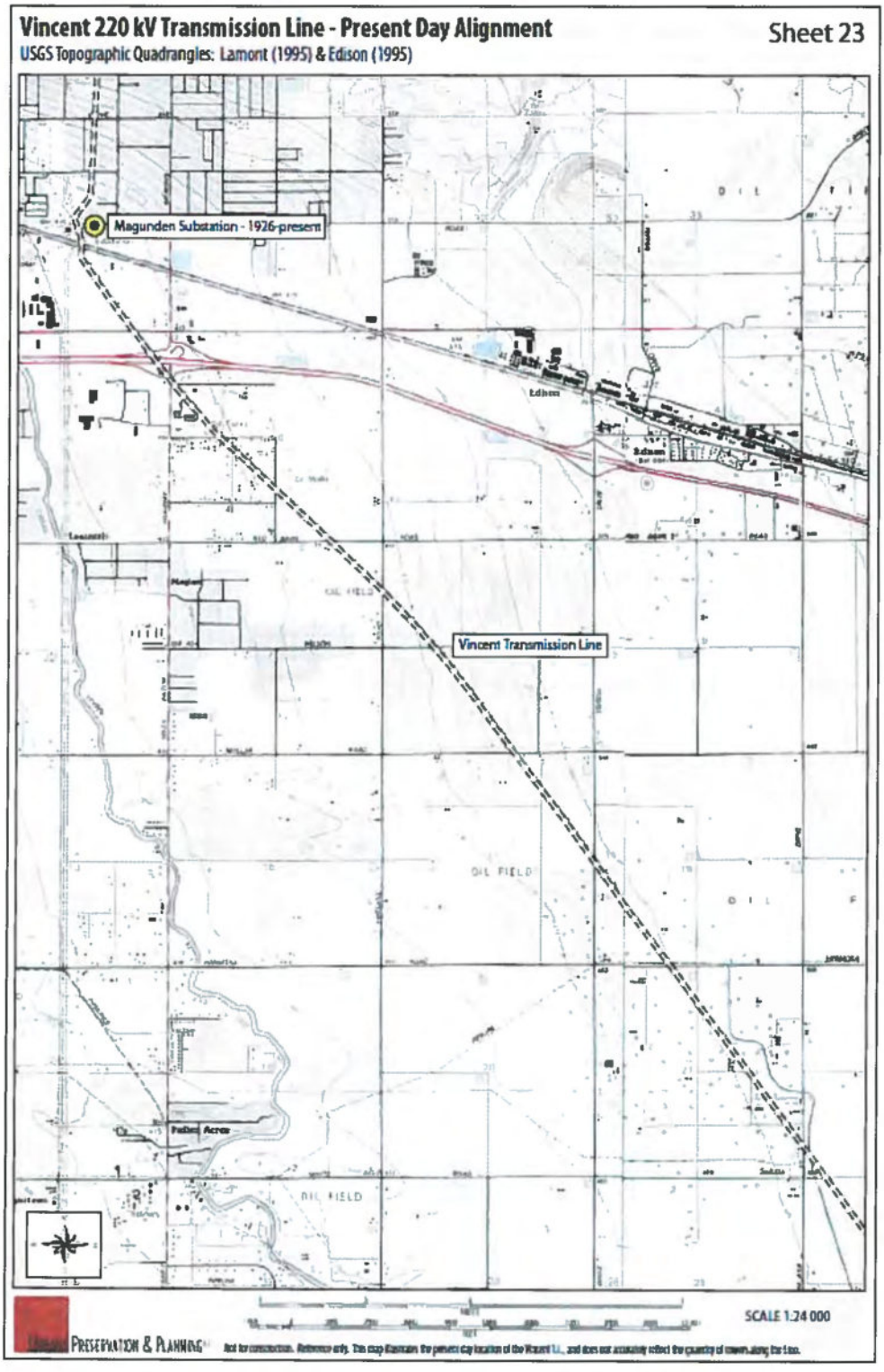
Page 28 **of** 44 (Map Page 22 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Oil Center & Lamont ***Scale**: 1:24000 ***Date of Map**: 1995, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

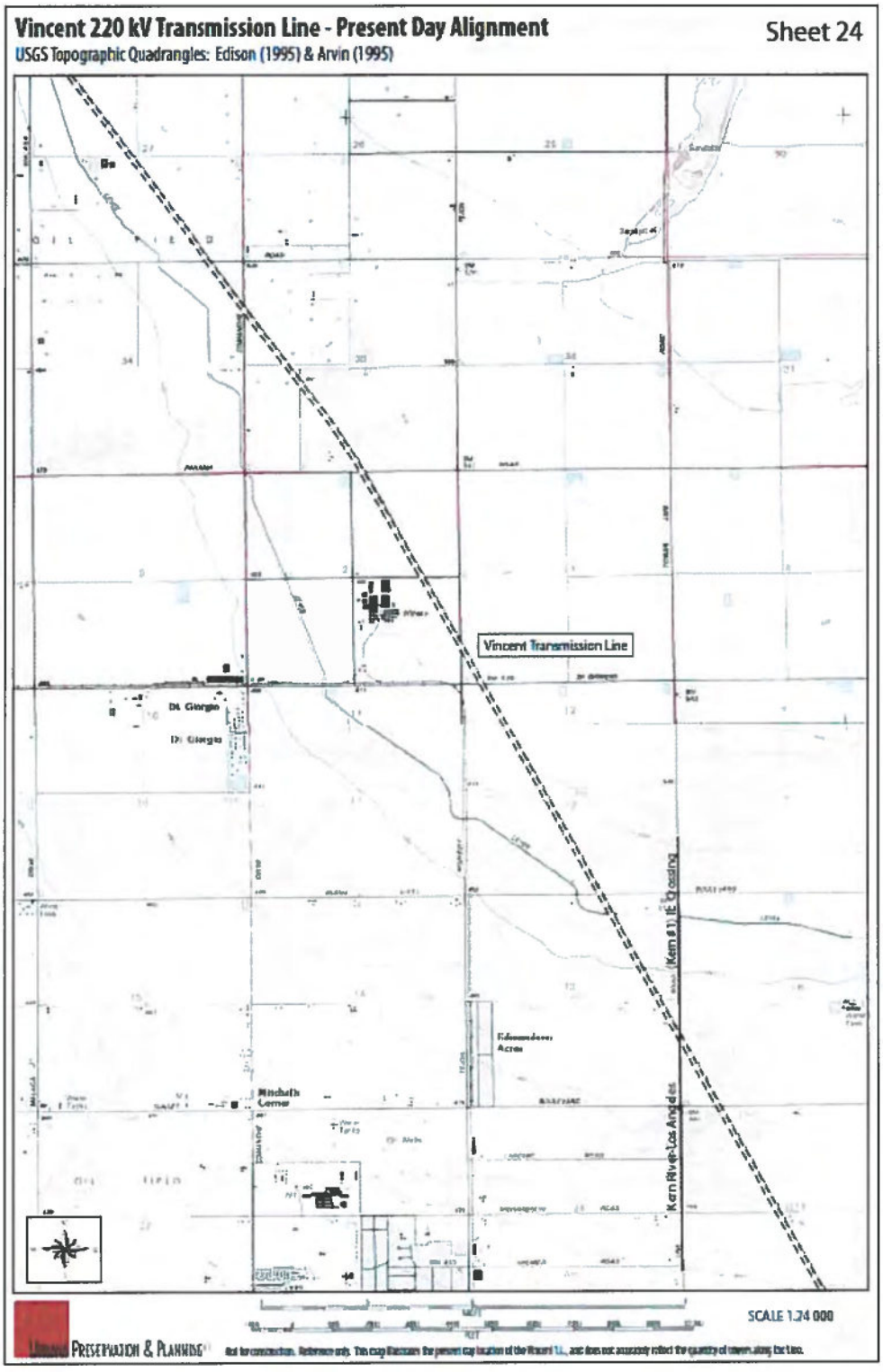
Page 29 **of** 44 (Map Page 23 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Lamont & Edison ***Scale:** 1:24000 ***Date of Map:** 1995, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

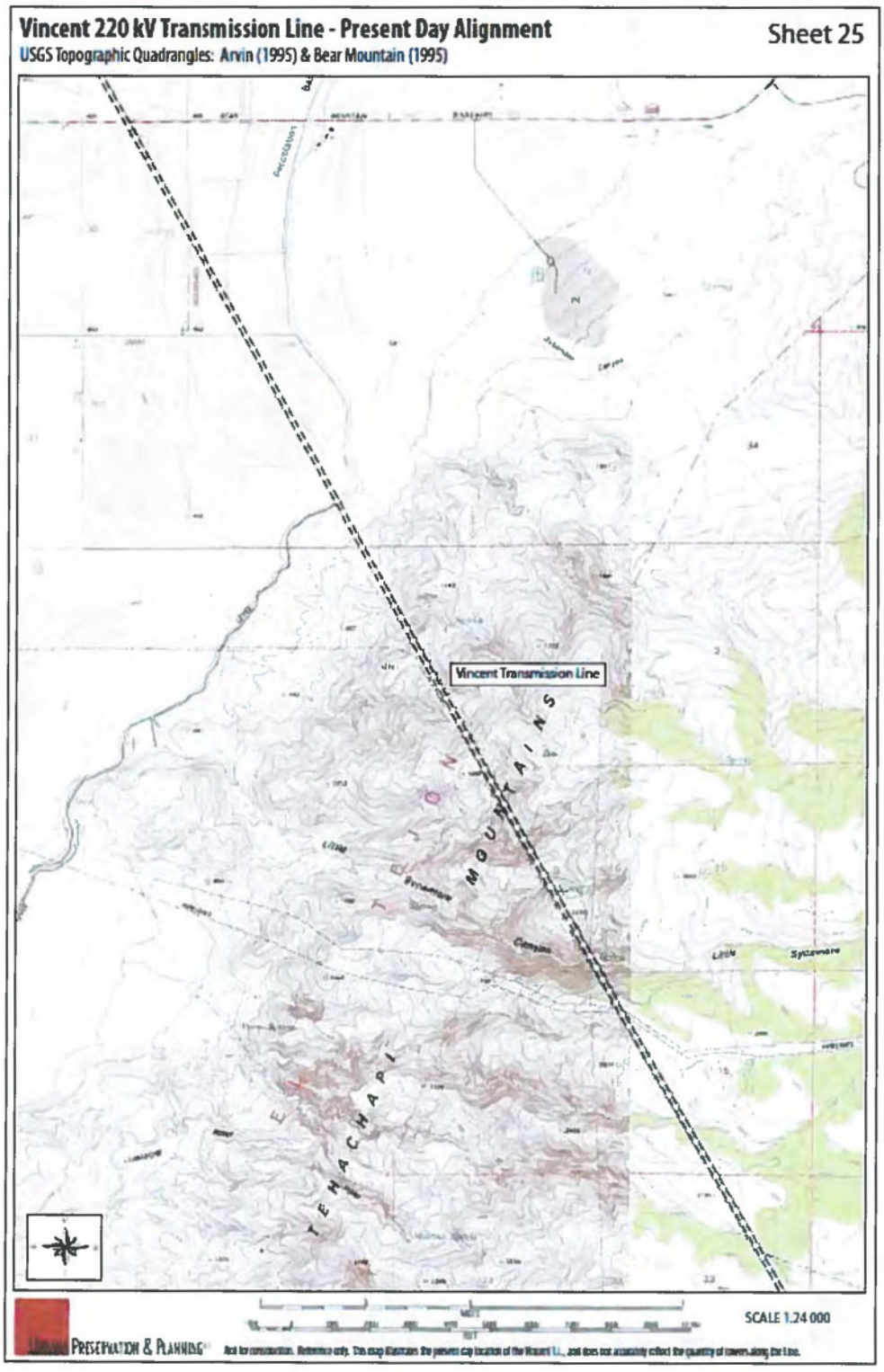
Page 30 **of** 44 (Map Page 24 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Edison & Arvin ***Scale:** 1:24000 ***Date of Map:** 1995, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

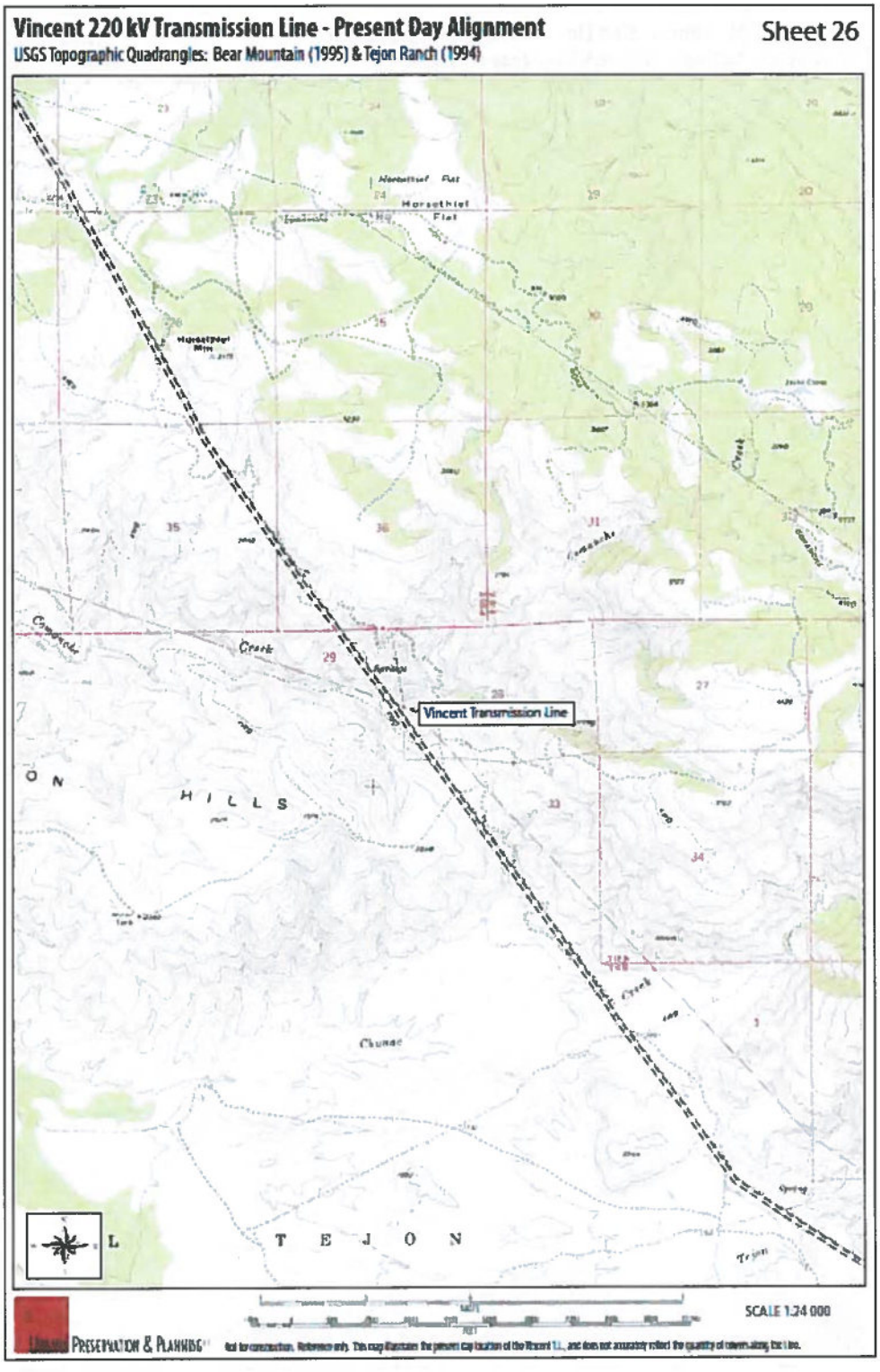
Page 31 **of** 44 (Map Page 25 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name**: Arvin & Bear Mountain ***Scale**: 1:24000 ***Date of Map**: 1995, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

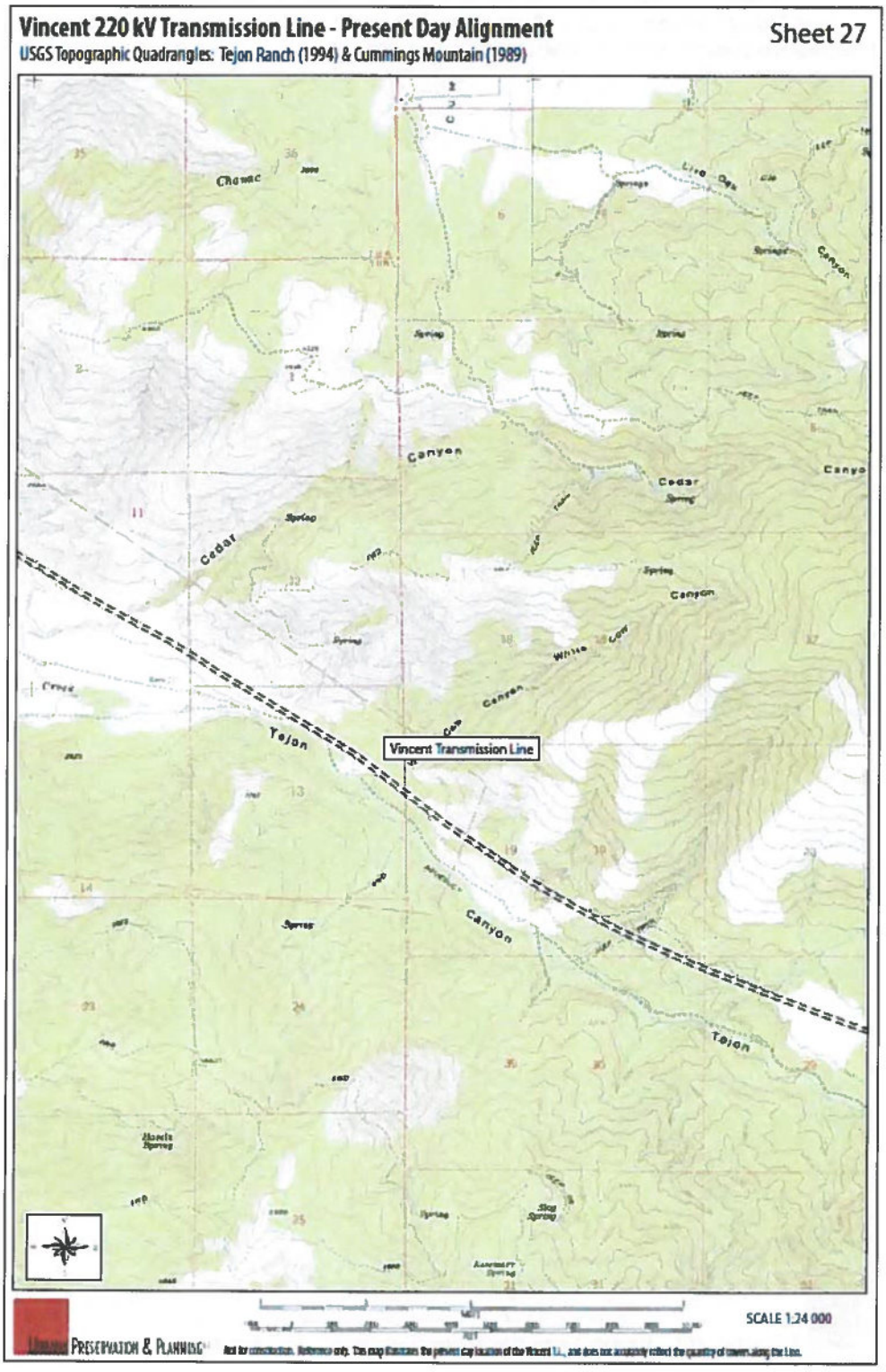
Page 32 **of** 44 (Map Page 26 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Bear Mountain & Tejon Ranch ***Scale**: 1:24000 ***Date of Map**: 1995, 1994
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

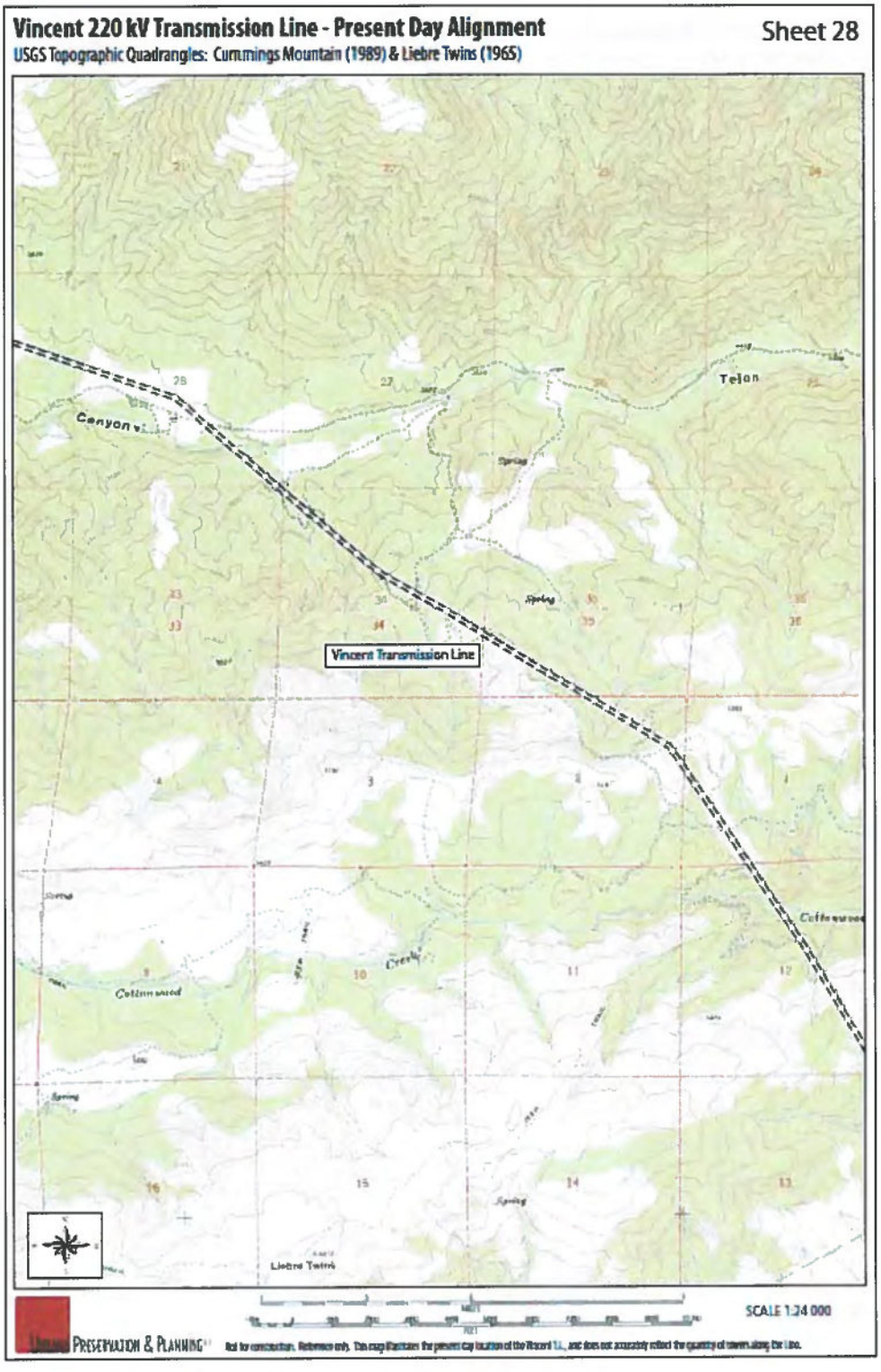
Page 33 **of** 44 (Map Page 27 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Tejon Ranch & Cummings Mountain ***Scale:** 1:24000 ***Date of Map:** 1994, 1989
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

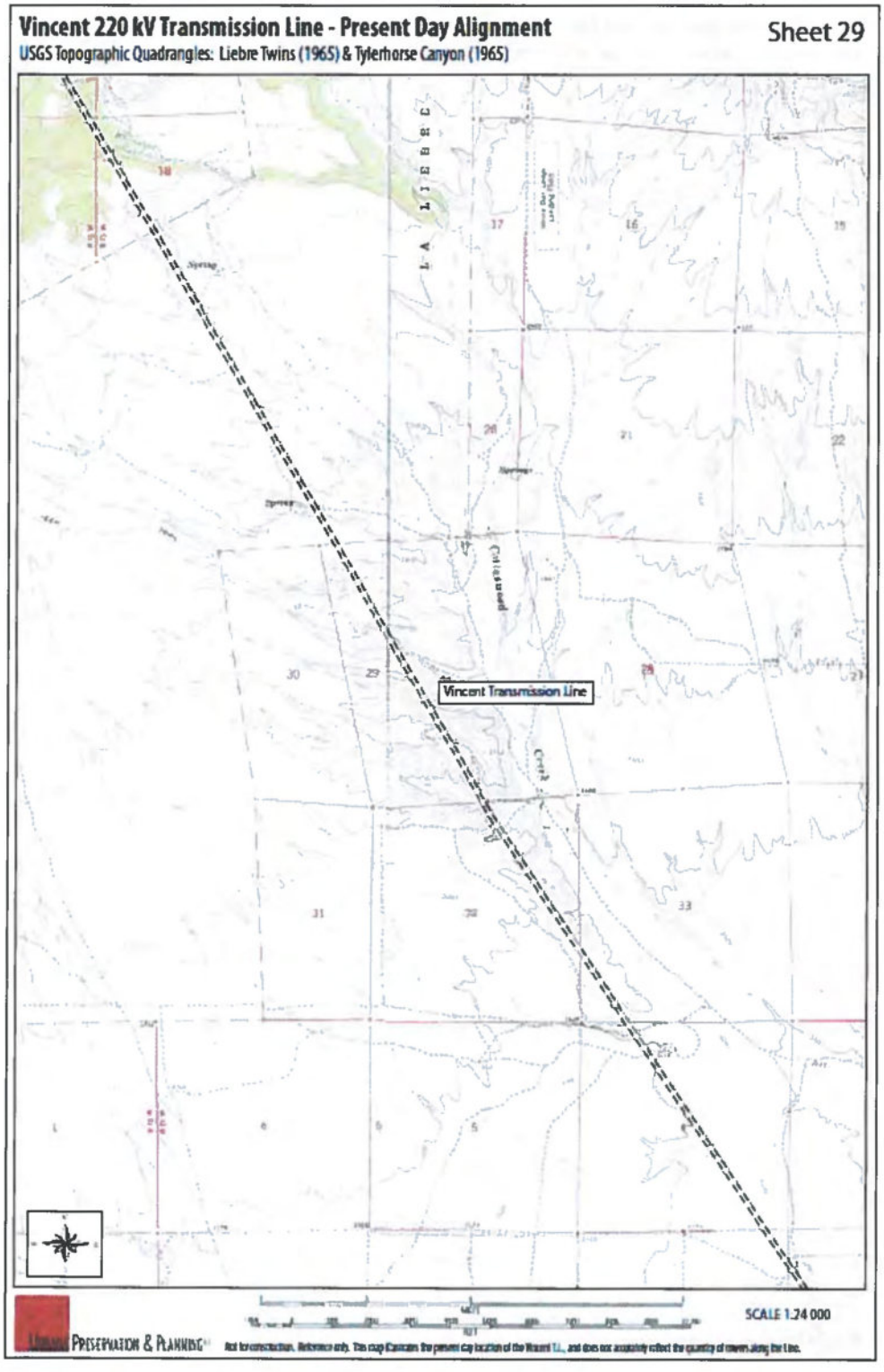
Page 34 **of** 44 (Map Page 28 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name**: Cummings Mountain & Liebre Twins ***Scale**: 1:24000 ***Date of Map**: 1989, 1965
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

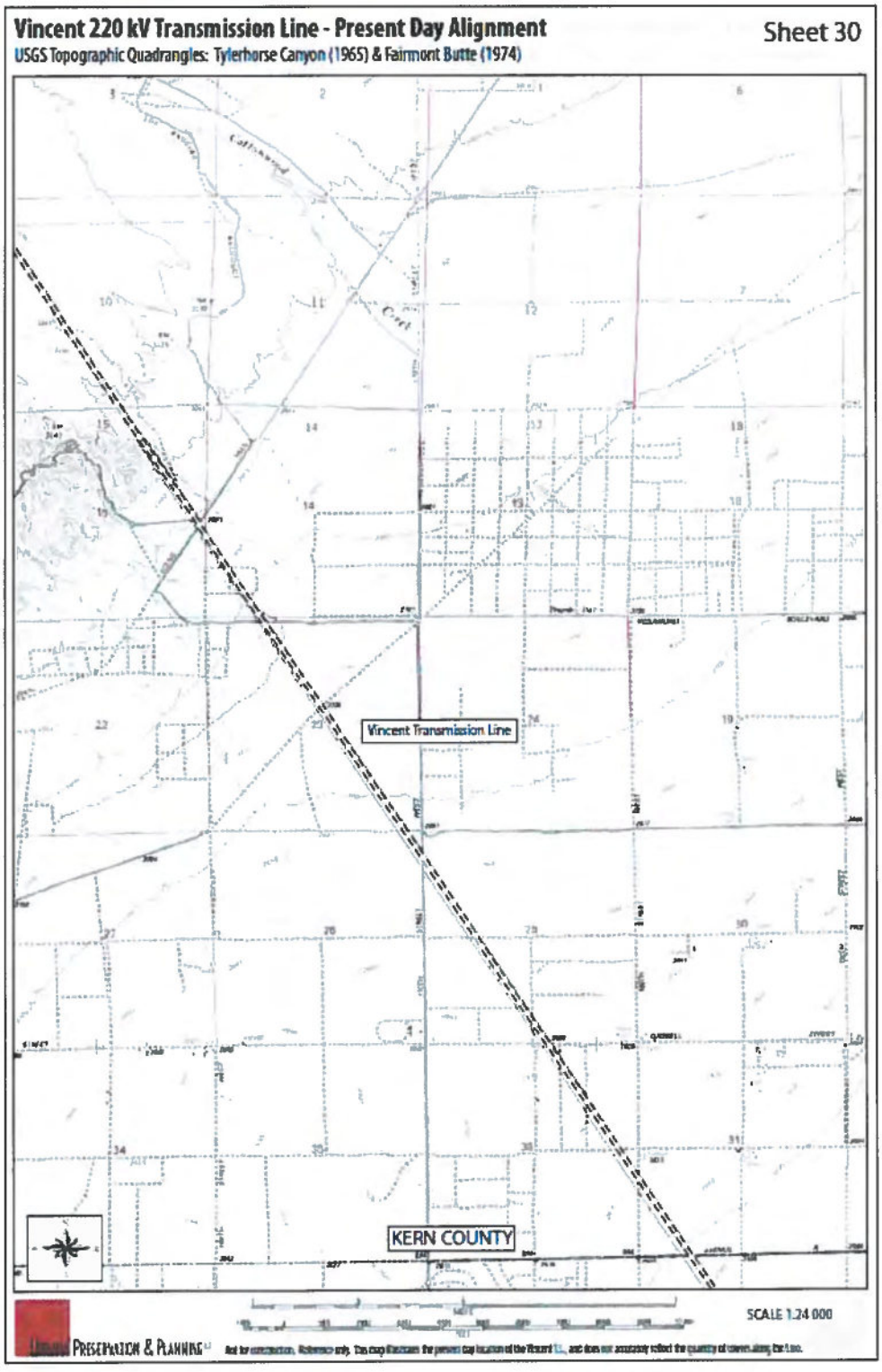
Page 35 **of** 44 (Map Page 29 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Liebre Twins & Tylerhorse Canyon ***Scale:** 1:24000 ***Date of Map:** 1965, 1965
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 36 **of** 44 (Map Page 30 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Tylerhorse Canyon & Fairmont Butte ***Scale:** 1:24000 ***Date of Map:** 1965, 1974
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

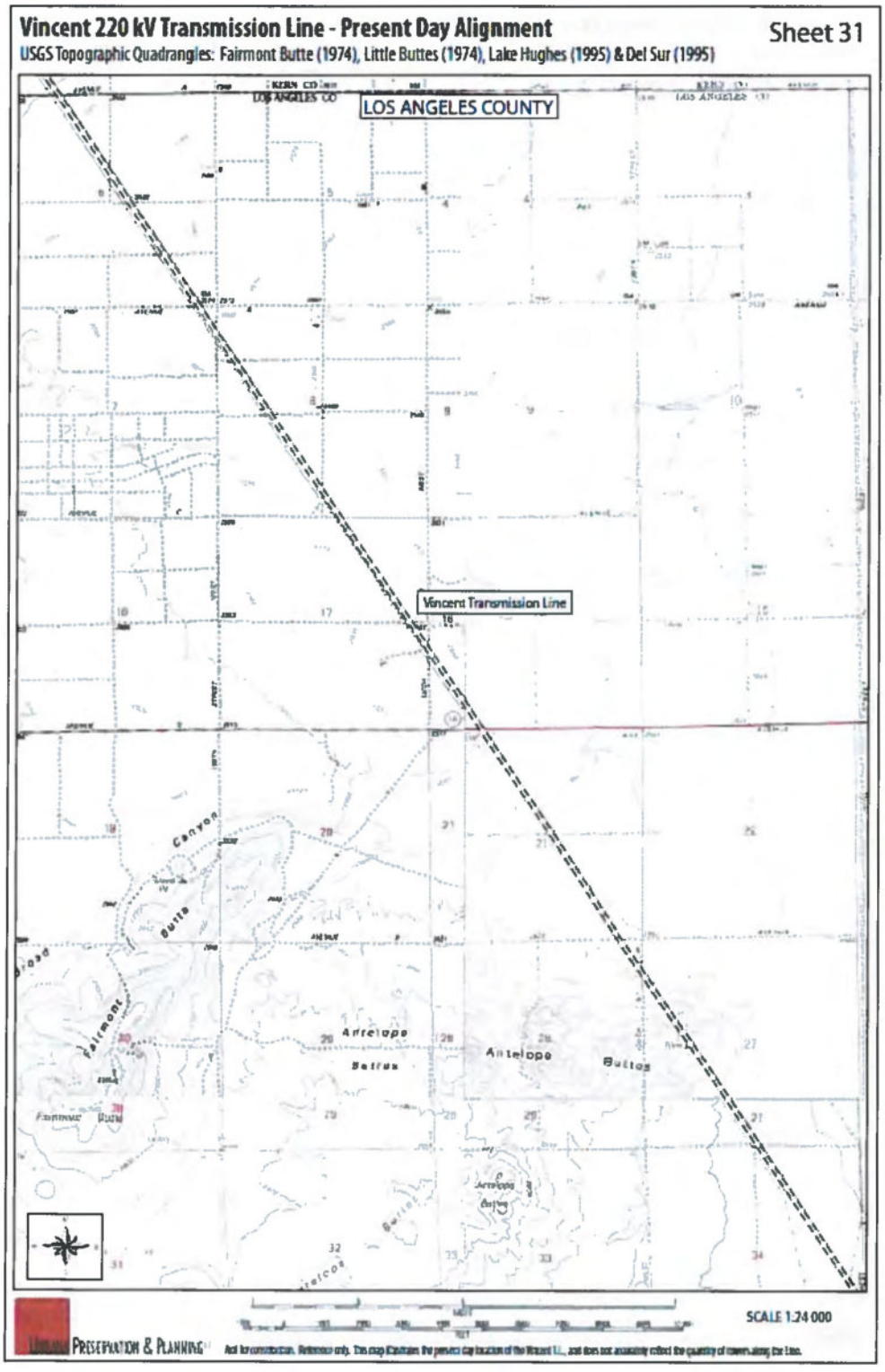


*Required Information

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

Primary#: _____
HRI #: _____
Trinomial: _____

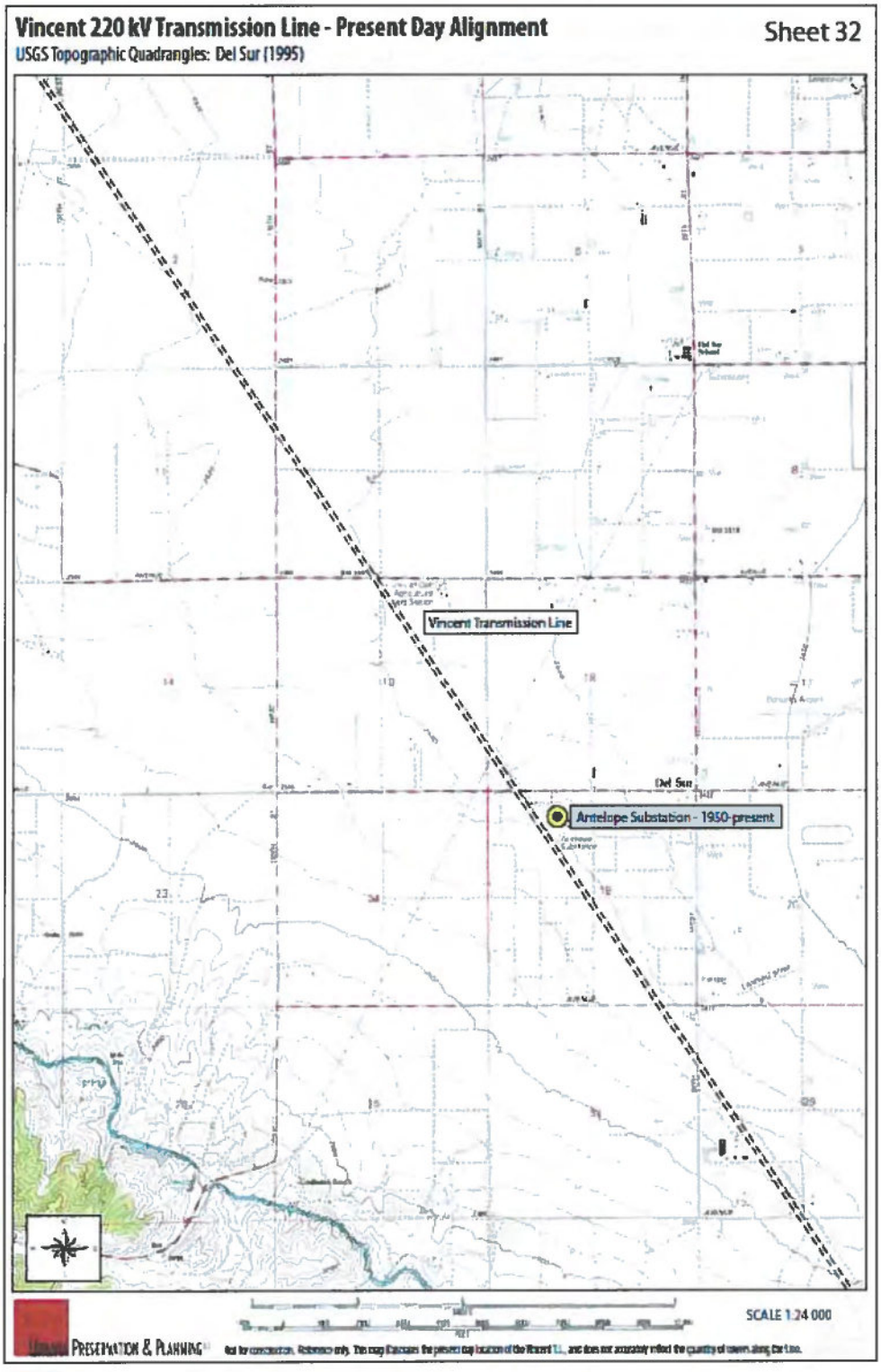
Page 37 **of** 44 (Map Page 31 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Fairmont Butte, Little Butte, Lake Hughes, & Del Sur ***Scale:** 1:24000 ***Date of Map:** 1974, 1974, 1995, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

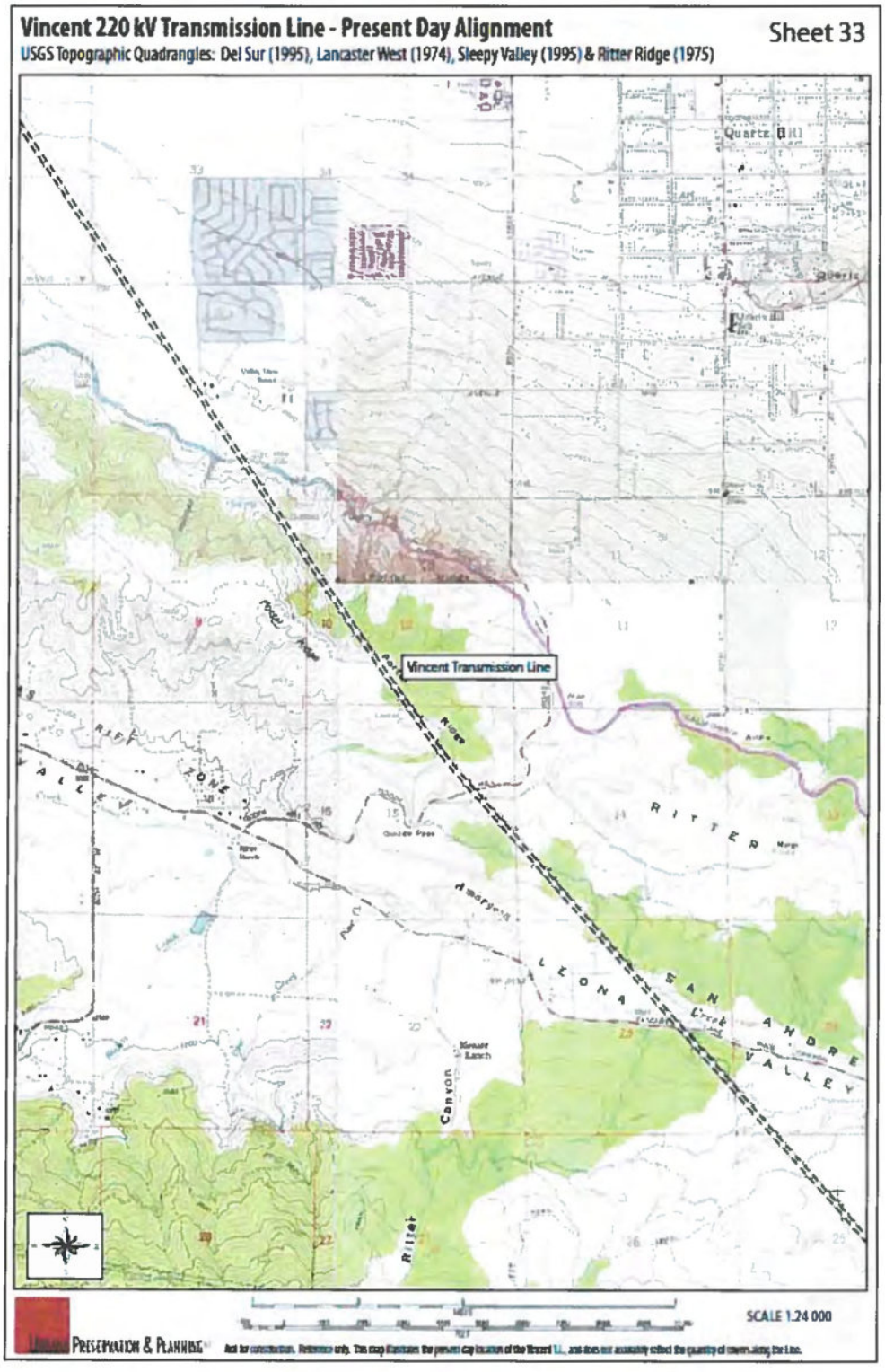
Page 38 of 44 (Map Page 32 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Del Sur ***Scale:** 1:24000 ***Date of Map:** 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

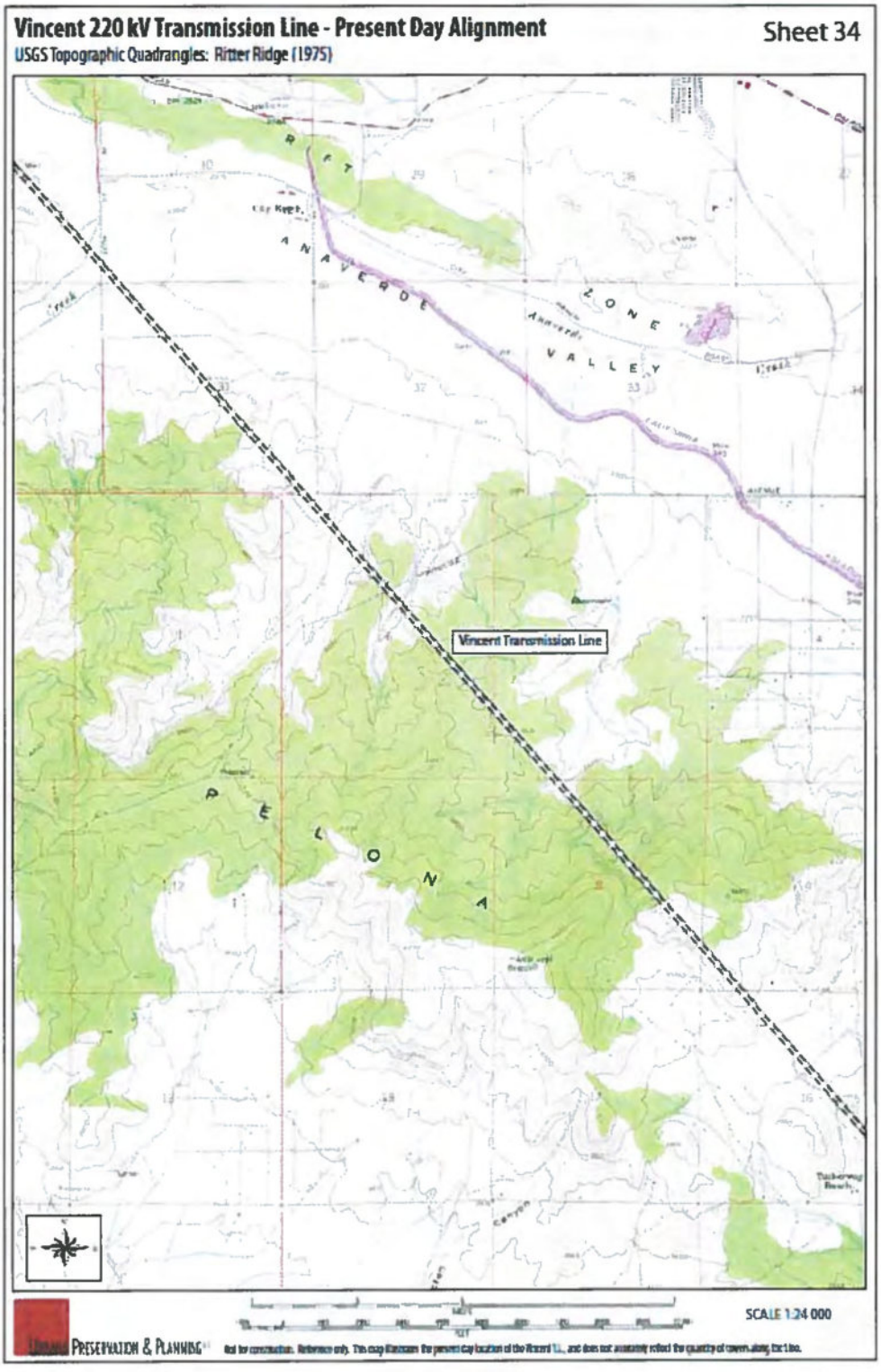
Page 39 **of** 44 (Map Page 33 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Del Sur, Sleepy Valley, & Ritter Ridge ***Scale:** 1:24000 ***Date of Map:** 1995, 1995, 1975
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 40 of 44 (Map Page 34 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code**: 2D2
***Map Name**: Ritter Ridge ***Scale**: 1:24000 ***Date of Map**: 1975
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

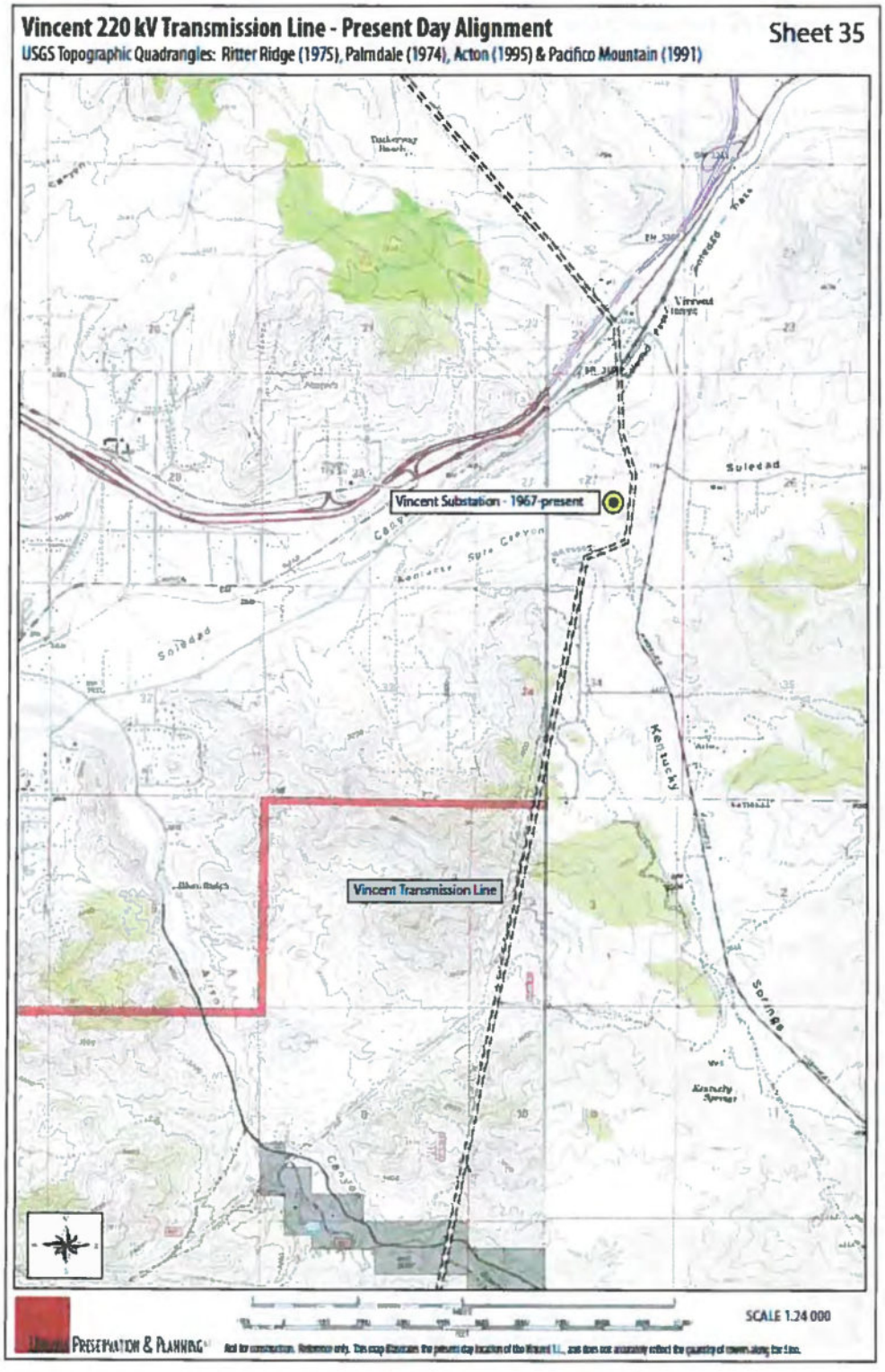


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

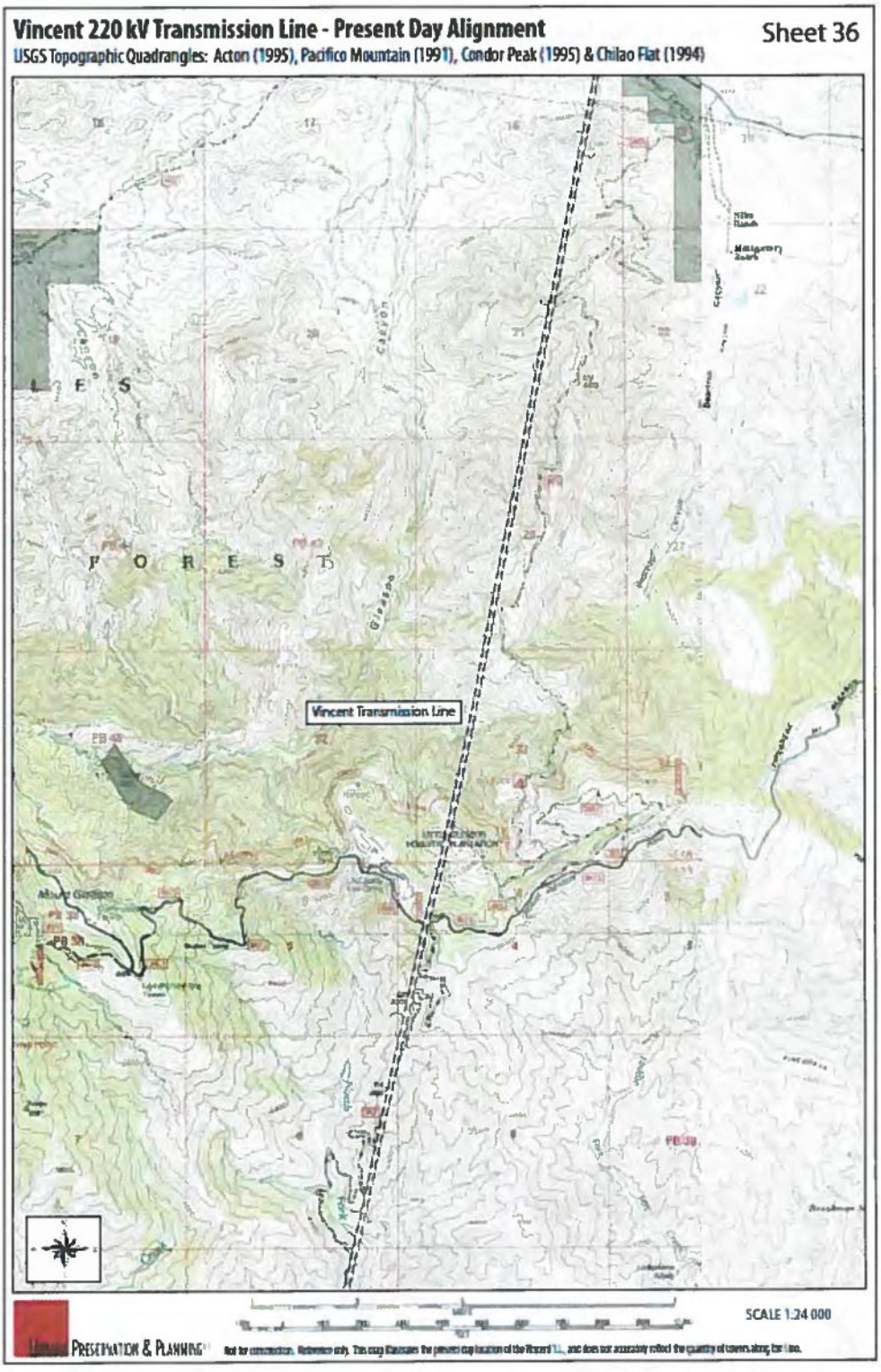
Page 41 of 44 (Map Page 35 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Ritter Ridge, Palmdale, Acton, & Pacifico Mountain ***Scale:** 1:24000 ***Date of Map:** 1975, 1974, 1995, 1991
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 42 **of** 44 (Map Page 36 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Acton, & Pacifico Mountain, & Condor Peak ***Scale:** 1:24000 ***Date of Map:** 1995, 1991, 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

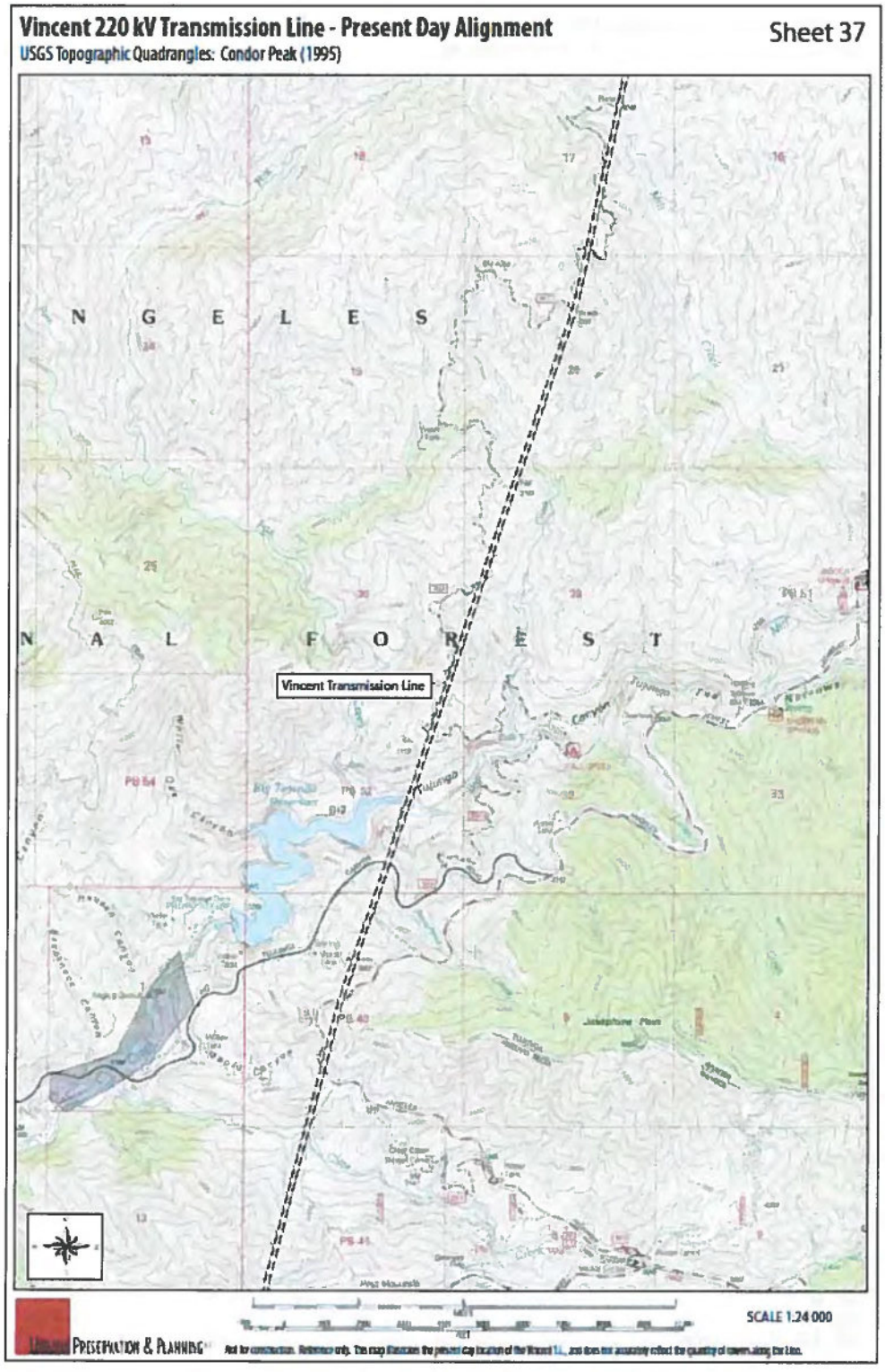


*Required information

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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 43 **of** 44 (Map Page 37 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Condor Peak ***Scale:** 1:24000 ***Date of Map:** 1995
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)



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

Primary#: _____
HRI #: _____
Trinomial: _____

Page 44 **of** 44 (Map Page 38 of 38) ***Resource Name or #** Vincent 220kV Transmission Line ***NRHP Status Code:** 2D2
***Map Name:** Condor Peak & Pasadena ***Scale:** 1:24000 ***Date of Map:** 1995, 1994
Map Prepared By: Heather Crane, Urbana Preservation & Planning, LLC (June 2011)

***Recorded by:** Daniel Leonard ***Date:** July 3, 2014 ☐ Continuation ☑ Update

This resource was originally recorded in July 2010 by Wendy L. Tinsley Becker. Ms. Becker noted the presence of a "118-mile single-circuit 220kV electrical transmission line connecting the Antelope and Mesa substations" (Becker 2010:1). The line comprised vertical A-frame structures with battered legs and a T-shaped cross-arm to hold transmission cables in a horizontal array across the top of the tower. Towers are typically 78 feet tall, with concrete footings approximately 24 feet apart. Spacing between towers vary. The alignment was constructed between 1949 and 1951, with additions and alterations continuing to the present. The structure was recommended not eligible for listing in the National Register of Historic Places, or in the California Register of Historical Resources.

BCR Consulting archaeologists revisited a portion of the alignment located within Section 32 of Township 7 North, Range 13 West. The alignment and components are in place as described during the original recording.

Reference:

Becker, Wendy L. Tinsley. Site Record for P-19-186876. On File at the South Central Coastal Information Center, Fullerton, California.

Photo 1: Sample Tower (View NW)

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) 815 Kentucky Springs Road

P1. Other Identifier: Map ID 5
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Acton, Calif.* **Date** 2019 **T** 5N; **R** 12W; ¼ **of** ¼ **of Sec** 27; **B.M.**
c. Address 815 Kentucky Springs Road City Acton Zip 93510
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 3056-015-008

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

The property at 815 Kentucky Springs contains a one-story irregular in plan single-family residence. Only partial views of the south and rear (west) elevations were visible during the survey. The rough stucco clad residence is topped with a low-pitched clay-tile hipped roof with minimally overhanging closed eaves (Photograph 1). A stucco-clad chimney is located on the center of the south elevation. Fenestration includes a metal-sash double-hung window and vinyl-sash sliding windows (Photograph 2). Landscaping includes mature trees and shrubs. Chain-link fencing encases the property.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, South and rear (west) elevations, view looking northeast. December 2024.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1979 (NETR 2024)

***P7. Owner and Address:**
Abraham and Arlene B. Levy
815 Kentucky Springs Road
Acton, CA 93510

***P8. Recorded by:** (Name, affiliation, address)
Claire Cancilla, MSHP (Dudek)
225 S Lake Ave Suite 225-M210
Pasadena, CA 91101

***P9. Date Recorded:** 12/2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2025. Built Environment Inventory and Evaluation Report for the Prairie Song Reliability Project, Los Angeles County, California. Prepared for Prairie Song Reliability Project LLC.

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

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-family residence
B4. Present Use: Single-family residence
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) The following alterations were observed via historic aerial photographs: addition to the rear (south) elevation at an unknown date (observed); replacement of window with metal-frame window at an unknown date (observed).

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

815 Kentucky Springs Road does not meet the criteria for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) or the Los Angeles County Register of Landmarks and Historic Districts (County Register). The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to 815 Kentucky Springs Road. [See Continuation Sheet].

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

***B12. References:** See Continuation Sheet

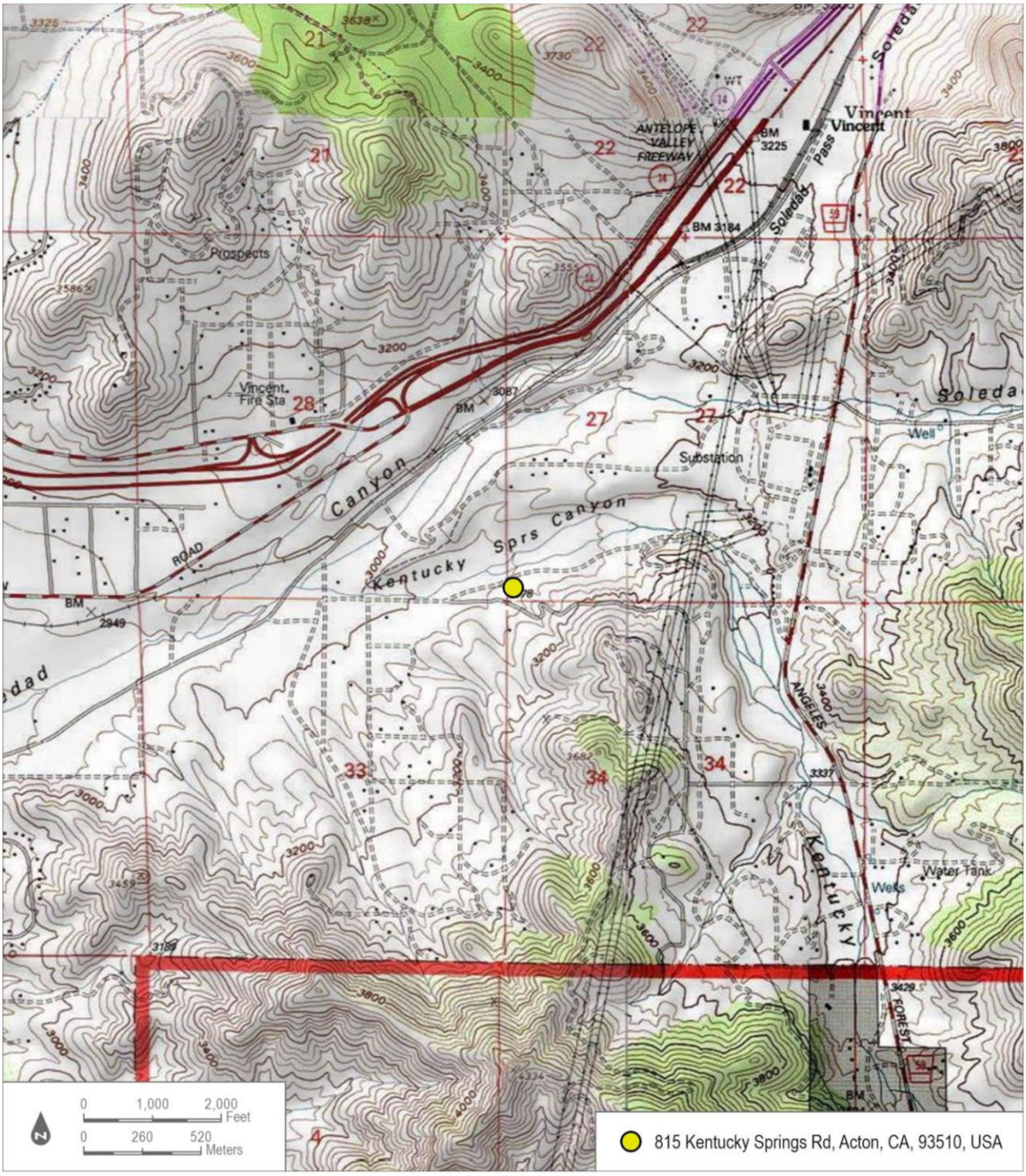
B13. Remarks:

***B14. Evaluator:** Claire Cancilla, MSHP

***Date of Evaluation:** January 27, 2025

(This space reserved for official comments.)

Page 3 **of** 9 ***Resource Name or #** (Assigned by recorder) 815 Kentucky Springs Road
***Map Name:** *Acton, Calif.* ***Scale:** 1:24,000 ***Date of Map:** 2019



Significance (cont.)

Historical Overview of Los Angeles County

The County of Los Angeles was established on February 18, 1850, one of 27 counties created in the months prior to California acquiring official statehood in the United States two years after the Mexican American War. Within Los Angeles County, the unincorporated community of Acton was developed for mining in 1861 following the discovery of copper deposits in Soledad Canyon. Following adoption of the federal Homestead Act of 1862, four families established ranches in Acton, eventually allowing the focus of the economy to shift from mining to agriculture. The nearby community of Palmdale originated as two small communities: Harold and Palmenthal. During this early time, population in the region grew due to several factors, including the gold rush, the possibility for ranching, and the completion of the Southern Pacific Railroad (SPRR) line in 1876, which facilitated the transport of agricultural products and metals throughout the United States. Through this early period, however, the communities of both Acton and Palmdale developed slowly (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; Pitt 2024; Dumke 1944: 3-7, 41-43; Sapphos 2024: 4.6-4.10).

Broadly, Los Angeles County maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status. These factors, combined with the expansion of port facilities and railroads throughout the county, contributed to the impact of the real estate boom of the 1880s. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to Los Angeles County. Access to water resulted in a population boom during the 1920s that saw an increase from 170,298 county residents in 1900 to 936,455 by 1920 (Pitt 2024; Los Angeles Almanac 2020; Dumke 1944: 41-43; Survey LA 2016: 2).

The completion of the Los Angeles Aqueduct facilitated development of ranching and agriculture in Palmdale. However, the aqueduct ran approximately 18-miles west of Acton and as a result development in the community was slower than nearby Palmdale, which had begun to develop civic infrastructure and published its first newspaper, the *Palmdale Post*, in 1915. In the 1920s, the Acton/Palmdale area saw the development of the present-day Sierra Highway, which linked Palmdale to Los Angeles and allowed for easier transport of agricultural products to market. In 1924, the Little Rock Damn and Harold Reservoir (present-day Lake Palmdale) were constructed to provide water for the area's population and agriculture industry (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017).

Although the onset of the Great Depression in 1929, detrimentally impacted the county's economy, historic newspapers from the 1930s reported on the growth of Los Angeles County's horticultural and agricultural industries. By the mid-1930s, Los Angeles County was one of the top oil producers in California. In addition, aviation and aerospace, important regional industries since the 1920s, became even more important with the onset of World War II in 1939 at which time Los Angeles County became one of the largest producers of wartime planes in the country (LAEPR 1934: 12; Pitt 2024; ARG 2008: 14–19; PB 1931: 18).

After World War II's conclusion in 1945, a massive wave of migration and building boom occurred throughout California. In Los Angeles County, the county's population grew from 2,208,492 residents in 1930 to 4,151,687 residents by 1950. Aerospace facilities opened in Palmdale and the surrounding area after the war, transforming the local economy and becoming Palmdale's primary employer. In 1952, for example, the U.S. Military purchased the Palmdale Airport for use as an aerospace development and testing facility. In addition, Lockheed, Convair, North

American, and Northrop had facilities nearby. By 1957 the population of Palmdale was more than 12,000, a 412% increase from 1950 (Los Angeles Almanac 2020; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3)

The postwar decades saw much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. This growth, however, was not universal throughout the county; aerial photographs of Acton and its environs from the 1920s through the 1960s show minimal growth, consisting mostly of scattered single-family residences, ranches, and farms outside the community's center (Pitt 2024; Survey LA 2016: 2; Survey LA 2021: 91-92; NETR 2024; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3).

The advent of the state and federal highway systems during the 1950s and 1960s, provided access to communities that were previously difficult to reach. A year after Palmdale's incorporation, the construction of the Antelope Valley freeway, running through Acton and to Palmdale, was completed in 1963, prompting population growth and corresponding development. Six years later, in 1968, Lockheed opened an additional airliner final assembly facility, prompting Palmdale's mayor to predict a population increase of 50,000 by 1971 (Sapphos 2024: 4.6-4.10; Caltrans 2011: 17-18; Survey LA 2021: 153).

The overall population of Los Angeles County reached 6,038,771 residents by 1960 and grew to 8,863,164 residents by 1990 as the county continued to expand during the last half of the twentieth century and into the twenty-first century (Los Angeles Almanac 2020). Despite the growth of Palmdale and other parts of Los Angeles County, however, development in Acton remained slow from the 1960s through the 1990s, and the community retains its predominately rural character (Sapphos 2024: 4.6-4.10; NETR 2024).

Rural Residential Architecture

Early settlement of non-native peoples in wider Los Angeles County was driven by the establishment of the railroad, mining, and agriculture. As the county grew between the late 1800s and early 1900s, rail routes, and other transportation routes became established in the state. The SPRR facilitated the area's growth and connected rural and urban Los Angeles County to the rest of Southern California and eastern states. As a result, the area's rural residential architecture reflected the availability of materials and prefabricated components that could be transported by the railway. Permanent architecture combines the region's functionality, needs, material characteristics, and culturally transferred building techniques or traditions. Los Angeles County's rural residential architecture does not reflect the popular styles of residential or commercial architecture at the time and generally show modest designs. The postwar housing boom increased use of factory-produced materials, the ability to be quickly mass produced and deployed, and the general rejection of excessive decoration. Notable features of rural residential architecture include the following (Ghanbari et al 2022):

- Small-scale residential buildings
- Buildings that are one story or one and a half stories in height
- Residences that may have low- or intermediate-pitched gable roofs
- Minimal, limited architectural decoration
- Garages that may be attached or detached

- Patterns of spatial organization
- Response to the natural environment
- Clustered buildings, structures, and objects
- Small-scale elements

Ranch Style (1930-1980)

Ranch-style houses in California reflect a national trend of fascination with the "Old West" and were originally developed in the western and southwestern United States, but quickly gained national popularity through the dissemination of do-it-yourself manuals and plans in national magazines such as *Sunset, Better Homes And Gardens,* and *House Beautiful.* Later, ranch houses were popular as a custom-built type of housing, which was especially popular in the later 1940s and 1950s. Ranch houses were typically built between 1930 and 1980, but peaked in the 1950s, as the most prevalent type of post-World War II suburban housing, often housing veterans who secured housing with FHA loans (Grimes and Chiang 2009: 43-46; Horak et.al. 2015: 23-25; McAlester 2019: 597-603).

Character-defining features include:

- Rambling, elongated plans with a horizontal emphasis
- 1-2 stories in height
- Low-pitched gabled or hipped roofs with overhanging, open eaves
- General asymmetry
- Free-flowing interior spaces
- Cladding featuring stucco, board and batten, shingles, clapboard, or a combination of materials
- Brick or stone chimneys details
- Attached garages often linked to residence by breezeways
- Stone, brick, board and batten, clapboard, or horizontal wood siding used for accent on walls, secondary cladding types, and planters
- Functional and non-functional shutters details as trim around windows

Statement of Significance

Following World War II's conclusion in 1945, Los Angeles County, Acton, and Palmdale's population increased dramatically, reflective of both statewide trends in the decades following World War II's conclusion in 1945, as well as a shift in the region's economy from predominately agricultural to include additional industries, particularly aerospace, which drew new residents and encouraged corresponding residential development. The single-family residence at 815 Kentucky Springs Road was constructed in 1979, after the end of this significant residential development trend. Therefore, it is not directly associated with the post-World War II decades and only has a mere association with Los Angeles County and Acton's general development. However, mere association with a broad trend is not enough to reach the threshold of eligibility. The property is not known to be directly associated with events that have made a significant contribution to the history of Los Angeles County, California, or the nation. Research also did not identify a significant historical event that occurred at the property. Therefore, the property does not meet NRHP Criterion A, CRHR Criterion 1 or County Register Criterion 1 and is recommended not eligible.

Research identified two owners and occupants of the subject property throughout its history, Abraham and Arlene B. Levy (U.S. Public Records Index 2025; ParcelQuest 2024). Research did not uncover information that would indicate these occupants were important to the past or made significant contributions to history. Due to a lack of identified significant associations with any persons important in our past, the subject property is recommended not eligible under NRHP Criterion B, CRHR Criterion 2 or County Register Criterion 2.

The subject property is a modest and architecturally undistinguished example of a late-1970s single-family residence exhibiting some influences of the Ranch style (e.g., its horizontal emphasis, one-story height, low-pitched gable roof, and overhanging eaves). Due to its simple forma and easily replicability, the Ranch style was widely applied to houses from 1930 through 1980. It is a ubiquitous example of its type and there are many similar examples in Los Angeles County, California, and the United States. Research did not identify an architect or builder for the property; however, as a nondescript residence it appears unlikely to be the work of a master architect or builder. The subject property appears to have been constructed through already well-documented and common construction techniques and methods and does not appear to possess high artistic values by articulating a particular concept of design to the extent that it expresses an aesthetic ideal. The property does not contribute to the significance of a potential or existing historic district. Overall, the property lacks sufficient design and construction value to meet NRHP Criterion C, CRHR Criterion 3 or County Register Criterion 3.

The subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This technology is well understood through contemporary trade journals and scientific monographs. As such, the subject property lacks significance under NRHP Criterion D, CRHR Criterion 4 or County Register Criterion 4.

Lastly, this property does not meet County Register Criterion 5 because it has not been formally determined eligible for listing in the NRHP by the National Park Service nor has it been formally determined eligible for the CRHR by the State Historical Resources Commission. County Register Criterion 6 and 7 do not apply to this property.

References (cont.)

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Photographs (cont.)

Photograph 2. The south elevation of the residence, view looking north.

Source: Dudek, IMG_8007. December 2024.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) 401 Rockyford Road

P1. Other Identifier: Map ID 6
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Palen Mountains, Calif.* **Date** 2019 **T** 5N; **R** 12W; ¼ **of** ¼ **of Sec** 27; **B.M.**
c. Address 401 Rockyford Road City Palmdale Zip 93550
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 3056-014-042

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property was surveyed from the public right-of-way. The parcel at 401 Rockyford Road contains a one-story T-shape in plan single-family residence exhibiting elements of the Ranch style and a detached garage. The vertical-wood board clad building is topped with a composition shingle front-gable roof with wide overhanging closed eaves and exposed rafters (Photograph 1). [See Continuation Sheet]

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, Primary (east) and north elevations, view looking southwest. December 8, 2024. Dudek, IMG_7885.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1959 (ParcelQuest 2024)

***P7. Owner and Address:**
Josue A. Orellana Salazar
9171 Vena Avenue
Arleta, CA 91331

***P8. Recorded by:** (Name, affiliation, address)
Claire Cancilla, MSHP (Dudek)
225 S Lake Ave Suite 225-M210
Pasadena, CA 91101

***P9. Date Recorded:** 1/22/2025

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2025. Built Environment Inventory and Evaluation Report for the Prairie Song Reliability Project, Los Angeles County, California. Prepared for Prairie Song Reliability Project LLC.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 401 Rockyford Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-family residence
B4. Present Use: Single-family residence
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) There are no known alterations to the property.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

401 Rockyford Road does not meet the criteria for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the Los Angeles County Register of Landmarks and Historic Districts (County Register). The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to 401 Rockyford Road. [See Continuation Sheet].

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Claire Cancilla, MSHP

***Date of Evaluation:** January 27, 2025

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

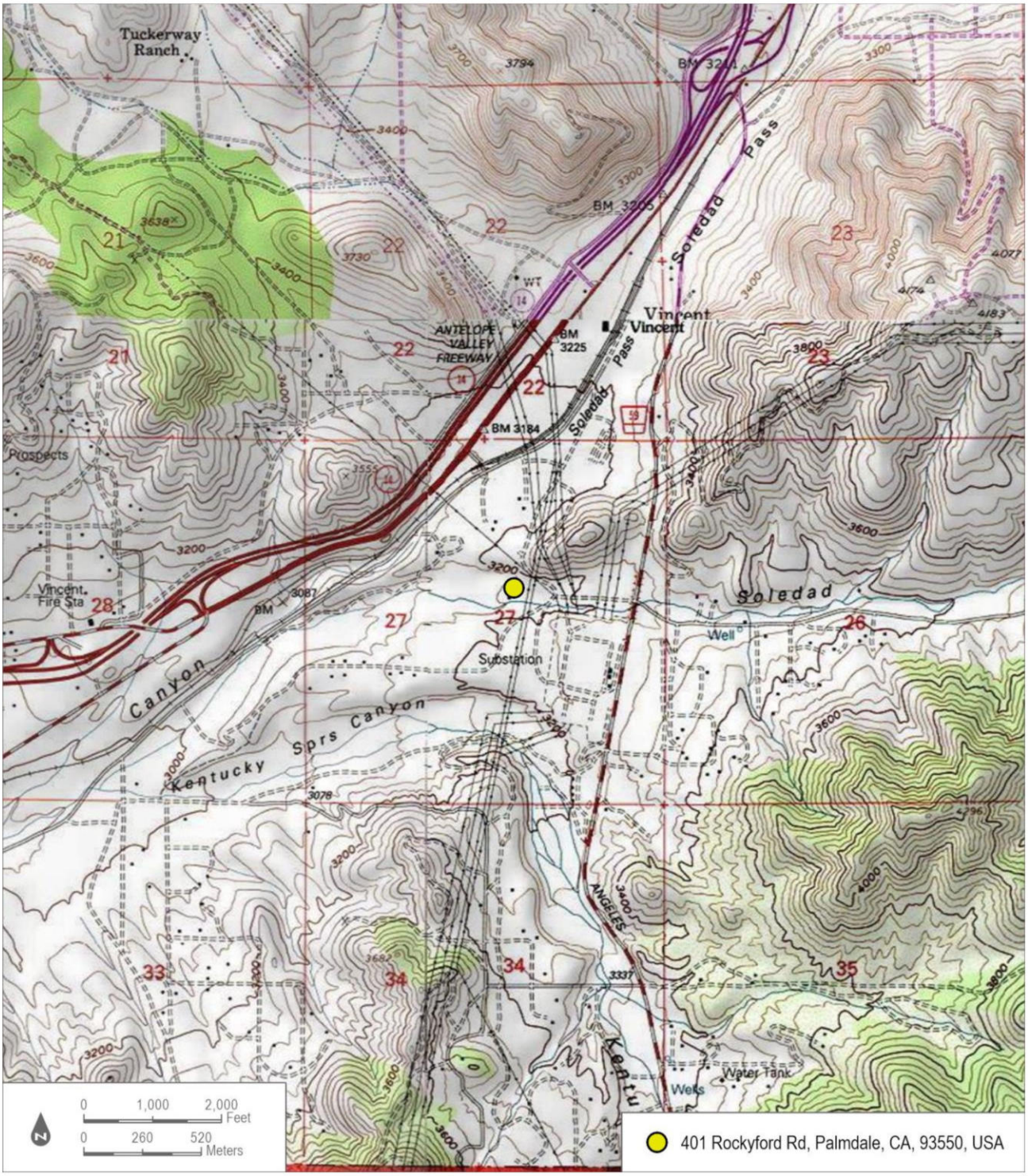
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary#
HRI #
Trinomial

Page 3 **of** 10
***Map Name:** *Palen Mountains, Calif.*

***Resource Name or #** (Assigned by recorder) 401 Rockyford Road
***Scale:** 1:24,000 ***Date of Map:** 2019



Description (cont.)

An interior brick-chimney is located in the center of the primary (east) and north elevations. The primary (east) elevation features a wood-panel main entry door covered beneath the roof overhang. Fenestration includes vinyl-sash multi-light sliding windows.

The vertical wood-board clad detached garage is one-story and rectangular in plan with a flat roof featuring overhanging closed eaves. The primary (east) elevation features two wood-board garage doors, a wood-panel main entry door, and a vinyl-sash multi-light sliding window (Photograph 2). Wood-corral fencing encases the property, and landscaping includes mature trees and shrubs. Only the primary (east) and north elevations were visible from the public right-of-way during the survey.

Significance (cont.)

Historical Overview of Los Angeles County

The County of Los Angeles was established on February 18, 1850, one of 27 counties created in the months prior to California acquiring official statehood in the United States two years after the Mexican American War. Within Los Angeles County, the unincorporated community of Acton was developed for mining in 1861 following the discovery of copper deposits in Soledad Canyon. Following adoption of the federal Homestead Act of 1862, four families established ranches in Acton, eventually allowing the focus of the economy to shift from mining to agriculture. The nearby community of Palmdale originated as two small communities: Harold and Palmenthal. During this early time, population in the region grew due to several factors, including the gold rush, the possibility for ranching, and the completion of the Southern Pacific Railroad (SPRR) line in 1876, which facilitated the transport of agricultural products and metals throughout the United States. Through this early period, however, the communities of both Acton and Palmdale developed slowly (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; Pitt 2024; Dumke 1944: 3-7, 41-43; Sapphos 2024: 4.6-4.10).

Broadly, Los Angeles County maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status. These factors, combined with the expansion of port facilities and railroads throughout the county, contributed to the impact of the real estate boom of the 1880s. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to Los Angeles County. Access to water resulted in a population boom during the 1920s that saw an increase from 170,298 county residents in 1900 to 936,455 by 1920 (Pitt 2024; Los Angeles Almanac 2020; Dumke 1944: 41-43; Survey LA 2016: 2).

The completion of the Los Angeles Aqueduct facilitated development of ranching and agriculture in Palmdale. However, the aqueduct ran approximately 18-miles west of Acton and as a result development in the community was slower than nearby Palmdale, which had begun to develop civic infrastructure and published its first newspaper, the *Palmdale Post*, in 1915. In the 1920s, the Acton/Palmdale area saw the development of the present-day Sierra Highway, which linked Palmdale to Los Angeles and allowed for easier transport of agricultural products to market. In 1924, the Little Rock Damn and Harold Reservoir (present-day Lake Palmdale) were constructed to provide water for the area's population and agriculture industry (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017).

Although the onset of the Great Depression in 1929, detrimentally impacted the county's economy, historic newspapers from the 1930s reported on the growth of Los Angeles County's horticultural and agricultural industries. By the mid-1930s, Los Angeles County was one of the top oil producers in California. In addition, aviation and aerospace, important regional industries since the 1920s, became even more important with the onset of World War II in 1939 at which time Los Angeles County became one of the largest producers of wartime planes in the country (LAEPR 1934: 12; Pitt 2024; ARG 2008: 14–19; PB 1931: 18).

After World War II's conclusion in 1945, a massive wave of migration and building boom occurred throughout California. In Los Angeles County, the county's population grew from 2,208,492 residents in 1930 to 4,151,687 residents by 1950. Aerospace facilities opened in Palmdale and the surrounding area after the war, transforming the local economy and becoming Palmdale's primary employer. In 1952, for example, the U.S. Military purchased the Palmdale Airport for use as an aerospace development and testing facility. In addition, Lockheed, Convair, North American, and Northrop had facilities nearby. By 1957 the population of Palmdale was more than 12,000, a 412% increase from 1950 (Los Angeles Almanac 2020; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3)

The postwar decades saw much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. This growth, however, was not universal throughout the county; aerial photographs of Acton and its environs from the 1920s through the 1960s show minimal growth, consisting mostly of scattered single-family residences, ranches, and farms outside the community's center (Pitt 2024; Survey LA 2016: 2; Survey LA 2021: 91-92; NETR 2024; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3).

The advent of the state and federal highway systems during the 1950s and 1960s, provided access to communities that were previously difficult to reach. A year after Palmdale's incorporation, the construction of the Antelope Valley freeway, running through Acton and to Palmdale, was completed in 1963, prompting population growth and corresponding development. Six years later, in 1968, Lockheed opened an additional airliner final assembly facility, prompting Palmdale's mayor to predict a population increase of 50,000 by 1971 (Sapphos 2024: 4.6-4.10; Caltrans 2011: 17-18; Survey LA 2021: 153).

The overall population of Los Angeles County reached 6,038,771 residents by 1960 and grew to 8,863,164 residents by 1990 as the county continued to expand during the last half of the twentieth century and into the twenty-first century (Los Angeles Almanac 2020). Despite the growth of Palmdale and other parts of Los Angeles County, however, development in Acton remained slow from the 1960s through the 1990s, and the community retains its predominately rural character (Sapphos 2024: 4.6-4.10; NETR 2024).

Rural Residential Architecture

Early settlement of non-native peoples in wider Los Angeles County was driven by the establishment of the railroad, mining, and agriculture. As the county grew between the late 1800s and early 1900s, rail routes, and other transportation routes became established in the state. The SPRR facilitated the area's growth and connected rural and urban Los Angeles County to the rest of Southern California and eastern states. As a result, the area's rural residential architecture reflected the availability of materials and prefabricated components that could be

transported by the railway. Permanent architecture combines the region's functionality, needs, material characteristics, and culturally transferred building techniques or traditions. Los Angeles County's rural residential architecture does not reflect the popular styles of residential or commercial architecture at the time and generally show modest designs. The postwar housing boom increased use of factory-produced materials, the ability to be quickly mass produced and deployed, and the general rejection of excessive decoration. Notable features of rural residential architecture include the following (Ghanbari et al 2022):

- Small-scale residential buildings
- Buildings that are one story or one and a half stories in height
- Residences that may have low- or intermediate-pitched gable roofs
- Minimal, limited architectural decoration
- Garages that may be attached or detached
- Patterns of spatial organization
- Response to the natural environment
- Clustered buildings, structures, and objects
- Small-scale elements

Ranch Style (1930-1980)

Ranch-style houses in California reflect a national trend of fascination with the "Old West" and were originally developed in the western and southwestern United States, but quickly gained national popularity through the dissemination of do-it-yourself manuals and plans in national magazines such as *Sunset, Better Homes And Gardens,* and *House Beautiful.* Later, ranch houses were popular as a custom-built type of housing, which was especially popular in the later 1940s and 1950s. Ranch houses were typically built between 1930 and 1980, but peaked in the 1950s, as the most prevalent type of post-World War II suburban housing, often housing veterans who secured housing with FHA loans (Grimes and Chiang 2009: 43-46; Horak et.al. 2015: 23-25; McAlester 2019: 597-603).

Character-defining features include:

- Rambling, elongated plans with a horizontal emphasis
- 1-2 stories in height
- Low-pitched gabled or hipped roofs with overhanging, open eaves
- General asymmetry
- Free-flowing interior spaces
- Cladding featuring stucco, board and batten, shingles, clapboard, or a combination of materials
- Brick or stone chimneys details
- Attached garages often linked to residence by breezeways
- Stone, brick, board and batten, clapboard, or horizontal wood siding used for accent on walls, secondary cladding types, and planters
- Functional and non-functional shutters details as trim around windows

Statement of Significance

Archival research did not find any associations with events that have made a specific contribution to the broad patterns of our history. The subject property was constructed as a single-family residence in 1959, during a period of increased population growth in the community of Acton, the city of Palmdale (incorporated 1962), and their environs. This population growth was reflective of both state-wide trends in the decades following World War II's conclusion in 1945, as well as a shift in the region's economy from predominately agricultural to include additional industries, particularly aerospace, which drew new residents and encouraged corresponding residential development. The population of Palmdale (located north of the subject property), for example, was more than 12,000 in 1957, a 412% increase from 1950 (Valley Times 1957: 3). The development of the Antelope Valey Freeway in 1963 further facilitated accessibility and growth in the region. While more rural communities like Acton also saw an increase in residential development, it tended to consist of more scattered individual parcels, like the subject property, rather than planned suburbs or communities. Post-World War II residential growth was an important trend both regionally and in California; however, this property did not play a significant role in this trend and did not influence this trend. It is also not known to be directly associated with events that have made a significant contribution to the history of Los Angeles County, California, or the nation. Research also did not identify a significant historical event that occurred on the property. Therefore, the subject property does not meet NRHP Criterion A, CRHR Criterion 1, or County Register Criterion 1 and is recommended not eligible.

Research identified one owner of the subject property, Josue A. Orellana Salazar, who lives at the property in 2025 (ParcelQuest 2024). Research did not uncover information that would indicate these occupants were important to the past or made significant contributions to history. Due to a lack of identified significant associations with any persons important in our past, the subject property is recommended not eligible under NRHP Criterion B, CRHR Criterion 2, or County Register Criterion 2.

The subject property is a modest and architecturally undistinguished example of a mid-century single-family residence exhibiting some influences of the Ranch style (e.g., its horizontal emphasis, one-story height, low-pitched gable roof, brick chimney, and asymmetry). Due to its simple form and easily replicability, the Ranch style was widely applied to houses from 1930 through 1980. It is a ubiquitous example of its type and there are many similar examples in Los Angeles County, California, and the United States. Research did not identify an architect or builder for the property; however, as a nondescript residence it appears unlikely to be the work of a master architect or builder. The subject property appears to have been constructed through already well-documented and common construction techniques and methods and does not appear to possess high artistic values by articulating a particular concept of design to the extent that it expresses an aesthetic ideal. The property does not contribute to the significance of a potential or existing historic district. Overall, the property lacks sufficient design and construction value to meet NRHP Criterion C, CRHR Criterion 3, or County Register Criterion 3.

The subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This technology is well understood through contemporary trade journals and scientific monographs. As such, the subject property lacks significance under NRHP Criterion D, CRHR Criterion 4 or County Register Criterion 4.

Lastly, this property does not meet County Register Criterion 5 because it has not been formally determined eligible for listing in the NRHP by the National Park Service nor has it been formally determined eligible for the CRHR by the State Historical Resources Commission. County Register Criterion 6 and 7 do not apply to this property.

References (cont.)

ARG (Architectural Resources Group). 2008. City of West Hollywood R2, R3, R4 Multi-Family Survey Report. Prepared for the City of West Hollywood, West Hollywood, California. Pasadena, California: Architectural Resources Group. November 2008. Accessed October 2023. https://www.wehopreservation.org/wpcontent/uploads/2016/03/2008_Survey_Full_Document.pd

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Photographs (cont.)

Photograph 2. The primary (east) elevations of the residence and detached garage 401 Rockyford Road, view looking southwest

Source: Dudek, IMG_7888.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 9 ***Resource Name or #:** (Assigned by recorder) 790 Carson Mesa Road
P1. Other Identifier: Map ID 7
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Pacifico Mountain, Calif.* **Date** 2019 **T** 5N; **R** 12W; ¼ **of** ¼ **of Sec** 27; **B.M.**
c. Address 790 Carson Mesa Road City Palmdale Zip 93550
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 3056-014-036

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

Property access was not granted, and this property was surveyed from the public right-of-way (ROW), which provided a limited view. This description is supplemented based on available aerial imagery. The property contains a one-story irregular in plan single-family residence with a composition shingle cross-hipped roof (Photograph 1). Wood corral fencing encases the property, and landscaping includes mature trees and shrubs (Photograph 2). Because the property was not visible from the public right-of-way, it is unclear if it exhibits a particular architectural style.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, Southeast elevation, view looking northwest. December 5, 2024.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Circa 1958 (ParcelQuest 2024)

***P7. Owner and Address:**
George and Laura Parsikhian
20401 Soledad Canyon Road #413
Canyon Country, CA 91351

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson, MHC (Dudek)
225 S Lake Ave Suite 225-M210
Pasadena, CA 91101

***P9. Date Recorded:** 12/5/2024

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2025. Built Environment Inventory and Evaluation Report for the Prairie Song Reliability Project, Los Angeles County, California. Prepared for Prairie Song Reliability Project LLC.
***Attachments:** ☐ NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐Sketch Map ☐Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 790 Carson Mesa Road

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-family residence
B4. Present Use: Single-family residence
***B5. Architectural Style:** None

***B6. Construction History:** (Construction date, alterations, and date of alterations) The following alterations were observed via historic aerial photographs and Los Angeles County building permits: demolition of original c. 1958 building and construction of new single-family residence (between 1959 and 1974); construction of an addition to the southwest corner of the building (between 1978 and 1987); construction of an addition to the west elevation (between 2002 and 2005); Restoration of the west exterior wall and addition of a door in the laundry room (2003); demolition of 313 sq ft of unpermitted living area (2003); addition to the bedroom (2003) and construction of an addition to the north elevation (between 2020 and 2022).

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** A barn (not visible from the public right-of-way during the survey)

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

790 Carson Mesa Road does not meet the criteria for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) or the Los Angeles County Register of Landmarks and Historic Districts (County Register). The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to 790 Carson Mesa Road. [See Continuation Sheet].

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Katie Ahmanson, MHC

***Date of Evaluation:** January 28, 2025

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

LOCATION MAP

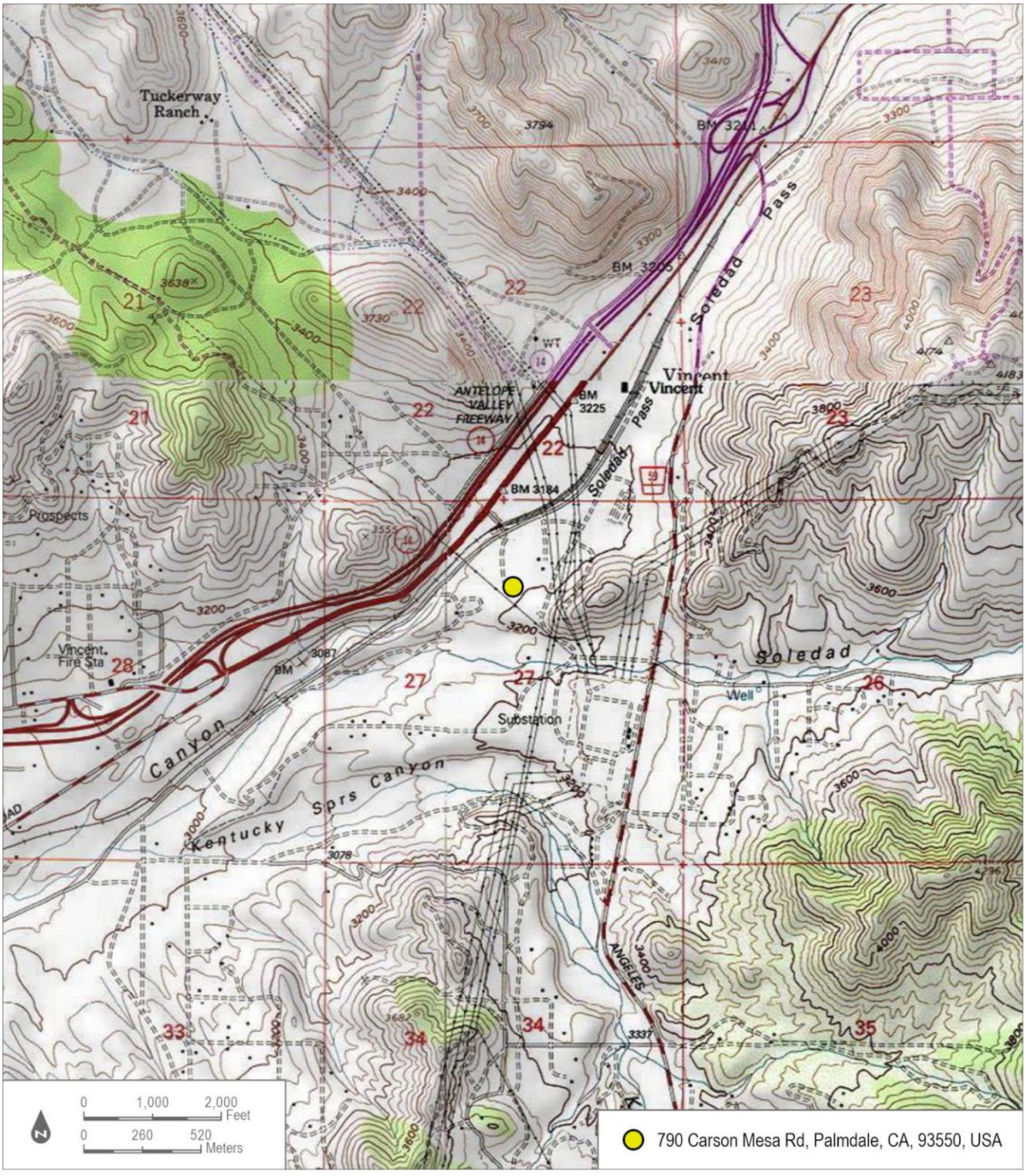
Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 790 Carson Mesa Road

***Map Name:** *Pacifico Mountain, Calif.*

***Scale:** 1:24,000

***Date of Map:** 2019



Significance (cont.)

Historical Overview of Los Angeles County

The County of Los Angeles was established on February 18, 1850, one of 27 counties created in the months prior to California acquiring official statehood in the United States two years after the Mexican American War. Within Los Angeles County, the unincorporated community of Acton was developed for mining in 1861 following the discovery of copper deposits in Soledad Canyon. Following adoption of the federal Homestead Act of 1862, four families established ranches in Acton, eventually allowing the focus of the economy to shift from mining to agriculture. The nearby community of Palmdale originated as two small communities: Harold and Palmenthal. During this early time, population in the region grew due to several factors, including the gold rush, the possibility for ranching, and the completion of the Southern Pacific Railroad (SPRR) line in 1876, which facilitated the transport of agricultural products and metals throughout the United States. Through this early period, however, the communities of both Acton and Palmdale developed slowly (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; Pitt 2024; Dumke 1944: 3-7, 41-43; Sapphos 2024: 4.6-4.10).

Broadly, Los Angeles County maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status. These factors, combined with the expansion of port facilities and railroads throughout the county, contributed to the impact of the real estate boom of the 1880s. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to Los Angeles County. Access to water resulted in a population boom during the 1920s that saw an increase from 170,298 county residents in 1900 to 936,455 by 1920 (Pitt 2024; Los Angeles Almanac 2020; Dumke 1944: 41-43; Survey LA 2016: 2).

The completion of the Los Angeles Aqueduct facilitated development of ranching and agriculture in Palmdale. However, the aqueduct ran approximately 18-miles west of Acton and as a result development in the community was slower than nearby Palmdale, which had begun to develop civic infrastructure and published its first newspaper, the *Palmdale Post*, in 1915. In the 1920s, the Acton/Palmdale area saw the development of the present-day Sierra Highway, which linked Palmdale to Los Angeles and allowed for easier transport of agricultural products to market. In 1924, the Little Rock Damn and Harold Reservoir (present-day Lake Palmdale) were constructed to provide water for the area's population and agriculture industry (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017).

Although the onset of the Great Depression in 1929, detrimentally impacted the county's economy, historic newspapers from the 1930s reported on the growth of Los Angeles County's horticultural and agricultural industries. By the mid-1930s, Los Angeles County was one of the top oil producers in California. In addition, aviation and aerospace, important regional industries since the 1920s, became even more important with the onset of World War II in 1939 at which time Los Angeles County became one of the largest producers of wartime planes in the country (LAEPR 1934: 12; Pitt 2024; ARG 2008: 14–19; PB 1931: 18).

After World War II's conclusion in 1945, a massive wave of migration and building boom occurred throughout California. In Los Angeles County, the county's population grew from 2,208,492 residents in 1930 to 4,151,687 residents by 1950. Aerospace facilities opened in Palmdale and the surrounding area after the war, transforming the local economy and becoming Palmdale's primary employer. In 1952, for example, the U.S. Military purchased the Palmdale Airport for use as an aerospace development and testing facility. In addition, Lockheed, Convair, North

American, and Northrop had facilities nearby. By 1957 the population of Palmdale was more than 12,000, a 412% increase from 1950 (Los Angeles Almanac 2020; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3)

The postwar decades saw much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. This growth, however, was not universal throughout the county; aerial photographs of Acton and its environs from the 1920s through the 1960s show minimal growth, consisting mostly of scattered single-family residences, ranches, and farms outside the community's center (Pitt 2024; Survey LA 2016: 2; Survey LA 2021: 91-92; NETR 2024; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3).

The advent of the state and federal highway systems during the 1950s and 1960s, provided access to communities that were previously difficult to reach. A year after Palmdale's incorporation, the construction of the Antelope Valley freeway, running through Acton and to Palmdale, was completed in 1963, prompting population growth and corresponding development. Six years later, in 1968, Lockheed opened an additional airliner final assembly facility, prompting Palmdale's mayor to predict a population increase of 50,000 by 1971 (Sapphos 2024: 4.6-4.10; Caltrans 2011: 17-18; Survey LA 2021: 153).

The overall population of Los Angeles County reached 6,038,771 residents by 1960 and grew to 8,863,164 residents by 1990 as the county continued to expand during the last half of the twentieth century and into the twenty-first century (Los Angeles Almanac 2020). Despite the growth of Palmdale and other parts of Los Angeles County, however, development in Acton remained slow from the 1960s through the 1990s, and the community retains its predominately rural character (Sapphos 2024: 4.6-4.10; NETR 2024).

Rural Residential Architecture

Early settlement of non-native peoples in wider Los Angeles County was driven by the establishment of the railroad, mining, and agriculture. As the county grew between the late 1800s and early 1900s, rail routes, and other transportation routes became established in the state. The SPRR facilitated the area's growth and connected rural and urban Los Angeles County to the rest of Southern California and eastern states. As a result, the area's rural residential architecture reflected the availability of materials and prefabricated components that could be transported by the railway. Permanent architecture combines the region's functionality, needs, material characteristics, and culturally transferred building techniques or traditions. Los Angeles County's rural residential architecture does not reflect the popular styles of residential or commercial architecture at the time and generally show modest designs. The postwar housing boom increased use of factory-produced materials, the ability to be quickly mass produced and deployed, and the general rejection of excessive decoration. Notable features of rural residential architecture include the following (Ghanbari et al 2022):

- Small-scale residential buildings
- Buildings that are one story or one and a half stories in height
- Residences that may have low- or intermediate-pitched gable roofs
- Minimal, limited architectural decoration
- Garages that may be attached or detached

- Patterns of spatial organization
- Response to the natural environment
- Clustered buildings, structures, and objects
- Small-scale elements

Statement of Significance

Archival research did not find any associations with events that have made a specific contribution to the broad patterns of our history. The subject property was constructed as a single-family residence circa 1958, during a period of increased population growth in the community of Acton, the city of Palmdale (incorporated 1962), and their environs. This population growth was reflective of both state-wide trends in the decades following World War II's conclusion in 1945, as well as a shift in the region's economy from predominately agricultural to include additional industries, particularly aerospace, which drew new residents and encouraged corresponding residential development. The population of Palmdale (located north of the subject property), for example, was more than 12,000 in 1957, a 412% increase from 1950 (Valley Times 1957: 3). The development of the Antelope Valey Freeway in 1963 further facilitated accessibility and growth in the region. While more rural communities like Acton also saw an increase in residential development, it tended to consist of more scattered individual parcels, like the subject property, rather than planned suburbs or communities. Post-World War II residential growth was an important trend both regionally and in California; however, this property did not play a significant role in this trend and did not influence this trend. It is also not known to be directly associated with events that have made a significant contribution to the history of Los Angeles County, California, or the nation. Research also did not identify a significant historical event that occurred on the property. Therefore, the subject property does not meet NRHP Criterion A, CRHR Criterion 1, or County Register Criterion1 and is recommended not eligible.

Research identified two owners and occupants of the subject property throughout its history, George and Laura Parsikhian, who has owned the property from 2024 to 2025 (ParcelQuest 2024). Research did not uncover information that would indicate these occupants were important to the past or made significant contributions to history. Due to a lack of identified significant associations with any persons important in our past, the subject property is recommended not eligible under NRHP Criterion B, CRHR Criterion 2, or County Register Criterion 2.

The subject property was only partially visible from the public ROW. Based on what could be seen at the time of survey, it is unclear if it exhibits a particular architectural style. Research did not identify an architect or builder for the property, and it appears unlikely to be the work of a master architect or builder. Based on its year of construction c. 1958, the subject property likely was constructed through already well-documented and common construction techniques and methods. Because the property is only partially visible from the public ROW its potential for to possess high artistic values by articulating a particular concept of design to the extent that it expresses an aesthetic ideal cannot be ascertained. The last portion of Criterion C/3/3 refers to a district, which is defined as a significant and distinguishable entity whose components may lack individual distinction. The subject property does not contribute to the significance of a potential or existing historic district. Overall, the subject property lacks sufficient design and construction value to meet NRHP Criterion C, CRHR Criterion 3, or County Register Criterion 3.

The subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This

technology is well understood through contemporary trade journals and scientific monographs. As such, the subject property lacks significance under NRHP Criterion D, CRHR Criterion 4 or County Register Criterion 4.

Lastly, this property does not meet County Register Criterion 5 because it has not been formally determined eligible for listing in the NRHP by the National Park Service nor has it been formally determined eligible for the CRHR by the State Historical Resources Commission. County Register Criterion 6 and 7 do not apply to this property.

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Valley Times. 1956. "Palmdale Building Sustaining Boom." September 10, 1956. Newpsapers.com: Valley Times (North Hollywood, CA). Page 3.

Photographs (cont.)

Photograph 2. Fencing and landscaping encasing 790 Carson Mesa Road, view looking north. Photograph taken on December 5, 2024.

Source: Dudek,IMG_7896.

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

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** (Assigned by recorder) 33830 Angeles Forest Highway

P1. Other Identifier: Map ID 8
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** *Pacifico Mountain, Calif.* **Date** 2019 **T** 5N; **R** 12W; ¼ **of** ¼ **of Sec** 22; **B.M.**
c. Address 33830 Angeles Forest Highway City Acton Zip 93510
d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 3056-004-034

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Property access was not granted and this property was surveyed from the public right-of-way (ROW), which provided a limited view. This description is supplemented based on available aerial imagery. The property at 33830 Angeles Forest Highway contains a one-story L-shaped in plan single-family residence with a pool and an ancillary building. [See Continuation Sheet]

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, accession #) Photograph 1, West and south elevations, view looking northeast. 1/22/2025

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1979 (ParcelQuest 2024)

***P7. Owner and Address:**
Sussette and Michael Boggs
33830 Angeles Forest Highway
Palmdale, CA 93550

***P8. Recorded by:** (Name, affiliation, address)
Katie Ahmanson, MHC (Dudek)
225 S Lake Ave Suite 225-M210
Pasadena, CA 91101

***P9. Date Recorded:**
01/22/2025

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2025. Built Environment Inventory and Evaluation Report for the Prairie Song Reliability Project, Los Angeles County, California. Prepared for Prairie Song Reliability Project LLC.
***Attachments:** ☐ NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐Sketch Map ☐Other (List):

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-family residence
B4. Present Use: Single-family residence
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) A pool as constructed west of the residence in 2006, and solar panels were added to the roof in 2014 (Los Angeles County Building Permits; NETR 2024)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

33830 Angeles Forest Highway does not meet the criteria for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) or the Los Angeles County Register of Landmarks and Historic Districts (County Register). The property was evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to 33830 Angeles Forest Highway. [See Continuation Sheet].

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

***B12. References:** See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Claire Cancilla, MSHP

***Date of Evaluation:** January 27, 2025

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

LOCATION MAP

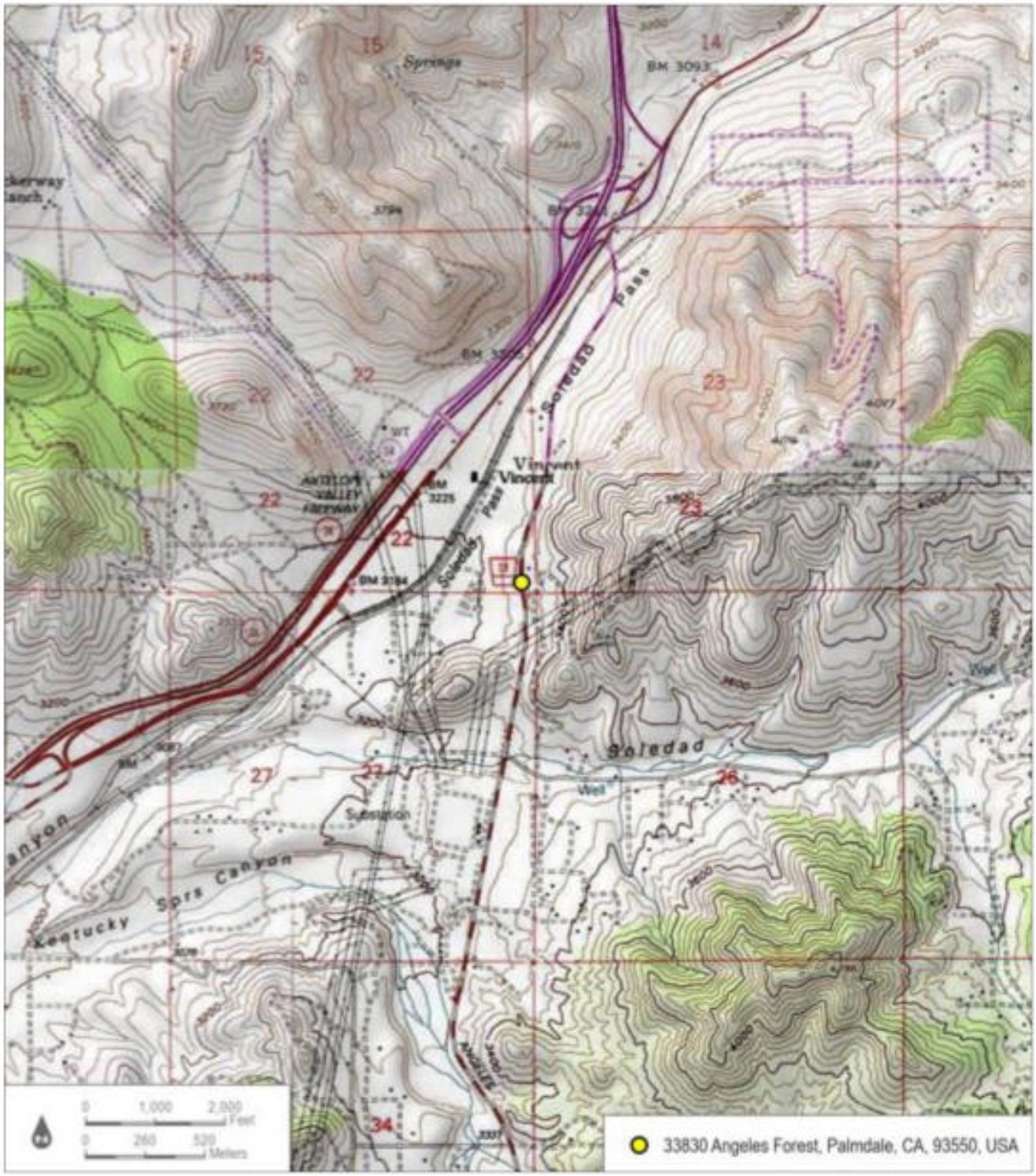
Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder) 33830 Angeles Forest Highway

***Map Name:**

***Scale:** 1:24,000

***Date of Map:** 2019



Description (cont.)

The residence is topped with a composition shingle cross-gable roof with overhanging closed eaves (Photograph 1). Visible fenestration consists of two triangular fixed-frame windows on the primary (east) elevation; additional fenestration was not visible.

The vertical wood-board clad ancillary building is one-story and rectangular in plan with a composition shingle side-gable roof with minimally overhanging closed eaves. Fenestration includes a wood door and metal-sash sliding windows (Photograph 2). Chain-link fencing encases the property. Landscaping includes mature trees and shrubs.

Significance (cont.)

Historical Overview of Los Angeles County

The County of Los Angeles was established on February 18, 1850, one of 27 counties created in the months prior to California acquiring official statehood in the United States two years after the Mexican American War. Within Los Angeles County, the unincorporated community of Acton was developed for mining in 1861 following the discovery of copper deposits in Soledad Canyon. Following adoption of the federal Homestead Act of 1862, four families established ranches in Acton, eventually allowing the focus of the economy to shift from mining to agriculture. The nearby community of Palmdale originated as two small communities: Harold and Palmenthal. During this early time, population in the region grew due to several factors, including the gold rush, the possibility for ranching, and the completion of the Southern Pacific Railroad (SPRR) line in 1876, which facilitated the transport of agricultural products and metals throughout the United States. Through this early period, however, the communities of both Acton and Palmdale developed slowly (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; Pitt 2024; Dumke 1944: 3-7, 41-43; Sapphos 2024: 4.6-4.10).

Broadly, Los Angeles County maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status. These factors, combined with the expansion of port facilities and railroads throughout the county, contributed to the impact of the real estate boom of the 1880s. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to Los Angeles County. Access to water resulted in a population boom during the 1920s that saw an increase from 170,298 county residents in 1900 to 936,455 by 1920 (Pitt 2024; Los Angeles Almanac 2020; Dumke 1944: 41-43; Survey LA 2016: 2).

The completion of the Los Angeles Aqueduct facilitated development of ranching and agriculture in Palmdale. However, the aqueduct ran approximately 18-miles west of Acton and as a result development in the community was slower than nearby Palmdale, which had begun to develop civic infrastructure and published its first newspaper, the *Palmdale Post*, in 1915. In the 1920s, the Acton/Palmdale area saw the development of the present-day Sierra Highway, which linked Palmdale to Los Angeles and allowed for easier transport of agricultural products to market. In 1924, the Little Rock Damn and Harold Reservoir (present-day Lake Palmdale) were constructed to provide water for the area's population and agriculture industry (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017).

Although the onset of the Great Depression in 1929, detrimentally impacted the county's economy, historic newspapers from the 1930s reported on the growth of Los Angeles County's horticultural and agricultural industries.

By the mid-1930s, Los Angeles County was one of the top oil producers in California. In addition, aviation and aerospace, important regional industries since the 1920s, became even more important with the onset of World War II in 1939 at which time Los Angeles County became one of the largest producers of wartime planes in the country (LAEPR 1934: 12; Pitt 2024; ARG 2008: 14–19; PB 1931: 18).

After World War II's conclusion in 1945, a massive wave of migration and building boom occurred throughout California. In Los Angeles County, the county's population grew from 2,208,492 residents in 1930 to 4,151,687 residents by 1950. Aerospace facilities opened in Palmdale and the surrounding area after the war, transforming the local economy and becoming Palmdale's primary employer. In 1952, for example, the U.S. Military purchased the Palmdale Airport for use as an aerospace development and testing facility. In addition, Lockheed, Convair, North American, and Northrop had facilities nearby. By 1957 the population of Palmdale was more than 12,000, a 412% increase from 1950 (Los Angeles Almanac 2020; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3)

The postwar decades saw much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. This growth, however, was not universal throughout the county; aerial photographs of Acton and its environs from the 1920s through the 1960s show minimal growth, consisting mostly of scattered single-family residences, ranches, and farms outside the community's center (Pitt 2024; Survey LA 2016: 2; Survey LA 2021: 91-92; NETR 2024; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3).

The advent of the state and federal highway systems during the 1950s and 1960s, provided access to communities that were previously difficult to reach. A year after Palmdale's incorporation, the construction of the Antelope Valley freeway, running through Acton and to Palmdale, was completed in 1963, prompting population growth and corresponding development. Six years later, in 1968, Lockheed opened an additional airliner final assembly facility, prompting Palmdale's mayor to predict a population increase of 50,000 by 1971 (Sapphos 2024: 4.6-4.10; Caltrans 2011: 17-18; Survey LA 2021: 153).

The overall population of Los Angeles County reached 6,038,771 residents by 1960 and grew to 8,863,164 residents by 1990 as the county continued to expand during the last half of the twentieth century and into the twenty-first century (Los Angeles Almanac 2020). Despite the growth of Palmdale and other parts of Los Angeles County, however, development in Acton remained slow from the 1960s through the 1990s, and the community retains its predominately rural character (Sapphos 2024: 4.6-4.10; NETR 2024).

Rural Residential Architecture

Early settlement of non-native peoples in wider Los Angeles County was driven by the establishment of the railroad, mining, and agriculture. As the county grew between the late 1800s and early 1900s, rail routes, and other transportation routes became established in the state. The SPRR facilitated the area's growth and connected rural and urban Los Angeles County to the rest of Southern California and eastern states. As a result, the area's rural residential architecture reflected the availability of materials and prefabricated components that could be transported by the railway. Permanent architecture combines the region's functionality, needs, material

characteristics, and culturally transferred building techniques or traditions. Los Angeles County's rural residential architecture does not reflect the popular styles of residential or commercial architecture at the time and generally show modest designs. The postwar housing boom increased use of factory-produced materials, the ability to be quickly mass produced and deployed, and the general rejection of excessive decoration. Notable features of rural residential architecture include the following (Ghanbari et al 2022):

- Small-scale residential buildings
- Buildings that are one story or one and a half stories in height
- Residences that may have low- or intermediate-pitched gable roofs
- Minimal, limited architectural decoration
- Garages that may be attached or detached
- Patterns of spatial organization
- Response to the natural environment
- Clustered buildings, structures, and objects
- Small-scale elements

Ranch Style (1930-1980)

Ranch-style houses in California reflect a national trend of fascination with the "Old West" and were originally developed in the western and southwestern United States, but quickly gained national popularity through the dissemination of do-it-yourself manuals and plans in national magazines such as *Sunset, Better Homes And Gardens,* and *House Beautiful.* Later, ranch houses were popular as a custom-built type of housing, which was especially popular in the later 1940s and 1950s. Ranch houses were typically built between 1930 and 1980, but peaked in the 1950s, as the most prevalent type of post-World War II suburban housing, often housing veterans who secured housing with FHA loans (Grimes and Chiang 2009: 43-46; Horak et.al. 2015: 23-25; McAlester 2019: 597-603).

Character-defining features include:

- Rambling, elongated plans with a horizontal emphasis
- 1-2 stories in height
- Low-pitched gabled or hipped roofs with overhanging, open eaves
- General asymmetry
- Free-flowing interior spaces
- Cladding featuring stucco, board and batten, shingles, clapboard, or a combination of materials
- Brick or stone chimneys details
- Attached garages often linked to residence by breezeways
- Stone, brick, board and batten, clapboard, or horizontal wood siding used for accent on walls, secondary cladding types, and planters
- Functional and non-functional shutters details as trim around windows

Statement of Significance

Following World War II's conclusion in 1945, Los Angeles County, Acton, and Palmdale's population increased

dramatically, reflective of both state-wide trends in the decades following World War II's conclusion in 1945, as well as a shift in the region's economy from predominately agricultural to include additional industries, particularly aerospace, which drew new residents and encouraged corresponding residential development. The single-family residence at 33830 Angeles Forest Highway was constructed in 1979, after the end of this significant residential development trend. Therefore, it is not directly associated with the post-World War II decades and only has a mere association with Los Angeles County and Acton's general development. However, mere association with a broad trend is not enough to reach the threshold of eligibility. The property is not known to be directly associated with events that have made a significant contribution to the history of Los Angeles County, California, or the nation. Research also did not identify a significant historical event that occurred at the property. Therefore, the property does not meet NRHP Criterion A, CRHR Criterion 1, or County Register Criterion 1 and is recommended not eligible.

Research identified one owner of the subject property throughout its history: Michael C. and Susette J. Boggs from 1984 to 2025 (U.S. Public Records Index 2025; ParcelQuest 2024). Research did not uncover information that would indicate these individuals were important to the past or made significant contributions to history. Due to a lack of identified significant associations with any persons important in our past, the subject property is recommended not eligible under NRHP Criterion B, CRHR Criterion 2 or County Register Criterion 2.

The subject property was only partially visible from the public ROW. Based on what could be seen at the time of survey, it appears to exhibit some characteristics of the Ranch style, including its horizontal emphasis, general asymmetry, and one-story height. Due to its simple forma and easily replicability, the Ranch style was widely applied to houses from 1930 through 1980. Based on what was visible during the survey, the proeprty appears to be an unremarkable example of this ubiquitous style. Research did not identify an architect or builder for the property, and it appears unlikely to be the work of a master architect or builder. Based on its year of construction in 1979, the subject property likely was constructed through already well-documented and common construction techniques and methods. It also does not appear to have a high potential to possess high artistic values by articulating a particular concept of design to the extent that it expresses an aesthetic ideal. The last portion of Criterion C/3/3 refers to a district, which is defined as a significant and distinguishable entity whose components may lack individual distinction. The subject property does not contribute to the significance of a potential or existing historic district. Overall, the subject property appears to lack sufficient design and construction value to meet NRHP Criterion C, CRHR Criterion 3 or County Register Criterion 3.

The subject property is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. This technology is well understood through contemporary trade journals and scientific monographs. As such, the subject property lacks significance under NRHP Criterion D, CRHR Criterion 4 or County Register Criterion 4.

Lastly, this property does not meet County Register Criterion 5 because it has not been formally determined eligible for listing in the NRHP by the National Park Service nor has it been formally determined eligible for the CRHR by the State Historical Resources Commission. County Register Criterion 6 and 7 do not apply to this property.

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Photographs (cont.)

Photograph 2. Primary (west) elevation of the ancillary building, view looking northeast.

Source: Dudek, IMG_8275.

***Recorded by:** Claire Cancilla, MSHP, Dudek ***Date:** January 30, 2025 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

P1. Other Identifier: OTIS ID 711730

***P3a. Description:**

This Update addresses the Angeles Forest Highway, which was previously recorded (P-19-187713). This Update supplements the recordation and evaluation of the property prepared in 2003. Angeles Forest Highway is an approximately 25-mile-long asphalt paved highway constructed in 1941. The highway spans from the San Gabriel Mountains to Antelope Valley in Los Angeles County. The majority of the road contains two-lanes with portions expanded to four-lanes.

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

P5b. Description of Photo: (View, date, accession #)
Photograph 1, Angeles Forest Highway in Acton, view looking south. January 22, 2025, IMG_8279.

***P6. Date Constructed/Age and Sources:**
☒ Historic
1941 (HPNH 1941: 19)

***P8. Recorded by:** (Name, affiliation, address)
Claire Cancilla, MSHP (Dudek)
225 S Lake Ave Suite 225-M210
Pasadena, CA 91101

***P9. Date Recorded:**
1/22/2025

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2025. Built Environment Inventory and Evaluation Report for the Prairie Song Reliability Project, Los Angeles County, California. Prepared for Prairie Song Reliability Project LLC.

***Attachments:** ☒Continuation Sheet ☒Other (List): Previous DPR set

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alterations, and date of alterations) See continuation sheet page 2.

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

***B12. References:** See continuation sheet page 2.

***B14. Evaluator:** Katie Ahmanson, MHC, Dudek

***Date of Evaluation:** January 27, 2025

Construction History (cont.)

Known alteration to the Angeles Forest Highway include the following:

- 1963: 4.6 miles widened to four passing lanes (PI 1965: 40)
- 1964: 2.1 miles repaved and widened to four passing lanes (PI 1965: 40)
- 1965: 2.5 miles repaved and widened to four passing lanes (PI 1965: 40)
- Between 1966 and 1974: extended north to merge with Highway 14 (NETR 2024a)

Significance (cont.)

Historical Overview of Los Angeles County

The County of Los Angeles was established on February 18, 1850, one of 27 counties created in the months prior to California acquiring official statehood in the United States two years after the Mexican American War. Within Los Angeles County, the unincorporated community of Acton was developed for mining in 1861 following the discovery of copper deposits in Soledad Canyon. Following adoption of the federal Homestead Act of 1862, four families established ranches in Acton, eventually allowing the focus of the economy to shift from mining to agriculture. The nearby community of Palmdale originated as two small communities: Harold and Palmenthal. During this early time, population in the region grew due to several factors, including the gold rush, the possibility for ranching, and the completion of the Southern Pacific Railroad (SPRR) line in 1876, which facilitated the transport of agricultural products and metals throughout the United States. Through this early period, however, the communities of both Acton and Palmdale developed slowly (City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; Pitt 2024; Dumke 1944: 3-7, 41-43; Sapphos 2024: 4.6-4.10).

Broadly, Los Angeles County maintained its role as a regional business center and the development of citriculture in the late 1800s and early 1900s further strengthened this status. These factors, combined with the expansion of port facilities and railroads throughout the county, contributed to the impact of the real estate boom of the 1880s. By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and William Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to Los Angeles County. Access to water resulted in a population boom during the 1920s that saw an increase from 170,298 county residents in 1900 to 936,455 by 1920 (Pitt 2024; Los Angeles Almanac 2020; Dumke 1944: 41-43; Survey LA 2016: 2).

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Although the onset of the Great Depression in 1929, detrimentally impacted the county's economy, historic newspapers from the 1930s reported on the growth of Los Angeles County's horticultural and agricultural industries. By the mid-1930s, Los Angeles County was one of the top oil producers in California. In addition, aviation and aerospace, important regional industries since the 1920s, became even more important with the onset of World War II in 1939 at which time Los Angeles County became one of the largest producers of wartime planes in the country (LAEPR 1934: 12; Pitt 2024; ARG 2008: 14–19; PB 1931: 18).

After World War II's conclusion in 1945, a massive wave of migration and building boom occurred throughout California. In Los Angeles County, the county's population grew from 2,208,492 residents in 1930 to 4,151,687 residents by 1950. Aerospace facilities opened in Palmdale and the surrounding area after the war, transforming the local economy and becoming Palmdale's primary employer. In 1952, for example, the U.S. Military purchased the Palmdale Airport for use as an aerospace development and testing facility. In addition, Lockheed, Convair, North American, and Northrop had facilities nearby. By 1957 the population of Palmdale was more than 12,000, a 412% increase from 1950 (Los Angeles Almanac 2020; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3)

The postwar decades saw much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. This growth, however, was not universal throughout the county; aerial photographs of Acton and its environs from the 1920s through the 1960s show minimal growth, consisting mostly of scattered single-family residences, ranches, and farms outside the community's center (Pitt 2024; Survey LA 2016: 2; Survey LA 2021: 91-92; NETR 2024; City of Palmdale 2025; Palmdale 2045 2025; COLA 2017; LAT 1968: 126; Valley Times 1957: 3).

The advent of the state and federal highway systems during the 1950s and 1960s, provided access to communities that were previously difficult to reach. A year after Palmdale's incorporation, the construction of the Antelope Valley freeway, running through Acton and to Palmdale, was completed in 1963, prompting population growth and corresponding development. Six years later, in 1968, Lockheed opened an additional airliner final assembly facility, prompting Palmdale's mayor to predict a population increase of 50,000 by 1971 (Sapphos 2024: 4.6-4.10; Caltrans 2011: 17-18; Survey LA 2021: 153).

The overall population of Los Angeles County reached 6,038,771 residents by 1960 and grew to 8,863,164 residents by 1990 as the county continued to expand during the last half of the twentieth century and into the twenty-first century (Los Angeles Almanac 2020). Despite the growth of Palmdale and other parts of Los Angeles County, however, development in Acton remained slow from the 1960s through the 1990s, and the community retains its predominately rural character (Sapphos 2024: 4.6-4.10; NETR 2024).

Angeles Forest Highway

The Angeles Forest Highway is 25 miles long and travels north the San Gabriel Mountains to where it terminates just south of Palmdale in the Antelope Valley. Prior to the construction of the Angeles Forest Highway, the Southern California Edison Company developed an unpaved road across the San Gabriel Mountains to Vincent in the Antelope Valley to provide access to a power line corridor through the area (Cotterman and Sander 2003: 1-5). The unpaved

road is visible on the earliest historic topographic maps from 1900 (NETR 2024b). Plans for the Angeles Forest Highway following a similar route to the unpaved road were approved by the Los Angeles Board of Supervisors in 1928. Construction of the highway began in the late 1930s, and it was completed in 1941. Components of the highway include the Mill Creek Bridge built from 1939 to 1941, the Angeles Forest Highway Tunnel built in 1941, and several culverts developed along the highway for water drainage built in 1939. Development of the highway eliminated 10 miles from the previous route between Los Angeles and Antelope Valley (Cotterman and Sander 2003: 5; HPNH 1941: 19).

Over the years, the Angeles Forest Highway has been repaved with portions widened to enable its continuous use for 84 years (Cotterman and Sander 2003: 1-5). In 1963, a three-part road improvement project was initiated. Phase one included the improvement of a section of the highway from 4.6 miles south of Sierra Highway that was widened to include four passing lanes. Phase two involved widening a 2.1 miles section of the highway from north of Aliso Canyon Road to Kentucky Springs and a curved section was lengthened to increase sight distance and improve safety. Phase three was completed by 1965 and saw 2.5 miles of the road repaved and widened to four lanes (PI 1965: 40). Between 1966 and 1974, the road was extended north in the study area to merge with the newly developed Highway 14 (NETR 2024a; NETR 2024b). Since its construction, the Angeles Forest Highway has continued to function as a county highway maintained by the Los Angeles County Department of Public Works. It is primarily used as a commuter road for residents of the Antelope Valley and is a common alternative to State Route 14 (Martin 1992).

Statement of Significance

Associated features of the Angeles Forest Highway (Mill Creek Bridge and the Angeles Forest Highway Tunnel) were previously evaluated by the California Department of Transportation in 2001 and determined not eligible for the National Register of Historic Places (NRHP) (Cotterman 2003: 2). In 2003, Chambers Group, Inc. (Chambers) determined that the Angeles Forest Highway lacked integrity and did not "possess the significant historic associations or distinctive engineering characteristics to make it eligible for listing on the NRHP" (Cotterman 2003: 2). However, the Chambers did not complete an evaluation using the four NRHP criteria and did not evaluate the road for its potential eligible for the California Register of Historical Resources of the Los Angeles County Register of Landmarks and Historic Districts (County Register). In 2018, the State Historic Preservation Officer determined the Angeles Forest Highway ineligible for the NRHP as part of a U.S. Environmental Protection Act undertaking (EPA_2017-0919-001) and assigned the resource a 6Y California Historical Resources Status Code (OHP 2022). This documentation was not returned in the records search materials as part of the records search completed at the South Central Coastal Information Center.

This Updated evaluation was completed in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code.
The Angeles Forest Highway was constructed from the late 1930s to 1941 from the San Gabriel Mountains to Antelope Valley in Los Angeles County. It was initially developed as a commuter road with only two lanes to provide access to rural residential areas. Over the years it has been altered to include four lanes in some areas and has been repaved to allow for its continuous use for over 84 years. It is not known to be directly associated with events that

have made a significant contribution to the history of Los Angeles County, California, or the nation. Although the Angeles Forest Highway contributed to the overall development of Acton and Palmdale, its contribution to this growth was a consequence of the expansion throughout the area after World War II, rather than the initial impetus for development of the area. Therefore, Angeles Forest Highway does not meet NRHP Criterion A, CRHR Criterion 1 or County Register Criterion 1 and is recommended not eligible.

The Angeles Forest Highway was completed in 1941 as a commuter road. However, because the road is essentially a county undertaking representing the collective decisions of its board of directors, managers, and engineers, it lacks a strong association with the distinctive contribution of any single individual. Therefore, the Angeles Forest Highway lacks the necessary associative significance to meet NRHP Criterion B, CRHR Criterion 2 or County Register Criterion 2.

The Angeles Forest Highway is not important for its design or construction value because it lacks engineering distinction and does not represent the work of a master engineer or builder. The highway exemplifies common, standardized road designs and construction methods characteristic of roads built during the early nineteenth century, and subsequently modernized throughout the twentieth century. As such, the Angeles Forest Highway is an undistinguished and undifferentiated example of standardized road infrastructure and does not qualify as an important representation of the variation, evolution, or transition of road development under NRHP Criterion C. Therefore, the Angeles Forest Highway is recommended not eligible under NRHP Criterion C, CRHR Criterion 3 or County Register Criterion 3.

Under Criterion D, the Angeles Forest Highway is not significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the Angeles Forest Highway is recommended not eligible under NRHP Criterion D, CRHR Criterion 4 or County Register Criterion 4.

Lastly, this property does not meet County Register Criterion 5 because it has not been formally determined eligible for listing in the NRHP by the National Park Service nor has it been formally determined eligible for the CRHR by the State Historical Resources Commission. County Register Criterion 6 and 7 do not apply to this property.

References (cont.)

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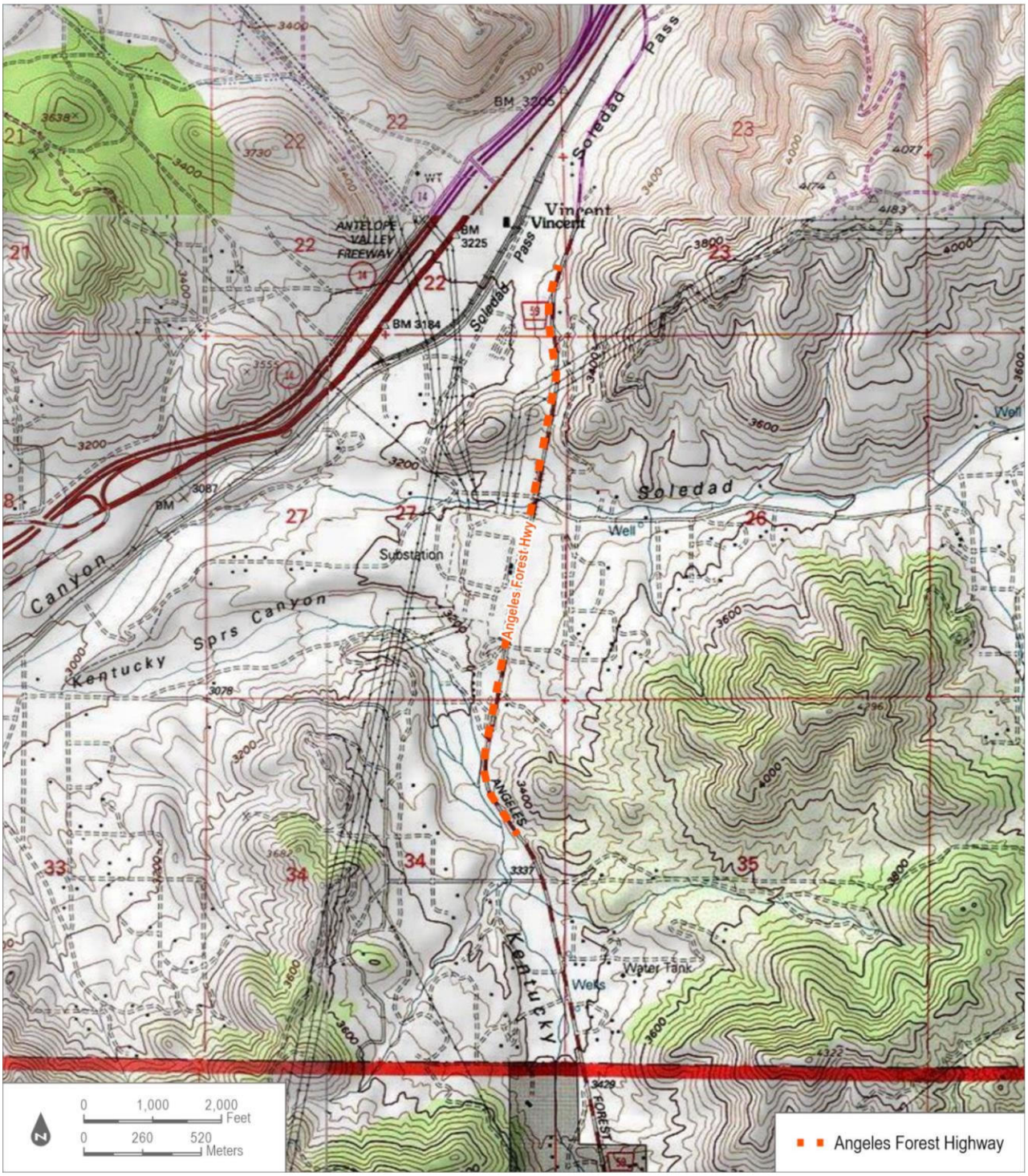
Photographs (cont.)

Photograph 2. Angeles Forest Highway in Acton, view looking north.

Source: Dudek, IMG_4831.


Soledad Pass
Vincent
ANTELOPE VALLEY FREEWAY
BM 3225
BM 3184
Soledad
Substation
Well
Angeles Forest Hwy
Kentucky
Sprs Canyon
Canyon
Water Tank
Wells
FOREST
ANGELES
0 1,000 2,000 Feet
0 260 520 Meters
Angeles Forest Highway

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

PRIMARY RECORD

Primary #:
HRI # :
Trinomial: 19-187713
NRHP Status Code: 6Z
Other Listings:

☐ Update or Supplement
Review Code: Reviewer:
Date:

*Resource Name or Number (Assigned by Recorder): Angeles Forest Highway
P1. Other Identifier: County Road N-3, Forest Highway (FH)-59, Palmdale Cutoff

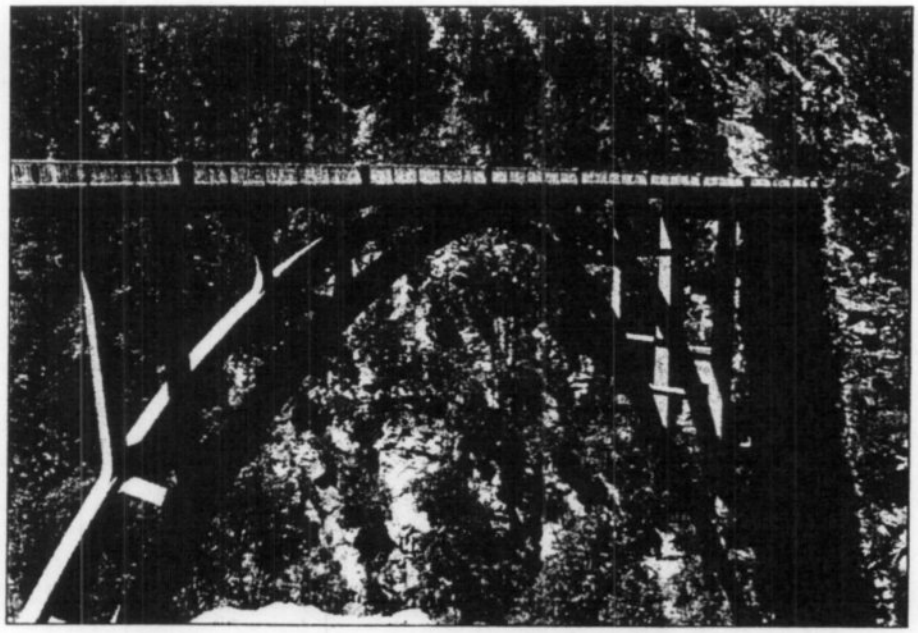
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: Los Angeles
*b. USGS 7.5' Quad: Multiple quads Date: ; T 2-5N R 11W, 12W ¼ of ¼ of Sec. Multiple Sections, San Bernardino B.M.
c. Address: N.A. City: N.A.
d. UTM: (Give more than one for large and/or linear resources) Zone: 11;

393808 mE	3792720 mN	(southern terminus)
398013 mE	3819158 mN	(northern terminus)
391322 mE	3794649 mN	(westernmost point)
401593 mE	3806849 mN	(easternmost point)

(UTM coordinates NAD 83)

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., when appropriate:
USGS 7.5' Quads: Chilao Flat (1995), Condor Peak (1995), Pacifico Mountain (1995), Palmdale (1974). The highway is located in the Angeles National Forest. Its southern terminus is at its junction with the Angeles Crest Highway (SR-2) in the San Gabriel mountains north of La Canada Flintridge. Its northern terminus is at its junction with Pearblossom Highway and the Antelope Valley Freeway (SR-14) near Palmdale. The Angeles Forest Highway ranges in elevation from approximately 2,750 to 4,910 feet above mean sea level.

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): The highway is approximately 25 miles long, from its beginning in the San Gabriel Mountains 9.5 miles north of La Canada Flintridge to its end approximately 5.5 miles south of Palmdale in the Antelope Valley. For most of its length, the highway is a two-lane road paved with asphaltic concrete winding its way above precipitous slopes and below rugged mountain peaks. Numerous narrow road cuts were blasted and dug through rocky ridges to allow the highway to pass through. Approximately 6.4 miles above the southern end of the Angeles Forest Highway a 500-foot-long, 125-foot-high concrete open arch bridge (53C0600) spans Mill Creek. A little over 0.3 mile northeast of the bridge, the highway enters a 500-foot-long tunnel (53C0601) with massive portals built of local rocks. The bridge was constructed from 1939 to 1941 and widened in 1973. The tunnel was constructed in 1941. There are also several drainage culverts along the highway, built in 1939 of local stone.



*P3b. Resource Attributes (List Attributes and Codes): HP19 (Bridge); HP37 (Highway); HP39 (Other: Tunnel)
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5b. Description of ☒ Photos ☐ Drawing (View, date, accession#): Mill Creek Bridge, Angeles Forest Highway. View toward north, 5/30/2003.
*P6. Date Constructed/Age and Sources ☐ Prehistoric ☒ Historic ☐ Both : Completed in 1941.
*P7. Owner and Address:
Los Angeles County
Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803
P8. Recorded by (Name, affiliation, address):
Jay K. Sander
Chambers Group, Inc.
302 Brookside Avenue
Redlands, CA 92373
*P9. Date ☒ Recorded ☐ Updated:
30 May 2003
*P10. Type of Study (Describe):
Intensive pedestrian archaeological survey.

*P11. Report Citation (Cite survey report and other sources, or enter "none."):
Sander, Jay K., Cary D. Cotterman, and Evelyn N. Chandler
2003 *Heritage Resource Inventory for Angeles Forest Highway Improvements, Tujunga Ranger District, Angeles National Forest (A.R.R. # 05-01-00818).* Prepared by Chambers Group, Inc., Redlands, California.

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheets ☒ Building, Structure, and Object Record ☒ Linear Feature Record ☐ Archaeological Site Record ☐ District Record ☐ Bedrock Grinding Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

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

Primary #: 19-187713
HRI#:

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

***Resource Name or Number (Assigned by Recorder):** Angeles Forest Highway; County Road N-3; Forest Highway (FH) 59

B1. Historic Name: Angeles Forest Highway

B2. Common Name: Palmdale Cutoff

B3. Original Use: Highway **B4. Present Use:** Highway

***B5. Architectural Style:** N.A.

***B6. Construction History (Construction date, alterations, and date of alterations):**
Plan approved by Los Angeles County Board of Supervisors 1928
Mill Creek Bridge constructed 1939-1941, widened 1973
Angeles Forest Highway Tunnel constructed 1941
Drainage culverts constructed 1939
Construction completed 1941

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N.A. **Original Location:** N.A.

***B8. Related Features:**

Mill Creek Bridge. The Angeles Forest Highway passes over the Mill Creek Bridge (53C0600) approximately 6.4 miles north of the highway's south end. The bridge, which is approximately 500 feet long and 125 feet high, is supported by a large concrete arch braced with concrete struts and has a metal railing. The bridge was constructed in from 1939 to 1941 and widened in 1973 (Caltrans 2001).

Angeles Forest Highway Tunnel. Approximately 0.33 mile northeast of the bridge, the highway passes through the Angeles Forest Highway Tunnel (53C0601) which is also approximately 500 feet long and has portals made of local stone. The tunnel was constructed in 1941 (Caltrans 2001; Robinson 1977).

Culverts. Several water drainage culverts are also distributed along the sides of the highway. These features, all dated 1939, have sides approximately 32 inches high and 8 inches wide made of local stone. The sides range in length from approximately 11 to 17 feet long, and converge as they carry water away from the road surface to a drainage hole at the end of the culvert. All of the culverts have the same construction, and have "L.A. CO.//1939//D.C. 2 & 5" impressed in their concrete. Each also has a separate designation, such as "STA. 185 + 47" or "STA. 155 + 62" as well as its construction date, such as "5-19-39" or "12-5-39" impressed.

B9a. Architect: N.A. **B9b. Builder:** Not Known

***B10. Significance: Theme:** Transportation **Area:** Angeles National Forest
Period of Significance: 1941-present **Property Type:** Highway **Applicable Criteria:** N.A.
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

(See Continuation Sheet)

B11. Additional Resource Attributes (List attributes and codes): HP19 (Bridge); HP37 (Highway); HP39 (Other: Tunnel)

***B12. References:** (See Continuation Sheet)

B13. Remarks: (See Linear Feature Record)

***B14. Evaluators:** Caltrans (2001); Cary D. Cotterman, Chambers Group, Inc.

***Date of Evaluation:** Evaluation of Bridge 53C0600 and Tunnel 53C0601 by Caltrans: 2001. Evaluation of County Road N-3 by Cary D. Cotterman: 2003

(This space reserved official comments.)

(Sketch Map with north arrow required.)

(See Location Maps)

19-187713

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

Primary #:
HRI #:
Trinomial:

 Resource Name or #: (Assigned by recorder): Angeles Forest Highway

L1. Historic and/or Common Name: Angeles Forest Highway; County Road N-3; Forest Highway (FH)-59; Palmdale Cutoff

L2a. Portion Described: ☒ Entire Resource ☐ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

The approximately 25-mile-long Angeles Forest Highway is located in the Angeles National Forest of the San Gabriel Mountains, in Los Angeles County. Its southern terminus is at its junction with the Angeles Crest Highway (SR-2) 9.5 miles north of La Canada Flintridge. Its northern terminus is at its junction with Pearblossom Highway and the Antelope Valley Freeway (SR-14) 5.5 mile south of Palmdale in the Antelope Valley. The highway ranges in elevation from approximately 2,750 to 4,910 feet above mean sea level.

UTM coordinates (NAD 83; Zone 11):

Southern Terminus: 393808 mE, 3792720 mN
Northern Terminus: 398013 mE, 3819158 mN
Westernmost Point: 391322 mE, 3794649 mN
Easternmost Point: 401593 mE, 3806849 mN
Mill Creek Bridge: 395126 mE, 3797133 mN
Angeles Forest Highway Tunnel: 395497 mE, 3797616 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

For most of its length, the Angeles Forest Highway is a two-lane road paved with asphaltic concrete. There are two official passing lanes, and numerous paved turnouts along the length of the highway. The road winds its way above precipitous slopes and below rugged mountain peaks. Numerous narrow road cuts were blasted and dug through rocky ridges to allow the highway to pass through.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: Approximately 30 to 55 feet
b. Bottom Width: same
c. Height or Depth: unknown
d. Length of Segment: Approximately 132,000 feet (25 miles)

L4e. Sketch of Cross-Section (include scale) **Facing:**

L5. Associated Resources:

Mill Creek Bridge (53C0600). Approximately 6.4 miles above the southern end of the Angeles Forest Highway a 500-foot-long, 125-foot-high concrete open arch bridge spans Mill Creek. The bridge, which is approximately 500 feet long and 125 feet high, is supported by a large concrete arch braced with concrete struts and has a metal railing. The bridge was constructed in from 1939 to 1941 and widened in 1973 (Caltrans 2001).

Angeles Forest Highway Tunnel (53C0601). A little over 0.3 mile northeast of the bridge, the highway enters a tunnel with massive portals built of local rocks. The tunnel, which is also approximately 500 feet long, was constructed in 1941, the same year the highway was completed (Caltrans 2001; Robinson 1977).

Culverts. Several water drainage culverts are also distributed along the sides of the highway. These features, all dated 1939, have sides approximately 32 inches high and 8 inches wide made of local stone. The sides range in length from approximately 11 to 17 feet long, and converge as they carry water away from the road surface to a drainage hole at the end of the culvert. All of the culverts have the same construction, and have "L.A. CO.//1939//D.C. 2 & 5" impressed in their concrete. Each also has a separate designation, such as "STA. 185 + 47" or "STA. 155 + 62" as well as its construction date, such as "5-19-39" or "12-5-39" impressed.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) The highway winds through the steep, rugged canyons, ridges, and peaks of the San Gabriel Mountains, ending at its northern reach in Soledad Pass, a wide alluvial floodplain on the southern edge of Antelope Valley. Vegetation along the route includes chaparral, pine, oak, and fir forest, and riparian streamside growth.

L7. Integrity Considerations: The Angeles Forest Highway has undergone repaving in recent years, and portions have been widened, affecting its historic integrity. The Mill Creek Bridge (53C0600) was widened in 1973.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.) (See Primary Record)

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

Primary #:
HRI #: 19-187713
Trinomial:

Resource Name or #: (Assigned by recorder): Angeles Forest Highway

L9. Remarks: In addition to its lack of integrity, the highway does not appear to possess the significant historic associations or distinctive engineering characteristics necessary to make it eligible for listing on the NRHP. Furthermore, the highway's two most impressive engineering features, the Mill Creek Bridge (53C0600) and the nearby Angeles Forest Highway Tunnel (53C0601) were determined by Caltrans not to be eligible for NRHP listing in 2001 (Caltrans 2001).

L10. Form Prepared by: (Name, affiliation, and address)

Cary D. Cotterman
Chambers Group, Inc.
302 Brookside Avenue
Redlands, CA 92373

L11. Date: 6/24/2003

L8a. Photograph, Map or Drawing (See Primary Record, Continuation Sheet, and Location Maps)

B10. Significance: In the 1920s, several years prior to the beginning of construction of the Angeles Forest Highway, the Edison Company graded a dirt road across the San Gabriel Mountains from Eagle Rock in the Los Angeles Basin to Vincent, at the southern edge of the Antelope Valley. The purpose of this road was service access to a power line corridor. The Los Angeles County Board of Supervisors approved plans for a paved public highway over a similar route in 1928. Construction of the highway took place in the late 1930s and early 1940s. The 125-foot-high Mill Creek Bridge was built in 1939 and 1940, and the nearby Angeles Forest Highway Tunnel was completed in 1941, the same year the highway reached its northern terminus in Soledad Pass (Caltrans 2001; Robinson 1977; Strong and Chester 2001).

The Angeles Forest Highway (County Road N-3) has undergone repaving in recent years, and portions have been widened, affecting its historic integrity. In addition to its lack of integrity, the highway does not appear to possess the significant historic associations or distinctive engineering characteristics necessary to make it eligible for listing on the NRHP. Furthermore, the highway's two most impressive engineering features, the Mill Creek Bridge (53C0600) and the nearby Angeles Forest Highway Tunnel (53C0601) were determined by Caltrans not to be eligible for NRHP listing in 2001 (Caltrans 2001).

B12., L12. References

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2001 Division of Structure Maintenance and Investigations, Historical Significance – Local Agency Bridges, Los Angeles County (District 7).

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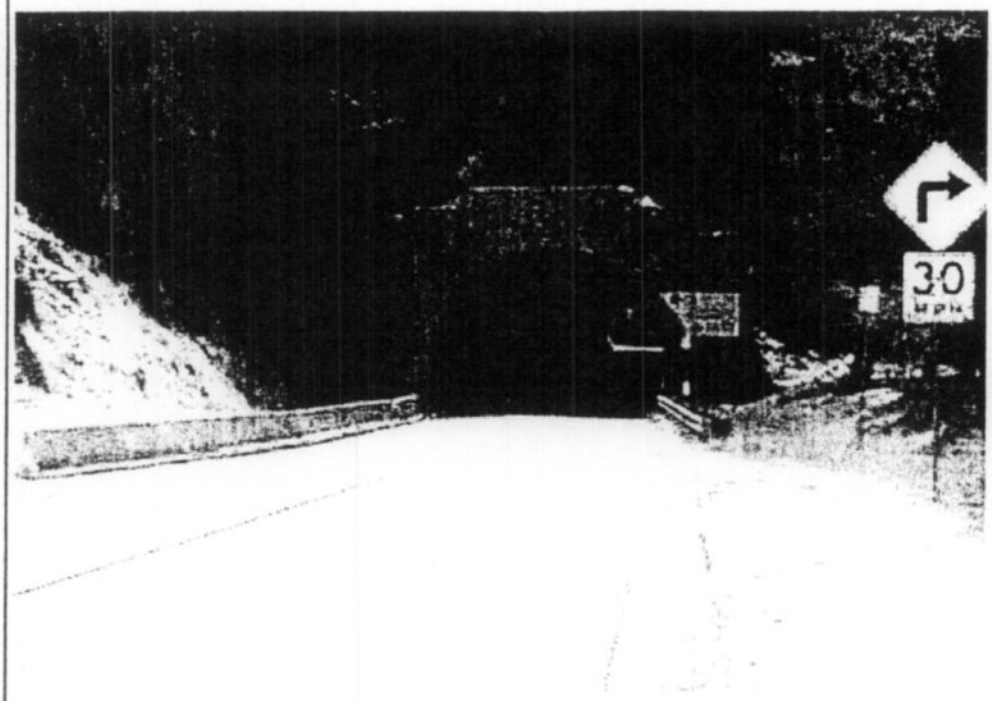
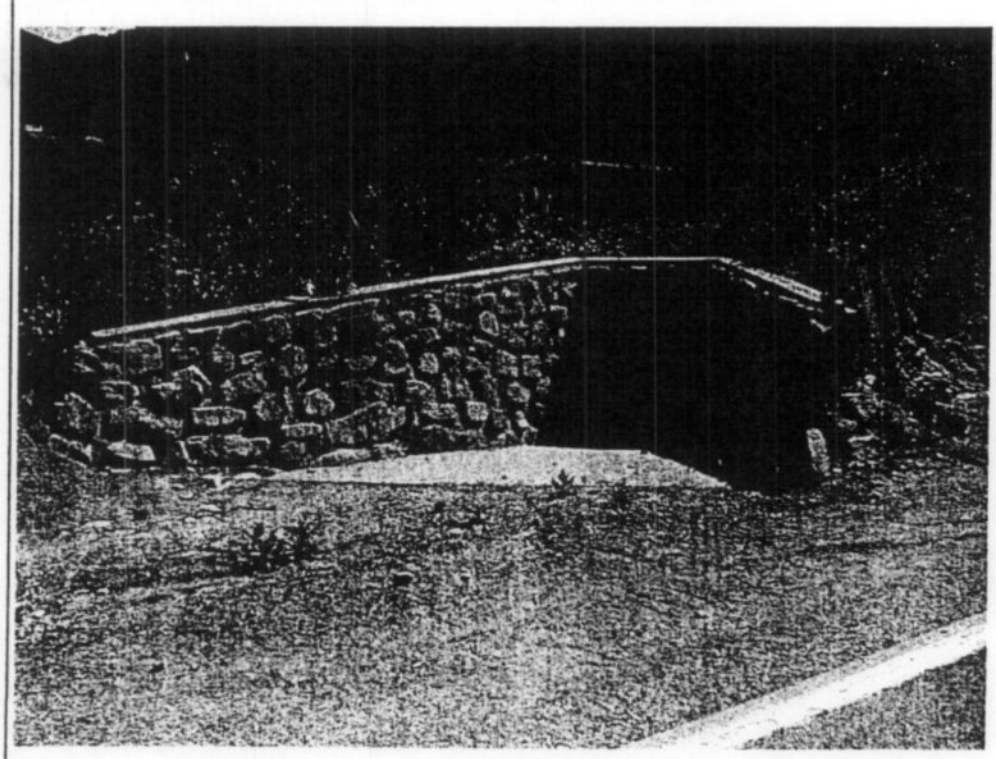
1977 *The San Gabriels: Southern California Mountain Country*. Golden West Books, San Marino, California.

Strong, Jane and Tom Chester
2001 *Angeles Forest Highway*. http://tchester.org/sgm/places/angeles_forest_hwy.html.



Angeles Forest Highway Tunnel, south portal. View toward north, 5/30/2003.



Typical example of several water drainage culverts along side of Angeles Forest Highway, 5/30/2003.

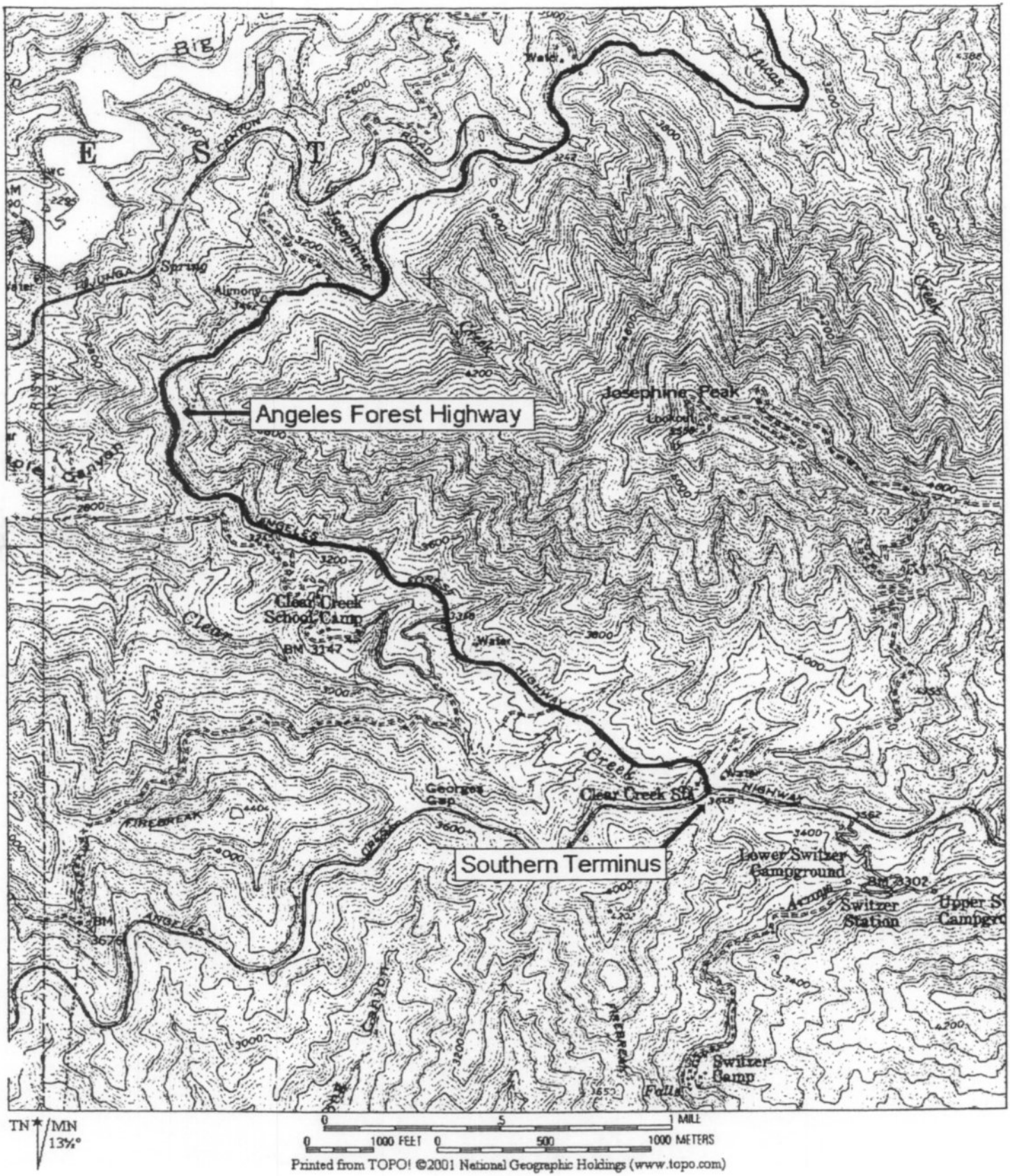
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: 19-187713
HRI#
Trinomial:

*Resource Name or Number (Assigned by recorder): Angeles Forest Highway

*Map Name: Condor Peak, Calif. *Scale: 1:24,000 *Date of Map: 1995



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

LOCATION MAP

Primary #: 19-187713
HRI#
Trinomial:

*Resource Name or Number (Assigned by recorder): Angeles Forest Highway

*Map Names: Chilao Flat, Calif. and Condor Peak, Calif. *Scale: 1:24,000 *Date of Maps: 1995