

CITY OF LOS ANGELES
CALIFORNIA



SAMUEL WM. YORTY
MAYOR

Agenda

DEPARTMENT OF
MUNICIPAL ART
351 CITY HALL
LOS ANGELES 12
MADISON 4-5211
KENNETH ROSS
DIRECTOR

7/26

COMMISSIONERS

PAUL R. WILLIAMS
PRESIDENT
WARD S. KELLER
VICE-PRESIDENT
EDDY S. FELDMAN
MILTON B. SCOTT
DAVID T. YOKOZEKI
BERENICE BARNEY
SECRETARY

CULTURAL HERITAGE BOARD

WILLIAM WOOLLETT
PRESIDENT
BONNIE H. RIEDEL
VICE-PRESIDENT
CARL DENTZEL
SENAIDA SULLIVAN
EDITH GIBBS VAUGHAN
ILEANA WELCH
SECRETARY

July 22, 1963

RECEIVED

JUL 23 1963

MUNICIPAL ART DEPARTMENT
CITY OF LOS ANGELES

Mrs. Ileana Welch
Secretary
Department of Municipal Art
351 City Hall
Los Angeles 12, California

Dear Mrs. Welch:

I am forwarding you a copy of a letter ^{dated 7/17} from the Palms Chamber of Commerce, for your acknowledgment and the board's consideration.

I think a letter should go to Mr. Worsfold recognizing the letter at once as it is dated July 13, and I only received it a day or so ago. Mr. Worsfold's address is: Mr. David Worsfold, Historian, Palms Chamber of Commerce, 3347 Motor Avenue, Los Angeles 34.

Thank you.

Sincerely,

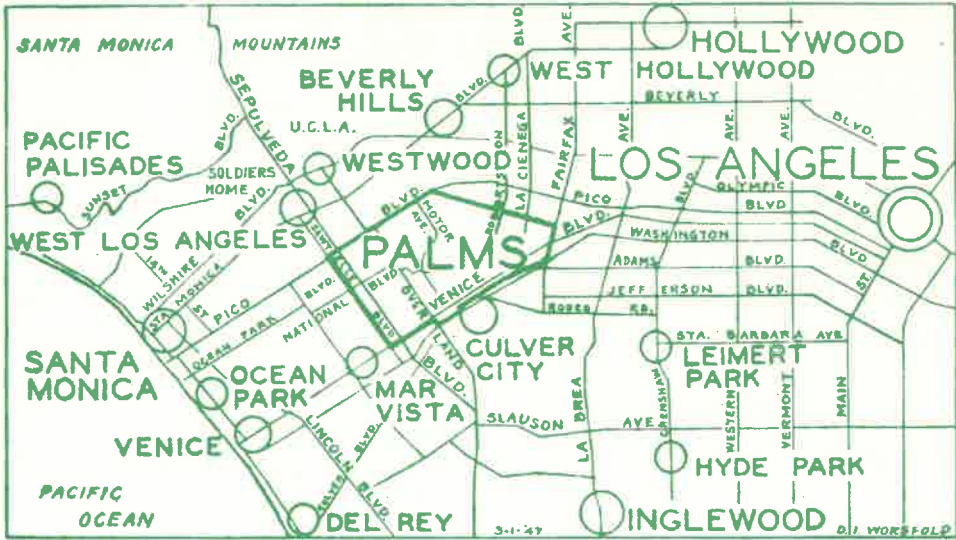
William Woollett
William Woollett

WW/jdt

Agenda 7/16 + 19

PALMS CHAMBER OF COMMERCE

PALMS, CALIFORNIA . . . HEART OF THE WEST SIDE



July 13, 1963

Mr. Wm. Woollett, Chairman
 Cultural Heritage Board
 2500 W. 6th Street
 Los Angeles 57, Calif.

RECEIVED
from Mr Woollett

JUL 23 1963

MUNICIPAL ART DEPARTMENT
 CITY OF LOS ANGELES

Dear Sir:

Palms Chamber of Commerce requests investigation of a building in the Palms area that we believe is historical and worthy of preservation. This is the present home of the Palms Boy Scout Troop 49 but it was the Southern Pacific Railroad depot called "The Palms". This depot was not changed after it was abandoned. It is typical of the S;P.R.R. in the 1880 - 1890 period.

The railroad was the second in Southern California, constructed in 1875 and is still in operation. The old depot in Palms was built about 1888, was abandoned about 1941. The railroad sold the depot and station grounds. It is now owned by the Sweets Company of America. The company is preserving the depot now and allowing the scouts to use it, but the building should be marked and permanently preserved and included in the published list of historical buildings.

Former Los Angeles Mayor, John C. Porter, was once telegrapher in the Palms depot. J. W. Smith was railroad agent and lived in the depot from 1917 to 1941. The depot is on National Boulevard at Vinton Avenue opposite Fire Station No. 43 and on the Northwest corner of the property of the Sweets Company at 10151 National Boulevard.

Palms should have at least one building preserved because Palms is the pioneer settlement west of Los Angeles. Our Post Office was established in December 1874 when Los Angeles had about 8000 population. We hope the Cultural Heritage Board will select the old Southern Pacific depot at "The Palms" as worthy of preservation.

Dave Worsfold, Historian
 Palms Chamber of Commerce
 3347 Motor Avenue, Los Angeles 34

*See 023
 7/23*

Councilman District #5 (Wyman)

HEM #22

RECEIVED

SEP 25 1996

CULTURAL AFFAIRS DEPARTMENT
CITY OF LOS ANGELES



OFFICE OF
CONTROLLER

RICK TUTTLE
CONTROLLER

220 CITY HALL
LOS ANGELES 90012
(213) 485-5093

September 16, 1996

The City Council of the City of Los Angeles

Attention : Honorable Rita Walters
Chairperson, Arts, Health & Humanities Committee
Council member, Ninth District
City of Los Angeles
Room 260, City Hall
Los Angeles, CA 90012

Dear Councilmember Walters:

In response to your request, attached is a copy of audit report relating to Cultural Heritage Foundation.

If you would like to discuss or have any questions concerning our report, please call James Armstrong at (213) 847-5872.

Very truly yours,

RICK TUTTLE, CONTROLLER

By Antonio Miera
Antonio Miera
Chief Deputy Controller

JPA:ADG:
cc: Hon. Mike Hernandez
Jackie Tatum, Recreation and Parks Department

Attachment



OFFICE OF
CONTROLLER

RICK TUTTLE
CONTROLLER

220 CITY HALL
LOS ANGELES 90012
(213) 485-5093

August 28, 1996

Ms. Jackie Tatum, General Manager
Recreation and Parks Department
200 N. Main, Room 1330
Los Angeles, CA 90012

Dear Ms. Tatum:

Our Audit Division completed an audit of the Cultural Heritage Foundation, Inc. (CHF). This audit took more time to complete than usual because of CHF's questions on the scope of the examination, numerous scheduling accommodations to the Foundation by our auditors and the difficulty in scheduling meetings with the Executive Director of CHF.

A draft of our report was provided to you and to the Executive Director of CHF for review and comments. The findings and recommendations including the written response of CHF to our draft report were discussed with representatives of CHF and your Department before the report was finalized.

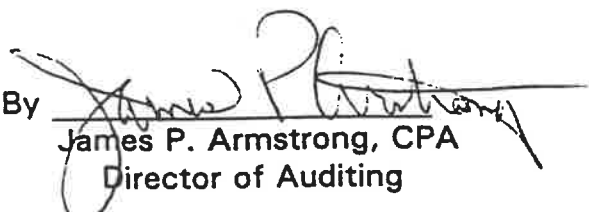
Please have your staff review the report, provide a copy to CHF and respond to the Controller's Office within 30 days on actions taken to implement our recommendations. Should you so desire, our staff is available to again discuss the contents of the report at your convenience.

The cooperation extended by your staff is appreciated. If you have any questions concerning our report, please call Antonio de Guzman, Chief Auditor II, at (213) 847-5815.

Very truly yours,

RICK TUTTLE, CONTROLLER

By


James P. Armstrong, CPA
Director of Auditing

JPA:ADG:vca

wp:HERITAGE.adg

REPORT ON THE AUDIT OF THE CULTURAL HERITAGE FOUNDATION, INC.

EXECUTIVE SUMMARY

We have reviewed the Income and Expense Statement of the Cultural Heritage Foundation, Inc. (CHF), a nonprofit charitable corporation, for the year ending December 31, 1994. We also reviewed and analyzed the Concession and Lease Agreement to operate the Heritage Square Museum between the City of Los Angeles and CHF.

The Controller's Office performed the review in response to a request from the First District Councilmember.

Our audit scope included the review of the Foundation's financial books and records, review of monitoring procedures, if any, adopted by the Department of Recreation and Parks and verification of the lessee's compliance with all of the requirements of the lease agreement.

This audit took more time to complete than usual because of CHF's questions on the scope of the examination, numerous scheduling accommodations to the Foundation by our auditors and the difficulty in scheduling of meetings with the Executive Director of CHF.

A. AUDIT OBJECTIVES

Our objectives were to determine if (1) expenditures were reasonable and properly recorded; (2) there were violations of the terms of the lease agreement; (3) the lessee had executed any subleases, and (4) there was any audit or monitoring done by the Department of Recreation and Parks.

B. AUDIT PROCEDURES

We reviewed the income and expense of CHF for the 12 months ending December 31, 1994, obtained a copy of the Concession and Lease Agreement and reviewed its contents and determined the compliance requirements for both

funds. According to the Development Officer of the Heritage Square Museum, current revenues generated from admission fees were not enough to complete restoration and cover maintenance costs.

RECOMMENDATIONS:

1. CHF should perform effective price analysis or negotiation and competitively award contracts for professional services after soliciting bids or quotations from a variety of qualified vendors.
2. The Cultural Heritage Foundation should ensure all transfers of restricted funds to the unrestricted fund (general fund) have written approval from the donors and the Board of Directors.
3. The Department of Recreation and Parks should conduct a follow-up review and, if necessary, an audit of CHF in the future to ensure implementation of the recommendations in this report.
4. To comply with the national guidelines for nonprofit organizations, the organization should strive to ensure that general and administration expenses do not exceed 15% of the total expenditures.

The funds were initially used to rehabilitate and restore two Victorian residences known as the "Hale House" and the "Valley Knudsen Garden Residence". Other structures placed on the property are: (a) The Palms Southern Pacific Railroad Depot (b) Mount Pleasant House (c) Beaudry Avenue House (d) Lincoln Avenue Church Building and (e) Octagon House.

Standard #13 of the Ethical Standards for Charities developed for the Social Service Department of the City of Los Angeles states "A conflict of interest occurs when an inappropriate benefit accrues to an associated person and there is a corresponding adverse impact on the charity. Associated persons include members of the Board of Directors, employees, and other volunteers who act in a policy-setting capacity or have material decision making authority. Persons or firms related to associated persons should be considered as associated also".

In order to avoid the appearance of conflict of interest and self-dealing, CHF should have solicited quotations for accounting/bookkeeping and tax services from professional firms and have selected the most responsive vendor.

RECOMMENDATION:

CHF should perform effective price analysis or negotiation and competitively award contracts for professional services after soliciting bids or quotations from a variety of qualified vendors.

funds to the unrestricted fund (general fund). He stated that the Board plans to take up these matters at a May 16, 1996 meeting and would request approval of transfers retroactively.

After the conclusion of our fieldwork, the Executive Director mailed to us, on May 13, 1996, an unsigned letter, dated May 10, 1996, from a donor approving the use of restricted funds.

RECOMMENDATION:

The Cultural Heritage Foundation should ensure all transfers of restricted funds to the unrestricted fund (general fund) have written approval from the donors and from the CHF Board of Directors.

FINDING No. 4 CHF'S EXPENDITURES FOR GENERAL AND ADMINISTRATION ARE ABOVE SUGGESTED GUIDELINES.

The General and Administration Expenditures of CHF exceeded the guidelines developed for nonprofit organizations. The Unrestricted Fund total expenditures for the year ending December 31, 1994 were \$189,270. Of this amount, the general and administration expenditures totaled \$44,517 (23%), program operations expenditures were \$108,856 (58%), and fundraising expenditures amounted to \$35,897 (19%).

The National Charities Information Bureau (NCIB) has developed guidelines that state,

"organizations to spend at least 60% of the annual budget on program activities, fund raising expenses should not exceed 25%, and general administration and salaries should not exceed 15%."

The CHF's general and administration expenses including salaries were 23%.

RECOMMENDATION:

To comply with the national guidelines for nonprofit organizations, the organization should strive to ensure that general and administration expenses do not exceed 15% of the total expenditures.

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
8:04 AM AUG 22 1995

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

FREE RECORDING REQUESTED
(Govt. Code Sec. 6103)

CULTURAL HERITAGE COMMISSION
433 S. Spring St., 10th Floor
Los Angeles, CA 90012

FREE F

2 ✓

RESOLUTION
HISTORICAL RESOURCES DESIGNATION

(Public Resources Code Section 5029;
Government Code Section 27288.2)

Pursuant to Los Angeles Administrative Code Section 22.126, on August 9, 1963
the Cultural Heritage Board of the City of Los Angeles designated the hereinafter described
property Historic-Cultural Monument No. 22.

The property is located within the County of Los Angeles and is commonly known as:

Palms Southern Pacific Railroad Depot, Heritage Square
3800 Homer Street
Los Angeles, CA 90031

The legal description of the property is:


Assessor's Parcel #5207-007-021/5207-006-900
Tract MP11-77, Lot B, Arb: 1 & 2, District Map 144A225

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: February 2, 1990
1990 FEB -5 11 9:05

TO: Dr. Amarjit S. Marwah, President
Cultural Heritage Commission
Room 1500, City Hall

Attention: Nancy Fernandez

FROM: Joel Breitbart, Assistant General Manager,
Planning and Development, Department of
Recreation and Parks, Room 1330, City Hall East 

SUBJECT: 3800 HOMER STREET #22

We received the attached letter from the Department of Building and Safety in reference to various cultural monuments. However, we have no responsibility for the corrections to the Heritage Monuments as outlined.

Please have your staff look into the problems.

JB:AAC/mgm

Attachment

cc: Department of Building and Safety

CITY OF LOS ANGELES

CALIFORNIA



TOM BRADLEY
MAYOR

HANDICAPPED ACCESS
APPEALS COMMISSION

COMMISSIONERS

MELANIE E. LOMAX
PRESIDENT

HARVEY SHAPIRO
VICE-PRESIDENT

JOHN CROPSEY
ANNE V. FINN

DANIEL ZORNIZER

JOY ORY
SECRETARY

DEPARTMENT OF
BUILDING AND SAFETY
411, CITY HALL
LOS ANGELES, CA 90012-4869

FRANK V. KROEGER
GENERAL MANAGER

WARREN V. O'BRIEN
EXECUTIVE OFFICER

ROBERT J. PICOTT
CHIEF
RESOURCE MANAGEMENT BUREAU

PHILLIP K. KAAINOA
CHIEF
DISABLED ACCESS DIVISION

January 18, 1990

James E. Hadaway
General Manager
Department of Recreation & Parks
Room 1330 City Hall East
Los Angeles, CA 90012

Attn: Joel Breitbart
Assistant General Manager
Planning - Development

JOB ADDRESS: 3800 Homer Street

The buildings located at the above building site were subject to the access requirements that were in effect when:

- a) The Cultural Heritage Monument # 65 (Valley Knudson House) was relocated pursuant to building permit # 73LA81159.
- b) The Cultural Heritage Monument # 108 (Beaudry House), was relocated pursuant to building permits # 74LA99476, # 75LA17742, and # 76LA22426.
- c) The Cultural Heritage Monument # 98 (Mt. Pleasant House), was relocated pursuant to building permits # 75LA166060, and # 75LA16061.
- d) The Cultural Heritage Monument # 22 (Palms Railroad Depot), was relocated pursuant to building permits # 76LA20455, # 77LA44841, and # 79LA81076.
- e) The Cultural Heritage Monument (Lincoln Avenue Methodist Church), was relocated pursuant to building permits # 80LA12926, and # 83LA62973. # 245

f) The Cultural Heritage Monument (Carriage House), was relocated as a work shop pursuant to building permit # 81LA293398.

The following items were found to be in violation of Title 24 of the California Code of Regulations (C.C.R.), and the Los Angeles Municipal Code (L.A.M.C.), A.S.A. specification A 117.1, as they pertain to access requirements for the physically disabled:

1. No parking, with the pertinent signage as required, has been provided for the physically disabled. Sections 2-7102(a), (b), (c), (d), and (e). C.C.R., A.S.A. 4.3
2. There is no smooth hard surfaced path of travel from the parking area to all areas requiring access. Directional signs are required for this path of travel. Section 2-3301(f), and 2-7101(a) C.C.R., A.S.A. 4.1
3. A four inch curb at the entrance prevents access to the property from the parking area. Sections 2-3301(f), and 2-7101(a) C.C.R., A.S.A. 5.2.1
4. There is a 1 1/2 " threshold at the entry to the Palms Depot entry. Section 2-3304(h) C.C.R., A.S.A. 5.3
5. The entry doors to all buildings have hardware that requires the ability to grasp the opening hardware. (Should be of the lever handle type.) Section 2-3304(c) C.C.R.
6. Stairs to building entries do not permit access for persons in wheelchairs. Section 2-3301(F), and 2-7101(a) C.C.R., A.S.A. 5.1
7. There are no sanitary facilities on this property which provide access to the physically disabled. Section 2-511 C.C.R.
8. File plans, secure a building permit to correct the above violations, and call for inspection. Section 2-110(b)11A(5) C.C.R.; 91.0102; 91.0201; 91.0207, and 91.0309 of the L.A.M.C.

Since the above listed items are violations of the California Code of Regulations, and the Los Angeles Municipal Code, you are, therefore, ordered to correct these

violations, and call for inspection, on, or before, February 19, 1989.

You are entitled to know that there is an appeal procedure established in the City, whereby the Handicapped Access Appeals Commission has the authority to hear appeals from the requirements contained in this report.

For further information regarding this order, or, for inspection requests, you may call Senior Inspector Charles Snelling at (818) 989-8582, and (213) 237-1764.

RECOMMENDED BY:

APPROVED:



FRANK ORBIN, Chief
Disabled Access Division

WARREN V. O'BRIEN
General Manager

BY:


ROBERT J. PICOTT, Chief
Resource Management

cc: Barry H. Herlihy

A:HOMERST/DW4/D2

THE PALMS DEPOT AND ITS RAILROAD

by David G. Cameron

P. O. Box 611, Santa Monica, California 90406--0611

4-83 Syllabus prepared for the 1980 Heritage Square Docent Training Class--July 12, 1980

Revised edition prepared for the 1983 Training Class--March 26, 1983

With further revisions, April, 1983

I. The Los Angeles and Independence Railroad

A. Origins

1. Development of mining in Inyo County
2. John G. Downey, former Governor of California, obtains a state charter in early 1874 for a narrow-gauge railroad from Los Angeles to Independence to serve the Inyo mines
3. U. S. Senator John P. Jones of Nevada, owner of mining interests in Inyo's Panamint district, becomes a principal backer of the LA&I in September, 1874
4. Col. Robert S. Baker (who acquired the Rancho San Vicente y Santa Monica from the Sepúlveda heirs in 1872) projects a railroad from a point on the Santa Monica Bay within the Rancho lands to Los Angeles, independent of the Southern Pacific (which has been given the Los Angeles & San Pedro Railroad as part of the deal by which the SP is building its main line from the San Francisco Bay and the San Joaquin Valley to Arizona and points east by way of Los Angeles, instead of bypassing it)
5. Sen. Jones acquires a three-quarters interest in the Rancho from Col. Baker in January 1875 and Baker's Santa Monica Bay-to-Los Angeles railroad route becomes part of the LA&I project, providing the needed ocean terminal; it is announced the LA&I will be standard-gauge

B. Construction

1. LA&I is reincorporated January 8, 1875
2. Construction begins on the Bay in the spring (materials must come in by ship, since the SP will not deliver supplies for a competing railroad at Los Angeles)
3. Jones and Baker found the town of Santa Monica with an auction of lots on July 15
4. LA&I is completed to Los Angeles in November and regular service begins on Dec. 1
5. Surveys and grading for the continuation to Inyo County (including the beginning of driving a tunnel at the summit of Cajon Pass) are stopped by the downturn in the Los Angeles economy, symbolized by the failure of the Temple and Workman Bank on January 13, 1876

C. Sale

1. Sen. Jones' mining interests fall greatly in value in early 1877 and he is forced to raise cash
2. Control of the LA&I is sold to the Central Pacific--Southern Pacific interests in May of 1877 for a reported \$250,000, one-third of the cost of construction
3. LA&I is leased to the Central Pacific on June 4, 1877, thus ending its separate operation; the lease is transferred to the SP on March 1, 1885; the LA&I is merged into the Southern Pacific Railroad on May 14, 1888; it is known as the SP's Santa Monica Branch

II. The Palms Depot

A. The Palms

1. E. T. Wright, County Surveyor, surveys a townsite on the Santa Monica Branch in November, 1886, and his map of "The Palms. Harrison, Curtis & Sweetser's Subdivisio

of a Part of the La Ballona Rancho, being part of the allotment to Macedonio Aguilar as per partition map of said Ranch" is filed for recordation on December 24 by Curtis & Sweetser

2. Wright surveys a resubdivision of part of The Palms in 1887 and his map is filed for recordation on August 8 by Curtis & Sweetser

B. The Depot

1. Both of Wright's maps show a "station" at The Palms within the 100-foot right-of-way of the Santa Monica Branch, on the south side of the track; this was probably no more than a shelter for passengers
2. On June 1, 1887, the Santa Monica Outlook reports that the "Railroad Company are building a neat depot" at The Palms, and on August 10 the Outlook reports that a "number of houses, including a depot and two store-buildings, have been erected" there
3. The New Years 1888 number of the Los Angeles Times reports: "The Southern Pacific Railroad depot at 'The Palms' is one of the most attractive in Southern California, nestled in a beautiful park, or rather, cluster of parks, with its nicely-graveled approaches, and its green lawns, inclosed by fences, with fountains, to give an air of refinement in the general combination of taste with business requirements."
4. The SP's own records on the original construction of the Palms Depot are destroyed in the San Francisco earthquake and fire of 1906
5. On Sunday, September 9, 1906, the Los Angeles Times reports: "The Southern Pacific is rebuilding its passenger station at The Palms." This rebuilding cannot have been very drastic, since the County Assessor only shows an increase of value of the "improvements" on the depot site from \$450 to \$600 that year

III. Port Los Angeles

- A. Planned in 1891 by SP President Collis P. Huntington, as an alternate to San Pedro, where the SP loses its monopoly late that year when the Los Angeles Terminal Railroad (now part of the Union Pacific system) completes its line to Long Beach and Terminal Island
- B. Comprised an extension of the Santa Monica Branch up the beach to north of Santa Monica Canyon and a 4700-foot wharf, known as "The Long Wharf," all built between January 1892 and October 1893; much shipping is diverted to Port Los Angeles
- C. Three separate Boards of Engineers decide in favor of Federal support for a harbor at San Pedro, rather than Santa Monica, in December 1891, October 1892, and on March 1, 1897; construction begins on April 16, 1899, at San Pedro
- D. Port Los Angeles declines; outer end of Long Wharf dismantled, 1913; remainder, 1920

IV. Electric Operation

- A. Southern Pacific acquires 51% control of the Los Angeles Pacific, an electric inter-urban railway system serving Hollywood, Santa Monica, Venice and Redondo Beach, from its developers, M. H. Sherman, E. P. Clark, and their associates, in 1907
- B. SP leases the outer end of the Santa Monica Branch, from Sentous via Palms to Port Los Angeles, 10.880 miles, to the LAP on April 4, 1908, effective on July 1; LAP electrifies this section
- C. In 1910, SP acquires full control of the LAP, as well as of Henry Huntington's Pacific Electric and other electric railways, all of which it merges into a new greater Pacific Electric on September 1, 1911
- D. SP leases the remainder of the Santa Monica Branch from Clement Junction (at Alameda Street in Los Angeles) to Sentous; 7.866 miles, to the PE on January 27, 1912, effective the next day; the PE has already electrified it

- E. The Santa Monica Branch becomes known as the "Santa Monica Air Line" under the PE, which runs hourly passenger service from Los Angeles to Santa Monica from 1912 to 1914, when all service is cut back to Culver Junction, except for a single round trip for Santa Monica-to-Los Angeles commuters; the hourly service is extended from Culver Junction to Palms between 1916 and 1918; during the Twenties service on the inner portion of the line decreases until in 1931 the Santa Monica-Los Angeles round trip is the only remaining service, protected by a loyal group of commuters who protest any abandonment proposal
- F. The Palms is annexed to the City of Los Angeles on May 22, 1915
- G. The old PE Culver City station and the SP/PE Palms Depot are both closed on October 16, 1933, in favor of a new joint SP/PE Culver City station; the Palms Depot is used for non-railroad purposes for most of the next forty years
- H. PE finally gets approval to end the Air Line passenger service; last run is on September 30, 1953 on the portion through Culver Junction, Palms, Santa Monica and Ocean Park

V. Recent Developments

- A. PE operates freight service over the years on the Air Line, replacing electric with diesel-electric locomotives following the end of passenger service in 1953
- B. The Palms Depot is declared Historic-Cultural Monument No. 22 of the City of Los Angeles by the Cultural Heritage Board on August 9, 1963
- C. PE is merged into SP on August 13, 1965, and the Air Line is again known as the Santa Monica Branch
- D. The Palms Depot is moved to Heritage Square on February 11-12, 1976
- E. Beginning in 1982, the Los Angeles County Transportation Commission studies the Santa Monica Branch as a possible light-rail transit corridor