

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name La Loma Bridge

other names/site number \_\_\_\_\_

2. Location

street & number Crossing the Arroyo Seco at La Loma Broad NA  not for publication

city or town Pasadena NA  vicinity

state California code CA county Los Angeles code 039 zip code 91103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Stephen D. Allen 6/1/04  
Signature of certifying official/Title Date

California Office of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  See continuation sheet.
- determined eligible for the National Register  See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

Edson W. Beall 7/14/04  
Signature of the Keeper Date of Action

La Loma Bridge  
Name of Property

Los Angeles, California  
County and State

### 5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> buildings	<u>0</u>	<u>0</u> buildings
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u>1</u>	<u>0</u> structures
<input type="checkbox"/> public-federal	<input checked="" type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing  
(Enter "N/A" if property is not part of a multiple property listing.)

Early Automobile-Related Properties  
Pasadena, California 1897-1944

Number of contributing resources  
previously listed in the National Register

0

### 6. Function or Use

Historic Functions  
(Enter categories from instructions)  
TRANSPORTATION/road-related

Current Functions  
(Enter categories from instructions)  
TRANSPORTATION/road-related

### 7. Description

Architectural Classification  
(Enter categories from instructions)  
LATE 19th & EARLY 20th CENTURY REVIVAL  
Neo-classical Revival

Materials  
(Enter categories from instructions)  
foundation concrete  
walls concrete  
roof

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

### 8. Statement of Significance

Applicable National Register Criteria  
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance  
(enter categories from instructions)

Transportation  
Architecture

Period of Significance

1914

La Loma Bridge  
Name of Property

Los Angeles, California  
County and State

Criteria Considerations  
(Mark "x" in all the boxes that apply.)

Significant Dates  
1914 Constructed

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Significant Person  
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

N/A

Munoz and Munoz, Builders  
Los Angeles County Surveyor, Designer

Narrative Statement of Significance  
(Explain the significance of the property on one or more continuation sheets.)

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## 9. Major Bibliographical Reference

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### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible for listing in the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

# \_\_\_\_\_

- recorded by Historic American Engineering

Record # \_\_\_\_\_

Primary location of additional data:

- State Historic Preservation Office
- Other state agency
- Federal agency
- Local government
- University
- Other

Name of repository: City of Pasadena Planning Department, Design and Historic Preservation

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## 10. Geographical Data

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Acreage of Property  
Less than one acre

### UTM References

(Place additional UTM references on a continuation sheet.)

1	11	392500	3777440	3			
		Zone	Easting	Northing	Zone	Easting	Northing
2				4			

Verbal Boundary Description  
See Continuation Sheet

Boundary Justification  
See Continuation Sheet

La Loma Bridge  
Name of Property

Los Angeles, California  
County and State

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11. Form Prepared By

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name/title Teresa Grimes

organization Pasadena Heritage

date March 1, 2004

street & number 651 South Saint John Avenue

telephone 626-441-6333

city or town Pasadena

state California

zip code 91105

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

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Property Owner

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(Complete this item at the request of SHPO or FPO.)

name City of Pasadena

attn Bob Gardner

street & number 100 North Garfield Avenue

telephone 626-744-4643

city or town Pasadena

state CA

zip code 91101

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions (102400018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 page 1

La Loma Bridge  
Los Angeles County, California

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La Loma Bridge is an open-spandrel reinforced concrete arch bridge. It was built in 1914 by the firm of Munoz and Munoz, on plans by the County Surveyor of Los Angeles County. The style of the bridge is best described as Neoclassical, drawing from Greek and Roman design elements and motifs, as well as Renaissance interpretations of the classical forms. The bridge has a total length of 379 feet and twin arched main spans of 101 feet each. It is 42 feet wide, including cantilevered sidewalks. The bridge carries La Loma Road over the Arroyo Seco. The neighborhood east of the Arroyo is commonly called the Lower Arroyo, while the neighborhood to the west is called San Rafael Heights. With the exception of alterations to the balustrade and lighting standards, the bridge remains substantial intact.

The structure consists of twin main spans, each 101 feet in length, joined by asymmetrical approach spans. On the west, the approaches include four small girder approach spans as well as two arched approaches. The arched approach spans are 31.8 feet long. On the east, there are two small girder spans and a 31.8-foot arched span. The arched approach spans are similar in design to the main spans except the spandrel areas are closed, i.e., solid concrete walls. The bridge features concrete cellular abutments.

The main spans of La Loma Bridge are symmetrical, parabolic arch, open-spandrel concrete spans. The two spans are founded in three reinforced concrete piers, the heights of which differs according to the natural topography of the Arroyo Seco. The arch rings are connected laterally by transverse concrete beams and to the deck by vertical concrete columns, or spandrel columns. The deck slab is carried on a series of transverse deck beams.

Various elements of the bridge help define its origin in the Neoclassical school of concrete bridge design. These include the base and capitals on the spandrel columns, the fact that the spandrel columns are linked by arched girders, and the use of decorative brackets to support the cantilevered sidewalks.

The City of Pasadena rebuilt much of the deck in 1962. In the course of this work, the original concrete balustrade and cast iron lighting standards were removed. New metal railings were fixed atop the fascia girder, new concrete sidewalks were poured, and new lighting standards were installed.

While the bridge is missing original decorative elements along the deck, the structure otherwise retains its physical integrity. The bridge retains the essential physical features to convey its significance in the context of early auto-related resources in the history of Pasadena. Furthermore, as the original plans for the bridge exist, the missing decorative features could be accurately restored.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 1

La Loma Bridge  
Los Angeles County, California

La Loma Bridge, constructed in 1914, is locally significant for its association with the historic context of "Roadways and Bridges (1899-1944)," which was documented in the Multiple Property Listing for "Early Automobile-Related Properties in Pasadena (1897-1944)." The bridge is eligible under Criterion A in the area of transportation, because it represents the city's economic and physical need to facilitate automobile traffic across the Arroyo. It is also eligible under Criterion C as it embodies the distinguishing characteristics of a Neoclassical, reinforced-concrete, open-spandrel arch bridge and as a reflection of the history of the City Beautiful movement in Pasadena.

During the early part of the 20th century, the advent of the automobile and the increase in population created the new need for bridges to both transport cars and to provide an easy and scenic passageway in, out, and through Pasadena. The grandest of these bridges was the Colorado Street Bridge, which opened in 1913. The annexation of the area west of the Arroyo spurred the construction of several smaller bridges. Increasing automobile traffic necessitated the construction of several others during the 1920s.

At the time of its incorporation in 1888, the City of Pasadena included 5.11 square miles, centered on the downtown area. The eastern edge of the city was the Arroyo Seco. In the early 20th century, the city began to expand its boundaries in all directions through the annexation of emerging neighborhoods that had developed in unincorporated county land. The annexation of North Pasadena in 1904 added 3.5 square miles, while the addition of East Pasadena added 2.6 square miles. Growth of the city to the west was hampered by the Arroyo.

The creation of bridges across the Arroyo began in the late 1880s during the land boom that turned Pasadena from a valley of small agricultural settlements into a bustling town. The area west of the Arroyo was part of the Rancho San Rafael. Granted to Jose Maria Verdugo in 1784, the Rancho consisted of 50,000 acres including what is now the city of Glendale. The eastern boundary of the Rancho was the Arroyo. In 1831, Jose Verdugo died, leaving his estate to his son, Julio, and his daughter, Catalina.

The 114,000-acre Rancho was sold in 1869 for about \$1.00 an acre to settle Verdugo's debts. The land north of Meridian Street was purchased by Prudent Beaudry, a future mayor of Los Angeles (1874-76). After several transfers of title, 2,200 acres of the property were acquired in 1883 by Alexander Campbell-Johnston of England. The rancho land was used for cattle and sheep raising and general farming. The Campbell-Johnstons returned to England, while three of their ten sons managed the land, which they called San Rafael Ranch.

The boom of the 1880s, actually a short period of time when real estate sales averaged as high as \$12 million a month, was set off by the coming of a second railroad (the Atchison, Topeka, and Santa Fe) and the ensuing rate war which brought fares for the long transcontinental trip to Los Angeles to a ridiculously low level. Beginning in 1886, the boom reached a peak in the early spring

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 2

La Loma Bridge  
Los Angeles County, California

of 1887 and a phenomenal bust in the following summer. Pioneering families all over Southern California began subdividing their land for residential development. They were joined by real estate developers who purchased additional land for residential subdivisions.

In 1886, the Campbell-Johnstons registered a subdivision for San Rafael Heights and sold large lots for residential purposes. In time, they would develop numerous other subdivisions on their ranch including the Annandale Golf Course, which was incorporated in 1906. Nearly all of the San Rafael Ranch property had been subdivided by the time of the death of the last of the brothers in 1920.

There was only a rudimentary road system to support urbanization of the ranch. To facilitate their subdivisions and generate short-term cash, the Campbell-Johnston brothers built a toll road through the ranch to connect it with the City of Pasadena. This toll road crossed the Arroyo at the exact location of the current La Loma Bridge.

The brothers paid for the construction of the road as well as the bridge across the Arroyo. The toll road and bridge were completed in the summer of 1898. The bridge was donated to Los Angeles County, but the road was retained by the Campbell-Johnston brothers. Although publicly owned, the bridge was effectively a part of the toll road, since there was nowhere to go on the west side but along the toll road.

The 1898 bridge, a steel deck truss with timber approach spans, was called the California Street Bridge because it nearly aligned with California Street in Pasadena. It was 380 feet in total length and was 10 feet wide. The bridge was located almost exactly centerline on the current bridge, although the existing bridge is about three times as wide.

The California Street Bridge was apparently not built to last because it began to deteriorate in the early twentieth century. In early 1913, the County Surveyor announced his intention to close the bridge within a year because it was unsafe due to structural deterioration. In February 1913, the Pasadena City Council proposed that the bridge be replaced rather than repaired. The City's interest in the bridge was no doubt related to its interest in annexing the San Rafael Heights area on the other side of the Arroyo. The new bridge was designed by Los Angeles County and financed jointly by the City of Pasadena and the County of Los Angeles, each financing 50 percent of the cost. By the time the bridge was completed, the City of Pasadena had annexed the land on the west side, making the bridge wholly within the city limits. When it was constructed, it was called the Huntington Terrace Bridge, after the roadway. The name was later changed to La Loma Bridge when Huntington Terrace was changed to La Loma Road.

The bridge meets the registration requirements identified for bridges in "Early Automobile-Related Properties in Pasadena (1897-1944)." Except for the removal of the decorative balustrade and

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 3 La Loma Bridge  
Los Angeles County, California

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lighting standards, the bridge is unaltered from its original design and historic appearance. As such it possesses sufficient stylistic and structural integrity to be identified with the period of significance. La Loma Bridge is located at one of the earliest crossings of the Arroyo, and it is the second oldest bridge over the Arroyo. It was constructed of reinforced concrete to support automobile traffic. For several years, La Loma and Colorado Street bridges were the only at grade crossings of the Lower Arroyo. While the Colorado Street Bridge connected Pasadena to Los Angeles and other points east, La Loma was integral to the development of the westside Arroyo neighborhoods.

The construction of the Colorado Street and La Loma bridges was followed by several others, including the San Rafael (1922) and Holly Street (aka Linda Vista, 1924) bridges. In all, there were seven bridges constructed across the Arroyo. The focus in building these bridges was not solely on moving vehicles over the Arroyo, but also on creating grand picturesque structures for the community. With the development of reinforced concrete, bridges across the Arroyo became more permanent fixtures on the landscape and opportunities to express architectural beauty a high priority for Pasadenans of the time.

The La Loma Bridge is also significant under Criterion C as an excellent example of a Neoclassical open spandrel, reinforced, concrete arch bridge. The technology of reinforced concrete bridge design and construction was developing rapidly in the years between 1889 and the start of World War I. Two essential bridge forms, the concrete arch and the concrete girder, were adopted. Concrete arch bridges became the preferred bridge form for larger more challenging crossings, those with spans of more than 100 feet. There are three types of concrete arched bridges: the simple, one-span closed spandrel, earth-filled arch; the multiple-span, closed spandrel earth-filled arch; and the open-spandrel concrete arch. By 1914, all three bridge types were in common use, with each serving a different purpose.

The early development of the open-spandrel arch bridge also coincided with the City Beautiful movement in the United States. Although it grew from many sources, the City Beautiful movement was inspired to a large extent by the success of the Chicago World's Fair of 1893. The buildings of the World's Fair were laid out in an orderly plan and featured a revival of Neoclassical architectural design. Advocates of the City Beautiful movement sought in many ways to rebuild American cities on the orderly plan and Neoclassical motif of the buildings of that World's Fair.

Throughout the early decades of the 20th century, architects, city planners, and others advocated the use of the Neoclassical style in the design of most public buildings, from post offices to city halls and courthouses. In time, that aesthetic model would influence bridge design as well. The concrete arch bridge was inherently suited to Neoclassical treatment because it was built around the arch, an essential element of all Neoclassical design. The open-spandrel arch bridge was especially suited because it included columns as well as arches. The columns could easily be



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 4

La Loma Bridge  
Los Angeles County, California

fitted with capitals and the short spans between the spandrel columns could be connected with arched girders. Concrete was also suited for use in intricate Neoclassical details because it could be cast in essentially any form desired. Civic enhancements and planning in Pasadena paralleled national patterns. Pasadena's early civic improvement endeavors concentrated on cleaning up streets, promoting the development of streets, planting street trees, preserving natural sites, establishing parks, and building bridges. In the early decades of the 20th century, Pasadena was a community proud of its residential neighborhoods, but a consensus was growing that the community needed civic buildings of stature. The proposal for a new post office building in 1908 was viewed by some citizens as an opportunity to create a civic center. Although prominent urban planners Charles M. Robinson and Daniel Burnham visited Pasadena at that time, nothing directly resulted.

Interest in a civic center emerged again around 1914. A City Beautiful Association was formed with representatives from community organizations including the Women's Civic League, the Tournament of Roses and the Chamber of Commerce. A plan was proposed but its scope seemed beyond the community's resources. However, within a decade, the vision and abilities of George Ellery Hale were to make a civic center a reality. In a 1922 address on "A City Plan for Pasadena" Hale recommended that a City Planning Commission be appointed with its first task to prepare a plan for a Civic Center. The Commission was established with Hale as a founding member. Within a month, the Commission directed the hiring of the successor firm of Daniel Burnham, Bennett, Parsons and Frost of Chicago, to create a plan for Pasadena. The plan included a civic center located on two axis, Garfield and Holly Streets, to take advantage of buildings already in place - the 1915 Post Office, the 1911 YMCA, and the 1922 YWCA. Recognizing the growing importance of the automobile, Bennett proposed two major automobile entrance to the city with the western entrance at the Colorado Street Bridge.

The Arroyo was recognized as a community asset as early as 1887 when community leaders proposed making it a public park. It was not until 1911, however, that the City of Pasadena began to acquire Arroyo land. A park was developed in the Upper Arroyo in 1913. It included a playground, picnic area, and sports facilities. The next year a municipal plunge (swimming pool) was donated by Mrs. E.W. Brooks and the park was renamed Brookside. The Pasadena Garden Club and Arroyo Park Committee, headed by architect Myron Hunt, brought landscape architect Emil T. Mische to Pasadena to develop a plan for the Arroyo in 1917. The plan recommended that the Lower Arroyo (the location of La Loma Bridge) be preserved as a natural area and restricted to passive activities such as walking and riding. The Upper Arroyo with Brookside Park, would continue to be developed for recreational activities.

The most majestic of Pasadena bridges, the Colorado Street Bridge, opened in 1913. This graceful arched bridge was engineered by John Alexander Low Waddell, one of the foremost bridge

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 5

La Loma Bridge  
Los Angeles County, California

architects of the period. John Drake Mercereau, who constructed the bridge, provided the curving design in order to avoid soft footings. The bridge was proclaimed to be "the highest concrete bridge in the world" as well as being "one of the few bridges that can properly be classified as a work of art."

The Colorado Street Bridge is undeniably one of the most significant bridges in the state of California for a variety of reasons. A few of the smaller bridges over the Arroyo, including La Loma, are significant as well. La Loma Bridge in fact appears directly inspired by the larger and much celebrated Colorado Street Bridge and was referred to as its "little sister" in news accounts of the day. These bridges are reflections of the City Beautiful movement in Pasadena, which played a significant role in civic enhancements in planning. The Arroyo was one of the many interests of City Beautiful advocates in Pasadena. Their intent was to preserve the natural beauty of the landscape, while enhancing it with parks, recreation facilities, and bridges.

The bridge meets the registration requirements identified for bridges in "Early Automobile-Related Properties in Pasadena (1897-1944)." La Loma Bridge embodies the distinguishing characteristics of a reinforced-concrete open-spandrel arch bridge. Like many bridges constructed during the early part of the 20th century, the bridge was designed in the Neoclassical style. This was the preferred style for public improvements of City Beautiful advocates in Pasadena. The bridge has two main arched spans, spandrel columns with capitals and bases, and decorative brackets supporting cantilevered sidewalks. While the bridge is missing its decorative balustrade and lighting standards, these features are minor given the size of the bridge. As such it possesses sufficient stylistic and structural integrity to be identified with the period of significance.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 9 Page 1

La Loma Bridge  
Los Angeles County, California

Crocker, Donald W. *Within the Vale of Annandale: A Picture History of South Western Pasadena and Vicinity*. Privately printed, 1968.

Grimes, Teresa, *Multiple Property Nomination, Early Automobile-Related Properties, Pasadena, California, 1897-1944*. Historic Resources Group, Hollywood, California, 1996.

Mikesell, Steve, *Bridge Evaluation: La Loma Bridge, Pasadena, California*. JRP Historical Consulting Services, Davis, California, 1999.

O'Connor, Pam, *City of Pasadena Historic Context Statement*, 1993.

Scheid, Ann, *Pasadena: Crown of the Valley*. Northridge, California: Windsor Press, 1986.

Wayte, Beverly, *At the Arroyo's Edge: A History of Linda Vista*. Los Angeles: Linda Vista/Annandale Association, 1993.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 page 1

La Loma Bridge  
Los Angeles County, California

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### Verbal Boundary Description

The bridge structure itself including the approaches (See attached map.)

### Boundary Justification

The boundary includes the land area historically associated with the structure.

