

PH0065-501

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: California	
COUNTY: Los Angeles	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUL 16 1973

1. NAME

COMMON:
Oaklawn Bridge AND WAITING STATION

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Between Oaklawn and Fair Oaks Avenues

CITY OR TOWN:
South Pasadena

STATE: California CODE: 06 COUNTY: Los Angeles CODE: 037



3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ <input type="checkbox"/> Comments _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
City of South Pasadena

STREET AND NUMBER:
1424 Mission Street

CITY OR TOWN: South Pasadena STATE: California CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Los Angeles Hall of Records

STREET AND NUMBER:
320 West Temple Street

CITY OR TOWN: Los Angeles STATE: California CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Architects Design

DATE OF SURVEY: 1906 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Greene & Greene Library

STREET AND NUMBER:
The Gamble House #4 - Westmorland Place

CITY OR TOWN: Pasadena STATE: California CODE: 06

SEE INSTRUCTIONS

STATE: California

COUNTY: Los Angeles

ENTRY NUMBER: JUL 16 1973

FOR NPS USE ONLY

DATE

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This bridge is a graceful, arched structure rising from an embankment at the west end curving to street level at the east, where a waiting station, constructed of boulders from the nearby Arroyo Seco, with a heavy wood-beamed roof of Ludowici clay tile, terminates at the south balustrade. A detail of red brick is incorporated with the boulders, a combination typical of the architects' work. Presently the bridge is covered with ivy, which is periodically trimmed.

The bridge has six spans and a total length of 340 feet. The concrete arch is only twelve inches thick at the center. Reinforcing is twisted square bars of metal 7/16 of an inch in size and laid from 3'0" to 6 inches apart. Longitudinal bars 1 1/2 inches in thickness are used in other sections. The coping is 8 inches at the base and 4 inches at the top. Forty-five tons of steel and 20,000 cubic feet of concrete mark it as a pioneer of its day.

Original sketch and plans for the bridge show five spans. This plan of construction was not acceptable to the Santa Fe Railway Co., and consequently, an additional pillar was added to the center of span #2, to satisfy the railway. Architects, Greene and Greene felt this was not necessary. They added the center pillar reluctantly because they felt it interfered with the grace of the span design and was not necessary for structural soundness. There are no lighting fixtures on the bridge altho they appear on the original plans.

In 1934, a United States Geodetic seal was implanted at the base of the tall concrete pylon at the northeast corner of the bridge.

*Imprinted on the

Ludowici Tile: T 12
 Pat. July-19-98
 Pat. Mar. 17-03



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1906

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input checked="" type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input checked="" type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The foresight of the South Pasadena Realty and Improvement Co. in sponsoring a structure, such as the Oaklawn Bridge, shortly after the turn of the century is significant for the following reasons:

Historically -- Worthy of special note because it is the only bridge designed by Greene and Greene, internationally known architects.

Architecturally -- It is entirely free of the European styles in vogue in this part of the world, in the early 1900's, and it reflects the California style as conceived and brought to a flowering by these architects. The builder was Carl Leonardt.

Engineering -- Michael de Palo, an Italian, who pioneered in reinforced concrete, was the consulting engineer. The construction and design of concrete and metal mark it as an engineering achievement of its day.

Landscaping -- The fitting of the bridge and waiting station into its environment with the landscaping as planned by the architects is still of vital significance in the community.

Transportation -- This bridge for vehicle and foot traffic, serves a vital link between Oaklawn Avenue and Fair Oaks Avenue, spanning the Santa Fe Railway. The waiting station was intended for shelter for the electric car passengers.

Urban Planning -- It continues, after nearly 66 years, to be as effective and useful as the day it was built.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

There are no major published works containing facts about this bridge and structure. A publication listed below contains a chapter on Charles Sumner and Henry Mather Greene.

McCoy, Ester - Five California Architects. Reinhold Publishing Corp. 1960.

Chapter on Greene & Greene - by Randell L. Makinson, Curator - Gamble House #4 Westmoreland Place, Pasadena, California.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		34°	07'	10"
NE	° ' "	° ' "		118°	09'	11"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 2+

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:

Margaret Leslie Fay, A.I.D.

ORGANIZATION Vice-Chairman & Historical Chairman
South Pasadena Cultural Heritage Commission

DATE
April 11, 1972

STREET AND NUMBER:

1424 Mission Street

CITY OR TOWN:

South Pasadena

STATE

California 91030

CODE

06

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name

Margaret Leslie Fay

Title State Liaison Officer

Date June 29, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Robert K. Utley
Chief, Office of Archeology and Historical Preservation

Date

7/16/73

ATTEST:

W. H. ...
Keeper of The National Register

Date

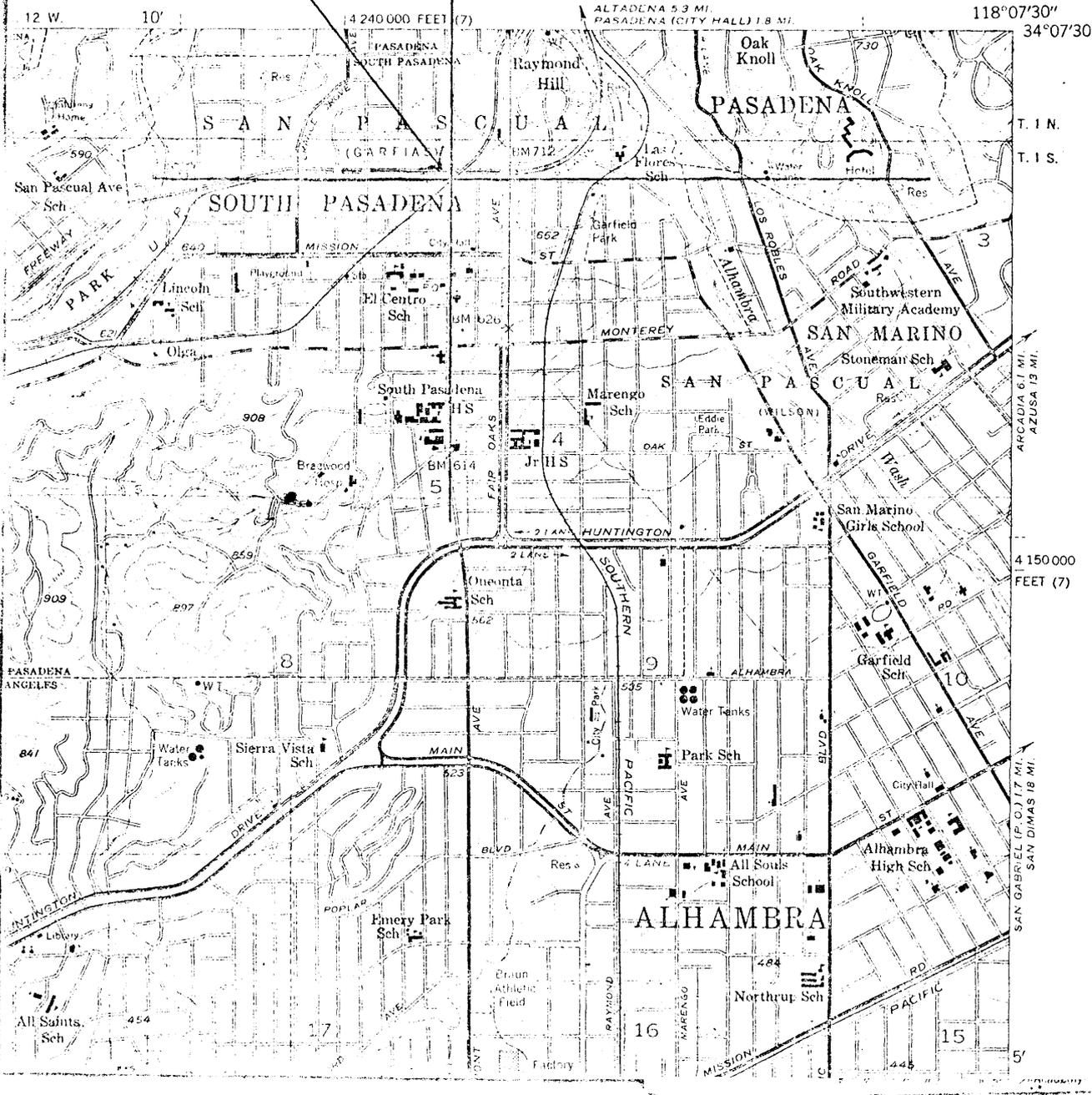
7 9 73

SEE INSTRUCTIONS

OAKLAWN BRIDGE
LAT. 34° 07' 14"
LONG. 118° 09' 01"

LOS ANGELES QUADRANGLE
CALIFORNIA—LOS ANGELES CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

(MT. WILSON)



T. 1 N.
T. 1 S.

ARCADIA 6.1 MI.
AZUSA 13 MI.

4 150 000
FEET (7)

SAN GABRIEL 16.1 MI.
SAN DIMAS 18 MI.

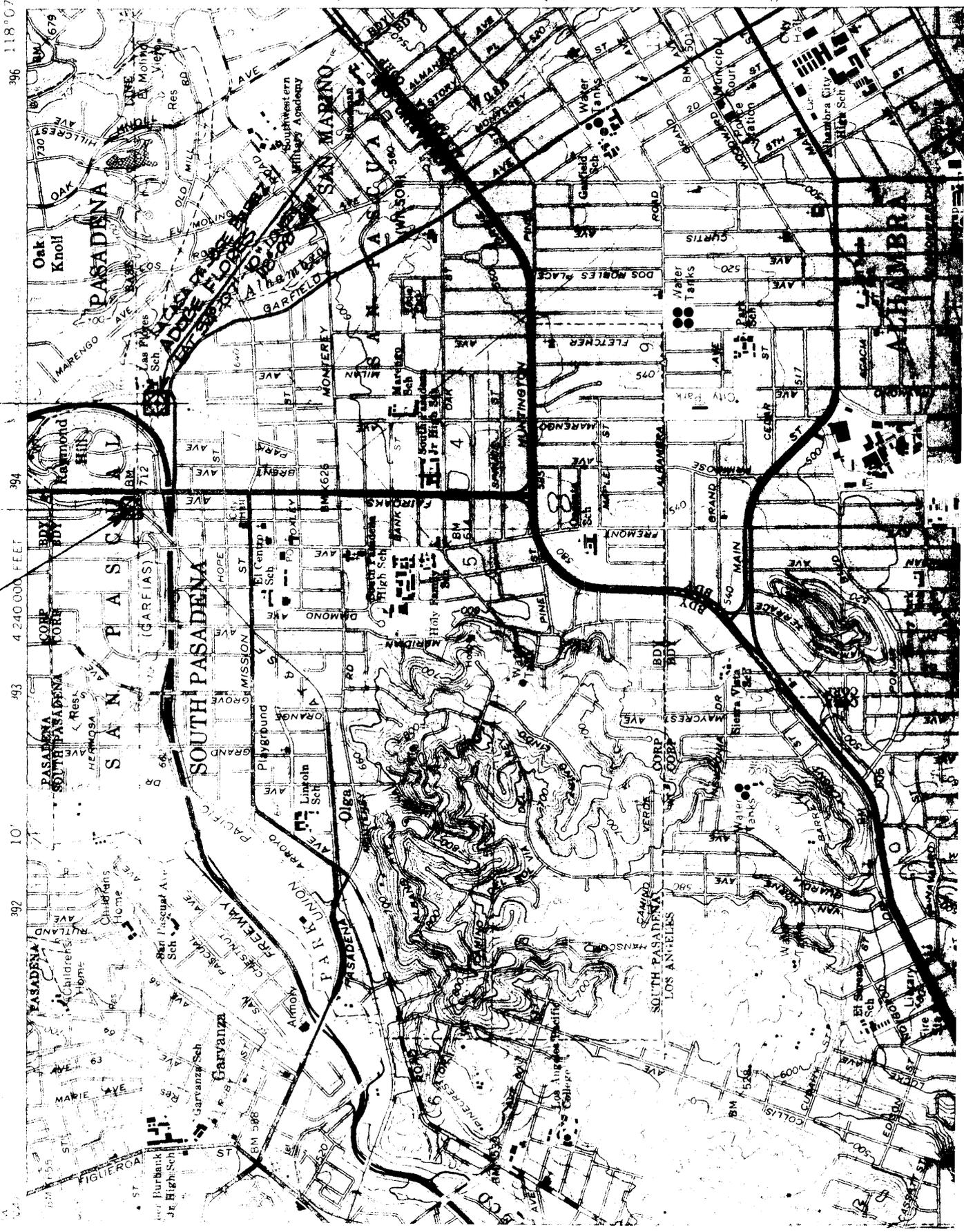
#76

23521 NE
MT. WILSON

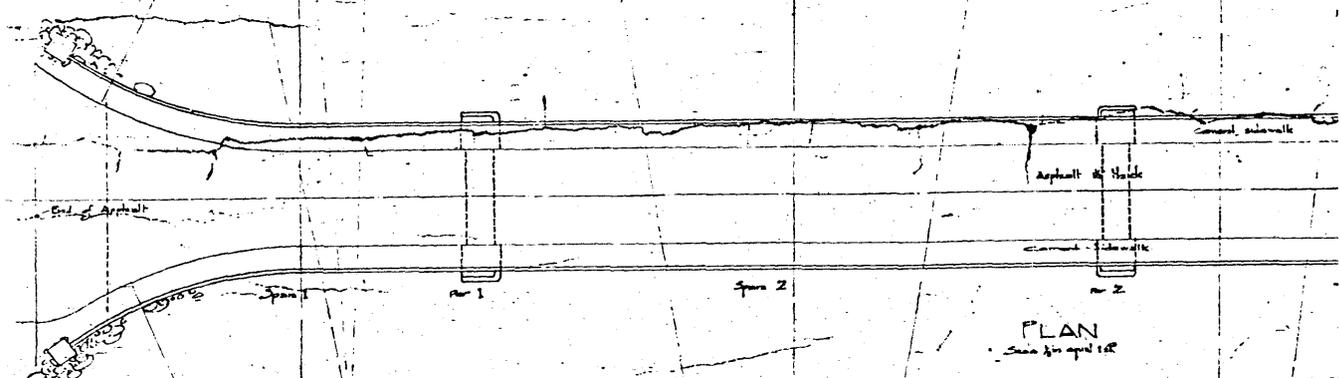
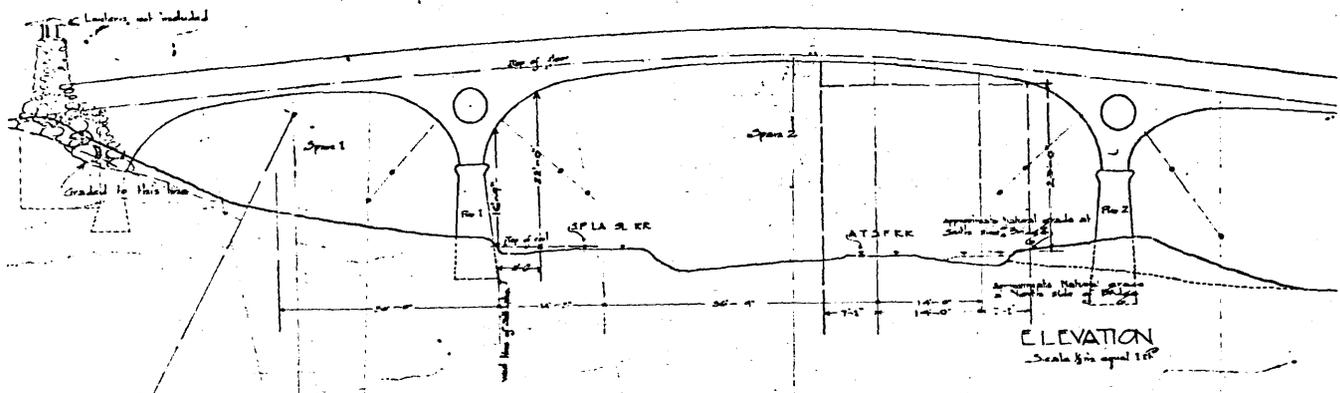
LOS ANGELES QUADRANGLE CALIFORNIA - LOS ANGELES CO. 7.5 MINUTE SERIES (TOPOGRAPHIC)

OAKLAWN BRIDGE (GREENE & GREENE)
LAT. $34^{\circ}07'14''$, LONG. $118^{\circ}09'01''$

CALIFORNIA
INTER RESOURCES

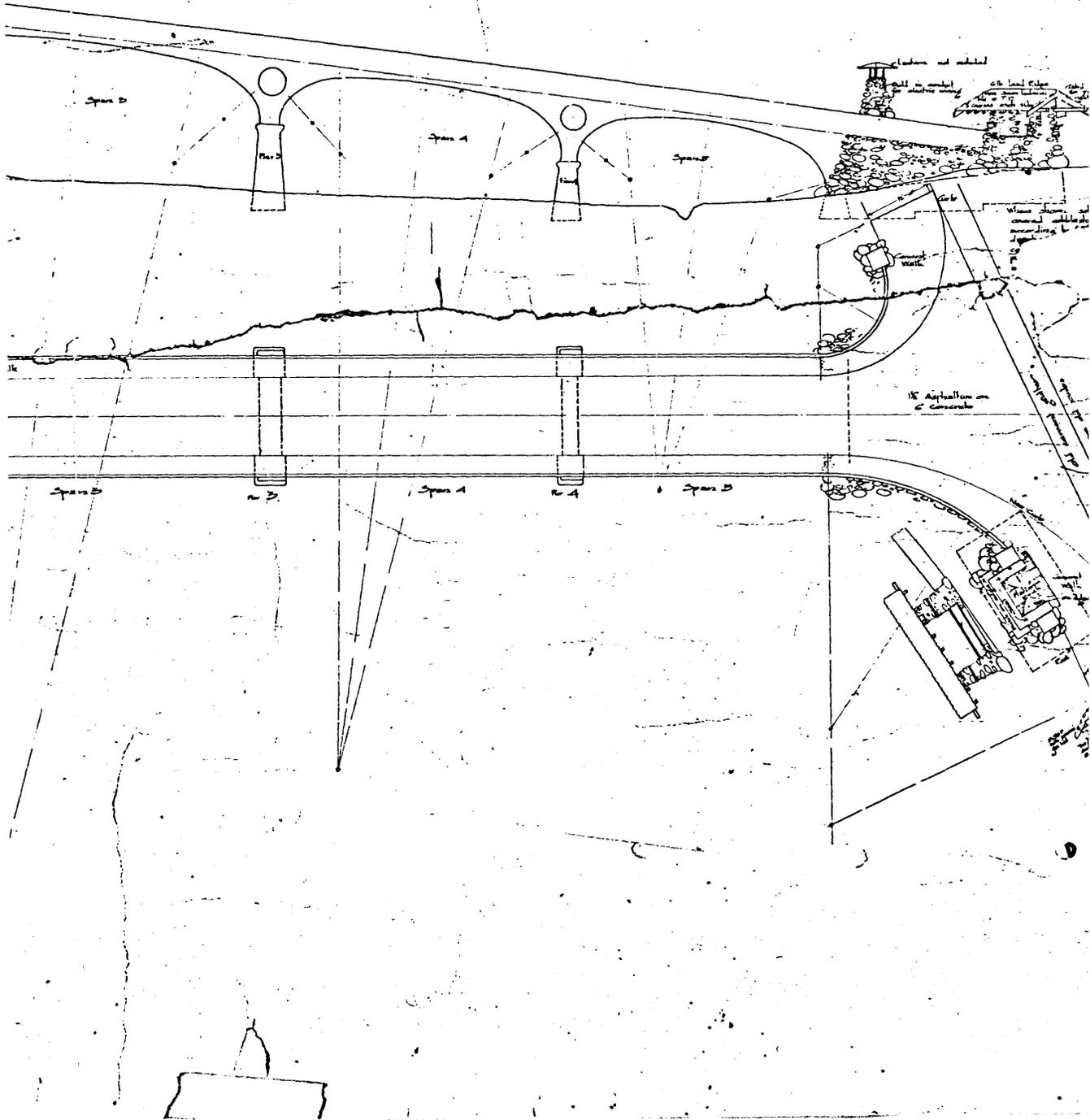


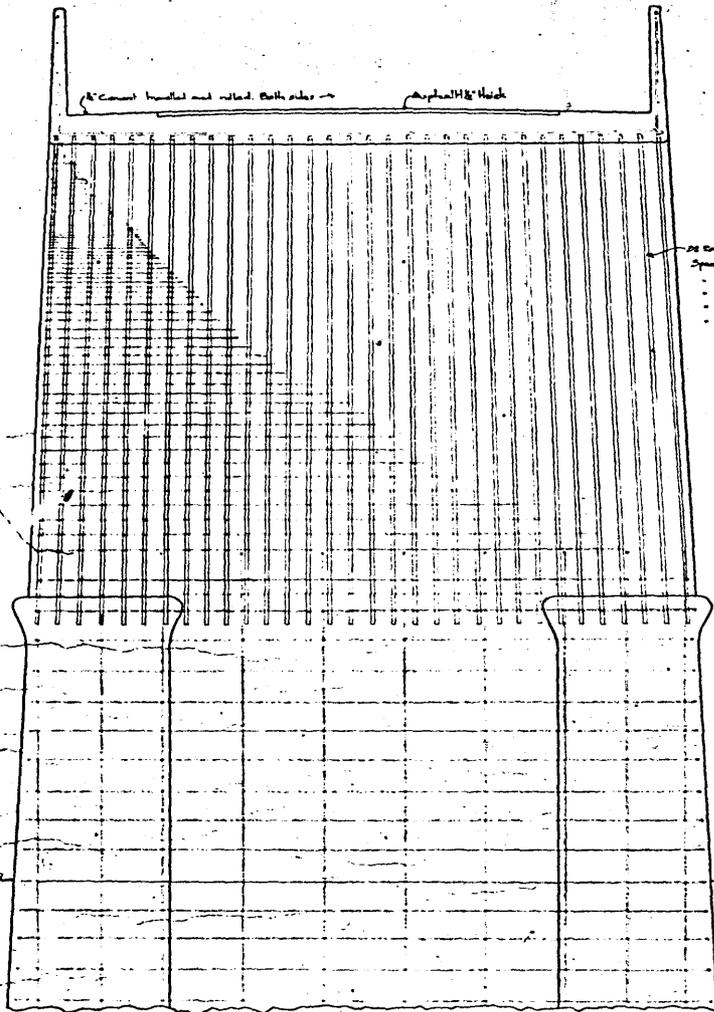
REINFORCED CONCRETE BRIDGE - OAKLAWN
 FOR
 SOUTH PASADENA REALTY AND IMPROV
 GREENE AND GREENE ARCHTS 722 GRANT BUILDING
 M. DE PALO CONSULTING ENGR
 SHEET NO 1



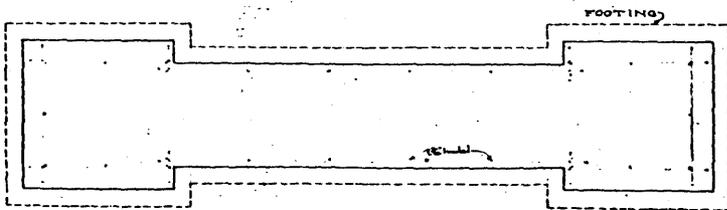
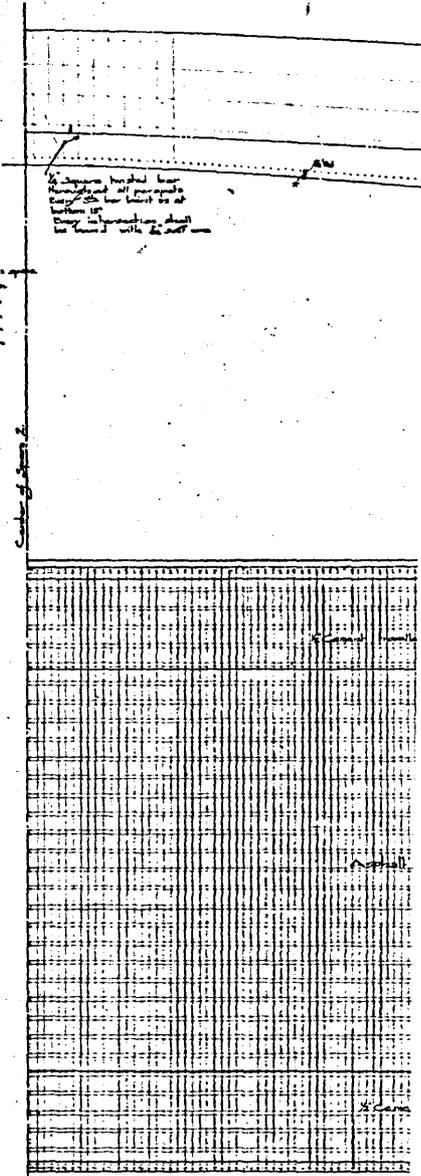
IN 30 PASADENA CALIF.
REVEMENT COMPANY
UILDING LOS ANGELES CALIF.
ENGINEER.

GREENE & GREENE LIBRARY
THE CAMPBELL PRESS



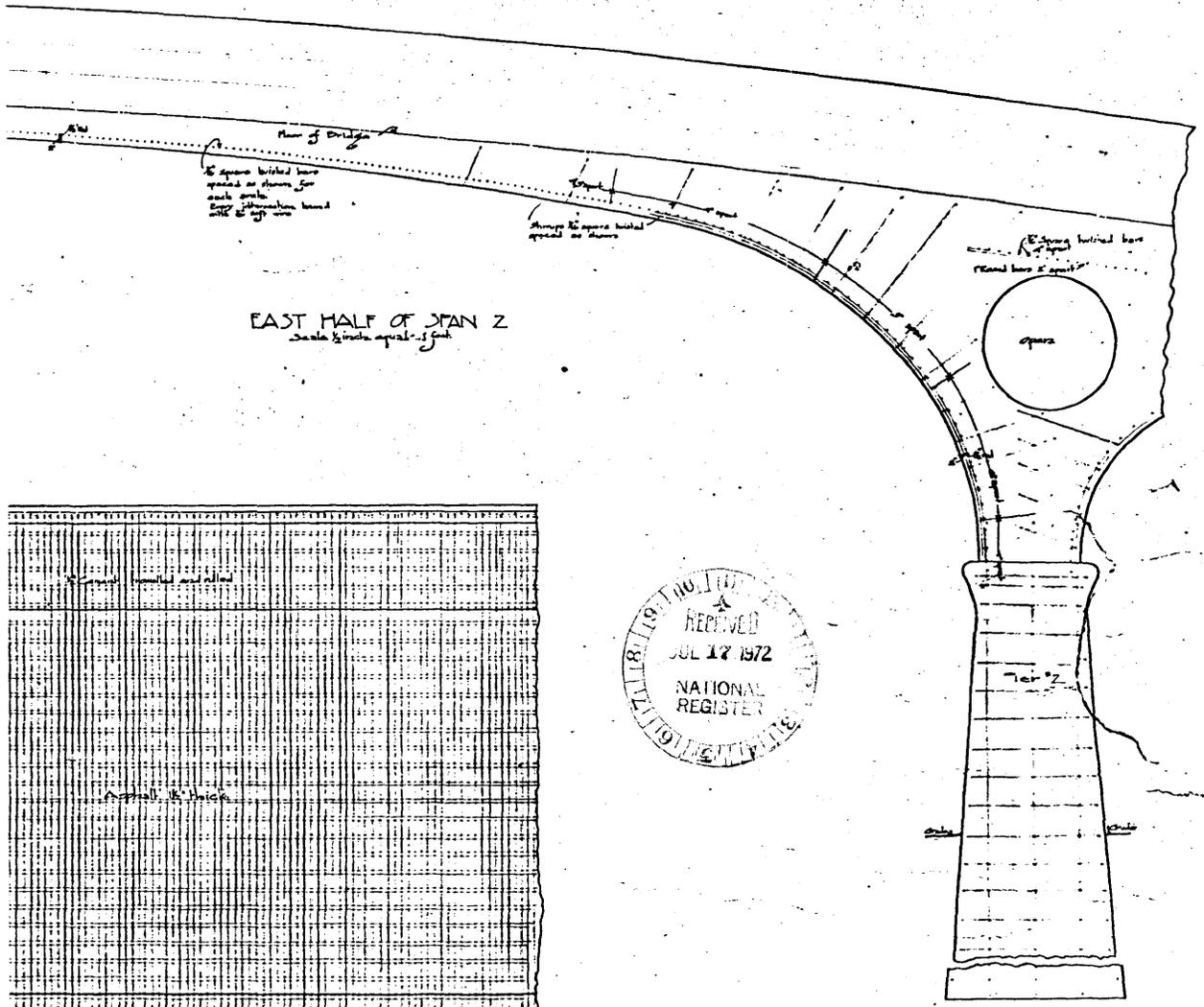


CROSS SECTION ON CENTER LINE, LOOKING EAST.
Scale 1/2" = 1 foot

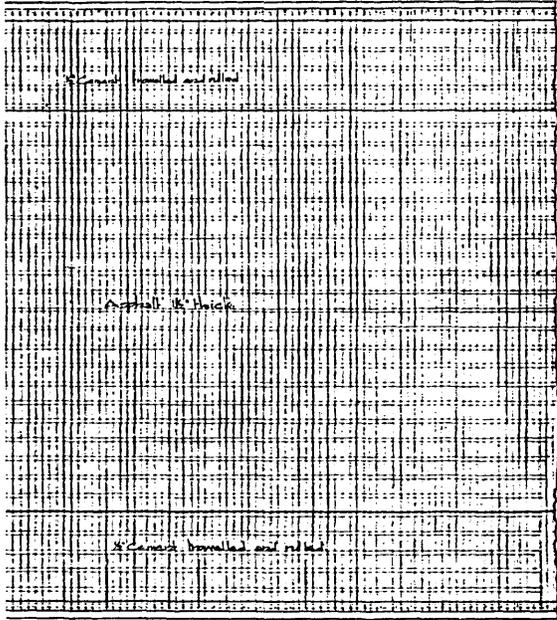


PLAN THROUGH
Scale 1/2" = 1 foot

PART II
REINFORCED @
SOUTH FA
GREENE AND GREEN



EAST HALF OF SPAN 2
Scale 1/2 inch equals 1 foot

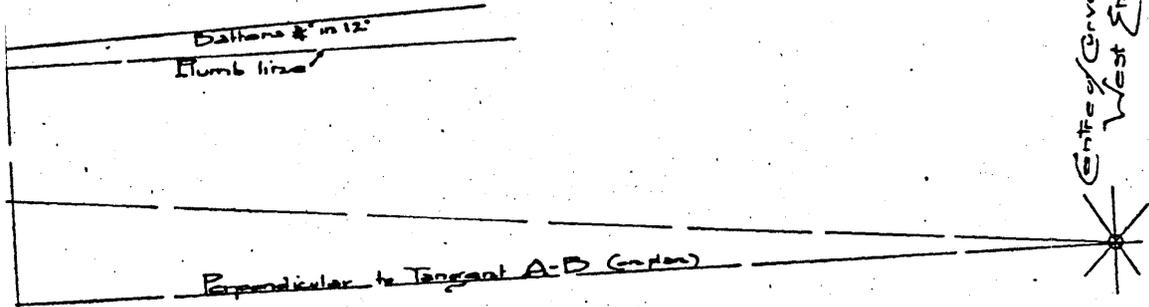


PART PLAN EAST HALF of SPAN 2
Scale 1/2 inch equals 1 foot

PRECAST CONCRETE BRIDGE AT OAKLAWN, SO. PASADENA, CALIF.
 SOUTH PASADENA REALTY AND IMPROVEMENT COMPANY
 GREENE & GREENE ARCHTS, 722 GRANT BUILDING, LOS ANGELES CALIF.
 M. DE PALO CONSULTING ENGINEER.

SHEET NO. 2.

SIDE



Center of Curves at
West End of Bridge



||
EAST END OF PIER

DETAILS OF PIERS AT WEST END OF BRIDGE

SCALE ONE INCH EQUALS ONE FOOT.
S. PASADENA REALTY & IMPROVEMENT CO., S. PASADENA.

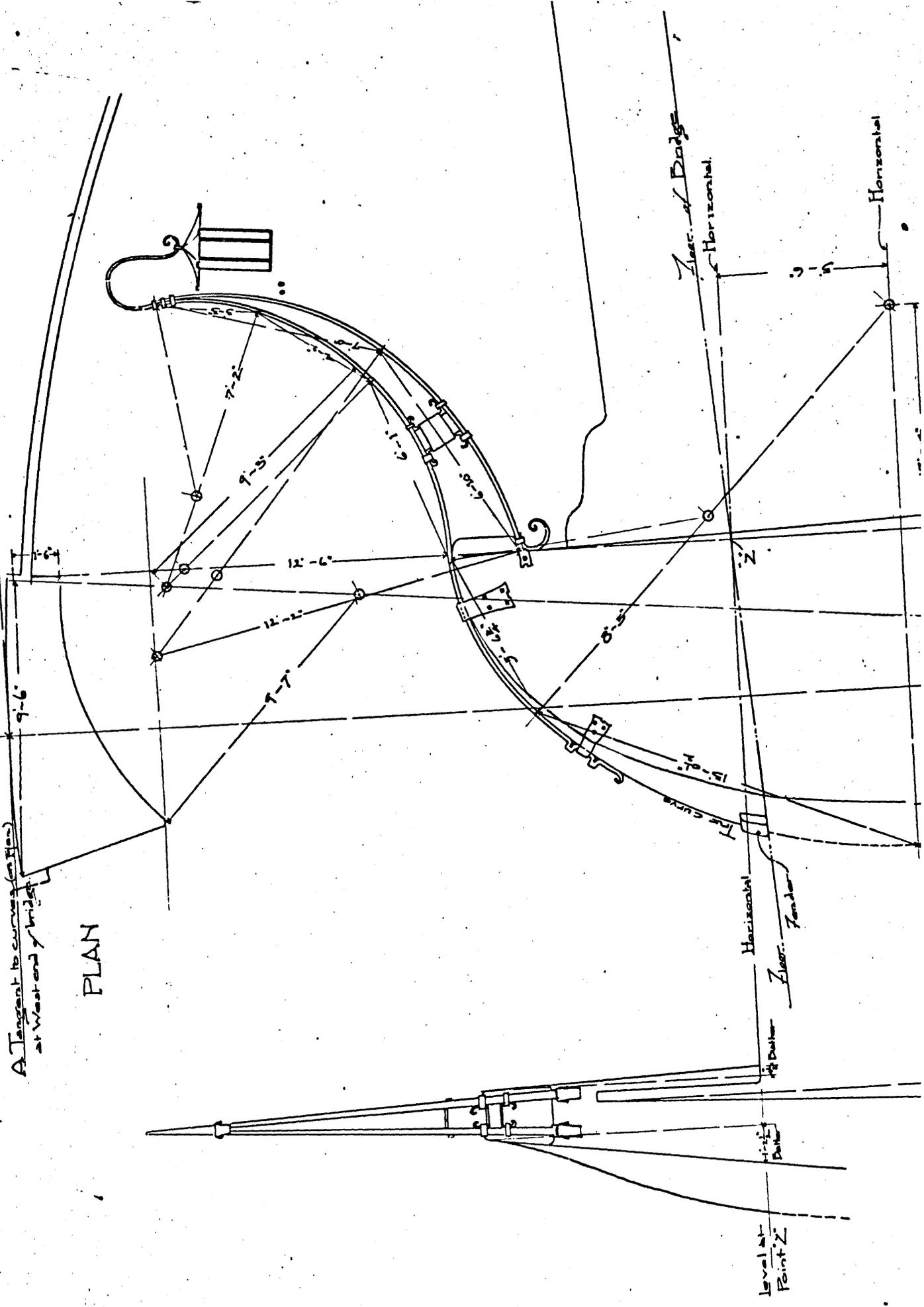
No. 4

GREENE & GREENE LIBRARY
THE GAMBLE HOUSE

D

A Tangent to curve (on floor)
at West end of bridge

PLAN



Level at
Point Z

Clearance
of Bridge

Horizontal

Tender

Z

Clearance of Bridge

Horizontal

Horizontal

GREENE & GREENE LIBRARY
THE GAMBLE HOUSE

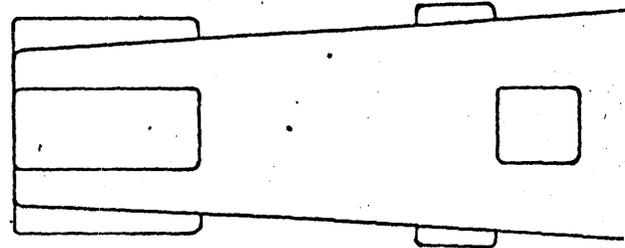
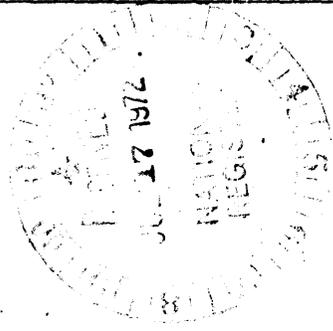
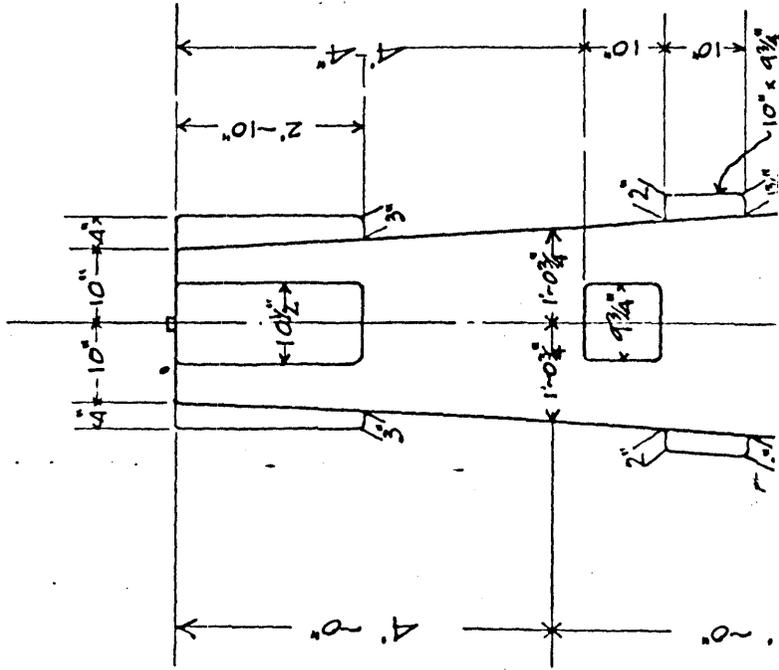
DETAIL OF PIERS AT EAST END OF BRIDGE.

Scale $\frac{1}{2}$ in. equals one foot.

S. PAJADENA REALTY AND IMPROVEMENT CO. S. PASADENA

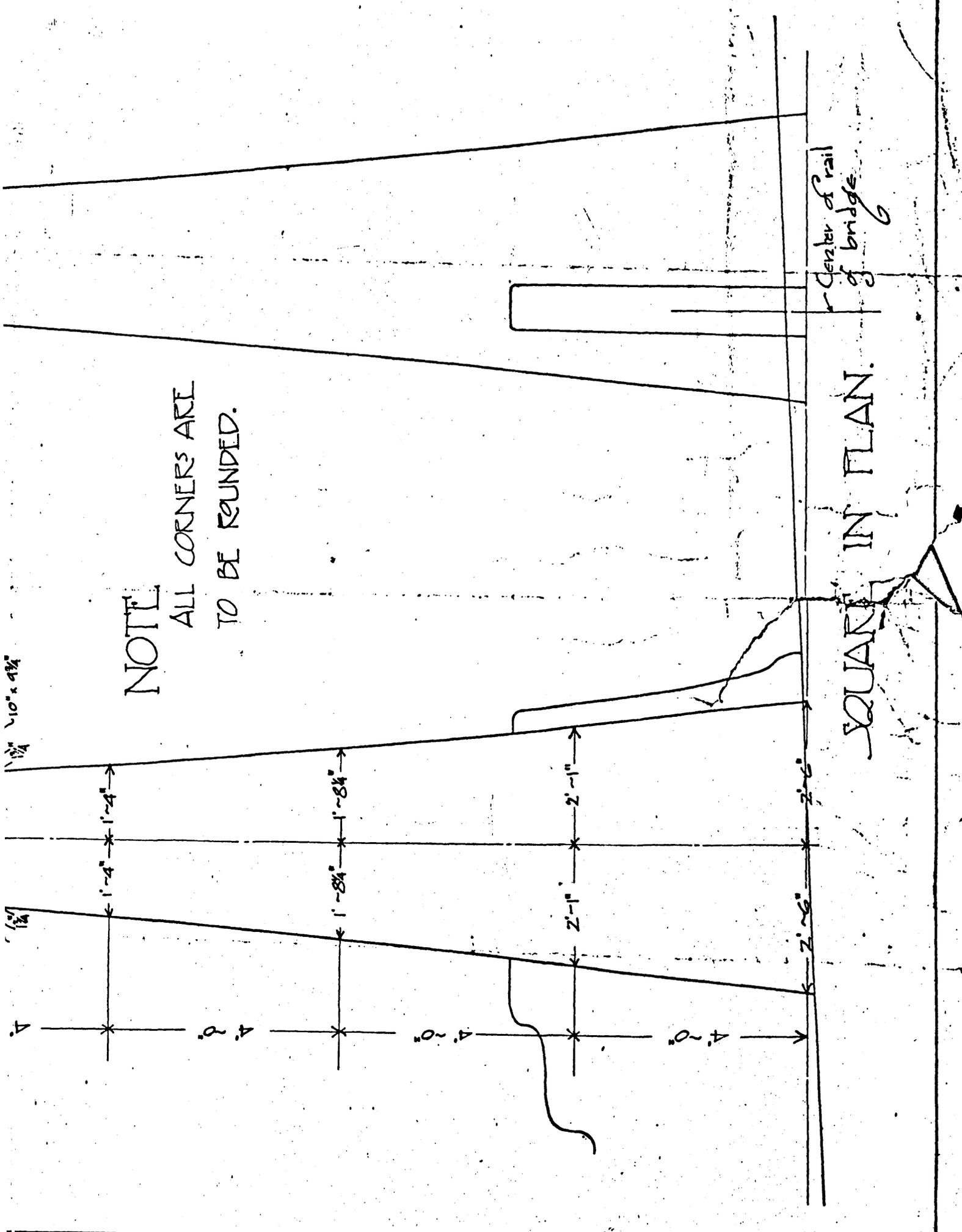
SHEET NO. 5.

JUNE 23rd '06



NOTE

ALL CORNERS ARE
TO BE ROUNDED.

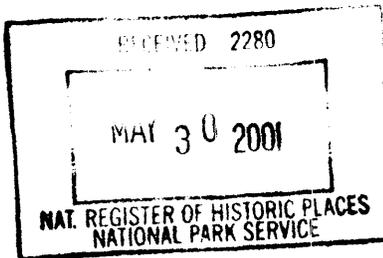


SQUARE IN PLAN.

Center of rail
of bridge

United States Department of the Interior
National Park Service

AD



73000406

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 **Oaklawn Bridge and Waiting Station (Additional Documentation)**

other names/site number **NA**

2. Location

street & number **Between Oaklawn and Fair Oaks Avenues** **NA** not for publication

city or town **South Pasadena** **NA** vicinity

state **California** code **CA** county **Los Angeles** code **037** zip code **91030**

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.)

Signature of certifying official/Title

Date

Harold Ahoyta, Deputy SHPO 5/24/01

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): _____

Signature of the Keeper

Date of Action

[Signature]

6/7/01

ADDITIONAL Documentation

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count).

Contributing	Noncontributing	
0	0	buildings
0	0	sites
0	0	structures
0	0	objects
0	0	Total

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

Number of contributing resources previously listed in the National Register
2

6. Function or Use

Historic Functions
(Enter categories from instructions)
Transportation

Current Functions
(Enter categories from instructions)
road related

7. Description

Architectural Classification
(Enter categories from instructions)
Other: Early Modern (Bridge)
Bungalow/Craftsman (Waiting Station)

Materials
(Enter categories from instructions)
foundation Concrete
walls Concrete (Bridge)
stone: river boulders (Waiting Station)
roof Wood: heavy redwood timbers - Ceramic Tile
Other Asphalt paving (Bridge)
Red brick paving (Waiting Station)

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

See Continuation sheet.

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 values, 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.

Criteria Considerations

(Mark "x" in all the boxes that apply)
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

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

Architecture
Engineering

Period of Significance

1905-1906

Significant Dates

1905
1906

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles Sumner Greene, Architect
Henry Mather Greene, Architect
Michael de Palo, Engineer
Carl Leonhardt, Contractor

9. Major Bibliographical References

Bibliography

(Cite 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 by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
CA-2290 Oakland Avenue* Waiting Station
- recorded by Historic American Engineering
Record # _____

* Name Error in Record – Should be "Oaklawn Waiting Station"

Primary location of additional data:

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

Name of Repository: Greene & Greene Library at
The Huntington Library, San Merino, California

Oaklawn Bridge and Waiting Station
Name of Property

Los Angeles / CA
County and State

10. Geographical Data

Acreage of Property Less than 1 Acre

UTM Reference

(Place additional UTM references on a continuation sheet)

1	<u>1</u> <u>1</u>	<u>3</u> <u>9</u> <u>3</u> <u>9</u> <u>4</u> <u>0</u>	<u>3</u> <u>7</u> <u>7</u> <u>5</u> <u>9</u> <u>4</u> <u>0</u>	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the bound were selected on a continuation sheet)

11. Form Prepared By

name/title Glen Duncan, Vice Chairman & Secretary

organization South Pasadena Cultural Heritage Commission date May 7, 2001

street & number 1414 Mission Street telephone (626) 403-7220

city or town South Pasadena state CA zip code 91030

Additional Documentation

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 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)

Property Owner

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

name City of South Pasadena

street and number 1414 Mission Street telephone (626) 403-7220

city or town South Pasadena state CA zip code 91030

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine 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 2001307127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 10503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Los Angeles County, California

Section number 7 Page 1 Name of Property Oaklawn Bridge and Waiting Station

The Oaklawn Bridge is a 340 ft. long by 20 ft. wide, six-span, reinforced concrete bridge connecting the Oaklawn subdivision to Fair Oaks Avenue, spanning the tracks of the Santa Fe Railway. Pasadena Architects Henry Mather Green and Charles Sumner Green with Italian Engineer Michael de Palo as consultant designed it in 1905 for pedestrian and horse-and-buggy traffic, originally consisting of five arches of variable span and rise. The arches of the asymmetric bridge vary in curvature and span as the piers height accommodates the slope of the land and provide maximum necessary clearance for railroad cars. The bridge rises from an embankment at the west, Oaklawn subdivision end, curving to street level at the east, Fair Oaks Avenue, where the south parapet abuts a Waiting Station, constructed of boulders from the nearby Arroyo Seco incorporated with red brick and a heavy wood-beamed roof of clay tile, a combination typical of the architects' work.

The primary decoration on the austere bridge structure is the chamfered caps on the impost blocks from which the arches spring, a small-diameter circular thru-hole at each pier above the impost block, and exposed form board patterning on the concrete surfaces. The concrete arch is only twelve inches thick at the center. Primary reinforcement consisted of twisted square rods placed longitudinally two inches from the intrados extending downward about a foot below the top of the coping in each pier, and vertical and horizontal rods each in pier. There was no continuous reinforcement along the roadbed.

The approximately 12 foot by 20 foot Waiting Station structure sits on a concrete slab topped with brick with two opposing concrete seats set in to the river rock walls. Originally the seat was also along the back. Stone and brick support the heavy timber roof structure whose beams extend beyond the clay tile roof. Also at the Fair Oaks end, the north parapet of the bridge slopes downward, then curves to meet a tall ornamental obelisk of reinforced concrete. On the obelisk's surface geometric shapes elaborated in concrete are applied to the surface. On each side of the west end, Oaklawn Avenue terminus, the parapet wall abuts into a curved buttress.

In October 1906, after the bridge was operational, a shoring pier at the center of the main span was added at the insistence of the Atcheson Topeka & Santa Fe Railway and adamantly opposed by the Architects. The design and construction of this shoring pier has not been attributed to the Architects. There was an attempt to match the character of the other piers, but the curve at the top of the added pier creates an asymmetrical shape that was not in keeping with the original arch spans, and a recess rather than a thru-hole appears on each side of the added shoring pier. The addition was always considered a non-contributing element. A U.S. Coast and Geodetic marker dated 1934 is implanted at its base, marking the San Bernardino Base Line which runs through the bridge.

The bridge has suffered seismic damage over time and successive tremors contribute to the bridge's hazardous state. The structure was closed to automobile traffic in 1973. It is now exclusively a pedestrian walkway. At the present time horizontal and longitudinal rebars appear deformed and at some points are exposed. The structure also exhibits deterioration in the roadway paving whose topping is uneven and abraded. Bridge wall surfaces have weathered and show some concrete spalling. Some of the bridge's vertical surface is covered with vines. Concrete has been patched and graffiti painted over with non-matching color and material. However, the Oaklawn Bridge has generally kept substantial integrity of materials and association, and retains the feeling of the austere composition and spare ornamentation characteristic of the Greene & Greene design.

The Waiting Station was restored to its original condition in 1997, but the missing rear wall was not reconstructed. Replacement tiles matching the original were custom made by the original manufacturer, the Ludiwici Tile Co. The City of South Pasadena proposes to seismically retrofit and restore the Oaklawn Bridge in 2001 to its original design according to the Department of the Interior's Standards and Guidelines for Historic Structures.

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SIGNIFICANCE

The original 1972 National Register Form "Areas of Significance" checked the boxes for aboriginal historic, architectural, engineering, landscape architecture, transportation, and urban planning. Under the statement of significance, short paragraphs were written to support each of the categories. Based on those limiting statements, the Criterion A and C were the basis for the significance of the property.

Criterion A.

The original statements are brief and do not develop an adequate argument to support the facts that the property is associated with events that have made a significant contribution to the broad patterns of our history under the areas of aboriginal historic, landscape architecture, transportation and urban planning. The following are directly from the 1972 National Register Form

"Historically - Worthy of special note because it is the only bridge designed by Greene and Greene, internationally known architects." This should be considered as part of the Criterion C significance.

"Transportation – This bridge for vehicle and foot traffic, serves a vital link between Oaklawn Avenue and Fair Oaks Avenue, spanning the Santa Fe Railway. The waiting station was intended for shelter for the electric car passengers."

"Urban Planning – It continues, after nearly 66 years, to be as effective and useful as the day it was built."

The bridge did not contribute to the broad patterns of our urban planning or transportation history. The South Pasadena Realty and Improvement Company built the bridge as access to the Oaklawn Place subdivision of 24 houses. Oaklawn Place is the main and only street through the subdivision, which is bounded by Freemont Avenue, on the west, Foothill Street on the South, Fair Oaks Street on the East, and Columbia Street on the North. Fair Oaks Avenue was the major street through the area, which included the Pasadena Electric Short Line to Los Angeles. The bridge provides access from Fair Oaks Avenue to one end of Oaklawn Place and a set of arroyo stone porticos created the entrance to the other end of Oaklawn Place at Columbia Street. The bridge and Oaklawn Place only service the small subdivision and do not extend beyond Fair Oaks Avenue on the east or Columbia Avenue on the north.

The bridge was a sales feature to attract potential buyers for the Oaklawn Subdivision lots. The developers promotional brochure, ca 1907, "Oaklawn, A Suburb de Luxe" states "Build you a house in a garden of homes. The pure air and sunshine of the country, the abundant trees, the sweeping lawns and flowers, offer a setting for homes, with all of the city comforts and conveniences, which is unexcelled anywhere in the Italy of the American continent. Within one block of the Hotel Raymond and the Pasadena Electric Short Line to Los Angeles. The stores and office buildings and theaters are scarcely twenty minutes distance." The small waiting station structure at the east end of the bridge was a place for the residents to wait for the electric rail car on Fair Oaks Avenue.

The bridge is significant for only for its architecture related to Greene and Greene and is not significant in relationship to the broad patterns of our history under the areas of aboriginal historic, transportation and urban planning.

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SIGNIFICANCE (cont.)

Criterion C - Additions to Original National Register Nomination

The Oaklawn Bridge and Waiting Station are significant in the area of design and architecture because they were designed by the Pasadena firm of Greene & Greene Architects, famous for their elaborate, highly artistic, organic style bungalows, and engineered by Michael de Palo, and Italian expert in early reinforced concrete. This was the only bridge designed by the Greene Brothers, and the Waiting Station is one of the most elaborate of their small structures. They were constructed in 1905 for the South Pasadena Realty and Improvement Company to shorten the distance from Fair Oaks to the Oaklawn Estates and as an amenity intended to help sell lots in the small subdivision.

The Greene brothers' influence has been widely documented, refining the American Bungalow to a fine art with its organic quality integrating inside and out. Architectural historian Reymer Banham has credited them with influencing residential architecture in the western United States in the early twentieth century more than any other architects. The firm produced their major work from 1903 until 1914. In 1952, the American Institute of Architects presented Charles Sumner Green and Henry Mather Greene with a citation in which they were called: "Formulators of a new and native architecture".

The bridge reflected the California style pioneered by these architects rather than the traditional European bridge design, and the collaboration of engineer Michael de Palo made the bridge an engineering achievement of its day. Described by the Los Angeles Daily Times on July 8, 1906 as "a graceful bridge, the most extensive reinforced concrete structure yet undertaken in the country," the bridge is reported by Greene & Greene architectural historian Edward Bosley to have been inspired by a neo-Palladian bridge seen by Charles S. Green on a visit to the 18th century garden of Stourhead, Wiltshire in England.

The design of the bridge was altered in October 1906 because haunch cracks appeared when the shoring was removed from under the arches. The Atchison Topeka & Santa Fe Railway insisted on an added pier at the center of the largest span over their tracks even though field-testing demonstrated that the bridge would perform as designed. This addition interrupted the graceful form of the bridge, and Pasadena Star reported that the city should beautify the structure by planting "ficus repens" profusely around the structure, making it less unsightly than at present. No evidence could be found to document the involvement of Greene & Greene in the design of the added pier. Record drawings were acquired by the restoration Project Architect Dan Peterson, A.I.A., who also has the drawing sheet for the shoring pier. He reports that all bridge drawings are stamped "Greene & Greene." However, the drawing for the added pier has no signature and is not in the same hand as the bridge drawings. Edward Bosley, in his monograph titled "Greene & Greene" states that the extra pillar was "conceived by committee after the fact". The Greenes subsequently disassociated themselves from the entire Oaklawn project and were replaced by another architect in 1907.

The Waiting Station has been called an "amazing concoction of redwood beams with tile roof" which is similar to the Oaklawn Gates also designed in 1905. The design is more in keeping with the architects' organic style using large river boulders from the nearby Arroyo Seco as walls and pillars for the intricate heavy exposed timbers and beautiful tile roof. This Craftsman shelter on the Fair Oaks Avenue end of the bridge was used to wait for the "Big Red Cars" on the Pacific Electric line - a branch of what was once one of the greatest rapid transit systems in the country.

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Verbal Boundary Description

The Oaklawn Bridge is a 340 ft. long span that extends WNW from an approximate 70 ft. wide entrance at the sidewalk at Fair Oaks Avenue to an approximate 33 ft. opening at Oaklawn Avenue. Center spans are approximately 20 ft. wide with the two end spans curving gracefully to form the wider terminises at Fair Oaks and Oaklawn. The frontage on Fair Oaks Avenue includes the approximately 12 foot by 20 foot Waiting Station at the southeast parapet flange and the ornamental obelisk at the northeast parapet flange.

Boundary Justification

The boundaries described above delineate the footprint of the bridge and waiting station structures and do not relate to parcel boundaries that contain the historic structures.