Material: Steel

ENTRY

DOOR

Style: Centered

Type: Other: metal roll-up

HISTORIC-CULTURAL MONUMENT



NOMINATION FORM

	Proposed Manument Name: Vanica Life arrand Chatian				Current name of preparty				
Proposed Monument Name: Venice Lifeguard Station				Current name of property					
Other Associated N	lames: Venice Lifeguard	d Headquarter	S				I		
Street Address: 2300 S. Ocean Front Walk					Zip: 90405		Counc	Council District: 11	
Range of Addresse	es on Property: 2300 S. O	cean Front Wa	alk		Communit	y Name: V	enice		
Assessor Parcel Number: 4226002900 Tract: SHORT			LINE	BEACH SUB Block: No		ne	Lot: The S	traı	
Identification cont	'd:								
Proposed Monument Property Type: Building Structure				Object Site/Open		Site/Open	Space	Natura Featur	
Describe any additi	ional resources located on the p	property to be includ	ded in the	nominat	tion, here:				
Year built: 1968 Architect/Designer	Factual r: Prescott, Whalley, &	Estimated		ened? F		orks Pro	ject		•
	eguard Station and He					Station			
	onument on its Original Site?	Yes			section 7)		nown (e	explain in sectio	n 7)
- Is the Frepode III		O 100	110 (0						
STYLE & MATERI	ALS								
Architectural Style	· Mid-Century Moderr	nism		St	ories: 3	Plan Sha	ape: O	ther: hexa	Jon
Architectural Style	: Mid-Century Moderr			Sto		Plan Sha		ther: hexaç	gon
			•	▼ Ste				ther: hexaç	gon
FEATURE	PRIMA	ARY	•	Type:	Wood		RY		V
FEATURE CONSTRUCTION CLADDING	PRIMA Type: Wood	a <i>RY</i> al boards	▼ ▼	Type:	Wood	SECONDAI	RY		▼
FEATURE CONSTRUCTION	PRIMA Type: Wood Material: Wood vertica	al boards		Type: Materia Type:	Wood : Wood Flat	SECONDAI	RY boar	ds	gon

Material: Vinyl

Type:

Style: Off-center

Paneled, unglazed

HISTORIC-CULTURAL MONUMENT



NOMINATION FORM

4. ALTERATION HISTORY

		jor alterations for which there are no permits, as well.
	See attachment following architectural desc	eription.
XISTING	HISTORIC RESOURCE IDENTIFICATION (if known)	
Li	isted in the National Register of Historic Places	
	isted in the California Register of Historical Resources	
		tors
	ormally determined eligible for the National and/or California Regis	iters
П 10	ocated in an Historic Preservation Overlay Zone (HPOZ)	Contributing feature
		Non-contributing feature
	And the state of t	Survey Name(s):
	Determined eligible for national, state, or local landmark tatus by an historic resources survey(s)	
ther histo	rical or cultural resource designations:	
PPLICAE	BLE HISTORIC-CULTURAL MONUMENT CRITERIA	
		Criteria (Section 22 474 7).
e propos	ed monument exemplifies the following Cultural Heritage Ordinanc	e Criteria (Section 22.171.7):
	 Is identified with important events of national, state, or loc broad cultural, economic or social history of the nation, sta 	
✓	broad cartaral, economic or social mistory of the nation, ste	
✓	Is associated with the lives of historic personages importar	nt to national, state, city, or local history.

HISTORIC-CULTURAL MONUMENT



NOMINATION FORM

7. WRITTEN STATEMENTS

This section allows you to discuss at length the significance of the proposed monument and why it should be designated an Historic-Cultural Monument. Type your response on separate documents and attach them to this form.

- **A. Proposed Monument Description** Describe the proposed monument's physical characteristics and relationship to its surrounding environment. Expand on sections 2 and 3 with a more detailed description of the site. Expand on section 4 and discuss the construction/alteration history in detail if that is necessary to explain the proposed monument's current form. Identify and describe any character-defining elements, structures, interior spaces, or landscape features.
- **B. Statement of Significance** Address the proposed monument's historic, cultural, and/or architectural significance by discussing how it satisfies the HCM criteria you selected in Section 6. You must support your argument with substantial evidence and analysis. The Statement of Significance is your main argument for designation so it is important to substantiate any claims you make with supporting documentation and research.

8. CONTACT INFORMATION

Applicant

Name: Lindsay Mulcahy (see attachment for co-		Company: Los Angeles Conservancy			
Street Address: 523 W	Street Address: 523 W 6th St.		City: Los Angeles		
Zip:90014	Phone Number: 213-623-2489 Email: Imulcahy@lace		Email: Imulcahy@laconse	onservancy.org	
Property Owner Is the owner in support of the nomination? Yes No Unknown					
Name: City of Los Angeles: Matthew Rudnick		Company: City of Los Angeles Dept. of Rec & F			
Street Address: 221 N Figueroa Street Suite 350				State: CA	
Zip: 90012	Phone Number: (213) 202-2700	. 2007	Email: RAP.PublicInfo@la		

Nomination Preparer/Applicant's Representative

Name: Lindsay Mulcahy		Company: Los Angeles Conservancy		
Street Address: 523 W	6th St.	City: Los A	ngeles	State: CA
Zip: 90014	Phone Number: 213-623-2489		Email: Imulcahy@laconse	rvancy.org

HISTORIC-CULTURAL MONUMENT



NOMINATION FORM

9. SUBMITTAL

When you have completed preparing your nomination, compile all materials in the order specified below. Although the entire packet must not exceed 100 pages, you may send additional material on a CD or flash drive.

APPLICATION CHECKLIST

- 1. Nomination Form
- Written Statements A and B
- Bibliography
- 4. Two Primary Photos of Exterior/Main Facade (8x10, the main photo of the proposed monument. Also email a digitial copy of the main photo to: planning.ohr@lacity.org)
- 5. Copies of Primary/Secondary Documentation
- 6. Copies of Building Permits for Major Alterations (include first construction permits)
- 7. Additional, Contemporary Photos
- 8. Historical Photos
- Zimas Parcel Report for all Nominated Parcels (including map)

10. RELEASE

Please read each statement and check the corresponding boxes to indicate that you agree with the statement, then sign below in the provided space. Either the applicant or preparer may sign.

✓

I acknowledge that all documents submitted will become public records under the California Public Records Act, and understand that the documents will be made available upon request to members of the public for inspection and copying.



I acknowledge that all photographs and images submitted as part of this application will become the property of the City of Los Angeles, and understand that permission is granted for use of the photographs and images by the City without any expectation of compensation.



I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.

Robin Murez	8/4/23	Pelm Mun
Name:	Date:	Signature:
Lindsay Mulcahy	8/4/23	Intern Mulchy
Name:	Date:	Signature:

Mail your Historic-Cultural Monument Submittal to the Office of Historic Resources.

Office of Historic Resources
Department of City Planning
221 N. Figueroa St., Ste. 1350
Los Angeles, CA 90012

Phone: 213-874-3679 Website: preservation.lacity.org

Co-Applicant Contact Information

Name: Robin Murez

Company: Venice Neighborhood Council

Address: 1010 Abbot Kinney Blvd. Phone Number: 310-709-7826 Email: publicplaces@venicenc.org

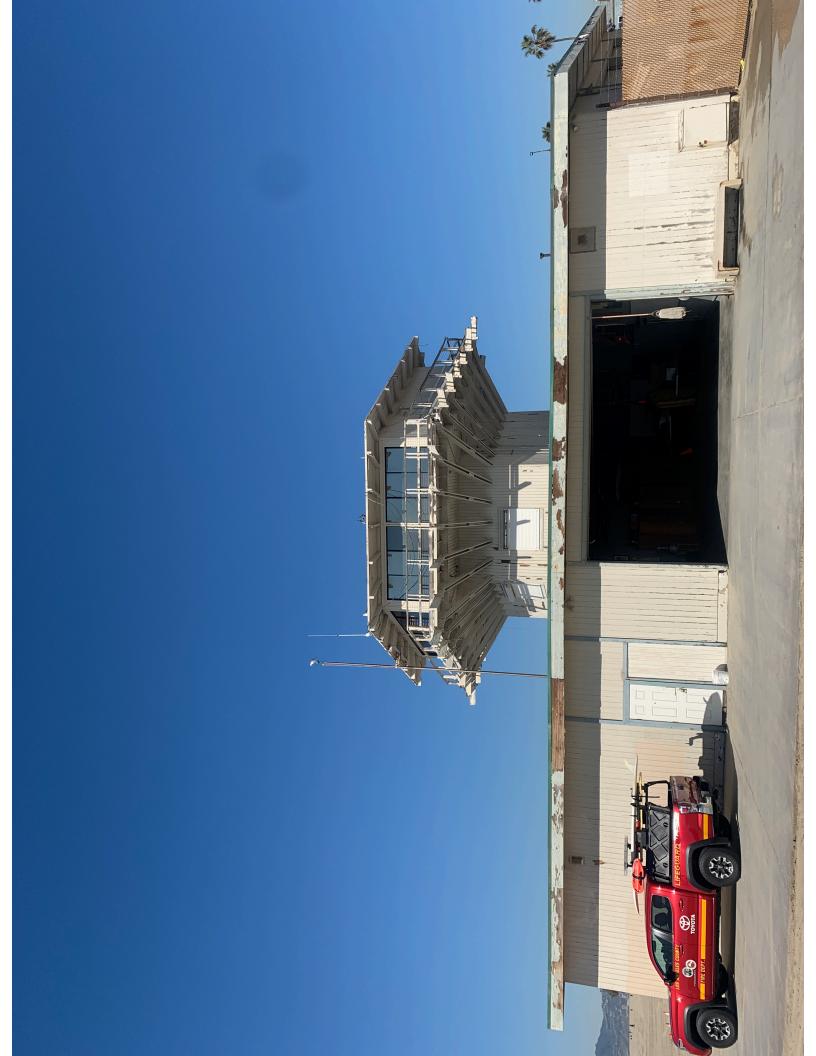
Name: Lindsay Mulcahy

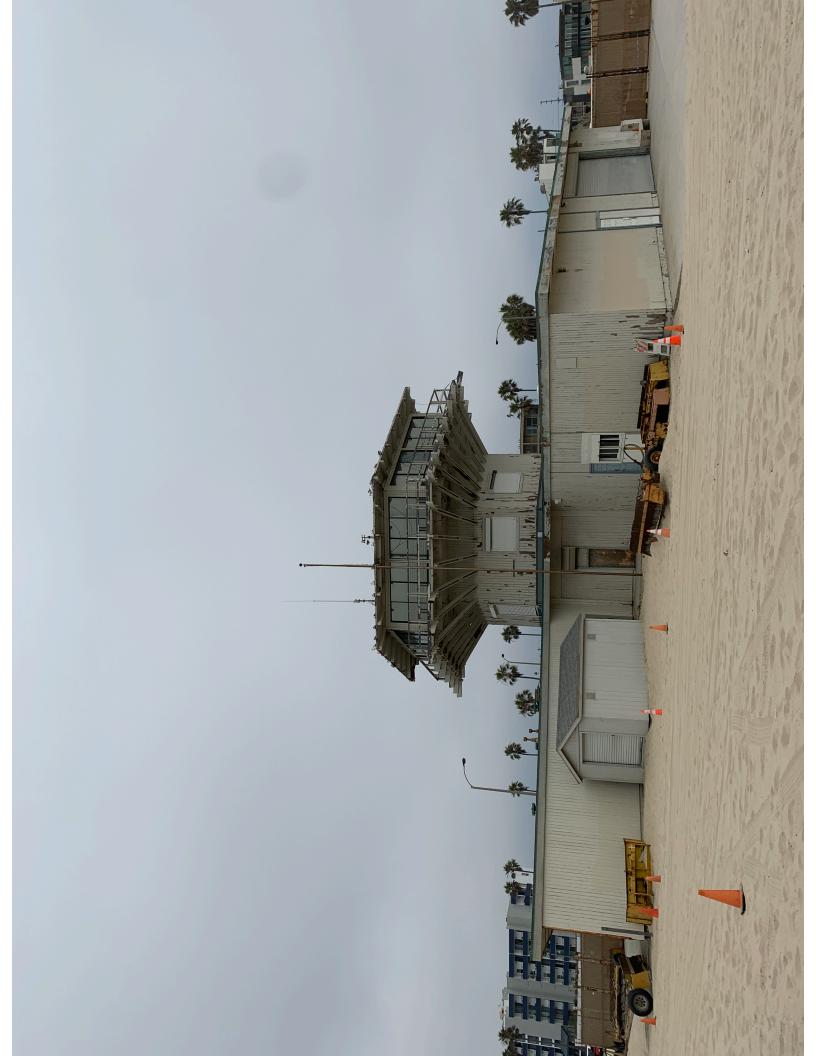
Company: Los Angeles Conservancy

Address: 523 W 6th St.

Phone Number: 213-623-2489

Email: lmulcahy@laconservancy.org





7: WRITTEN STATEMENTS A & B

7A: PROPOSED MONUMENT DESCRIPTION

Building Description

The Venice Lifeguard Station is located at 2300 S. Ocean Front Walk. The Los Angeles-based architectural firm Prescott, Whalley, and Weit designed the building in 1968 for the City of Los Angeles. The three-story hexagonal building has a prominent third story observation tower and is an excellent example of Mid-Century Modern institutional development.

Site

The Venice Lifeguard Station is located on the sand of Venice Beach southwest of Ocean Front Walk and 23rd Avenue. To the north of the Station is a public parking lot and to the southeast is a stone jetty and lifeguard stand. A private parking lot surrounds the northeast portion of the building. A chain link fence cordons off the parking lot and the entire east half of the building facing Ocean Front Walk. There is some shrubbery lining the outside of the fence. There are three outbuildings: two storage units outside the fence south of the building, and one that abuts the building on the west end. The three outbuildings are excluded from the nomination.

Building-Exterior

The Venice Lifeguard Station is a symmetrical wood-frame, hexagonal shaped building. It has a wide ground floor and a two-story tower. The top tower has a wood-frame hipped, pyramid roof with a low pitch, exposed eaves and wooden rafters that extend beyond the roofline. The roof covering the larger first-story is flat with enclosed eaves. The facade is clad with vertical wood panel wood siding. The foundation is cement, with deep pilings into the sand.

The building's primary facade faces west towards the ocean. Unlike the other five ground-floor facades, the primary elevation is concave, with diagonal walls from the northwest and southwest leading into a westward facing wall. There is a single-panel door in the center of the west-facing elevation, and one on the southwest interior elevation. There are two vinyl-framed sliding windows on the southwest interior elevation which appear to be a later alteration. The second story is a narrow tower with one window per facade, which is concealed by a metal rollup covering. The top floor extends beyond the second floor, supported by wooden beams which protrude from the second story walls to support the third story wooden wrap-around observation deck. The third story facade is composed of six surround flush-mounted metal framed floor-to-ceiling windows and doors.

The main entrance is a garage metal overhead roll-up door on the north-facing hexagonal elevation, one over from the primary facade. There is a single panel door to the south of the garage door. There are between one to two garage roll-up doors on every other ground floor

elevation. The second floor has three windows on the three westward facing elevations. The window materials are unknown, as they are currently covered by metal roll-ups. The third floor has the six-pane glass windows on each side except for the one facing north, which has wood panel siding.

Building-Interior

The ground floor is a mix of garage space, housing vehicles and heavy equipment, restrooms, and locker rooms. The second floor contains several office spaces. The third floor has a central room with staircase access and a bathroom. Office spaces are delineated by partition walls along the ridge rafters and create six triangular rooms. The wooden rafters are exposed.

Alterations

There have been few alterations since the building's construction in 1968. The roof was redone in 2006 and 2008, and the women's restroom and locker room were remodeled in 2008. At some unspecified time, a fence was erected around the parking lot and building.

Integrity

The building retains a high level of integrity. Its location, design, workmanship, materials, and feeling are unchanged. Due to the loss of the original landscaping (described in the Significance Statement below), the setting has been slightly altered. The building condition has declined over the last decade, as evidenced by 2015 documentation from SurveyLA as compared to today. However, the deterioration of some wooden elements does not impact the overall integrity of the building.

Character-Defining Features:

- First, second, and third story hexagonal volumes
- 40' tower
- Third story hipped, pyramid roof with exposed eaves and rafters
- Third story interior exposed rafters
- Third story wooden wraparound deck
- Third story floor-to-ceiling windows and sliding doors
- First story garage doors

Alteration History:

8/22/1968 New Construction Permit issued
6/17/1970 Certificate of Occupancy issued
3/7/2006 Alteration for re-roofing with Class A Built Up Roof/Hot Mop
2/25/2008 Alteration for re-roofing with Class A Built Up Roof/Hot Mop
4/1/2008 Interior remodel for new women's restroom and locker room
12/6/2017 New electrical work

1/7/2018 New electrical work

7B: STATEMENT OF SIGNIFICANCE

Summary

From its construction in 1968 through 1975, the Venice Lifeguard Station ("Venice Station") located at 2300 S. Ocean Front Walk served as the headquarters of the L.A. City Lifeguard Service. When the City and County consolidated services in 1975, the building became the L.A. County Lifeguard Headquarters. It anchored the County Lifeguard Service, the largest in the world, until 2016. The Venice Station was the central administrative site during a formative period of growth and institutionalization in Los Angeles City and County's lifeguard operations. These services have saved thousands of lives and profoundly shaped the leisure, recreation, and beach culture that defines Venice and Southern California.

The Venice Lifeguard Station is eligible for designation under Criterion 1, *identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community,* as a rare example of a lifeguard station headquarters that is significant in the development of the L.A. City and L.A. County Lifeguard Services.

The Venice Station was designed for the City of Los Angeles in 1968 by the Los Angeles-based architectural firm Prescott, Whalley, and Weit and the landscape architecture firm Cornell, Bridgers, and Troller. The building is an excellent example of Mid-Century institutional development. The building consists of a hexagonal first story and a two-story central tower. Its 40-foot hexagonally shaped tower and third story observation deck is the building's most distinctive feature and an iconic feature on Venice beach.

The building is also eligible for designation under Criterion 3, *embodies the distinctive* characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age, as a significant and unique example of a Modernist institutional development.

According to SurveyLA, the Venice Lifeguard Station ("Lifeguard Station") is a "Rare example of a lifeguard station headquarters building in Venice; appears to be the only example along this stretch of the beach." However, the report continued, "eligibility standards for lifeguard stations have not been established; therefore, the evaluation could not be completed." This nomination documents the overlooked, but formative, history of lifeguard services in Venice and across Los Angeles that contextualizes the significance of the Venice Lifeguard Station.

¹ Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years*, (self-published, GoogleBooks, 2011), 90.

The period of significance begins with the building's construction in 1968 as L.A. City Lifeguard Headquarters and extends through 2016 when County lifeguard administrative services moved to Manhattan Beach.

Development of Venice Beach and Early Life Saving

When Abbot Kinney opened Venice of America in 1905, tourists flocked to the pier, amusement park, and beach seeking leisure and entertainment. Venice was the closest beach from downtown Los Angeles, accessible via a train ride that lasted less than an hour and cost 15 cents.² Swimming became a popular recreation activity, both in the waters of the Santa Monica Bay and in the bathhouse – the Venice Hot Salt Water Plunge – at the edge of the surf.³

However, the publics' limited water skills and education led to frequent drownings. Bathhouses hired "life savers," who had little training and equipment limited to a boat, buoys, and lifelines. In 1907, a crowd of two thousand watched from Venice beach as two fishermen capsized their boat and drowned. This incident, along with similar ones up and down the coast, spotlighted the amateur lifeguarding and the perils of the water. These tragedies were publicized in newspapers including the *Los Angeles Times* and described as unavoidable casualties.⁴

Kinney saw the drownings and subsequent press as a liability for his enterprises.⁵ In the summer of 1907, just months after the drowning, Kinney and former captain Percy Grant formed the Venice Volunteer Life-Saving Corps. The group drew inspiration from the U.S. Volunteer Life-Saving Corps, which began in New York in the 1890s and proliferated down the East Coast. Venice was the first community on the west coast to establish a volunteer corps and became an official chapter in the national corps in 1908. Venice's first lifesaving station was established in an old wave motor house at the end of Venice Pier. Margaret Kinney, Abbot's wife, leveraged women's clubs to raise money for equipment, including a boat dubbed *Venice*. While the equipment and skills of this volunteer force were still rudimentary, their establishment led Kinney to boast that Venice was not just the finest beach resort, but the safest.⁶

A major figure in Venice's lifesaving success was George Freeth. Freeth was a mixed-race Hawaiian who came out to Venice in 1907 to perform in surfing exhibitions for tourists. He soon began working as a lifeguard at the bathhouse and beach. He soon became captain of the Venice Life Saving Corps and rose to local fame for his daring rescues, athletic prowess, and, perhaps most importantly, his role as a teacher and mentor for a new generation of swimmers and life

² Patrick Mosser, *Surf and Rescue: George Freeth and the Birth of California Beach Culture*, (Champaign: University of Illinois Press, 2022), 44.

³ The plunge was built in 1907. Mosser, Surf and Rescue, 86

⁴ Ibid., 44-45.

⁵ Ibid., 45.

⁶ Ibid., 49-51, 68.

savers. Freeth brought crucial knowledge about working with the ocean from indigenous Hawaiian culture and pioneered lifeguard saving methods that shaped generations of future lifeguards.⁷

Venice was not alone in its efforts to make the waters safer for visitors and seafarers. In 1902, Long Beach became the first in Southern California to establish a lifeguard station next to the Long Beach bathhouse, and in 1908 the City was the first to hire a professional lifeguard. Lifeguards at Huntington's beach resort followed shortly on the heels of Venice, with the opening of the Redondo Beach Bathhouse in 1909.⁸

In the 1910s and early 20s, the City of Venice employed several lifeguards, including George Wolf, who were organized within the police department. Lifesaving changed the narrative of drowning from tragic but unavoidable to preventable.⁹

Development of the Professional Lifeguard Services 1920s-1930s

In the 1920s, the popularity of beaches continued to swell. A higher demand for life saving, coupled with the Works Progress Administration, led to new funding that facilitated the institutionalization of lifeguard services and facilities.¹⁰

In 1925, Venice voted to consolidate into Los Angeles, prompting the Venice and Ocean Park lifeguards to organize with the City efforts. The L.A. City Lifeguards formed in 1927 under the Department of Playgrounds and Recreation. Municipal services covered Venice, Playa del Rey, Cabrillo, Terminal Island beaches, and Santa Monica Canyon until Santa Monica formed their own service in 1932. The expansion and professionalization of City Lifeguards were led by Chief Myron Cox from 1931 through 1972.

In 1927, The Department of Playgrounds and Recreation completed the Venice lifeguard headquarters at Brooks Avenue known as the Brooks Station (not extant). ¹⁴ The Spanish Colonial Revival-style building was rectangular with a two-story square tower, rounded windows, terracotta roof tiles, and wrought iron detailing. ¹⁵ A *Los Angeles Times* article announced the new facility would be equipped with "inhalator, sirens, stretchers, blankets and other paraphernalia

⁷ LA County lifeguard trials used Freeth's techniques and training requirements. Mosser, *Surf and Rescue*, 72, 120.

⁸ Ibid., 84-5.

⁹ Ibid., 72.

¹⁰ Arthur C. Verge, L.A. County Lifeguards, (Arcadia, CA: Arcadia Press, 2005), 17.

¹¹ Verge, L.A. County Lifeguards, 17; Mark, Our Lifeguard Family, 3046.

¹² In 1932, Santa Monica formed their own lifeguarding service that covered the Canyon. Verge, *L.A. County Lifeguards*, 31; Mark, *Our Lifeguard Family*, 386; "Beach Safety Plans Ready: Playground Board Passes on Extensive Program for Improvement in Life-Saving Facilities," *Los Angeles Times*, December 11, 1927.

¹³ Verge, L.A. County Lifeguards, 25.

¹⁴ Ibid.; Mark, Our Lifeguard Family, 2509, 2065; "Beach Safety Plans Ready," Los Angeles Times.

¹⁵ Mark, Our Lifeguard Family, 1383.

and will be used to convey guards to the source of an alarm." The Brooks Station headquartered Venice's operations and was the first to house all City Beach administrative services.



Brooks Station, circa 1925. Source: Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).

By 1934, the Venice and City Beach headquarters moved from the Brooks Station to the newly constructed Sunset Pier Station (not extant). The new building was larger than the Brooks Station and was designed in the PWA Moderne style. This was a popular style for civic infrastructure at the time and features a blend of classical elements including austere and symmetrical exteriors, along with modern elements such as fluted piers. The Sunset Station was built on pilings at the foot of North Venice Blvd and the base of Sunset Pier. In 1947, the Pier

¹⁶ "Dedication of New Municipal Pier," Los Angeles Times, August 29, 1931; "Seagoing Ambulance in Service," Los Angeles Times, August 3, 1934.

¹⁷ Los Angeles Citywide Historic Context Statement, "Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980," (prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, December 2019), 78-80.

¹⁸ The Sunset Pier was improved by the L.A. Playground and Recreation Department and opened with new amenities in 1931. "Dedication of Municipal Pier Set for Today," *Los Angeles Times*, August 29, 1931.

was demolished and the beach was widened.¹⁹ Sunset Station, now landlocked, endured until 1968 when the new Venice Lifeguard Station was constructed.²⁰



Sunset Pier Station, circa 1930s. Source: Mark, Our Lifeguard Family.

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¹⁹ "City Plans Huge Beach Development Program: Project Includes Removing Piers, Building Sewage Plant and Moving Vast Dunes of Sand," *Los Angeles Times*, August 17, 1947.

²⁰ Jeffrey Stanton, "Sunset Pier," April 6, 1998, accessed July 24, 2023,

https://www.westland.net/venicehistory/articles/sunsetpier.htm; "Dedication Scheduled for Lifeguard Building," *Los Angeles Times*, November 23, 1969.



Sunset Pier Station, circa 1960s. Source: Mark, Our Lifeguard Family.

L.A. County formed their own Lifeguards Service with funds from the Work Progress Administration in 1929. Just two years later, economic pressure due to the Great Depression caused all coastal cities in the South Bay to consolidate lifeguard services within the County.²¹

Throughout the 1930s, lifeguard services were expanded and refined. In 1939, L.A. City Lifeguards celebrated a year of 10,000,000 visitors and no deaths. Chief Cox cited the milestone as a testament to training techniques that emphasized prevention and technology such as two-way radios.²²

The beach boom was halted temporarily during World War II, where "blackouts" closed the beaches to civilians and many lifeguards were conscripted in the military.²³

"Golden Era" of Lifeguarding and Development of Venice Lifeguard Station: 1945-1970 While WWII slowed the progress of lifeguarding services, the post-war era was a boon for the industry as wartime technology was adapted for lifesaving.²⁴ Many lifeguards returning from the

²¹ Verge, L.A. County Lifeguards, 25-31.

²² "Beach Guards Aided by Radio: City-Patrolled Resorts Go Year Without Death; Stress Preventive Work," *Los Angeles Times*, June 5, 1939.

²³ Verge, L.A. County Lifeguards, 31.

²⁴ This included wetsuits, rescue tubes, and scuba diving equipment. Verge, L.A. County Lifeguards, 61.

war brought back with them a military-inspired discipline and culture. By the mid-century, lifeguards were "run with military discipline."²⁵

Los Angeles lifeguards were at the vanguard of lifesaving and influenced practices across the globe. In 1956, L.A. City and County lifeguards participated in the Australian Olympic International Surf Championships. There they introduced the American rescue tube and buoy, as well as Malibu Balsa surfboards. The competition led to international exchange between lifeguards and the professionalization of U.S. lifeguards with the creation of the National Surf Life Saving Association of America.²⁶

Venice's economic and political climate also played a key role in the development of its lifeguard facilities. By the 1950s, Venice's oil derricks, disinvestment, as well as an affordable and vibrant art scene, earned it the nickname "Slum by the Sea." In the 1960s, property and business owners formed the Venice Planning Committee to "revitalize" the community by pushing for the demolition of "blighted" buildings. In 1963, Venice Property Owners Association began advocating for the City to condemn the Sunset Pier Lifeguard Station and construct new facilities that they argued would better serve residents. Led by David Zitnic, the Association's rejuvenation program intended to "rebirth" Venice "as a residential, recreational, and resort community." This, according to Zitnic, included capital improvements, re-zoning, and displacement of "establishments that depend on the adventure seekers and the undesirable."

In 1968, The Board of Recreation and Park Commissioners approved \$380,000 for improvements along Venice Beach. Most of the sum, \$235,000, was allocated for the construction of a new lifeguard headquarters at 2300 Ocean Front Walk and related landscaping and site improvements.³⁰ The remainder of the funds went to landscaping, irrigation, bathroom facilities, and play equipment at Rose Ave., Brooks Ave., and Washington Ave. Soon after, the City selected Prescott, Whalley, and Weit to design the station, and Cornell, Bridgers, and Trolle to design the landscaping. The new Station opened on November 29, 1969, at a dedication ceremony attended by Recreation and Parks officials, Mayor Samy Yorty, and Councilmember Marvin Braude.³¹

²⁵ Mark, Our Lifeguard Family, 2304.

²⁶ L.A. lifeguards competed at the event as the "Surf Life Saving Association of America." After the Olympics, LA County Lifeguard Chief Bud Stevenson leveraged the newly founded organization to professionalize lifeguarding in L.A. In 1965, the organization became the National Surf Life Saving Association of America and expanded beyond Southern California. California Surf Lifeguarding Association, "History," accessed July 28, 2023, https://cslsa.org/History.html.

²⁷ "Venice Eclectic: Modern Architecture from the '70s and '80s," L.A. Conservancy, 2013.

²⁸ "Venice Group Urges New Lifeguard Station," Los Angeles Times, November 3 1963.

²⁹ "'64 Outlook Bright for West Side: Optimism Voiced by Leadership Despite Problems More Progress in '64," *Los Angeles Times*, January 2, 1964.

³⁰ The improvements were funded by oil bonus money earned from petroleum production on Venice Beach. "Commission OKs Improvements for Venice Beach," *Los Angeles Times*, January 21, 1968, "Dedication Scheduled for Lifeguard Building," *Los Angeles Times*, November 23, 1969.

³¹ "Dedication Scheduled for Lifeguard Building," Los Angeles Times.

100 yards south of the former Sunset Pier Headquarters, the Venice Lifeguard Station was also known as the Venice Division Headquarters and the Maintenance Building. The new Venice Station expressed a dramatically different aesthetic and scale than the Sunset or Brooks Stations, reflecting the growth of lifeguard services and development of life saving technology. The Mid-Century Modern building, with its two-story hexagonal tower, was both an icon for beachgoers on the shore and provided an unparalleled vantage point for lifeguard administrators.



Venice Lifeguard Station, facing west, 1968. Source: "Our L.A. County Lifeguard Family"

Consolidation

As L.A. City, Santa Monica, and L.A. County lifeguard operations grew, the overlap in their services became more apparent. In 1974, City of Santa Monica merged its lifeguard service into the L.A. County Lifeguard Service, which was housed within the County Department of Beaches.

On June 1, 1975, the Los Angeles City Lifeguard Service also merged into County, forming the world's largest professional lifeguard service. The municipalities signed a Joint Powers

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Agreement to consolidate and streamline lifeguarding operations.³² This created a cost-efficient service from Long Beach to the Ventura County Line and improved salaries and safety requirements for lifeguards.³³ After the merger, all County-wide Lifeguard Administrative Services were relocated to the Venice Lifeguard Station. There, senior lifeguards worked from the offices on the top two stories of the building looking out onto the beach they protected.³⁴

In 1982, the County's shrinking budget caused the Department of Beaches to merge with Small Craft Harbors, creating the Department of Beaches and Harbors. In 1994, the Lifeguard Division of the Department of Beaches and Harbors was transferred to the management of the Los Angeles County Fire Department. Several years later, the old Department of Beaches facility at 2600 The Strand, Manhattan Beach, was remodeled to house numerous enhanced functions of the Lifeguard Division, while training, public education and youth programs were relocated to the Manhattan Beach facility. In 2016, the remaining Lifeguard administrative functions, including Lifeguard Chief, Assistant Chief and administrative Captain, were relocated to the Manhattan Beach facility.³⁵

Since consolidation in 1975, L.A. County has had the world's largest lifeguarding service, managing 72 miles of coastline, 32 miles of beach, plus Catalina Island, and 4.5 million visitors per year.³⁶ By 1992, 100 full time and 600 seasonal lifeguards rescued an average of 10,000 people per year.³⁷

Social and Environmental Impact

Lifeguarding has shaped and been shaped by popular culture in Southern California throughout the twentieth century. For decades, lifeguards have been an embodiment of beach culture's athleticism, recreation, and beauty standards. Lifeguards played a prominent role in the boosterism that drew visitors to the early beach resorts, and that continued throughout the first half of the twentieth century. Advertisements for beach events, exemplified in the 1953 headline "Sports Glamour Today at Venice Surfestival," featured lifeguards overseeing beauty pageants, competing in water sports, and performing lifeguard demonstrations.³⁸

³²

³² Under the Joint Powers Agreement, the City retains ownership of their lifeguard facilities and leases them to the County for one dollar per year to carry out lifeguarding operations and facility maintenance. The consolidated service under L.A. County was split into four sections - Northern, Central, Southern, Rescue Boats. "Contract No. 44797: Joint Powers Agreement," Los Angeles City, Los Angeles County, August 11, 1975.

³³ Mark, Our Lifeguard Family, 0435.

³⁴ "Dedication Scheduled for Lifeguard Building," Los Angeles Times.

³⁵ The decision to relocate headquarters to Manhattan Beach was made by the then-Chief Lifeguard Fernando Boiteux, who lived in the South Bay. Mickey Gallagher, correspondence with author, July 16, 2023.

³⁶ According to the LA Fire Dept, Lifeguard Division, the number of visitors to Venice Beach in 2022 averaged 12,000/day or 4.5 million/year.

³⁷ Bob Pool, "Sands of Time Don't Slow Down L.A. County's Oldest Lifeguard," *Los Angeles Times*, August 30, 1992.

³⁸ "PROGRAMS WILL OPEN BEACHES: Recreation Departments to Sponsor Events Lifeguard Demonstrations Will Be Featured Inspection on Schedule at Venice Pier Today," *Los Angeles Times*, June 7, 1933; "Sports Glamour Today at Venice Surfestival," *Los Angeles Times*, August 16, 1953.

The history of lifeguarding is closely intertwined with that of surfing. In the early twentieth century, they were both used to attract people to the beach—surfing as a form of entertainment for visitors, lifeguarding as assurance of safety. According to historian Patrick Mosser, the intertwined development of surfing and lifeguarding in California "was key to the rise of a beach culture that is now famous around the world."³⁹

In 1989, the show Baywatch sent Los Angeles County Lifeguards global. Executive produced by lifeguard Greg Bonnan, the show was loosely based around the County Lifeguard Service. The show's title came from a L.A. County lifesaving boat, the "Baywatch," which was built in 1947.⁴⁰

While Baywatch's popularity helped raise the popular, political profile of lifeguard services, lifeguards worked to counteract the show's stereotypes and demonstrate the rigor, discipline, and high stakes of their job.⁴¹ Interviews with lifeguards and oral histories in "Our L.A. County Lifeguard Family" affirm that lifeguarding requires deep commitment and integrity, and a high level of physical ability. In oral histories, lifeguards recount the physically and emotionally grueling process to become a lifeguard, where hundreds of recruits compete for a limited number of positions. In the 1988 *L.A. Times* profile, Captain Gary Crum described the Lifeguard Service as a "paramilitary organization, with a rigid chain of command that has some law enforcement responsibilities." ⁴²

Lifeguards often described the deep connection they have together as a "family" or "brotherhood" bonded by their work to protect beach visitors. ⁴³ That brotherhood has historically been difficult to access for women and people of color. Many ocean lifeguards have made 'firsts' in this respect. John Tabor, grandson of Irving Tabor, a founding member of Venice, was the City's first Black lifeguard in 1938. In the 1940s, Bob Lee became the first Chinese American lifeguard in the service. Women did not enter the service until the 1970s: Kaine Lokelani Nowell and Wendy Paskin were the first recurring women lifeguards for the City and County, respectively, when they began in 1973. In 1981, Allyson Bailey was the first Black woman in the County service. ⁴⁴

³⁹ Mosser, *Surf and Rescue*, 4.

⁴⁰ Verge, L.A. County Lifeguards, 111.

⁴¹ Verge, L.A. County Lifeguards, 111.

⁴² Kenneth Garcia, "Having the Time of Their Lives--and Saving Others': Members of an Elite Lifeguard Corps Love the Work and Never Get Tired of the Office," *Los Angeles Times* September 18, 1988.

⁴³ Ibid.

⁴⁴ The long history of segregation and violence against Black Angelinos and other people of color at beaches and pools in Southern California is important context for the lack of racial diversity in the service. Verge, *L.A. County Lifeguards*, 89-100; Mark, *Our Lifeguard Family*, 52, 92-94, 1376-1383, 1584, 1944-1947; Alison Rose Jefferson, *Living the California Dream: African American Leisure Sites during the Jim Crow Era* (University of Nebraska Press, 2020).

While these lifeguards made significant contributions to diversifying the service, deep racial and gender gaps in the service continue. In 1991, 103 of the 110 fulltime County lifeguards were white men. ⁴⁵ In "Our L.A. County Lifeguard Family," Nowell described fighting for visibility in a department that "had no facilities for a woman, no uniform, no nothing for a woman in a man's job." ⁴⁶ At the time, the new Venice Lifeguard Station was one of the only stations to have separate men's and women's showers. ⁴⁷ Beginning in 1986, Russell Walker, L.A. County's first Black lifeguard officer, worked to increase representation of people of color by creating a program that supported South Central residents to be trained for lifeguarding jobs. ⁴⁸ Efforts towards equity within the County Lifeguard services are ongoing today. ⁴⁹

Several lifeguards at the Venice headquarters served as important stewards of the natural environment and advocates for environmental protections. One important figure was Rimmon Fay, a marine biologist, professional diver, and longtime part-time lifeguard. Fay was an outspoken advocate who called for an end to L.A. and corporations' policies of dumping toxic sewage in the ocean. Fay was a founder of Heal the Bay and the Friends of the Ballona Wetlands.⁵⁰

Architectural Significance: Mid-Century Modern Institutional Design

Just as the Spanish Colonial Revival-style Brooks Station and PWA Moderne-style Sunset Pier Station were products of their time, the form and function of the Mid-Century Modern Venice Lifeguard Station reflects the historic era in which it was built.

SurveyLA defines Mid-Century Modernism as a subgenre of Post-War Modernism with a period of significance from 1945-1975. This broad and variable architectural style is rooted in the innovative Case Study House Program, which produced a design style that leveraged economic building materials, showcased buildings' structural systems and materiality, and responded to the unique Southern California environment. Under Dean Arthur Gallion, University of Southern California's architecture students embraced these modern design principles and contributed substantially to the proliferation of Mid-Century Modernism throughout the region.⁵¹

⁴⁵ Kathleen Kelleher, "First Black Lifeguard Working to Blaze Trail" March 28, 1993.

⁴⁶ Mark, Our Lifeguard Family, 1376-1383.

⁴⁷ In the late 1980s, Santa Monica Headquarters was the first to add a women's locker room equal to the Men's in size. Venice upgraded and added a women's locker room specifically for women lifeguards in the early 90's. Mickey Gallagher, correspondence with author, July 16, 2023.

⁴⁸ Mark, Our Lifeguard Family, 2127-2130.

⁴⁹ Janice Hahn and Holly J. Mitchell, "Motion: Enhancing Equity, Diversity, and Inclusion in the Los Angeles County Fire Department," March 7, 2023:

https://file.lacounty.gov/SDSInter/bos/supdocs/178535.pdf?utm_content=&utm_medium=email&utm_name=&utm_source=govdeliverv&utm_term=.

⁵⁰ Kenneth R. Weiss, "Rimmon C. Fay, 78: scientist fought Santa Monica Bay pollution," *Los Angeles Times*, January 4, 2008.

⁵¹ Los Angeles Citywide Historic Context Statement, "Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980," 136.

While Mid-Century Modern design was originally employed in housing projects, derivatives of the style soon shaped commercial, religious, civic and government facilities. Mid-Century Modernism is conveyed through exposed steel or post-and-beam structural systems, horizontal massing, simple geometric volumes, and flat roofs often with projecting eaves. Wall surfaces are typically unornamented and feature floor-to-ceiling windows. Expressionistic variations of the style also feature sculptural forms intersecting with geometric volumes, curved, sweeping wall surfaces, and steep, dramatic roof forms.⁵²

The Venice Lifeguard Station, designed by Prescott, Whalley, and Weit, is a unique and exuberant expression of Mid-Century Modernism. The three-story building is symmetrical and composed of three hexagonal volumes. The first story base is the largest hexagon, which is followed by a narrow second story, out of which projects the third story observation tower. The pyramid roof has a low slope, with exposed eaves and protruding rafters. The wooden rafters are matched by projecting wooden beams that extend diagonally and upward from the base of the third story. The projecting rafters and beams frame the third story, which has surround flush-mounted metal framed floor-to-ceiling windows and doors that open onto a small wrap-around observation deck with a wooden railing. The post-and-beam structure is apparent and is integral in the building's design.

In both form and function, the Venice Lifeguard Station reflects the successful development of the City, and later County, Lifeguard Services. Located in the heart of the Santa Monica Bay, the geometric tower rising above the low-scale development along Venice Beach is a prominent feature of the landscape. The east end of the tower abuts a parking lot to allow vehicle access, while the west end is 100 yards from the water.

The first story, with garage door entrances and few windows, houses lifeguard vehicles, lifeguarding equipment, restrooms, and locker rooms for day-to-day lifeguarding operations. When the City and County consolidated, the first floor was divided between lifeguard facilities and the County Department of Beach and Harbors, which stores vehicles and heavy equipment. The second and third story tower contains office space for City, then later County-wide lifeguard administrators. The third floor, with floor-to-ceiling glazing and wraparound observation deck, maximizes views of the ocean and beach. The tower is both highly visible to beachgoers below and offers lifeguard administrators uninterrupted views of the Santa Monica Bay coastline they oversee.

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⁵² Ibid., 143-51.



Venice Lifeguard Station and beach facing north, 2023. Source: Robin Murez.

The Venice Station became part of the identity of the County Lifeguard Services. A *Los Angeles Times* profile of County lifeguards in 1988 highlighted the administrative offices' "180-degree view of the northern and southern sections of the beach, as well as a sizable sun deck outside." The article called the Station "arguably among the nicest workplaces in Los Angeles" and "one reason people...stay on as lifeguards when their friends are asking them why they don't get 'real' jobs." ⁵³

The hexagonal hipped roof recalls the iconic Venice pagodas that were constructed along Ocean Front Walk in the 1940s.⁵⁴ Blueprints of the 1968 Venice Lifeguard Station also include plans to rehabilitate and reconstruct the pagodas. The pagodas were restored and reconstructed in 2000.

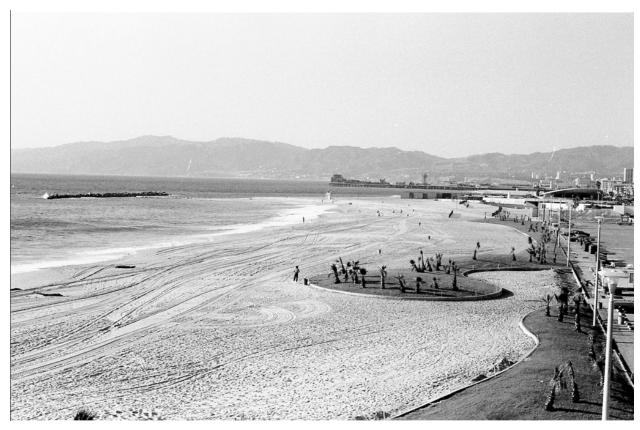
⁵³ Garcia, "Having the Time of Their Lives--and Saving Others'."

⁵⁴ RRM Design Group, "Venice Beach Ocean Front Walk Refurbishment Plan," prepared for the City of Los Angeles, 1996.



Venice Pagodas. Source: Marty Schatz, Venice Heritage Museum.

Historic photos of the Venice Lifeguard Station reveal the original landscaping by Cornell, Bridgers, and Trolle. The landscaping was minimalist, consisting of small, sparsely planted palm trees around the ground-level floor. The landscaping extended north and south of the Station along the boardwalk with more palm trees set within organically shaped concrete curbs. None of the original landscaping is extant.



View from the Venice Lifeguard Station, facing north. Source: "Our L.A. County Lifeguard Family."

Architect and Landscape Architects

The Venice Lifeguard Station was designed by Los Angeles-based architectural firm Prescott, Whalley, and Weit. Alfred C. Prescott, AIA, and Raymond Whalley, AIA, established their firm in Silver Lake in 1950.⁵⁵ In 1962, Robert Weit, AIA, joined the firm as a partner.

Prescott was born in Los Angeles in 1917 and graduated from the University of Southern California School of Architecture in 1938. He worked as a draftsman for several architects, including A.C. Zimmerman, a classically trained architect best known for his work on the L.A. Unified School District 52nd Street School, a Renaissance Revival building identified in SurveyLA.⁵⁶ Prescott was active in the community, working as a lecturer at two local high

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⁵⁵ American Institute of Architects, "American Architects Directory," 1962, https://content.aia.org/sites/default/files/2018-09/Bowker 1962 W-X.pdf.

⁵⁶ American Institute of Architects, "American Architects Directory," 1962; Museum of Modern Art, "Modern Architecture in California," (arranged by the Department of Architecture of the Museum of Modern Art, arranged for circulation by the Department of Circulating Exhibitions, 1935), 8; SurveyLA, "1855 S. Vermont Ave," December 10, 2011, http://historicplacesla.org/reports/c48a8abf-33bb-461e-8c02-3175a5e2dea9.

schools and serving on the Burbank Board of Appeals from 1952-1962, and the Burbank Chamber of Commerce from 1953-1963.⁵⁷

Raymond Whalley, AIA, was born in London, England in 1918 and graduated from USC in 1946. Prior to forming the firm, he worked for the U.S. Army Corps of Engineers and as an architect with Walter R. Hagedohm. Robert Weit, AIA, was born in New York City in 1927 and graduated from USC in 1959.

The firm had left behind several civic and religious buildings that demonstrate a strong Modernist aesthetic. This includes the Burbank Civic Center Annex, several fire stations, and churches such as St. Jerome Catholic Church, which was identified by SurveyLA as eligible for designation at the local, state, and national level as an excellent example of Mid-Century modern design.⁵⁸

The esteemed landscape architecture firm Cornell, Bridgers, and Troller was responsible for landscaping of the building. Ralph Cornell was one of the first to found a landscape practice in Los Angeles in 1919. He began his solo practice in 1933, which focused on using native species, and strategically linking native and human-designed landscapes to unite spaces. In 1953, Howard Troller and Samuel Bridgers joined the firm and in 1955 they became partners. The firm is best known for their work designing large campuses such as University of California Los Angeles campus, Civic Center Mall, Music Center, and Department of Building and Water campus.

<u>Lifeguard Infrastructure</u>

There are no landmarks dedicated to the history of lifeguards in Los Angeles, and few in all of California. The Long Beach Lifeguard Station, a local landmark, is the only designated station in Southern California. In 2018, Malibu Beach Historic District became the first listing on the National Register of Historic Places dedicated to surfing history. The district includes two Movable Lifeguard Stands that are contributing features. ⁶²

⁵⁷ Los Angeles Public Library, "Celebrate Opening," Los Angeles Public Library Photo Collection, Valley Times Collection, 1963; American Institute of Architects, "American Architects Directory," 1962.

⁵⁸ SurveyLA, "St. Catherine of Siena Church," October 3, 2014, http://historicplacesla.org/reports/bdcd460b-09df-433e-b9a7-e6ad82288979.

⁵⁹ The Cultural Landscape Foundation, "Ralph Cornell," accessed July 28, 2023,

 $[\]underline{https://www.tclf.org/news/features/ralph-cornell-southern-california-dean-landscape-architecture}.$

⁶⁰ The Cultural Landscape Foundation, "Cornell Bridgers and Troller," accessed July 28, 2023, https://www.tclf.org/pioneer/cornell-bridgers-and-troller.

⁶¹ It was constructed in 1938 with WPA funds on Linden Ave, and later relocated to Cherry Ave, where it stands today. City of Long Beach, "Cherry Ave Lifeguard Station," accessed July 28, 2023, https://www.longbeach.gov/lbds/planning/preservation/historic-landmarks/historic-landmarks/cherry-ave.-lifeguard-station/.

⁶² Michael Blum, "Malibu Historic District," (National Register of Historic Places Registration Form, 2015), 4.



Long Beach Lifeguard Station, 2020. Source: Andrew Schmidt/ SoCal Landmarks.

The few remaining historic-era lifeguard stations in Southern California reflect different periods of development. The Long Beach Lifeguard Station, a two-story building constructed in 1938, is the only remaining station from the WPA era. 63 The only other extant Mid-Century Modern station is the Santa Monica Lifeguard Headquarters, designed by Wilton Beckett and Associates and constructed in 1959 at 1642 Ocean Front. The building was determined not eligible for national listing but has not been evaluated for local or state eligibility.⁶⁴

 ⁶³ City of Long Beach, "Cherry Ave Lifeguard Station."
 ⁶⁴ California Office of Historical Resources, "Built Environment Resource Directory," July 26, 2017.

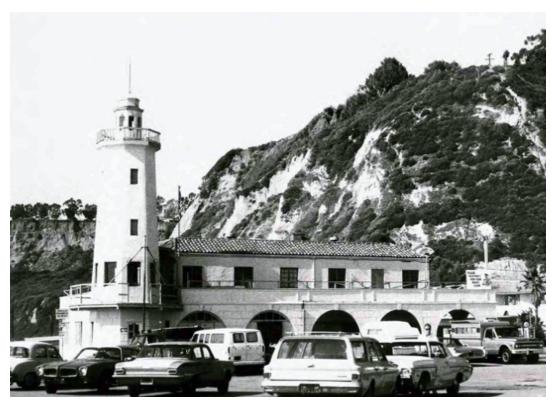


Santa Monica Lifeguard Headquarters, 2022. Source: Bob Anderson via Google Images.

While the form and massing of the Venice Station is unique, its basic elements are commonly found in lifeguard stations to serve specific functions. Many stations follow a similar structure with a rectangular, window-less ground floor with garage doors that houses lifeguard equipment and vehicles. Stations with hexagonal towers are rare: examples of stations with this feature in Southern California include the 1938 Long Beach Lifeguard Station (extant), 1927 Will Rogers Headquarters Station (not extant), and the 1928 Laguna Beach Lifeguard Tower (extant). The Venice Lifeguard Station is the only one in the City of Los Angeles with this form.

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⁶⁵ Mark, *Our Lifeguard Family* 2097-2098; "Celebration Planned for Iconic Laguna Beach Lifeguard Tower," *Orange County Register*, December 30, 2021; Water and Power Associates, "Early Views of Santa Monica," accessed July 28, 2023, https://waterandpower.org/museum/Early-Views of Santa Monica 2 of 6.html.



Will Rogers Headquarters Station, circa 1970s. Source: "Our L.A. County Lifeguard Family."



Laguna Beach Lifeguard Tower, 2021. Source: Mark Righmire/ Orange County Register.

Conclusion

The Venice Lifeguard Station at 2300 S. Ocean Front Walk is significant for its role in the development of the L.A. City and County Lifeguard Services. The Venice Station served as the L.A. City Lifeguard Services headquarters from its construction in 1968 through 1975. It took on a new layer of significance in 1975 when L.A. City, Santa Monica, and L.A. County consolidated their services to become the largest lifeguarding service in the world. The Venice Station served as the L.A. County Lifeguard Headquarters from 1975 until 2016. The period of significance begins with its construction in 1968 until 2016 when it ceased to be headquarters of the L.A. County Lifeguard Services.

The property is eligible for designation under Criterion 1, *identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community,* for its role as the City and County Lifeguard Services Headquarters during a formative period of growth and institutionalization. The services headquartered in Venice have significantly shaped the public's safety and engagement at Venice and other Los Angeles County beaches.

The Venice Station is also eligible for designation under Criterion 3, *embodies the distinctive* characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age, as an excellent example of Modernist institutional development designed Los Angeles-based architectural firm Prescott, Whalley, and Weit and landscape architecture firm Cornell, Bridgers, and Troller. The aesthetic and scale of the Venice Station, defined by its iconic hexagonal tower, reflects the growth of lifeguard services and development of life saving technology in the latter half of the twentieth century.

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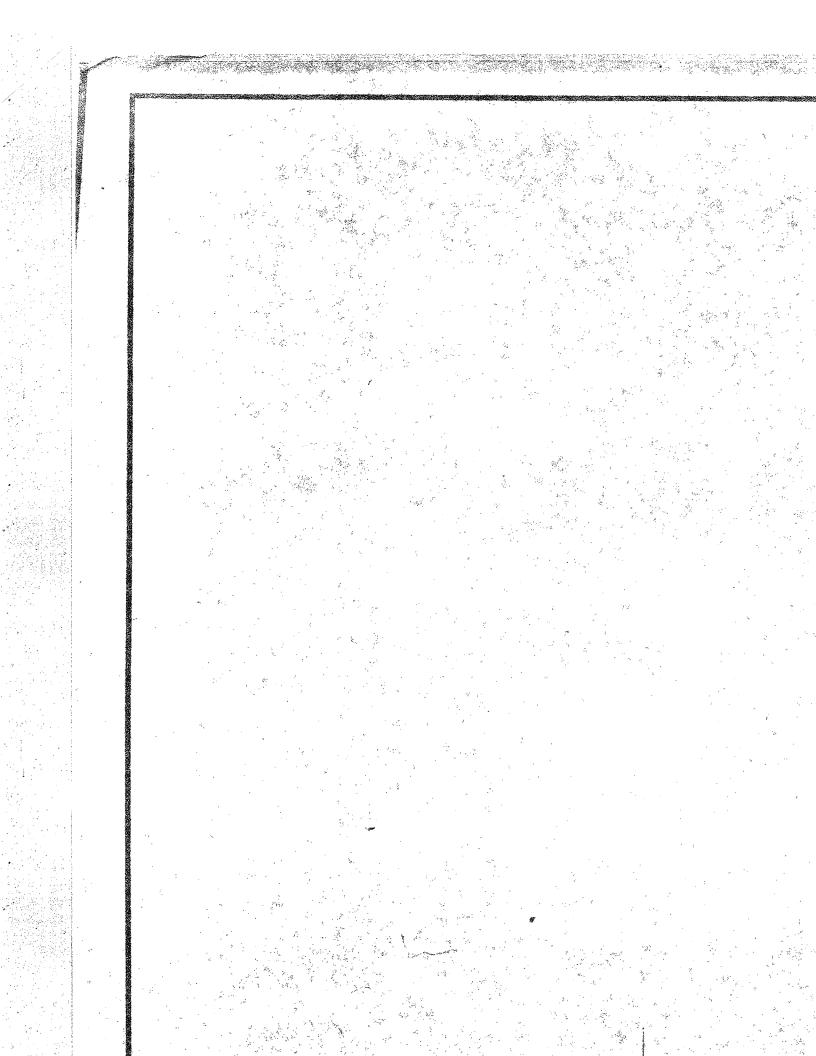
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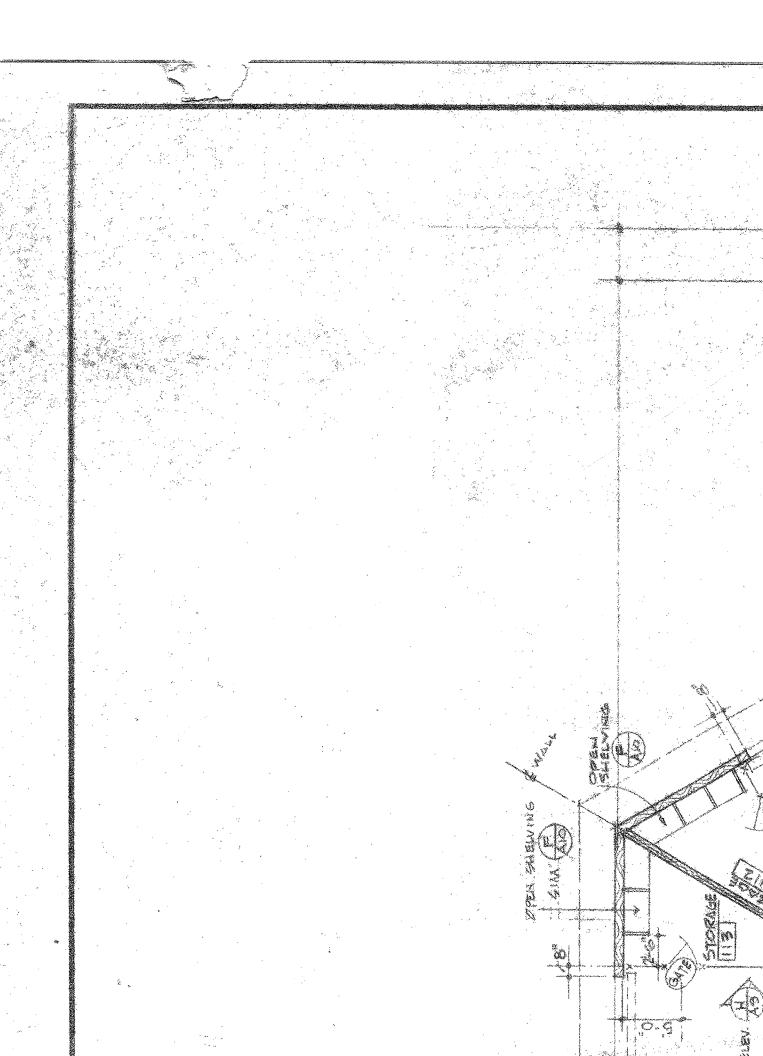
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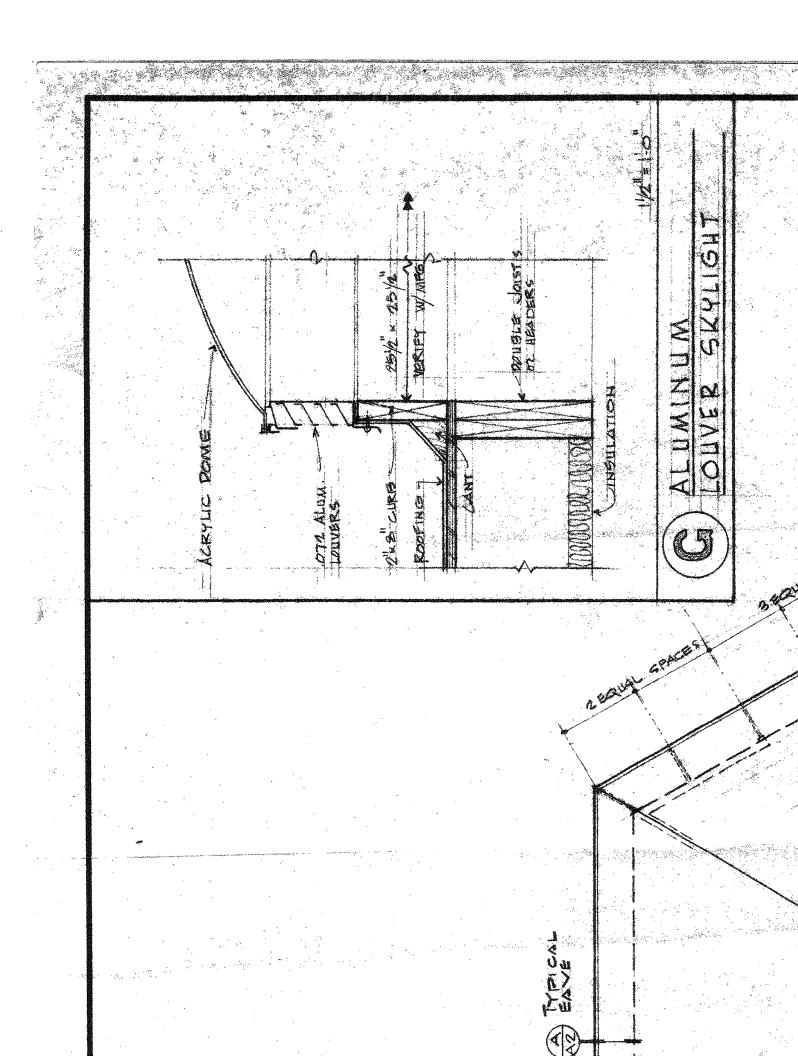
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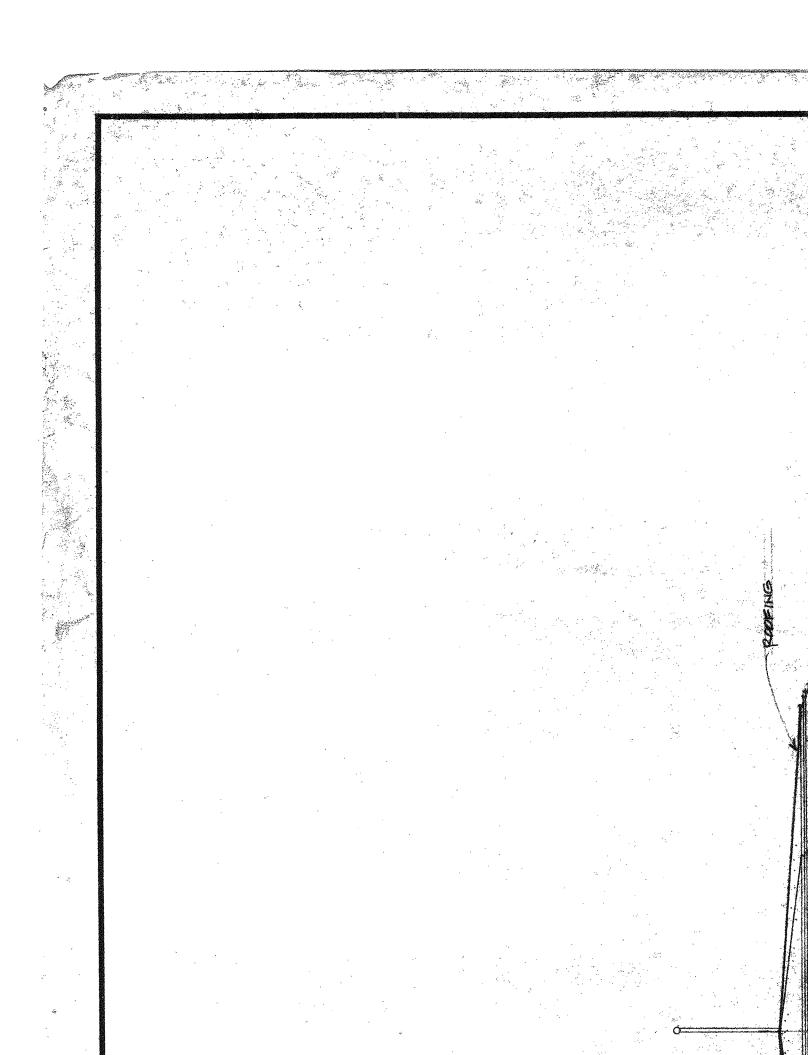


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BEACH SAFETY PLANS READY

Playground Board Passes on Extensive Program for Improvement in Life-Saving Facilities

Complete life-saving facilities for the municipal beaches at Venice, Santa Monica Canyon, Playa del Rey and Cabrillo, including general lifeguard alarm boxes, a series of bells, emergency truck and more essential equipment than available at present, have been approved by the Los Angeles Playground and Recreation Commission. The program for rescue provisions

will be started at once. When the installation of equipment is completed it will be possible

ment is completed it will be possible for anyone witnessing the distress of a bather to immediately summon a guard or, if the emergency warrants, to call an entire crew with boats, ropes, stretchers, blankets, inhalator and other equipment.

At Venice twenty-five brass belis will be placed between the Ocean Park pier and Hyperion avenue. These will be mounted on posts placed in conspicuous places and will be used for local alarms.

PHILI-BOX SYSTEM

PULL-BOX SYSTEM

PULL-BOX SYSTEM

Later it is planned to install seventeen pull-box stations similar to those of a fire-alarm system. These boxes will be located at the ends of the following streets: Ozone, Rose, Paloma, Thornton, Brooks, Wavecrest, Westminster, Playground, Avenues 28, 27, 30, 35, 41, 46, 51, 57 and 68 and Del Rey Esplanada.

In conjunction with this system a light automobile will be kept in service at the Brooks-avenue life-guard building recently completed by the Playground Department. This will be equipped with inhalator, siren, stretchers, blankets and other para-

nd. The program for rescue provisions phernalla and will be used to convey guards to the source of an alarm. A stren also will be placed on the life-guard station to summon all guards on duty between the Ocean Park and Venice piers. A guard with powerful binoculars will be kept on duty in the tower throughout the day.

PROVISIONS AT PORT

At Cabrillo Beach, on either side of the breakwater at San Pedro, three cast-brass bells will be mounted and the guard headquarters provided with inhalator, stretchers, cots, blankets and Cape Cod dories with canvas covers.

At Santa Mariana

covers.

At Santa Monica Canyon Beach two brass bells will be placed, with adequate life-saving equipment, including. Cape Cod dories. Signal fings also will be in use at the public bathing places.

Present equipment for life saving is said to place Los Angeles in a high position in comparison with other cities, and the additional provisions for alarm and ambulance service will make it outstanding.

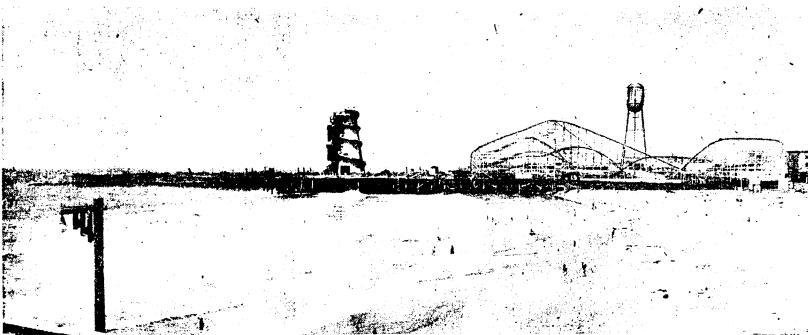
When the present beach areas are patronized over longer stretches the department believes that more trucks should be added.

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City Plans Huge Beach Development Program: <span ...

Los Angeles Times (1923-1995); Aug 17, 1947; ProQuest Historical Newspapers: Los Angeles Times

MEMORY-HAUNTED LANDMARKS FAST DISAPPEARING



VANISHING—This panorama of Venice pier shows progress being made in its destruction. Beach in foreground will be enlarged with sand and dirt.

City Plans Huge Beach Development Program

Project Includes Removing Piers, Building Sewage Plant and Moving Vast Dunes of Sand

By next summer, barring unforeseen delays, the beach area of the City of Los Angeles will be more than trebled as the first step in a master plan to save the Southland's fast-eroding shoreline

As outlined by A. G. Johnson, city beach engineer, the immediate program for improvement of city beaches from Ocean Park to El Segundo is three-foid:

1-Removal of Venice Pier and adjacent Sunset Pier, two memory-haunted landmarks now considered unsafe and obstacles to the natural movement of beach sand down the coast.

2—Construction of the \$30.000,000 sewage disposal plant at Hyperion, which will eliminate ocean pollution which has necessitated quarantining of much of the existing beach area, and 3—Transfer of 11,000,000 cubic

3—Transfer of 11,000,000 cubic yards of sand from the dunes at the Hyperion plant site to the six-mile strip of beach northward to Santa Monica city limits.

Demolition Proceeds

City engineers are preparing plans to complete the demolition of Venice Pier, now a pile of debris over which the 122-foot Dragon Bamboo Slide stands a lonely vigil. Abbot Kinney Co., lessee of the famed fun zone until their 25-year tide, lands lease expired in 1946, is completing the salvaging of pier concessions.

Sunset Pier, site of a popular hallroom two decades ago but now lifeguard headquarters of the City Playground and Recre-

Program to Treble City's **Beach Area Advances**

Continued from First Page

at Playa del Rey. This, how-Bay indentation contemplate ever, hinges on the creation of the building of a broad highway a beach "district" embracing the building of a broad highway along the sea from Topanga Canyon to Redondo Beach, with ample parking and recreation the project, which would add 36,areas, including a yacht basin 000,000 cubic feet of fill to the 14,000,000 already contemplated by the city.

by the city.

Johnson is an old hand at "heach-making," having been head of the beach development division of the City Engineer's office since 1930. He proved his sand-fill theory in 1945 when, over the protest of scoffers, he dumped 150,000 cubic yards of sand just south of Venice Pier where waves had threatened to wash out beach cottages. Con-trary to critics' charges that this was "pouring the taxpayers' money into the surf," the sand is still there—and so are the buildings.

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Final Plans for Venice Beach Job Approved *Los Angeles Times (1923-1995)*; Aug 29, 1968; ProQuest Historical Newspapers: Los Angeles Times pg. WS 9

Final Plans for Venice Beach Job Approved

VENICE - Final plans and specifications for improvements at four locations on Vehice Beachexpected to cost more than \$350,000-have been approved by the Los Angeles City Recreation and Park Commission.

The commission will open bids for the improvements Thursday, Sept. 12, at 3 p.m. Cornell, Bridges and Troller, landscape architects, designed the project which involves the following:

1-Construction of a lifeguard and maintenance headquarters building at Venice Blvd. with landscaping and site improvements.

2-Installation of an irrigation system, landscap-ing and related work at Rose Ave.

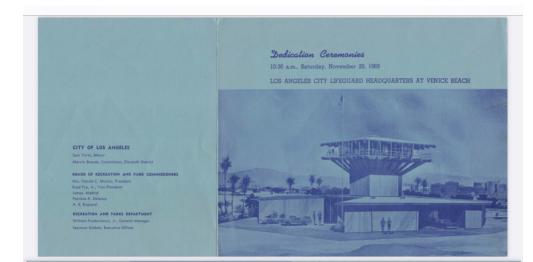
3—Construction of a new sanitary facility, installation of play equipment, an irrigation system, landscaping, and related works. Pacalla A. lated work at Brooks Ave.

4—Installation of play equipment, an irrigation system, landscaping and related work at Washington St.



LIFEGUARD HEADQUARTERS---Architect's drawing shows lifeguard and maintenance headquarters building to be constructed at foot of Venice Blvd. Plans have been approved and bids will be opened by Recreation and Park Commission at 3 p.m. Thursday, Sept. 12. Beach oil revenues will finance the project.

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The building we are dedicating today will serve as a headquarters for the beach operations section which is responsible for lifeguard service on 14 miles of beaches, at Hansen Dam Lake, and—during the three-month trout flishing season—at Crowley Lake. The new lifeguard headquarters is one portion of a \$500,000 improvement project financed with oil revenues.

Within the past year the Los Angeles City Recreation and Parks. Department has also constructed a \$20,000 sanitary facility near the entry of Marina Del Rey Channel, and has authorized res-toration and reconstruction of a \$25,000 stone grior to protect the new lifeguard headquarters and adjacent improvements.

Posting of Colors
S. S. Cutty Sark, Mariners
Pledge of Allegiance
S. S. Cutty Sark
National Anthem

Invocation
The Rev. Fred Hilst, Bible Tabe

Master of Ceremonies William Frederickson, Jr., General M

Welcome Mayor Sam Yorty Introduction of Distinguished Guests

Acceptance of Building on Behalf of the Citizens
Dr. Earl Bubar, President, Marina Chamber of Comme

RIBBON CUTTING

BEACH LIFEGUARD RESCUE DEMONSTRATION

Tour of New Building

Conducted by S. S. Cutty Sark



LIFEGUARD OUTLOOK. -New City Beach lifeguard headquarters building at Venice Beach will be dedicated in 10:30 a.m. ceremonies Saturday, Nov. 29. Embracing four locations, \$500,000 project was financed with beach oil revenues.

Dedication Scheduled for Lifeguard Building

VENICE — Dedication ceremonies for the new City Beach lifeguard head-quarters building at Venice Beach are scheduled Saturday, Nov. 29, at 10:30 a.m.

The new headquarters and the maintenance building were included in a \$500,000 improvement project at four locations on the heach

on the beach.

The former lifeguard headquarters, located 100 yards north of the present facility, has been condemned and will be torn down.

Located at 2100 Ocean Front Walk, the lifeguard headquarters was financed with beach oil revenues.

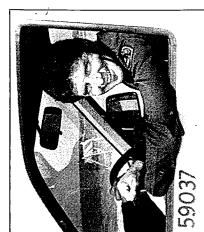
In addition to the lifeguard and maintenance headquarters building with landscaping and site improvements, the total project includes an irrigation system installation, landscaping and related work at Rose Ave.; construction of a new sanitary facility, installation of play equipment, landscaping and related work at Brooks Ave.; and installation of play equipment, an irrigation system, and landscaping at Washington St.

The ceremonies will be attended by officials of the City Recreation and Parks Department and Councilman Marvin Braude.

Having the Time of Their Lives--and Saving Others': Members of an ...

Garcia, Kenneth

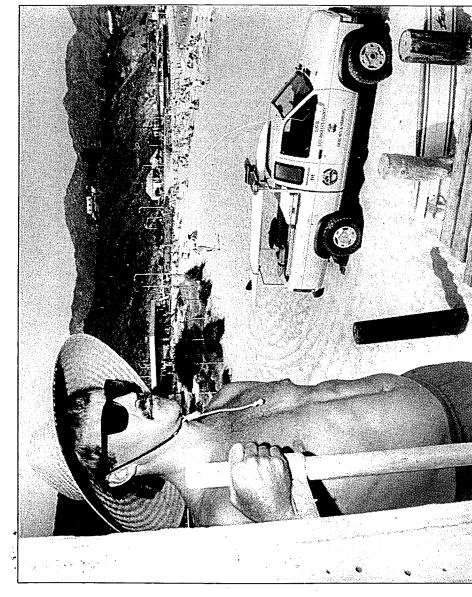
Los Angeles Times (1923-1995); Sep 18, 1988; ProQuest Historical Newspapers: Los Angeles Times pg. WS1



Beach in a truck, and Longtime lifeguards downplay the job's Malibu often try to glamorous image. patrolling Venice such as Lt. Mick John Renaud at Gallagher, left,

and Saving Others Having the Time of Their Lives-

the Work and Never Get Tired of the Office Members of an Elite Lifeguard Corps Love



CASSY COHEN / Los Angeles Time

By KENNETH J. GARCIA, Times Staff Writer

Very Easter Vacauou, accept on a young men and women gather on a beach in Santa Monica to compete in the page of the competer of the page modern Darwinian ritual. But in this race, At the appointed time, they line up, run even the fittest often don't survive.

into the water and fight, crawl, push and do their best to swim around a series of strategically placed buoys in a 1-mile race. For some, it will be the most important contest of their lives.

group of new lifeguards in Los Angeles County. With a little luck, a large dose of they exhibit endurance along with speed, most will stay for the next 30 years, The race decides who will be the next skills, about 60 will make it each year. If desire and Olympic-caliber swimming

"It looks like everybody is trying to drown each other, said Jonathan Edge, a seasonal county lifeguard. "The people want it so bad that it gets crazy out there.

But how can you blame them? This isn't so much a job as a way of life." Edge works at Malibu's Surfrider Beach, but it's difficult to say exactly when he's

working. He usually shows up there on his days off, "just to hang out," with the other lifeguards, watch his colleagues surf during their daily half—hour workout and to swim. pale complexion, he seems an unlikely candidate to fill a sun-drenched job. But, he Mostly to swim. With his red hair and says, he can't resist.

summer when I was in school, but I liked it so I came back," he said. "And then I came back again. And this is my third summer. "I thought I was going to do it for one What can I say? It's a great job.

For people like Capt. Gary Crum, becoming a lifeguard was a matter of tradition. His father, Dwight, began as a

the department's diving and recovery Department of Beaches and Harbors before retiring in 1974. A picture of his father and lifeguard before World War II and stayed the 3-year-old future lifeguard captain walking along Redondo Beach hangs on the wall behind Crum's desk. in the department for the next 34 years, rising to assistant director of the

office, about three stories above the Pacific oeach, as well as a sizable sun deck outside. water's edge. It is one of the reasons people such as Crum, who joined the force in 1966 headquarters, he has a 180-degree view of work places in Los Angeles. From Crum's the northern and southern sections of the Ocean, that is arguably among the nicest straight out of high school, stay on as lifeguards when their friends are asking The desk is the centerpiece in a small Boulevard, is about 50 yards from the vantage point at the Venice lifeguard The station, near the end of Venice

The lifeguards believe their jobs, which last year involved watching over 55 million visitors to Los Angeles' beaches, are very real. Today, full-time permanent lifeguard year, depending on their experience and whether they are eligible for bonuses for passing extra paramedic courses or joining can make between \$36,000 and \$50,000 per them why they don't get "real" jobs.

Patrol 40 Miles of Beaches

the best in the world is that it's the only place where it's a year-round profession," Crum said. "People look on this as a career because the pay is good, the benefits are good and, obviously, lifeguards enjoy their "The reason why L.A.'s lifeguards are

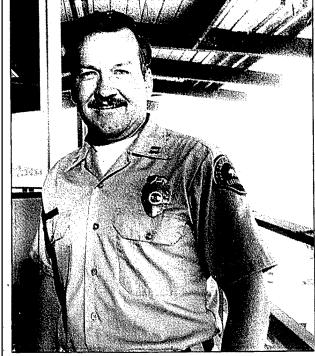
Last month, the Los Angeles lifeguards, who patrol 40 miles of public beaches from

Beach and including Catalina Island, won the 1988 National Lifeguard Championship held in Cape May, N.J. To say that they the Ventura County border almost to Long won is to say that sprinter Carl Lewis runs fast. They scored more points than the second-, third- and fourth-place teams

competitive. But we have to have a way to people who get picked are at the top of the swimmers and the rest are probably just a notch below that. It's incredibly "This job is not for everybody," Crum id. "Some people don't like the pressure involved in having to save lives. It used to the beach and were good swimmers might become lifeguards. But today the only be that people who hung out and surfed at pack. The best are Olympic-caliber separate the men from the boys."

In the future, one way may be to Please see LIFEGUARDS, Page 10

Blocked due to copyright. See full page image or microfilm.



CASSY COHEN / Los Angeles Times

In his ocean-view office, Capt. Gary Crum has a photo of himself at 3 walking along Redondo Beach with his lifeguard father.

LIFEGUARDS: Good Pay, Great Surroundings

Continued from Page 1

determine who can match a great freestyle stroke with computer programming skills. Today, the lifeguard operation, from the department's budget to its payroll and scheduling, is done on computers. The department only started using computers about four years ago, but now the performance of the 600 seasonal and the 100 full-time, permanent lifeguards is tallied on video display terminals.

Each of the department's 7,063

rescues during 1987-a statistic that used to be logged in longhand—is entered in the computer, along with the beach where the rescue was performed and the type

of emergency.
Crum said lifeguards may face an even more high-tech future. There is talk of placing computers in many of the county's 155 lifeguard stations. So far, the idea has met resistance. Many of the longtime lifeguards maintain that the computers add nothing to their ability

to save lives. 'There's an old guard that says, 'Hey, we operated all these years without them, what do we need them for?' "Crum said. "But these computers have made our lives much easier. And anything that can reduce the amount of time we have to spend on anything except protecting the beaches is worth it."

Huge Swells

Lifeguard Lt. Mick Gallagher was far away from his computer early last week, driving up and down Venice Beach trying to determine which of his portable stations was endangered by the huge 8- to 10-foot swells generated by a storm off the coast of Chile one

That's when he spotted them. To the average beach-goer, the three boys encircled by the swirling water on a recent afternoon in Venice were just a group of teen-agers cooling off on the last week of summer vacation.

To Gallagher, they were a potential rescue.

Less than five minutes later, they became one.

Gallagher had seen the riptide long before he saw the teen-agers.

lifeguard and then slowly turned the truck around and began head-ing down the beach. A young man in light-blue cutoffs approached his

"Is it not good here to swim?" the man asked in broken English. "Is there something wrong? Can we go in for a picture?"

Gallagher sighed and shook his head. "If you can't swim, don't go in the water, OK?" The man nodded, and Gallagher turned to his passen-ger. "When they have to ask you whether they can swim, you know that they shouldn't be here

He started the truck again, slow-ing down when he looked at the surf. He stopped and reached down

to his two-way radio, gazing out the window as he began to speak. "Check out this set [of waves]," he told his fellow lifeguards, wait-

ing for the huge waves to crash before starting the truck again. Gallagher, Crum and other de-partment officials work hard to downplay the glamorous side of being a lifeguard. Gallagher talks often about the pressures of being responsible for other lives as well as for "his men" in the field. (There are women lifeguards as well.) And he clearly identifies with the paramilitary side of the organization, in part because he has worked most of his career in Santa Monica and Venice, where there is more crime on the beach than elsewhere in Los Angeles County and he is required to work more closely with police.

Military Language

This partially explains the military language in the 1-inch-thick lifeguard training manual, which discusses everything from proper uniforms to beach demeanor. It leaves unexplained, however, a description of one section of Point Dume Beach in Malibu which, the manual says, "attracts the most unusual collection of people any lifeguard will ever encounter in his entire career. They range from John Q. Public to faggots, perverts, drug users, runaways and mentally unbalanced people." The manual also describes Surfrider Beach, one of the best-known in Southern California, as having "its own parade of self-proclaimed characters -core iailhait

sun is shining. That's being off-duty at the beach that day.

Most of the lifeguards tend to

stay away from psuedo-police work, only calling the cops when their directives go unheeded. Usually, their warnings about dogs on the beach, inner tubes in the water, and alcohol and drugs near the surf are obeyed. But occasionally, and often reluctantly, city police or county sheriff's deputies are called in when a fight breaks out or things get too heated for the few life-guards on the beach.

"Our primary responsibility is always watching the water, but on slow days, it seems that we're being paid to look at the latest in fashion swim wear," Onsgard said. "But then all of a sudden it will change and you have to do a water

For the last 20 years, Onsgard has worked as a seasonal lifeguard for Los Angeles County, supplementing his income as a water polo coach at Pierce Junior College in Woodland Hills and at Cal State Los Angeles. Like the majority of lifeguards, Onsgard grew up in aquatic circles, swimming competitively and later playing water polo. Several of his students are now county lifeguards.

Studying the Waves

Renaud, Onsgard's supervisor, has been patrolling county beaches for the last 16 years. Today, he is a fixture at Malibu's Surfrider Beach, known for his easy manner almost as much as for the speed of his rescues. Because of the popularity of the beach, he probably treats more surfing accidents than any other lifeguard, and makes it part of his job to study the nuances of wave breaks as much as the young swimmers near Malibu Pier.

But it was a long, cool summer for Renaud. The waves were un-usually poor, the skies often gray and, with the exception of the Labor Day weekend throngs, the size of the crowds was way down. So was his business.

'I don't remember a slower sumner," Renaud said. "It's just been one long lull. We've only had 49 rescues out here all year. It's never been this quiet." then jumped in his truck to check on the lifeguard in the nearby

When he left, Onsgard jumped into Renaud's chair and began describing the previous day.

'Like Paradise'

"I had just gotten off work and the waves were huge around 6 p.m.," Onsgard said. "So I jumped in, and about five minutes later this rainbow came out that was just incredible. It looked like paradise out here. It was beautiful.

As Onsgard talked, a tan woman in her early 20s, wearing a bikini about the size of a large Band-Aid, walked by the front of the lifeguard station. Onsgard smiled. She smiled

"Not that this isn't beautiful too," he said as she walked by.
"Because that is beautiful."

The race to be a lifeguard has changed over the years. At one time, the department tested all candidates in the ocean first, but

they ran into a problem.
"We used to have to rescue so many would-be lifeguards in the ocean that it became ridiculous,"
Crum said. "For one day, we had
lifeguards rescuing people who
wanted to be lifeguards."

Now, the department makes candidates pass a timed 1,000-me-ter swim in a pool before tackling the ocean contest. Those at the top of the pack then must undergo an intensive six-day training course. Twice a year, permanent life-guards, including high-level department members such as Crum, must swim 500 meters in under 10 minutes.

Crum and others have described being a lifeguard as being part of a brotherhood. It almost has to be: There is little room for advancement in the department, which has one chief, one assistant chief and 29 lieutenants.

People here are very competitive by nature, but we have a lot more qualified people than oppor-tunities," Crum said. "But with most of these guys, since they're enjoying the beach almost every day, you can't tell their regular work day from [their] day off.

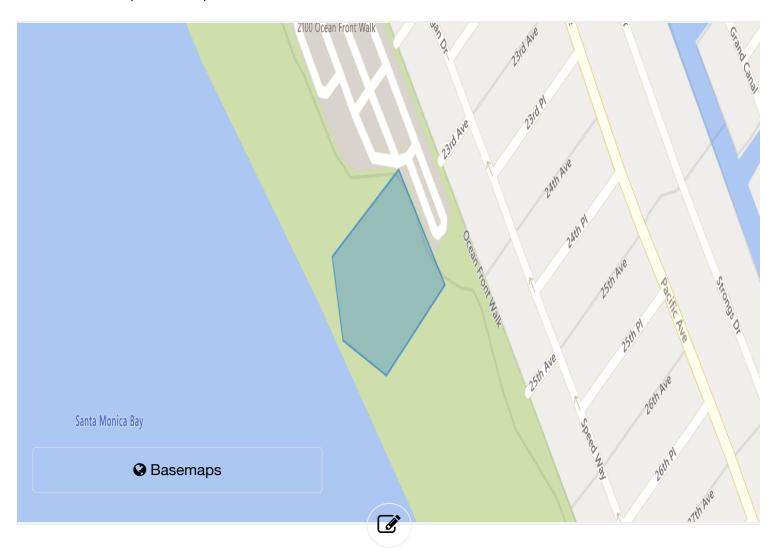
"The best way to describe is it to

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wenice Lifeguard Station Historic Resource

► Resource Report • Map



Resource Report

(overview)

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m Venice Lifeguard Station Historic Resource

▶ Resource Report
♥ Map

Historic Resource Summary

Names

Venice Lifeguard Station (Alternative)
Los Angeles County Fire Department Lifeguard Operations (Alternative)
Los Angeles County Fire Department Life Guard Division (Primary)

Important Dates

1968-01-01 (Built Date)

Images



7/21/23, 4:28 PM Report - HPLA

m Venice Lifeguard Station Historic Resource

► Resource Report • Map

Resource Types

Building

Architect

S.W. Bridgers (/reports/bc0ffcfd-8a46-4187-8993-9d8c70046d1a)

Builder

Owner

Location Information

Addresses

See below under Related Resources

Location Description

2300 Ocean Front Walk

Administrative Areas

Los Angeles City Council District 11 (Council District)

Venice Community Plan Area (Community Plan Area)

VENICE NEIGHBORHOOD COUNCIL (Neighborhood Council)

Resource Description

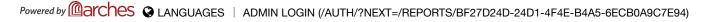
Classification

Type: Institutional-Government, Other Use: Historic Style: No style

Type: California OHP Resource Attribute - HP39. Other

Features

7/21/23, 4:29 PM Report - HPLA



m Venice Lifeguard Station Historic Resource

Type: Calliornia OHP Resource Altribule - HP39. Other

Features

Component: Cladding Type: Wood vertical boards Material: none defined

Component: Door Type: Single; Roll-up Material: Metal Component: Door Type: Sliding; Glazed, fully Material: Metal Component: Entryway Type: Vehicular entry Material: Wood

Component: Entryway Type: Balcony Material: Wood

Component: Roof Type: Eaves, open; Flat; Exposed rafters; Bargeboards Material: Unknown

Architectural Description

One-story hexagonal building with a three-story central tower; surrounded by surface parking and chainlink fence.

Alterations

Not fully visible behind the fence Unknown/not visible



Resource Significance

(evaluation)

Evaluation Details

Date Evaluated 2015-01-14



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Resource Significance

(evaluation)

Evaluation Details

Date Evaluated 2015-01-14

Context/Theme

Other Context, 1850-1980 Event or Series of Events, 1850-1980 Other

Eligibility Standards

More research needed

Integrity Aspects

No Integrity Aspects checked

California Historic Resources Status Codes (explanation of codes) $\Omega\Omega\Omega$

Significance Statement

"Rare example of a lifeguard station headquarters building in Venice; appears to be the only example along this stretch of the beach. However, eligibility standards for lifeguard stations have not been established; therefore, the evaluation could not be completed."

Periods of Significance

From: 1968-01-01

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Related Activities

SurveyLA - Venice Survey (/reports/46a10397-289c-487d-8201-213122959d1a) (was assessed in / assessed)

Related Historic Events

None

Related People/Organizations

S.W. Bridgers (/reports/bc0ffcfd-8a46-4187-8993-9d8c70046d1a) (Architect/Designer, was designed by /designed)

Historic Resources Group (/reports/78b650f8-3024-460a-917d-6d28404abc5c) (Surveying Firm, was surveyed by / surveyed)

Related Information Resources

Images



(/reports/f8d03d26-10eb-4a3f-952a-9b8082c6ab32)



(/reports/5aff1f98ffca-4dd4-babf-59dcf77e30cc)

AND F

APPLICATION

CITY OF LOS ANGELES

1. Applica INSTRUCTIONS: Plot Pla LEGAL LOT

THE PUBL DESCR. PURPOSE OF BUILDING

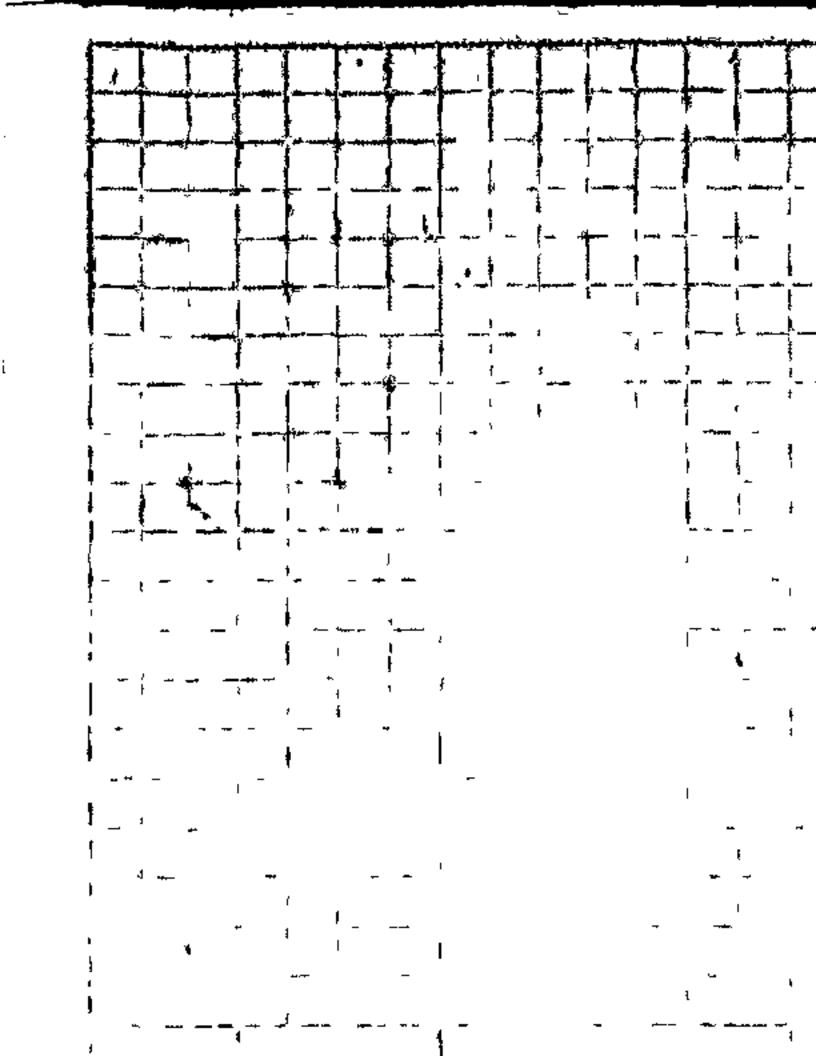
3. JOB ADDRESS __ GRANT __ Hdc

2'300 CEA BETWEEN CROSS STREETS

St. 23 RD S. OWNER'S NAME

L. A. Rec. & Park OWNER'S ADDRESS

505 City Hall. 2QC



Addressmet 2300 Ocean Front **Building**

CERTIF

Any change of use or occupanc This certificaties that, so far as ascertained by or made kn requirementants of the Municipal Code, as follows: Ch. 1, of State Hottousing Act—for following occupancies: NOTE

Issued

6 - 17 - 70

Permit N

Two story, Type

2300 S Ocean Front Wa

Bldg-Alter/Repair Commercial Express Permit No Plan Check

1. TRACT

SLICE DE ACHEUDE

SHORT LINE BEACH SUBI

TURE II	VENTO	RY (Note: N	umeric
	TURE	TURE INVENTO	TURE INVENTORY (Note: N

14. APPLICATION COMMENTS

** Approved Seismic Gas Shut-Off Val CRRC, IS REQUIRED FOR RE-ROOF OR LESS, PER SECTION 149(b) OF T

Permit Information found:

Expand Closed 2300 S OCEAN FRONT WALK 90291

Work Description	TEAR OFF EXISTING ROOFING & RE- ROOF WITH CLASS A BUILT UP ROOF/HOT MOP (MAX. 1 OVERLAYS TOTAL). 120 SQ. WORK BEING DONE ON "LIFE GUARD HEADQUARTERS" BUILDING.	INTERIOR NON-STRUCTURAL REMODEL FOR NEW WOMEN'S RESTROOM/LOCKER	C.T.S.	NEW GATE RACEWAY TRENGING	SUPPLEMENTAL PERMIT 17041-10000-43906 TO INCLUDE (1) EXISTING BRANCH CIRCUIT.	Installation of new pendant within leifguard tower. Upright sprinklers are existing (dropping one for one)	INSTALL SAND & OIL INTERSEPTOR
Status	Permit Finaled 2/25/2008	Reviewed by Supervisor 4/1/2008	Permit Expired 10/13/2008	Issued 12/6/2017	Issued 1/17/2018	Permit Expired 3/29/2012	Permit Withdrawn 1/24/2006
Туре	Bldg- Alter/Repair	Bldg- Alter/Repair	Electrical	Electrical	Electrical	Fire Sprinkler	Plumbing
PC/Job #	X06WL01384	B08SP00235	X06VN00457	X17LA21026	X18LA00807	M09LA01193	X06SP00076
Application/Permit #	06016-30000-04259	08010-40000-00511	06041-20000-00631	17041-10000-43906	17041-10001-43906	09043-10000-00875	06042-40000-00409



View facing northwest, 2023. Source: Lindsay Mulcahy/ L.A. Conservancy



View facing west, 2023. Source: Robin Murez



View facing northeast, 2023. Source: Robin Murez



View facing north, 2023. Source: Robin Murez



View facing northeast, 2023.



View facing northwest, 2023.



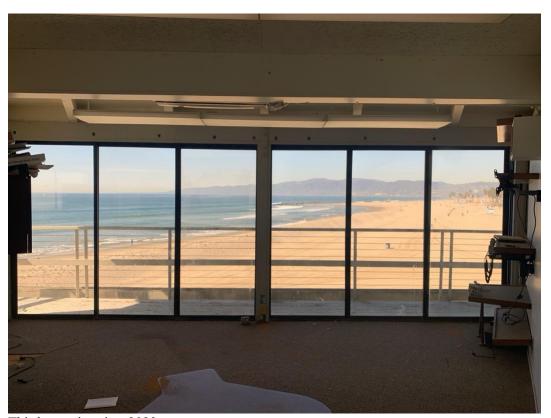
View facing west, 2023.



View facing south, 2023.



View facing southeast, 2023.



Third story interior, 2023.





View from third story, facing northwest.



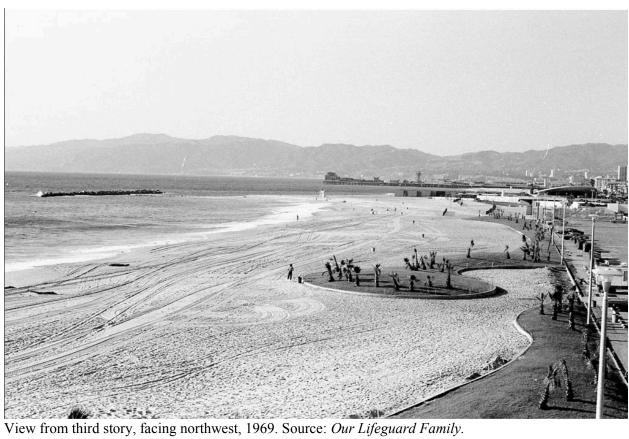
View from third story, facing southwest.



View facing west north, 1969. Source: Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).



View facing north, 1969 (foregrounded by lifeguard stands). Source: Our Lifeguard Family.





View from third story, facing southwest, 1969. Source: Our Lifeguard Family.



View facing northwest, 1969. Source: Robin Murez.



View facing northwest, 1969. Source: Robin Murez.





Brooks Station, circa 1925. Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).



Brooks Station, circa 1930. Source: Venice Lifeguards, Security Pacific National Bank Collection, L.A. Public Library



Sunset Pier Station circa 1930s. Source: Mark, Our Lifeguard Family



Sunset Pier Station circa 1960s. Source: Mark, Our Lifeguard Family.

A different view of the "Horseshoe Pier" at Venice Beach. The piers in the photo are (from south to north), Sunset Pier, Venice Pier, Pacific Ocean Park Pier and the Santa Monica Pier.



Aerial view of Venice beach, 1930. Source: Mark, Our Lifeguard Family.



Aerial view of Venice beach, 1972. Source: Kenneth and Gabriel Adelman, "California Coastal Records Project," 2004.



Aerial view of Venice beach, 2013. Source: Kenneth and Gabriel Adelman, "California Coastal Records Project," 2013.



Alfred C. Prescott, far left, representing the Burbank Chamber of Commerce with Burbank civic leaders, circa 1961. Source: Los Angeles Public Library, "Celebrate Opening," Los Angeles Public Library Photo Collection, Valley Times Collection, 1963.

Los Angeles Department of Building and Safety

Parcel Profile - Report Date: 7/7/2023 1:50:12 PM

JOB ADDRESS(ES)

2300 S OCEAN FRONT WALK, LOS ANGELES, CA 90291

1. PARCEL LEGAL DESCRIPTION INFORMATION:

Tract:	SHORT LINE BEACH SUBDIVISION NO. 1
Block:	
Lot:	THE STRAND
Arb:	NO
Modifier:	NO
Map Reference Number for Tract Recordation:	M B 2-59
Parcel Identification Number:	105A145 443 (/OnlineServices/PermitReport/PermitResultsbyPin?pin=105A145%20%20%20443)

2. BASIC ZONING INFORMATION FOR PARCEL:

Alquist-Priolo Fault Zone:	NO
Area Planning Commission:	West Los Angeles
Baseline Hillside Ordinance:	NO
Baseline Mansionization Ordinance:	NO
Certified Neighborhood Council:	Venice
Community Redevelopment Area:	NO
Council District:	11
District Map:	NO
Flood Hazard Zone:	NO
Hillside Grading Area:	NO
Hillside Ordinance Area:	NO
LA Preliminary Fault Study Area: (/OnlineServices/PermitReport/DisplayPDF?path=LAPFRSA.pdf)	NO
Planning Area / Community Name:	Venice
Zone(s):	OS-1XL-O

3. GEOGRAPHICALLY ORIENTED PARCEL INFORMATION:

500 Foot School Zone:	NO
Airport Hazard Area:	NO
Alley:	NO
Building and Safety Branch Office:	NO
Building Line Setback:	NO
Census Tract:	2739.02
City Street R/W:	NO
City Walk R/W:	NO
Coastal Zone Conservation Act:	Coastal Commission Permit Area
Community Design Overlay District:	NO
Community Noise Equiv. Level:	NO
Compacted Filled Ground:	NO
Division of Land:	NO
Division of Land Exemption:	NO
Earthquake-Induced Landslide Area:	NO
Earthquake-Induced Liquefaction Area:	YES
Easement:	NO
Energy Zone:	6
Environmentally Sensitive Area:	NO

Fire District:	NO
Front Yard Setback:	NO
Future Street:	NO
GPI Plan Route Office:	NO
High Wind Area:	NO
Highway Dedication:	NO
Hillside Street:	NO
Lot Cut Date:	NO
Lot Size:	NO
Lot Type:	NO
Methane Hazard Site:	Methane Zone
Nat. Water Course:	NO
Near Source Zone Distance:	5.6
Oil Well Area:	NO
Parcel Area (sqft):	42547.50
Parcel Map Exemption:	NO
Parking District:	NO
Parking Layout:	NO
Private Street:	NO
Rear Yard Setback:	NO
Side Yard Setback:	NO
Thomas Brothers Map Grid:	671-H6
	671-H7
Vacated Street/Alley:	NO
Vehicular Access Waived:	NO

4. CITY DOCUMENTS ASSOCIATED WITH PARCEL:

City Planning Case(s):	CPC-17599-A
	CPC-1984-226-SP
	CPC-1987-648-ICO
	CPC-1998-119
	CPC-2019-7393-CA
	CPC-2005-8252-CA
	CPC-2014-1456-SP
	CPC-2018-7548-CPU
	CPC-2000-4046-CA
DTRM:	DIR-2008-3681-DI
	DIR-2014-2824-DI
	DIR-2008-4703-DI
Ordinance:	ORD-186104
	ORD-130294
	ORD-168999
	ORD-169186-SA770
	ORD-172019
	ORD-175693
	ORD-172897
	ORD-175694
Specific Plan Area:	LOS ANGELES COASTAL TRANSPORTATION CORRIDOR
	VENICE COASTAL ZONE
Zoning Information File(s):	ZI-1874 Specific Plan: Los Angeles Coastal Transportation Corridor
	ZI-2273 Specific Plan: Venice Coastal Zone
	ZI-2406 Director's Interpretation of Venice Specific Plan and Small Lot Subdivision Ordinance

5. OTHER PARCEL RELATED INFORMATION:



