SurveyLA
Los Angeles Historic Resources Survey

Historic Resources Survey Report

Southeast Los Angeles Community Plan Area





Prepared for:

City of Los Angeles
Department of City Planning
Office of Historic Resources

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March 2012

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Project Overview

This Historic Resources Survey Report has been completed on behalf of the City of Los Angeles Department of City Planning's Office of Historic Resources (OHR) for the SurveyLA historic resources survey of the Southeast Los Angeles Community Plan Area (CPA). This project was undertaken from January 2011 to December 2011 by Galvin Preservation Associates (GPA), Chattel Architecture, Planning & Preservation (Chattel) and Architectural Resources Group, Inc (ARG).

This Survey Report provides a summary of the work completed, including a description of the survey area; an overview of the field methodology used in the South Los Angeles CPA; a summary of relevant contexts, themes and property types; and appendices which list all recorded resources. This Survey Report is intended to be used in conjunction with the ***SurveyLA Field Results Master Report*** (Master Report), which provides a detailed discussion of SurveyLA methodology and explains the terms used in this report and associated appendices. In addition, a Survey Results Map has been prepared, which graphically illustrates the boundaries of the survey area and the location and type of all resources identified during the field surveys. The Master Report, Survey Report, Appendices and Results Map are available online at www.surveyla.org.

SurveyLA Methodology Summary

Below is a brief summary of SurveyLA methodology. Refer to the Master Report discussed above for more information.

Field Survey Methods

- Properties surveyed for SurveyLA are evaluated for eligibility for listing in the National Register of Historic Places, California Register of Historical Resources and for local designation as City Historic-Cultural Monuments (HCM) or Historic Preservation Overlay Zones (HPOZ), commonly known as historic districts.

- Field surveyors cover the entire area within the boundaries of a CPA. However, only resources that have been identified as significant within the contexts developed for SurveyLA are recorded.

- Consultants making resource evaluations meet the *Secretary of the Interior's Professional Qualifications Standards* in Architectural History, History, or a related field.

- Surveys focus on identifying significant resources dating from about 1850 to 1980.

- All surveys are completed from the public right-of-way (from vehicles or on foot as needed).

- Digital photographs are taken of all evaluated resources.

- Field surveys do not include:

    - Individual resources and historic districts (including HPOZs) that are already designated (listed in the National, California or local registers).
    - Community Redevelopment Agency of Los Angeles (CRA/LA) surveys conducted within the last five years.
    - Potential HPOZ areas which have been surveyed within the last five years and are in the process of being designated.
    - Industrial properties, which will be surveyed as a group during a later phase of the field surveys.

SurveyLA Resources Types

SurveyLA identifies individual resources, non-parcel resources, historic districts and district contributors and non-contributors. Each of these is described below. Appendices A, B, and C of this Survey Report are organized by resource type.

- **Individual Resources** are generally resources located within a single assessor parcel, such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.

- **Non-Parcel Resources** are not associated with Assessor Parcel Numbers (APNs) and generally do not have addresses. Examples may include street trees, street lights, landscaped medians, bridges, and signs.

- **Historic Districts** are areas that are related geographically and by theme. Historic districts may include single or multiple parcels depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes.

- **District Contributors and Non-Contributors** are buildings, structures, objects, sites, and other features located within historic districts (such as residences, schools, and parks). Generally, non-contributing resources are those that are

extensively altered, built outside the period of significance, or that do not relate to the historic contexts and themes defined for the district.

- **Planning Districts** are areas that are related geographically and by theme, but do not meet eligibility standards for designation. This is generally because the majority of the contributing features have been altered resulting in a cumulative impact on the overall integrity of the area making it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent planning concepts, such as height, massing, setbacks, and street trees, which may be considered in the local planning process.

Project Team

The Southeast Los Angeles CPA survey team included the following personnel from GPA: Teresa Grimes, Principal Architectural Historian; Laura O'Neill, Associate Architectural Historian; and Elysha Dory, Architectural Historian I. Additional assistance was provided by intern Noah Allison.

Chattel staff included Jenna Snow, Principal Associate; Kathryn McGee, Associate; and Deanna Matsumoto, Associate. Additional assistance was provided by interns Marissa Moshier and Kate Mayerson.

Reconnaissance survey work was conducted by senior staff from ARG, GPA, and Chattel. The aforementioned principals included Katie E. Horak, Associate at ARG; Teresa Grimes, Principal Architectural Historian at GPA; and Jenna Snow, Principal Associate at Chattel.

Survey Area

The Southeast Los Angeles CPA served as the boundaries of the survey area for this project. The roughly rectangular-shaped CPA is located in the southeast quadrant of the City of Los Angeles. It is primarily represented by Council District 9, although it also includes portions of Council Districts 8 and 15.

The CPA is roughly rectangular in shape with an irregular, stepped boundary along its eastern edge that follows the eastern boundary of the city where it abuts the unincorporated area of Florence-Firestone. The northern boundary of the CPA is formed by Washington Boulevard. The eastern boundary is Alameda Street from Washington Boulevard to Slauson Avenue. Between Slauson Avenue and 103rd Street, the eastern boundary is Central Avenue. The remainder of the eastern boundary follows the

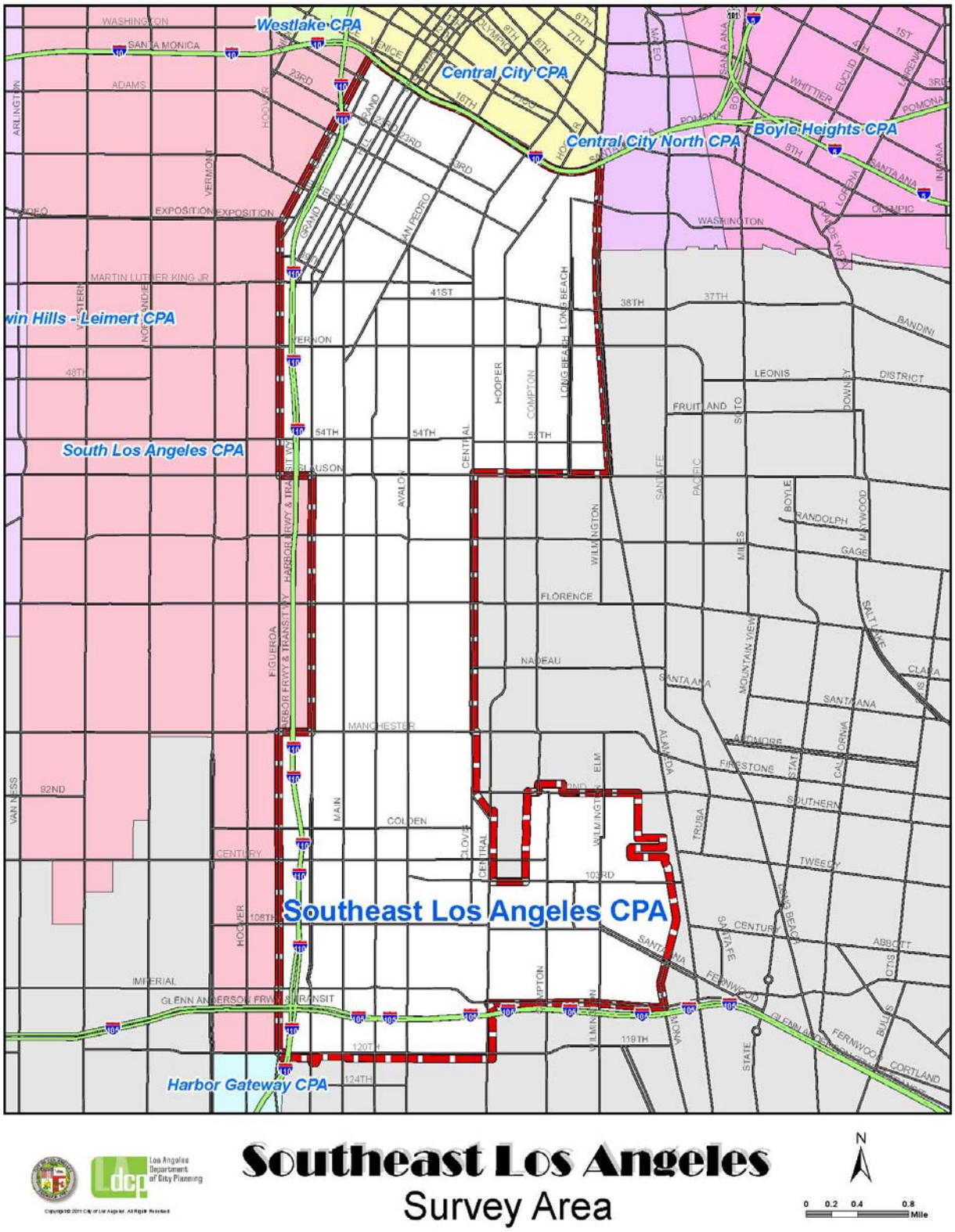
irregular lines of the city's boundary, bordered on the east by the City of South Gate. The western boundary is Figueroa Street. The southern boundary is 120th Street between Figueroa Street and Central Avenue. Between Central Avenue and Alameda Street, the southern boundary is Imperial Highway. The southern boundary of the CPA follows the southern boundary of the city where it abuts the unincorporated area of Willowbrook.

The Southeast Los Angeles Community Plan Area encompasses 53,657 parcels. Roughly 50,264 parcels within the CPA were surveyed by the SurveyLA team. As mentioned above, properties not surveyed include parcels zoned for industrial use, buildings constructed after 1980, and resources previously designated under local, state and/or federal programs. There are 24 individual properties and two historic districts within the CPA that have been previously designated.

The most recent CRA/LA historic resources study that occurred within the CPA concentrated on sites associated with African American history in the area and was conducted by Christopher A. Joseph and Associates in 2008. The project included three components: the preparation of a Multiple Property Documentation (MPD) form for Historic Resources Associated with African Americans in Los Angeles; nine National Register of Historic Places applications including two historic districts that contain nearly 100 properties; and a reconnaissance-level survey of the Central Avenue corridor. Individual properties and districts that were designated as part of the MPD form were not resurveyed for SurveyLA; therefore, many properties significant for their association with African American history in Los Angeles have already been identified and designated and are not represented in this survey.

For a list of designated resources within the South Los Angeles CPA, please refer to the *Designated Resources* map on page 13 of this report or online at www.surveyla.org.

Survey Area Map



Topography and Street Geography

The Southeast Los Angeles CPA is located in the flat plain of the central Los Angeles Basin that falls to the south of the Santa Monica Mountains. Aside from gradual changes in elevation, the area is generally flat. There are no major land formations or waterways that define the area. Rather, the CPA is bounded and shaped by many man-made features, including wide boulevards that traverse much of the city. The northern section of the CPA falls within the historic boundaries of the Spanish and Mexican-era Pueblo de Los Angeles and the City of Los Angeles that was incorporated in 1850. In this portion of the city, the streets are skewed diagonally at a 36-degree northeast angle, following the plan of early Spanish settlers. The rest of the CPA was laid in a grid that follows a north-south axis.

Three major freeways are located within or adjacent to the CPA, which is roughly bounded on the west by Interstate 110 (Harbor Freeway), on the north by Interstate 10 (Santa Monica Freeway), and on the south by Interstate 105 (Century Freeway). Interstate 110 is sited between Flower Street and Grand Avenue. It is set below grade, with ramps set above the freeway and street level in the northern portion of the CPA. As the freeway moves farther south towards Slauson Avenue, it transitions to being set above street level. Interstate 10 does not intersect the CPA; it is located slightly north of Washington Boulevard, the northern boundary of the CPA. Interstate 105 is sited above street level. The freeways create numerous overpasses and onramps with a physical and visual impact on the neighborhoods in the western and southern portions of the CPA.

Many of the major thoroughfares of the area are wide avenues and boulevards that functioned historically as streetcar, motorcar, and railroad routes. These transportation routes were instrumental in the historic development of neighborhoods within the CPA. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes that connected to nearby industrial areas. The major east-west thoroughfares crossing the CPA are (from north to south): Washington Boulevard, Adams Boulevard, Jefferson Boulevard, Martin Luther King Jr. Boulevard (formerly Santa Barbara Avenue), Vernon Avenue, Slauson Avenue, Gage Avenue, Florence Avenue, Manchester Avenue, 92nd Street, Century Boulevard, 108th Street, and Imperial Highway. The major north-south arteries within the CPA are (from west to east): Figueroa Street, Broadway, Main Street, San Pedro Street, Avalon Boulevard, Central Avenue, Hooper Avenue, Compton Avenue, Alameda Street, and Wilmington Avenue.

Map of Historic Streetcar Routes



Neighborhood Geography

The northern section of the Southeast Los Angeles CPA was within the original Los Angeles city boundary (incorporated in 1850). The remainder of the CPA was consolidated or annexed into the City of Los Angeles between 1859 and 1944. The CPA includes the neighborhoods of Historic South Central, South Park, Central Alameda, Florence, Green Meadows, Broadway-Manchester, and Watts.[1] Watts was an incorporated city prior to its consolidation into the City of Los Angeles. The social and cultural history of these neighborhoods is summarized below.

The Southeast Los Angeles CPA developed in a southward pattern beginning in the late 19th century, as the city's growing network of streetcars allowed for development outside the historic city center. Though the area north of Slauson Boulevard was largely built out by the late 1910s, at this time the land to the south was still largely undeveloped and relatively remote. Much of it was used for vegetable and fruit cultivation by Chinese and Japanese residents. In 1903, however, a group of investors evicted the farmers and constructed the Ascot Park horse racing track at generally the area south of Slauson Boulevard and east of Avalon Boulevard. Referred to as being located in the "no man's land" on the skinny stretch of territory "running from Los Angeles to the sea,"[2] Ascot Park quickly became known as a notorious den of gambling and drinking. Its investors hoped to incorporate the area, and though unsuccessful, the larger area was known as Ascot Park until the late teens when the park (which converted to automobile racing from horse racing in the late 1900s) was dissolved altogether. The removal of the vast acreage of Ascot Park freed the land for residential and industrial development, which ensued at a monumental pace south of Slauson Boulevard in the 1920s.

The Southeast Los Angeles CPA became the center of the city's African American community during the first half of the 20th century. The African American community in Los Angeles was first concentrated in the historic city center, around the neighborhood that is now Little Tokyo. As the community grew, it began moving south after the turn of the 20th century. Central Avenue was the primary thoroughfare around which this movement and development was centered, and blacks created a vibrant community there. By the late 1920s, the area had become home to jazz clubs, a vibrant social scene and nightlife, as well as black-owned businesses.

During this time, the area remained racially and ethnically diverse. Despite the increasing concentration of African Americans, they remained in the minority. Whites, Asians, and Hispanics made up the remaining portion of the area's population during

[1] Neighborhood names and boundaries were derived from: "Mapping L.A. - Los Angeles Times." Mapping L.A. *Los Angeles Times*. Web. 09 September 2011. <http://projects.latimes.com/mapping-la/neighborhoods/>.

[2] "Ascot Park in 'No Man's Land,'" *Los Angeles Times*, 15 January 1907.

this period. It was not until the 1930s that the demographics in the area began to shift as these groups moved out of the area, and blacks became an increasing percentage of the population. Large numbers of African Americans moved to Los Angeles in the late 1920s and 1930s, drawn by the promise of jobs and homeownership. Prevented from moving farther west by racially restrictive covenants, they moved into the neighborhoods of Southeast Los Angeles. By 1940, for example, the neighborhood of Watts was 35 percent African American. As the black population increased, tensions rose between the black community in Watts and the white communities in adjacent areas. Racial covenants became enforced more fiercely as African Americans became a more noticeable presence in the city and Anglo Americans attempted to maintain their separation. Blacks became restricted to the area between Alameda Street on the east, San Pedro Street on the west, and Slauson Avenue on the south. Those who attempted to move outside this proscribed area met with resistance, at times intimidating and violent.

The advent of World War II brought about an explosion in the city's population. The area became overcrowded as people flooded into the city seeking jobs in the defense industry, but the boundaries of the area around Central Avenue remained enforced by restrictive covenants. The postwar era continued these trends. It was in the postwar era that Central Avenue began its decline in earnest as overcrowding and deteriorating conditions brought about by the influx of migrants during the war only worsened. Middle-class blacks began moving out of the area after racial covenants were struck down by the Supreme Court case *Shelley v. Kraemer* in 1948, and the center of the prosperous black community shifted westward. In the decades after World War II, movement into the area continued, and the population became ever-increasingly African American. However, the notable and unifying businesses and institutions that had existed along Central Avenue moved westward as well, leaving the community around Central Avenue underserved and lacking in businesses and institutions.

The neighborhood of Watts developed as a separate city (incorporated in 1907) at the southernmost end of the CPA prior to being consolidated in 1926. What became the area of Watts was originally a portion of the Rancho La Tajauta. The land was devoted to cattle ranching. Farmers began moving into the area in the 1870s and the land was subdivided into smaller acreage. The railroad arrived in Watts after the turn of the 20th century, spurring development. The area was a diverse mixture of white, African American, Japanese/Japanese American, and Mexican/Mexican American residents. Its cheap land prices attracted working-class residents.

For much of its history, Watts had been lacking in the kinds of services and community institutions that served Central Avenue. This was largely a result of its distance from the remainder of the city. This was only exacerbated by the exodus of middle-class blacks and community institutions after World War II. This lack of services plagued the community in the 1950s and 1960s. Tensions mounted, ultimately contributing to the

Watts Riots in August 1965. During the five days of civil unrest, nearly a thousand buildings were destroyed, leaving a permanent mark on the built environment of the area.

Types of Development

Most of the Southeast Los Angeles CPA was occupied by ranchos in its earliest period of development after European settlement. There are no resources remaining from this period in the CPA. The earliest residential subdivisions were developed in the northeastern neighborhoods of the CPA nearest to Downtown during the real estate boom of the 1880s that followed the connection of Los Angeles to the transcontinental railroad network. Development extended southward from the city center along streetcar lines in the late 19th and early 20th centuries.

The CPA largely comprises single-family neighborhoods, which followed a typical development pattern with commercial corridors along larger streets and single-family residential development along smaller, gridded streets in between. Multi-family duplex and fourplex property types are scattered throughout these early developments. Commercial development along major thoroughfares typically includes historic theaters, restaurants, one-to-three story mixed use commercial and residential buildings, gas stations, and banks. The majority of resources from this period of development date from the 1890s to the 1920s.

Development in the southern portion of the CPA (except Watts, which is discussed below) largely occurred during the boom of the 1920s. It included similar patterns of development to those in the northern portion of the CPA, comprising mostly single-family neighborhoods with commercial properties located on busy thoroughfares. Residential lots were generally long and narrow and were laid out along a regular grid pattern of streets. Commercial development was laid out to accommodate the streetcar and, later, the automobile. Even though the CPA was largely built out by the 1930s, some redevelopment and infill resulted in construction of buildings in the postwar era, largely including commercial buildings and public housing complexes.

Institutional resources occurring throughout the CPA include religious buildings, schools, and public facilities such as Department of Water and Power buildings. These resources are typically sited within residential neighborhoods or along commercial corridors and are generally contemporaneous with adjacent residential development. There is a significant amount of industrial development in the CPA, and there are large portions zoned for industrial use along Alameda Street and Slauson Avenue.[3] A small residential tract planned and constructed by the Goodyear Tire and Rubber Company is located adjacent to the former site of the Goodyear industrial plant; this development is an extremely rare example of purpose-built worker housing in Los Angeles.

[3] As mentioned earlier in this report, industrially-zoned properties were not surveyed as part of this project. They will be surveyed at a later date.

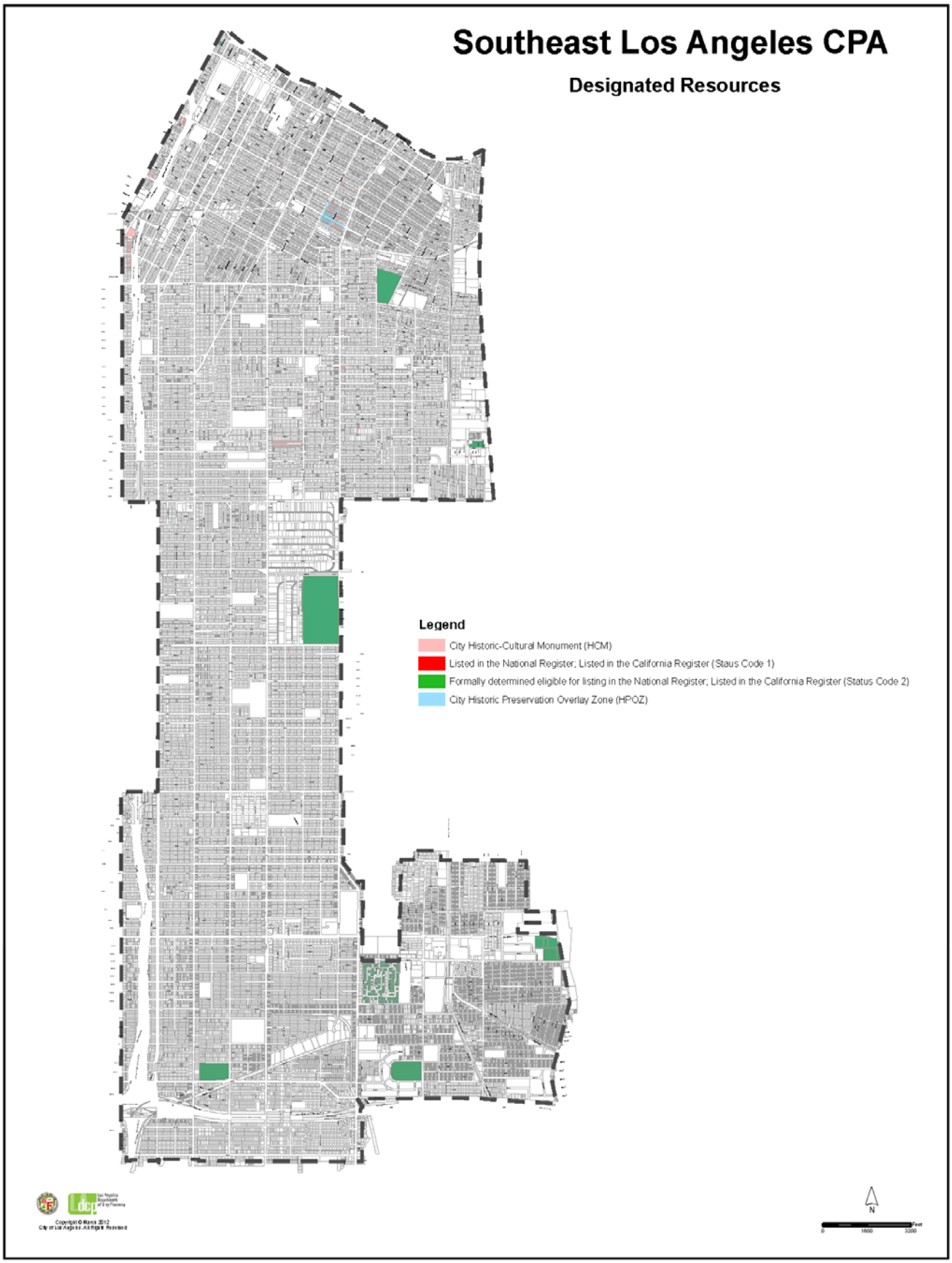
The city of Watts, though relatively remote from the young city of Los Angeles, developed during the late 19th century and was incorporated in 1907. The development of Watts was also reliant on the streetcar, which connected the small enclave to the larger city of Los Angeles. Today, Watts comprises neighborhoods of mainly single-family residences dating to the late 19th and early 20th centuries as well as several large housing complexes that were constructed during World War II to house defense workers. After the war several of these housing developments were expanded in response to the substandard living conditions in many of the city's poorest neighborhoods. After several years of planning, the Martin Luther King Jr. Shopping Center was completed in 1986. The ten-acre site replaced the historic commercial center of the community that was damaged during the civil unrest in 1965.

The construction of a large network of freeways during the 1950s and 60s enabled widespread development in distant stretches of the greater Los Angeles region and relieved automobile congestion on surface streets. However, their construction also had deleterious impacts on the urban environment, such as bisecting neighborhoods and displacing residents who lived in their paths. The Interstate 110 (Harbor) Freeway and Interstate 105 (Century) Freeway traverse the neighborhoods of the Southeast Los Angeles CPA, generally above grade. The freeways have a visual and physical impact on existing building stock, altering the logical cohesion of historic subdivisions and creating boundaries where boundaries did not historically exist. The freeways in and of themselves are significant feats of modern civil engineering and urban planning; however, their impacts on historic neighborhoods in Los Angeles cannot be ignored.[4]

Designated Resources

The following map depicts previously-designated resources within the Southeast Los Angeles CPA. These include properties listed in the National Register of Historic Places (NR) or the California Register of Historical Resources (CR), as well as locally-designated Los Angeles Historic-Cultural Monuments (HCM) and Historic Preservation Overlay Zones (HPOZ).

[4] The freeway system of Los Angeles will be studied in its entirety during a later phase of SurveyLA.


Southeast Los Angeles CPA
Designated Resources
Legend
City Historic-Cultural Monument (HCM)
Listed in the National Register; Listed in the California Register (Staus Code 1)
Formally determined eligible for listing in the National Register; Listed in the California Register (Status Code 2)
City Historic Preservation Overlay Zone (HPOZ)
N

Community Plan Area Survey Methodology

The survey of the Southeast Los Angeles CPA was conducted using the methodology established by the OHR for SurveyLA.[5] GPA and Chattel staff utilized tablet PCs in the field.

In order to make the large survey area more manageable, GPA divided the Southeast Los Angeles CPA into smaller quadrants using major thoroughfares and logical neighborhood boundaries as a guide. Once neighborhood boundaries and identities had been established, cursory pre-field research was conducted to help acquaint surveyors with the neighborhoods and communities within the CPA, using GPA's in-house library of books, periodicals, and journals related to the architecture, history, and development of Los Angeles.

Prior to going into the field to record properties using the survey database, a thorough reconnaissance survey of the CPA was conducted. A reconnaissance team composed of one senior staff representative from each firm (one each from ARG, GPA, and Chattel) drove the entire survey area together in order to compile a list of resources to be recorded at a later date. During this initial reconnaissance phase, surveyors became more acquainted with the geography and resources of the survey area, flagged resources to be recorded, identified concentrations of resources that might later be recorded as eligible historic districts and planning districts, and developed lists of pre-field research tasks that would help inform the field survey.

For use in the reconnaissance phase, ARG created Geographic Information Systems (GIS) maps of each neighborhood; these maps were printed for use in the field. A blank map showing only street names and parcel boundaries was used by surveyors in the field for notes and comments about resources identified during the reconnaissance phase. Another map featured parcels shaded by decade of building construction, which helped to illustrate chronological development patterns and concentrations of resources.

Once the reconnaissance survey was complete, a preliminary list of potential historic districts and planning districts within the CPA was compiled. This, in addition to other individual resources identified in the reconnaissance phase, helped guide pre-field research. To inform the documentation and evaluation of historic districts, GPA and Chattel staff conducted research using sources such as Sanborn Fire Insurance Maps, tract maps from the Los Angeles Bureau of Engineering, and historic *Los Angeles Times* articles from the archives of the Los Angeles Public Library. This research helped with the identification of historic tract names and boundaries, names of tract subdividers, dates of subdivision, and original building uses and footprints.

[5] For more information about the SurveyLA methodology, see OHR's **SurveyLA Field Survey Results Master Report.**

Upon completion of reconnaissance and pre-field research, survey teams embarked on the documentation phase with the survey database. Survey teams consisted of two people: one staff member meeting the Secretary of the Interior's *Professional Qualifications Standards* in the discipline of architectural history and one intern. The fieldwork was completed using the methodology developed by the OHR for SurveyLA. For the documentation of individual properties, staff members typically drove from property to property; one person would exit the vehicle to take the photo from the public right-of-way while the other staff member began the evaluation. Historic districts and planning districts were mapped out during the reconnaissance survey and then further evaluated and edited after intensive survey in the field.

Research was ongoing even during the documentation phase, as supplemental research tasks were identified to assist with resource evaluations. Post-field research tasks included the further examination of tract maps and Sanborn maps, as well as property-specific research such as acquiring original building permits in order to determine original owner and architect/builder. Additional research focused on the history of public schools, public housing projects, and churches in the CPA. Sources for this research included United States Census records, local periodicals including the *Los Angeles Times* and *Los Angeles Sentinel*, city directories, historic photographs, and Los Angeles County Tax Assessor records.

Summary of Findings

The following discussion of Property Types, Contexts, and Themes relates to the resources identified and recorded as eligible for designation.

Summary of Property Types

The Southeast Los Angeles CPA largely comprises single-family residential neighborhoods. Although a variety of other property types exist, the patterns of development in this area were conducive to widespread single-family residential development. The neighborhoods in Historic South Central, South Park, Central-Alameda, Florence, Broadway-Manchester, Green Meadows, and Watts feature concentrations of late 19th and early 20th century single-family residences. These neighborhoods developed primarily due to their proximity to historic streetcar routes. Concentrations of single-family residences that were identified as being eligible for historic district designation typically conveyed their significance both as being representative of a particular style and as retaining character-defining features of a streetcar suburb, such as consistent setbacks, narrow lots, street landscaping, and streets laid out on a grid. Though they were located near streetcar lines, these

neighborhoods often feature accommodation for automobiles, such as detached garages and paved driveways.

Many of the residential buildings dating to the late 19th and early 20th centuries in the Southeast Los Angeles CPA have endured alterations over time, such as replacement windows and doors, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim. Due to a preponderance of such alterations, only one eligible historic district was identified in the CPA. Concentrations of buildings that exhibit an intact sense of time and place due to consistent massing, scale and streetscape features but do not retain sufficient integrity for historic district designation were recorded as planning districts.

Multi-family residences exist in the survey area as well; generally, they are intermittently located in predominantly single-family residential neighborhoods. Multi-family development in the CPA typically consists of duplexes, fourplexes, and small apartment buildings that are low-scale and congruous with the surrounding single-family neighborhoods. Eligible multi-family buildings were mainly recorded as individual resources that are significant examples of the property type and/or their representative architectural style. Scattered throughout the CPA are bungalow courts from the early 20th century, designed in a variety of popular architectural styles including Craftsman and Mission Revival. A number of public housing complexes are located throughout the CPA; those recorded as eligible are significant as early examples of public and defense housing in Los Angeles.

Commercial property types are commonly found on major thoroughfares running north-south and east-west through the CPA. Although few intact examples of streetcar-related commercial development still remain in Los Angeles, a small number were identified in the CPA. Although no historic districts of commercial buildings were identified, one concentration of commercial buildings was recorded as a planning district. This district, Broadway-Manchester Planning District, was identified as a good example of a neighborhood commercial district developed largely between the 1910s and the 1940s. Most often, commercial buildings were recorded individually. Those that were recorded were typically exemplary of the property type or a particular style; these examples included one- and two-story commercial buildings, car service/gas stations, and banks.

The CPA has a number of institutional property types that served local residential communities and continue to do so. Common eligible institutional properties include churches, schools, and government buildings such as fire stations and Department of Water and Power facilities. Many are individually eligible as exemplary of the property type and their representative architectural style.

Finally, a number of non-parcel resources were identified in the CPA. These include air raid sirens, uniform street trees that appeared to date from a neighborhood's original subdivision, and landscaped medians.

Summary of Contexts and Themes

Many of the contexts and themes of the Citywide Historic Context Statement are represented in the Southeast Los Angeles CPA. Following are examples of the common Contexts and Themes used in the survey and representative examples of eligible resources.

For a complete list of all individual resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or HCM/HPOZ, please refer to Appendix A.

Appendix B contains a complete list of all non-parcel resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or HCM/HPOZ.

For a complete list of historic districts identified as meeting eligibility standards and criteria for the National Register, California Register, and/or HCM/HPOZ, please refer to Appendix C.

Context: Pre-Consolidation Communities of Los Angeles, 1850-1932

Theme: Watts, 1850-1926

Sub-Theme: Important Events in Watts History, 1850-1926

Resources evaluated under this context/theme include residential development that pre-dates the consolidation of Watts into the City of Los Angeles. The resources are rare intact representations of the pre-consolidation period of development in Watts and are associated with early development patterns within the original Watts city limits. The single-family residences depicted below are examples of resources recorded under this context/theme, which are mostly early-20th century vernacular cottages with hipped or gabled roofs.



Address: 2118 E. 113th Street
Date: 1909



Address: 9304 S. Beach Street
Date: 1910



Address: 2271 E. 108th Street
Date: 1903



Address: 10523 S. Kalmia Street
Date: 1903

Context: Residential Development and Suburbanization, 1880-1980

Theme: Early Residential Development, 1880-1930

Sub-Theme: Early and Rare Single-Family Residential Development, 1880-1930

Resources were determined to be eligible as significant examples of early residential development within the CPA if they largely pre-date the development of surrounding neighborhoods. In the Southeast Los Angeles CPA, this includes rare examples of late 19th century residences, some of which were constructed before or during the boom of the 1880s. These resources represent the earliest pattern of residential development in the area. As illustrated below, the residences evaluated often display shiplap siding and a truncated hipped roof.



Address: 3708 S. Paloma Street
Date: 1885



Address: 5864 S. Brentwood Street
Date: 1885



Address: 4360 S. McKinley Avenue
Date: 1894



Address: 444 E. Adams Boulevard
Date: 1885

Context: Residential Development and Suburbanization, 1880-1980

Sub-Context: Multi-Family Residential Development, 1910-1980
Theme: Multi-Family Residential, 1910-1980
Sub-Theme: The Bungalow Court, 1910-1939

Bungalow courts are a multi-family housing type found throughout Los Angeles. Examples located in Southeast Los Angeles usually date from the 1920s and are typically located in neighborhoods comprising a variety of single- and multi-family property types. Eligible bungalow courts were designed in a variety of styles including Craftsman and Mission Revival. All eligible examples exhibit high quality of design and distinctive site planning. The following are three representative examples of bungalow courts that were identified as eligible under this context/theme.



Address: 761 E. 41st Place
Date: 1913



Address: 1140-1044 E. 52nd Street
Date: Circa 1922



Address: 148-152 W. 71st Street
Date: 1924

Context: Residential Development and Suburbanization, 1880-1980
Sub-Context: Multi-Family Residential Development, 1910-1980
Theme: Multi-Family Residential, 1910-1980
Sub-Theme: Public and Defense Housing, 1939-1945

In the years during and immediately following World War II, a number of public housing complexes were constructed in Los Angeles. With support from the 1937 Federal Housing Act (FHA), the Housing Authority of the City of Los Angeles constructed these multi-family complexes in response to urban housing shortages and substandard living conditions. Working with teams of notable architects, landscape architects, urban planners and builders, the program aimed to alleviate overcrowding and provide healthy, safe living conditions for residents at a low cost.

Several public housing complexes were constructed in the Southeast Los Angeles CPA between 1941 and 1955. Early examples exhibit Garden City planning principles, such as a separation of vehicular and pedestrian traffic; superblock site planning, with internal circulation systems deviating from the city grid; expansive, common courtyard and green spaces; and a site plan that provides all residents with easy access to common outdoor spaces, fostering community interaction. Eligible examples, including the two depicted below, are significant as exemplifying city planning and public welfare practices of the era.



Address: 88th Place between Avalon Boulevard and McKinley Avenue
Name: Avalon Gardens
Date: 1941-1942



Address: 55th Street between Alameda Street and Long Beach Avenue
Name: Pueblo del Rio
Date: 1941-1942, 1944 (annex)

Context: Commercial Development, 1850-1980

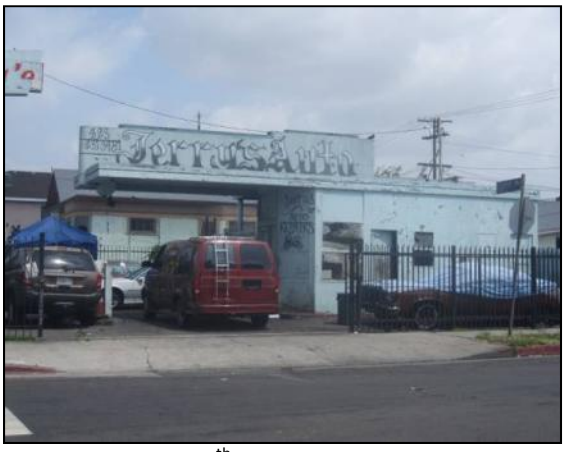
Theme: Commercial Development and the Automobile, 1910-1960s

Sub-Theme: The Car and Car Services, 1910-1960s

Property types recorded under this context/theme include gas stations and car service/repair facilities. They date from the late 1930s and early 1940s and are typically located on major vehicular thoroughfares. They represent early commercial development dedicated to the service and accommodation of the automobile. Extant and intact examples of this property type are relatively uncommon within the CPA and are typically designed in the Streamline Moderne style, such as the two depicted below.



Address: 7725 S. San Pedro Street
Date: 1940



Address: 1119 E. 50th Street
Date: 1940

Context: Commercial Development, 1850-1980

Theme: Neighborhood Commercial Development, 1875-1960

Sub-Theme: Early Neighborhood Commercial Development, 1880-1930

Early commercial buildings found within the CPA are located on major thoroughfares such as Central Avenue and Avalon Boulevard. They represent the earliest patterns of commercial development within their surrounding neighborhoods. Intact examples of this property type are extremely rare within the CPA and are often wood-framed structures designed in a vernacular style. Only two properties were evaluated under this context/theme; both are depicted below.



Address: 6401 S. Avalon Boulevard
Date: 1904



Address: 4909 S. Central Avenue
Date: 1905

Context: Public and Private Institutional Development, 1850-1980

Sub-Context: Religion and Spirituality, 1850-1980

Theme: Religion and Spirituality and Ethnic/Cultural Associations, 1850-1980

Resources evaluated under this context/theme consisted of religious buildings that are significant for their association with the ethnic communities they historically served. Many of the resources evaluated under this context are located in neighborhoods with single- and multi-family resources that pre-date or are contemporaneous with the resource. They were designed in a number of architectural styles, including Neoclassical (bottom, right) and Mid-Century Modern (top, right and bottom, left). St. Paul's Baptist Church and Progressive Society for Spiritual Truth Seekers were also evaluated under the Architecture and Engineering context as exemplary of their respective styles.



Address: 2716 E. Stanford Avenue
Name: St. Phillip the Evangelist Church
Date: 1929



Address: 4800 McKinley Avenue
Name: Victory Baptist Church
Date: 1940



Address: 110 W. 49th Street
Name: St. Paul's Baptist Church
Date: 1948



Address: 906 E. 23rd Street
Name: Progressive Society for Spiritual Truth
Date: 1937

Context: Public and Private Institutional Development, 1850-1980

Sub-Context: Education, 1876-1980

Theme: Public Schools and the LAUSD, 1876-1980

Sub-Theme: Pre-1933 Long Beach Earthquake, 1920-1933

The three resources below were evaluated under the context/theme for Los Angeles Unified School District schools constructed prior to the 1933 Long Beach Earthquake. These buildings date to the 1920s and early 1930s and are located on larger campuses that were further developed in the post- World War II era. The buildings at John C. Fremont High School and 109th Street Elementary School (top left and right, respectively) were also recorded under the context of Architecture and Engineering as exemplary of their architectural styles.



Address: 7676 S. San Pedro Street
Name: John C. Fremont High School
Date: 1923



Address: 10915 S. McKinley Avenue
Name: 109th Street Elementary School
Date: 1930



Address: 9211 S. Grape Street
Name: 92nd Street Elementary School
Date: 1931

Context: Public and Private Institutional Development, 1850-1980

Sub-Context: Education, 1876-1980

Theme: Public Schools and the LAUSD, 1876-1980

Sub-Theme: Post-1933 Long Beach Earthquake, 1933-1945

A small handful of resources were evaluated under the context/theme for schools constructed after the 1933 Long Beach Earthquake. A number of the schools are located within early 20th century residential neighborhoods that pre-dated the earthquake. Some are located on parcels that contained school buildings constructed prior to 1933 but were damaged during the earthquake and replaced. These buildings reflect changes in building codes and design required for schools following the earthquake. Eligible resources represent a variety of sub-types, including multi-building campuses of high schools and elementary schools. Most of the resources were also evaluated under the Architecture and Engineering context as exemplary of their representative styles, which included the PWA Moderne, Streamline Moderne, and Spanish Colonial Revival styles. Below are four examples of properties evaluated under this context/theme.



Address: 370 W. 43rd Street

Name: West Vernon Avenue School

Date: 1937



Address: 4410 S. McKinley Avenue

Name: George Washington Carver Junior High School

Date: 1934



Address: 112th and San Pedro Streets

Name: Gompers Middle School

Date: 1937



Address: 66th and San Pedro Streets

Name: 66th Street Elementary School

Date: 1937

Context: Public and Private Institutional Development, 1850-1980
Sub-Context: Government Infrastructure and Services, 1850-1980
Theme: Municipal Water and Power, 1916-1980
Sub-Theme: Distributing and Receiving Stations, 1916-1980

A small number of resources were evaluated under this context/theme as excellent examples of distributing and receiving stations constructed by the Department of Water and Power. The need for government infrastructure was associated with the residential growth of the area and the resources documented under this context are frequently some of the earliest non-residential resources in their neighborhoods. As illustrated below, these resources exhibit a strong consistency in size and massing that resulted from the use and space requirements for the equipment they contained. Distributing Stations 4 and 19 (top left and right, respectively) were designed by master architect Frederick L. Roehrig.



Address: 5716 S. Figueora Street
Name: Distributing Station #4
Date: 1929



Address: 3005 S. Trinity Street
Name: Distributing Station #19
Date: 1925



Address: 9615 S. Central Avenue
Name: Receiving Station B
Date: 1927



Address: 4332 Woodlawn Avenue
Name: Distributing Station #32
Date: 1928

Context: Public and Private Institutional Development, 1850-1980

Sub-Context: Military Institutions and Activities, 1769-1980
Theme: The Cold War, 1946-1989
Sub-Theme: Air Raid Sirens and Civil Defense, 1939-1960

Air raid sirens were installed throughout Los Angeles during the World War II and Cold War periods. Air raid sirens within the CPA are located near prominent intersections along commercial corridors that border residential neighborhoods. Ten resources were documented under this sub-theme in the CPA. They include rare, intact examples of three different air raid siren models, Federal Model SD-10, "Wire Spool" (right); Federal Model 5, "Bird House" (left); and Federal Model 500T, "Rotating." All were installed on a freestanding support pole.



Address: East side of Compton Avenue at 114th Street
Name: Air Raid Siren No. 183
Date: circa 1940



Address: North side of Walnut Street, east of Central Avenue

Name: Air Raid Siren No. 68
Date: circa 1940

Context: Architecture and Engineering, 1850-1980

Theme: Late 19th and Early 20th Century Architecture, 1865-1950

Sub-Theme: Queen Anne, 1885-1905

The northern neighborhoods of the CPA were some of the first sections of the city to be subdivided during the late 1880s land boom. Consequently, Southeast Los Angeles has some of the few remaining examples of the city's earliest residential suburban development, many of which were constructed in the Queen Anne style. A number of those identified are isolated examples located on residential streets that were further developed in the early 20th century. Those evaluated as eligible are exemplary, intact examples of the style; six examples are depicted below.



Address: 422 E. 21st Street
Date: 1890



Address: 1214 E. 27th Street
Date: 1898



Address: 212 E. 25th Street
Date: 1895



Address: 123 E. 25th Street
Date: 1888



Address: 258 E. 29th Street
Date: 1894



Address: 3122 S. Maple Avenue
Date: 1902

Context: Architecture and Engineering, 1850-1980

Theme: Late 19th and Early 20th Century Architecture, 1865-1950

Sub-Theme: Vernacular Gabled Cottage, 1885-1905

Vernacular gabled cottages are found throughout the CPA and are often some of the earliest buildings in their neighborhoods. This was a relatively common style and type for single-family residences in early Los Angeles; however, many of those that remain have been altered. Those evaluated as eligible are rare, intact examples of the style and type. Because these houses often represent some of the earliest residential development in their surrounding areas, they were often also recorded under the context of Early Residential Development.



Address: 124 E. 23rd Street
Date: 1889



Address: 1234 E. Adams Boulevard
Date: 1900



Address: 816 E. 21st Street
Date: 1905



Address: 1544 E. Vernon Avenue
Date: 1896

Context: Architecture and Engineering, 1850-1980

Theme: Late 19th and Early 20th Century Architecture, 1865-1950

Sub-Theme: Vernacular Hipped Cottage, 1885-1905

Like the vernacular gabled cottage, the vernacular hipped cottage is a relatively common style and type for single-family residences in the CPA. However, many of those that remain have been altered. Only intact resources that are excellent examples of their style and type were evaluated as eligible. These residences are typically modest in scale and one story in height. Many display Neoclassical influences, as illustrated below.



Address: 1678 E. Martin Luther King Jr. Blvd.
Date: 1904



Address: 1152 E. 25th Street
Date: 1901



Address: 1012 E. 55th Street
Date: 1899



Address: 1042 E. 55th Street
Date: 1906



Address: 1324 E. Adams Boulevard
Date: 1897



Address: 187 W. 43rd Place
Date: 1905



Address: 947 E. 21st Street
Date: 1902



Address: 235 W. 43rd Place
Date: 1905

Context: Architecture and Engineering, 1850-1980

Theme: Late 19th and Early 20th Century Architecture, 1865-1950

Sub-Theme: Shingle Style, 1885-1905

While the Shingle Style is not as common as other architectural styles in Southern California, several fine examples are located in the CPA. They are typically two-story, single- and multi-family residences. Identified resources, such as the ones illustrated below, exhibit a high quality of design and craftsmanship. Indicative of the style, they display shingle exteriors and gabled roofs with shallow overhanging eaves. One of the more distinctive examples in the CPA is located at 4256 S. Grand Avenue (top, left). It is a multi-family residence with Chalet influences.



Address: 824 E. Adams Boulevard
Date: 1910



Address: 351 E. 33rd Street
Date: 1905



Address: 223 W. 40th Place
Date: 1905

Context: Architecture and Engineering, 1850-1980

Theme: Arts and Crafts Movement, 1895-1930

Sub-Theme: Craftsman, 1905-1929

The Craftsman style is common in Southern California. The style was applied to both single-family and multi-family residential properties in the CPA. Multi-family residential properties represent a relatively rare application of the style and are most often fourplexes. Resources evaluated under this context were recorded as excellent, intact examples of their style. Identified resources, such as the examples depicted below, exhibit a high quality of design and craftsmanship. They display the horizontal orientation, overhanging eaves, exposed rafter tails, and wood siding indicative of the style.



Address: 224 E. 23rd Street
Date: 1910



Address: 700 E. 46th Street
Date: 1913



Address: 215 E. 25th Street
Date: 1902



Address: 734 E. 32nd Street
Date: 1907



Address: 4248 S. Grand Avenue
Date: 1910



Address: 5017 S. Wall Street
Date: 1908

Context: Architecture and Engineering, 1850-1980

Theme: Arts and Crafts Movement, 1895-1930

Sub-Theme: American Foursquares or Prairie Boxes, 1895-1914

This context/theme was used for the evaluation of intact residences exemplifying the American Foursquare or Prairie Box style on both modest and grand scales. Resources within this context are intact examples of the style and are commonly among the earliest buildings in their neighborhoods. Identified resources exhibit a high quality of design and craftsmanship. All feature the distinctive hipped roof and boxy massing typical of the style. They often exhibit Queen Anne, Neoclassical, or Craftsman stylistic influences. The style was applied to both single- and multi-family residences, as illustrated below.



Address: 210 W. Vernon Avenue
Date: 1895



Address: 4101 S. Trinity Street
Date: 1908



Address: 826 E. 21st Street
Date: 1905



Address: 258 E. 28th Street
Date: 1908



Address: 156 E. 36th Street
Date: 1895



Address: 800 E. Adams Boulevard
Date: 1909

Context: Architecture and Engineering, 1850-1980

Theme: Mediterranean and Indigenous Revival Architecture, 1887-1952

Sub-Theme: Spanish Colonial Revival, 1915-1942

Spanish Colonial Revival style resources occur throughout the CPA, although in limited numbers relative to other areas of the city. Property types evaluated under this context include churches (top row) and multi-family residences, specifically courtyard apartments and apartment houses (bottom row). Resources are found eligible under this context/theme if they are intact, excellent examples of their style and exhibit high quality of design and distinctive features.



Address: 310 W. 95th Street
Name: Faith Lutheran Church
Date: 1927



Address: 6315 Main Street
Name: St. Columbkill Church
Date: 1923



Address: 1168 E. 52nd Street
Date: 1930



Address: 446 W. 57th Street
Date: 1924

Context: Architecture and Engineering, 1850-1980

Theme: Mediterranean and Indigenous Revival Architecture, 1887-1952

Sub-Theme: Mission Revival, 1887-1942

The Mission Revival style is relatively uncommon in Los Angeles. Intact examples are most commonly institutional buildings such as schools and churches (below, left) and residential buildings, such as bungalow courts (below, right). The style is characterized by its stucco finish, arched window and door openings, and a shaped Mission-style parapet. Only a few intact Mission Revival resources were identified and recorded in the CPA; those that were are exemplary of the style and exhibit high quality design through distinctive features.



Address: 10124 Compton Avenue
Name: Holy Redeemer Church
Date: 1948



Address: 5017 S. San Pedro Street
Date: 1925

Context: Architecture and Engineering, 1850-1980

Theme: American Colonial Revival, 1895-1960

Sub-Theme: Dutch Colonial Revival, 1895-1940

Resources evaluated under the Dutch Colonial Revival context/theme occur primarily in the northeastern quadrant of the CPA. They were recorded as excellent and rare examples of their style. Many were constructed in the late 19th century and represent the earliest pattern of development in their neighborhoods. Resources evaluated under this context/theme display the architectural features common to the style, including a front gambrel roof and clapboard exterior cladding. Many of those identified are located adjacent to or within proximity of each other on the same street, such as the four depicted below.



Address: 616 E. 21st Street
Date: 1895



Address: 620 E. 21st Street
Date: 1895



Address: 1207 E. 21st Street
Date: 1899



Address: 629 E. 21st Street
Date: 1902

Context: Architecture and Engineering, 1850-1980

Sub-Context: LA Modernism, 1919-1980
Theme: Related Responses to Modernism, 1926-1970
Sub-Theme: Streamline Moderne, 1934-1945

Though not a common style of architecture in the CPA, the Streamline Moderne style was used fairly regularly in the design of institutional buildings such as Los Angeles Unified School District schools constructed after the Long Beach earthquake in 1933. The Saints Home Church, now Templo De Refugio Del Cladic (below, left), is an unusual example of the style applied to a religious building. Thomas Jefferson High School (below, right) is not only exemplary of the Streamline Moderne style but is also significant for its association with the African American community in Southeast Los Angeles, with countless notable alumni. Resources that were recorded as significant examples of the Streamline Moderne style retain the essential character defining features of the style, such as rounded corners, smooth wall surfaces, minimal ornamentation, speedlines or horizontal scoring on exterior finishes, and windows "punched" into walls, without elaborate frames or surrounds.



Address: 1420 E. 20th Street
Name: Saints Home Church of Christ
Date: 1920-1938



Address: E. 41st Street and Compton Avenue
Name: Thomas Jefferson High School
Date: 1935-1938

Context: Architecture and Engineering, 1850-1980

Sub-Context: LA Modernism, 1919-1980
Theme: Postwar Modernism, 1946-1976
Sub-Theme: Mid-Century Modern, 1945-1970

Resources evaluated under this context/theme represent the post-war development of Modernism in Los Angeles. There were very few Mid-Century Modern resources in the CPA; only three were identified and recorded. They include the two churches depicted below.



Address: 10403 S. Central Avenue
Name: Grant African Methodist Episcopal (AME) Church
Date: 1954



Address: 4524 S. Compton Avenue
Name: Church of God in Christ
Date: 1949

Context: Residential Development and Suburbanization

Theme: Streetcar Suburbanization, 1888-1933

Sub-Theme: Suburban Planning and Development, 1888-1933

A number of intact concentrations of street trees were evaluated as representative examples of historic tract features under the Streetcar Suburbanization theme of the Residential Development and Suburbanization context. These trees were planted as part of the cohesive development of residential subdivisions. The presence of these tract features, such as the mature Mexican fan palms (Washingtonia Robusta) depicted below, evokes the time and place of their historic period and context of development.



Address: 43rd Street between Avalon Boulevard and McKinley Avenue
Type: Mexican Fan Palms
Date: circa 1905



Address: Towne Avenue between 46th Street and Vernon Avenue
Type: Mexican Fan Palms
Date: circa 1905



Address: Martin Luther King Jr. Boulevard between Morgan and Compton Avenues
Type: Mexican Fan Palms
Date: circa 1905

Context: Residential Development and Suburbanization

Theme: Company-Built Worker Housing, 1910-1945

One small subdivision of housing planned and developed specifically to accommodate industrial workers was identified in the Southeast Los Angeles CPA near the intersection of Slauson Avenue and Avalon Boulevard. This tract, developed by the Goodyear Tire and Rubber Company, was located within walking distance of their massive industrial plant east of Avalon Boulevard. Goodyear, whose work force comprised 2,500 individuals (predominantly men) in 1920, hired the preeminent architectural partnership of Sumner Hunt and Silas Burns to construct these modest bungalows. The preliminary plan called for construction of 800 one- and two-story houses on the 80 acres. Initial construction occurred in 1920 and included 49 houses based on a small handful of models designed in a variety of styles popular at the time: Tudor Revival (top, left), Craftsman (top, right), and an unusual, modest adaptation of the Prairie Style (bottom, left). Although the rest of the development was never built, those that remain are an exceptionally rare collection of purpose-built worker housing in Los Angeles.



Address: 315 East 59th Place (contributor to the Goodyear Gardens Historic District)
Date: 1920



Address: 345 East 59th Place (contributor to the Goodyear Gardens Historic District)
Date: 1920



Address: 427 East 59th Place (contributor to the Goodyear Gardens Historic District)
Date: 1920

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