

# SurveyLA

Los Angeles Historic Resources Survey

## Historic Resources Survey Report Wilmington-Harbor City Community Plan Area



*Prepared for:*

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



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# Project Overview

This historic resources survey report (“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 Wilmington-Harbor City Community Plan Area (CPA). This project was undertaken from September 2011 to May 2012 by Galvin Preservation Associates (GPA).

This Survey Report provides a summary of the work completed, including a description of the survey area; an overview of the field methodology; a summary of relevant contexts, themes and property types; and complete lists of all surveyed 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, and Appendices are available on the Survey Findings page at SurveyLA.org. Additionally, survey data for this CPA is searchable at HistoricPlacesLA.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 professional qualification 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 Area (CRA) surveys conducted within the last five years.
- Potential Historic Preservation Overlay Zone (HPOZ) areas which have been surveyed in the last five years and are in the process of being designated.
- Industrial properties, which will be surveyed as a group in a later phase of SurveyLA.

### ***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 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 include street trees, street lights, landscaped medians, bridges, and signs.
- **Historic Districts** are areas that are related geographically and by theme. 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, sites, objects, and other features located within historic districts. Generally, non-contributing resources are those that are extensively altered, built outside the period of significance, or that do not relate to 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 that makes 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 features – such as height, massing, setbacks, and street trees – which warrant consideration in the local planning process.

## Project Team

The Wilmington-Harbor City CPA survey team included the following personnel from GPA: Teresa Grimes, Principal Architectural Historian; Elysha Dory, Architectural Historian II; and Ben Taniguchi, Historian II. Reconnaissance survey work was conducted by staff from GPA, including Teresa Grimes, Principal Architectural Historian; and Elysha Dory, Architectural Historian II.

## Survey Area

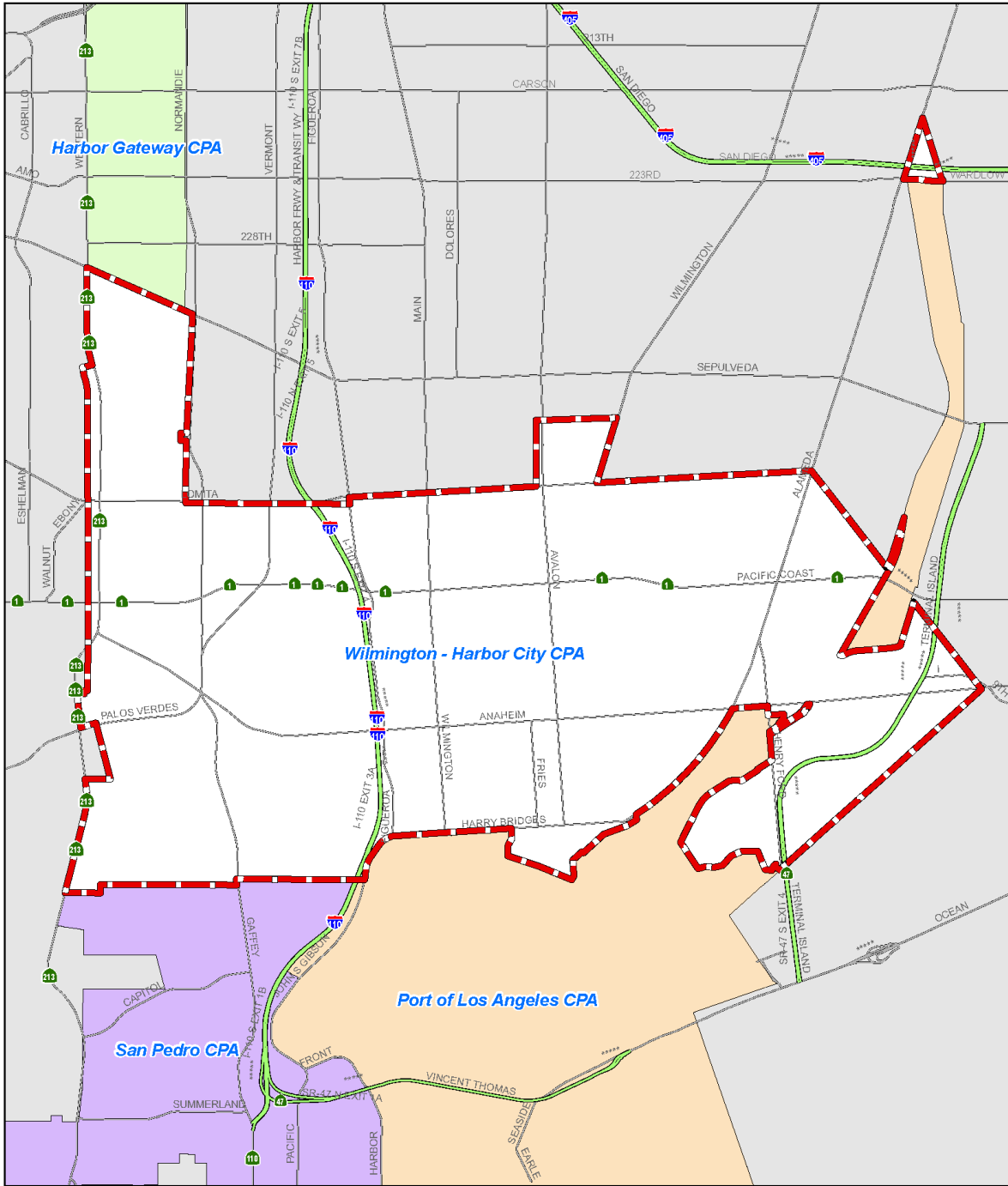
The Wilmington-Harbor City CPA served as the boundaries of the survey for this project. The irregularly-shaped CPA is located in the southernmost portion of the City of Los Angeles. It is represented by Council District 15.

The northern boundary of the CPA is formed by Lomita Boulevard between Normandie Avenue and Alameda Street. Between Avalon Boulevard and Wilmington Avenue, the boundary moves farther north to Dolores Drive. East of Alameda Street, the northern boundary angles to the southeast towards Pacific Coast Highway. In the western portion of the CPA, between Normandie and Western Avenues, the northern boundary is Sepulveda Boulevard. The eastern portion of the CPA is bounded approximately by State Route 103 (Terminal Island Freeway). The eastern portion of the CPA includes a small, noncontiguous portion that is located just north of 223<sup>rd</sup> Street and Interstate 405 (San Diego Freeway). The southern boundary of the CPA follows Westmont Drive between Western Avenue and Interstate 110 (Harbor Freeway) and roughly Harry Bridges Boulevard between Interstate 110 (Harbor Freeway) and Alameda Street; the remainder of the southern boundary follows an irregular line where it meets the Port of Los Angeles CPA. The western boundary is formed by Western Avenue.

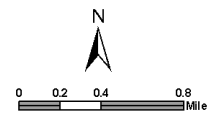
The Wilmington-Harbor City Community Plan Area encompasses 18,259 parcels. Roughly 16,895 parcels within the CPA were surveyed by the SurveyLA team. As mentioned above, properties not surveyed include parcels zoned for industrial use, buildings constructed after 1980 and resources previously designated under local, state and/or federal programs. There are 10 individual properties and one historic district within the CPA that have been previously designated.

The Los Angeles Harbor Industrial Center Redevelopment Area, which comprises 232 acres, is generally located south of Anaheim Street, east of Broad Avenue, and north and west of Alameda Street. Most of this area was not a part of the survey because it is zoned for industrial uses. Industrial properties will be surveyed as a group in a later phase of SurveyLA.

Designated Resources within the Wilmington CPA at the time of the survey are shown on the *Designated Resources* map on page 12.



# Wilmington - Harbor City Survey Area



The Wilmington-Harbor City CPA is located adjacent to the Los Angeles Harbor, in the flat plain of the Los Angeles Basin that falls to the south of the Santa Monica Mountains. The area is generally flat. The area is defined on its southern boundary by the geography of the Inner Harbor. The majority of the CPA is bounded and shaped by man-made features, including freeways and wide boulevards that traverse much of the city. Much of the CPA consists of streets laid out along a general north-south and east-west grid, though some of the major thoroughfares follow a curve of some degree. Alameda Street, the most dramatic example, curves to the northeast and follows the route of the Southern Pacific Railroad tracks.

Two major freeways and one state route are located within or adjacent to the CPA. Interstate 110 (Harbor Freeway) is located in its western portion, Interstate 710 (Long Beach Freeway) is located in its southeastern portion, and State Route 103 (Terminal Island Freeway) is located in its eastern portion. South of Pacific Coast Highway, Interstate 110 is sited west of Figueroa Street (to the east of Interstate 110 is industrial development, Ken Malloy Harbor Regional Park, and Los Angeles Harbor College). North of Pacific Coast Highway, Interstate 110 is sited between Figueroa Street and Vermont Avenue. It is set above grade throughout the CPA, with streets traversing beneath the freeway utilizing tunnels. Interstate 710 is also sited above grade throughout the CPA. The southern portion of State Route 103 is set above grade as well; it transitions to at grade farther north, in the vicinity of Pacific Coast Highway. Interstate 110 create numerous overpasses and onramps with a physical and visual impact on the neighborhoods in the western portion of the CPA.

Many of the major thoroughfares of the area are wide avenues and boulevards that functioned historically as automobile, streetcar, and railroad routes. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes that connected to nearby industrial areas and the Port of Los Angeles. The major east-west thoroughfares crossing the CPA are (from north to south): Lomita Boulevard, Pacific Coast Highway, Anaheim Street, and Harry Bridges Boulevard. The major north-south arteries within the CPA are (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, and Alameda Street.

The Wilmington-Harbor City CPA includes the neighborhoods of Wilmington and Harbor City.<sup>1</sup> Wilmington was an incorporated city prior to its consolidation into the City of Los Angeles in 1909. The history of Wilmington-Harbor City is summarized below.

Wilmington-Harbor City is located on land that once belonged to Rancho San Pedro, which was granted to Juan Jose Dominguez in 1784. Wilmington was originally known as New San Pedro. The land upon which it later developed was purchased from Manuel Dominguez, descendent of the original owner, by William Sanford, John Downey, and Benjamin Wilson in 1854. Phineas Banning, who would contribute greatly towards Wilmington's development, arrived in California in 1851 and soon after began constructing a wharf and warehouses to create a port

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<sup>1</sup> 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/>>.

at what would become New San Pedro. He saw New San Pedro as the ideal location for a wharf because it could act as a more sheltered harbor in which to receive cargo. The wharf opened in 1858 at the foot of what is now Avalon Boulevard, the year the town of New San Pedro was founded. The name of the town was changed to Wilmington in 1863 after Banning's hometown of Wilmington, Delaware.

Wilmington's development began in earnest during the Civil War. Banning and other property owners donated land to the Union Army, which constructed a depot along the waterfront and a fort about a mile north. Fort Drum was the headquarters for the Union Army in California and the Arizona Territory. The depot supplied the fort with necessary goods. The fort complex was located between L Street to the north, Opp Street to the south, Eubank Avenue to the east, and Banning Boulevard to the west.

Wilmington became the Los Angeles terminus for the transcontinental telegraph line in 1862. Industrial development continued near the waterfront, but residential development remained sparse. The Los Angeles and San Pedro Railroad, which opened after the war and was the first railroad in Southern California, ensured the continued development of Wilmington as a shipping facility. Prior to the railroad, Banning operated a series of wagons and stagecoaches that took cargo shipped to the wharf by road up to Los Angeles. The railroad followed present-day Alameda Boulevard for 21 miles and connected Wilmington with Los Angeles. Wilmington became the primary area's port town, bypassing San Pedro because of its transportation, which the latter lacked. The city grew steadily until the mid-1880s.

Between the late 1880s and the early 1900s, Wilmington's development slowed and then stagnated when the Southern Pacific Railroad gained control of the Los Angeles and San Pedro Railroad and extended the line beyond Wilmington to San Pedro. In addition, San Pedro was chosen as the site for the harbor of the City of Los Angeles. Many of the city's businesses, including Banning's, moved to San Pedro. The town's development remained slow until the Pacific Electric Interurban Railroad extended on its streetcar line through Wilmington to San Pedro and included a stop in Wilmington on the new line.

During this period, Wilmington's development occurred in two relatively distinct geographic areas. The two sections were separated by what is now Harry Bridges Boulevard (then First Street). South of Harry Bridges Boulevard existed development related to the wharf, such as warehouses and the railroad depot. Between Harry Bridges Boulevard and Anaheim Street existed a more sparsely developed residential section. Canal Street (now Avalon Boulevard) connected the two portions and was itself lined with churches, businesses, and social institutions.

Wilmington had been incorporated in 1871 but the incorporation was repealed in 1887 as its development slowed and then stagnated. Long Beach attempted unsuccessfully to annex Wilmington in 1905. Wilmington became a city in 1907, and was consolidated into the City of Los Angeles two years later. At the time of consolidation, Wilmington included Weston Street/Reyes Street (now Lomita Boulevard) on the north, the Pacific Electric Railroad tracks

(now Gaffey Street) on the west, and the geography of the Inner Harbor to the south. Settlement was concentrated between what is now L Street on the north, the harbor on the south, what is now Lagoon Avenue on the east, and what is now Mahar Avenue on the west.

After the purchase of Catalina Island by William Wrigley in 1919, Wilmington experienced increased commercial development, as it served as a point of departure for tourists traveling to the island. The Catalina Company was responsible for the planting of the palm trees lining much of Avalon Boulevard (now remaining between Lomita Boulevard on the north and I Street on the south). The link between Wilmington and the Catalina Island tourism industry is one reason for the relatively high number of hotels in the area. These hotels not only served tourists stopping over on the way to or from Catalina Island; sailors stopping in the port utilized them as well while not on board their ships.

The discovery of oil on nearby Rancho San Pedro in 1920 further contributed to Wilmington's development boom. Lots were divided and residences constructed. The peak of development occurred between 1925 and 1929. In 1920, the town's population was 2,250; ten years later, it was 15,486. The discovery of the Wilmington Oil Field in 1932 continued this trend of growth. The oil field is the third largest oil field in the contiguous United States; it is 13 miles long and three miles wide. It stretches from the northwest to the southeast and from San Pedro to Torrance. Pumping of the Wilmington Oil Field continues to the present day, and pump jacks can be seen throughout the CPA, with large concentrations northeast of Wilmington Boulevard and Anaheim Street, southeast of Anaheim Street and Avalon Boulevard, and northeast of Anaheim Street and McFarlane Avenue (latter two areas zoned industrial).

As the area grew, development expanded. Commercial development, which had been focused on Avalon Boulevard south of Harry Bridges Boulevard, spread north along Avalon Boulevard. Anaheim Street also began to develop with commercial buildings.

The Great Depression took its toll on Wilmington and the harbor area's workers. What became known as the Big Strike began in San Francisco in 1934. The strike halted work at ports up and down the United States' Pacific Coast for nearly three months; it ultimately contributed to the growth of unions during the period. The strike ended up being a victory for labor unions and brought about increased wages and improved working conditions. It was instituted in large part by an Australian longshoreman named Harry Bridges, who believed in unity among workers and different dockworkers in the face of employers who strove to deny workers fair wages and safe working conditions, as well as compromises between employers and union leaders that came at the expense of the workers. Despite cries of Communism and the threat of imprisonment, Bridges eventually rose to be a union leader and established the International Longshoremen's and Warehousemen's Union (ILWU) in 1937. Harry Bridges Boulevard (formerly First Street) in Wilmington is named after him. Chapters of the ILWU were established in port towns up and down the West Coast, including Wilmington. By the 1950s, Wilmington was known for its influential labor unions. Local headquarters for many maritime unions, including the ILWU and the International Organization of Masters, Mates, and Pilots (MM&P), are located in the area.

The development of Harbor City is tied closely to the development of the Harbor Gateway CPA, which is located directly to the north. The land upon which Harbor City is now located was planted with grain during the late 19<sup>th</sup> century. The westernmost portion of Harbor City, including land between Gaffey Street/Normandie Avenue and Western Avenue, was part of the shoestring strip (now known as Harbor Gateway) when it was annexed in 1906. It was intended to have its own harbor so that Los Angeles could have access to a port and included a stretch of land that reached the waterfront. The city planned to construct a canal that would allow ocean-going ships to reach Harbor City. The plan was put in place in the event that the consolidation of San Pedro and Wilmington, which was the city's ultimate goal, did not succeed. When consolidation of San Pedro and Wilmington did succeed in 1909, the coastal land that was originally included in Harbor City was divided between San Pedro and Wilmington.

Wilmington and Harbor City are located on what was Rancho San Pedro. No resources from this period remain, and it does not appear that development on a noticeable scale took place in Wilmington-Harbor City prior to the Civil War. The earliest extensive development in the CPA occurred during the Civil War at Fort Drum and at the port of Wilmington, which served the fort. The fort, spread over 60 acres, consisted of two groups of buildings which included storage facilities and the fort itself. Resources remaining from the fort include the Drum Barracks and Officers Quarters (1862), the Drum Powder Magazine (1862), and the Wilmington Cemetery (1857). All of these resources are designated Los Angeles Historic-Cultural Monuments.

Residential development also occurred during this period but was scattered. There is only one residential resource remaining from this period: the General Phineas Banning Residence (1864), designated Los Angeles Historic-Cultural Monument #25.

Wilmington's development increased in the 1870s and early 1880s before slowing again in the late 1880s. Commercial development prior to incorporation generally occurred south of what is now Harry Bridges Boulevard and along Avalon Boulevard south of Anaheim Street. Most of the commercial and institutional resources from this period no longer remain due to the development of later harbor facilities south of Harry Bridges Boulevard. Remaining resources from this period include Memory Chapel, Calvary Presbyterian Church (1870), originally located at the corner of F and Marine Streets (it has been moved); the Masonic Temple (1882) on Avalon Boulevard just north of Harry Bridges Boulevard; and Saint John's Episcopal Church (1883), originally located on Avalon Boulevard between D and E Streets.

Residential development remained scattered during this period. The majority of residential development consisted of single-family residences and occurred north of Harry Bridges Boulevard and south of L Street. According to Sanborn maps, there does not appear to have been significant development north of L Street prior to incorporation. Only a small number of residential resources predating incorporation remain. The pace of development increased in the 1910s and 1920s as Wilmington grew.

The CPA consists of a majority of single-family neighborhoods with multi-family residential development interspersed between. Commercial corridors are located along larger streets and

single- and multi-family residential development along smaller, gridded streets in between. Multi-family residences, which include bungalow courts, duplexes, apartment houses, and fourplexes, are scattered throughout neighborhoods that are otherwise comprised of a majority of single-family residential development. Commercial development along major thoroughfares typically includes historic theaters, hotels, banks, and one-to-three story commercial buildings. The majority of these earlier resources date from the early 1920s through the late 1930s.<sup>2</sup> Later commercial buildings are interspersed between.

Institutional resources occurring throughout the CPA include religious buildings, schools, and public facilities such as a Department of Water and Power building. These resources are typically sited within residential neighborhoods or along commercial corridors and represent development from most periods of Wilmington's development.

The majority of the resources in Harbor City date from the post-World War II period. This portion of the CPA, which is located west of Wilmington to the east of Interstate 110 (Harbor Freeway), is primarily residential, with commercial development dating from the 1950s to the present located along major thoroughfares such as Western Avenue. Extant examples of commercial development include restaurants and recreational facilities.

Much of the residential development in Harbor City took place in the 1950s, when the entire City of Los Angeles experienced a building boom. Residential development dating from earlier periods occurred but appears to have been mostly scattered; it is now surrounded by later development. North of Lomita Boulevard, the majority of residential development occurred in the 1950s, 1960s, and 1970s. South of Lomita Boulevard, residential development occurred as early as the 1910s and increased in the 1920s; this development was infilled with later development from the late 1940s and 1950s.

Institutional development in Harbor City is dominated by Harbor Regional Park and Harbor College. Harbor Regional Park, which is located adjacent and to the west of the Harbor Freeway (I-110), was developed beginning in the 1950s by the City of Los Angeles. The previously undeveloped land was known as Bixby Slough and was made up of marshland. It acted as a natural flood plain for the surrounding area, resulting in annual flooding and dangerous conditions. The city purchased the land in 1953, and the park was developed over a period of approximately twenty years with recreational facilities including a golf course, children's play areas, and bird watching areas.

Adjacent to the regional park is Los Angeles Harbor College (originally named Los Angeles Harbor Junior College). The school was founded in 1949 as an extension of the city's secondary education system. It was not until 1969 that community colleges became a part of the higher education system in the state.

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<sup>2</sup> Early commercial resources also remain along Avalon Boulevard south of C Street but this area was not surveyed, as it is zoned industrial.

There is a significant amount of industrial development in the CPA, especially in the southern and southeastern portions. Approximately one-third of the CPA is zoned for industrial use in contiguous portions along the northeast corner, eastern portion, and southern portions of the CPA. Non-contiguous portions of land zoned industrial are located in the northwest portion of the CPA, in the vicinity of Normandie Avenue and Pacific Coast Highway.<sup>3</sup>

## Designated Resources

The following map depicts the location of designated resources within the Wilmington-Harbor City CPA at the time of the survey. These include properties listed in the National Register of Historic Places (NR) and/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).

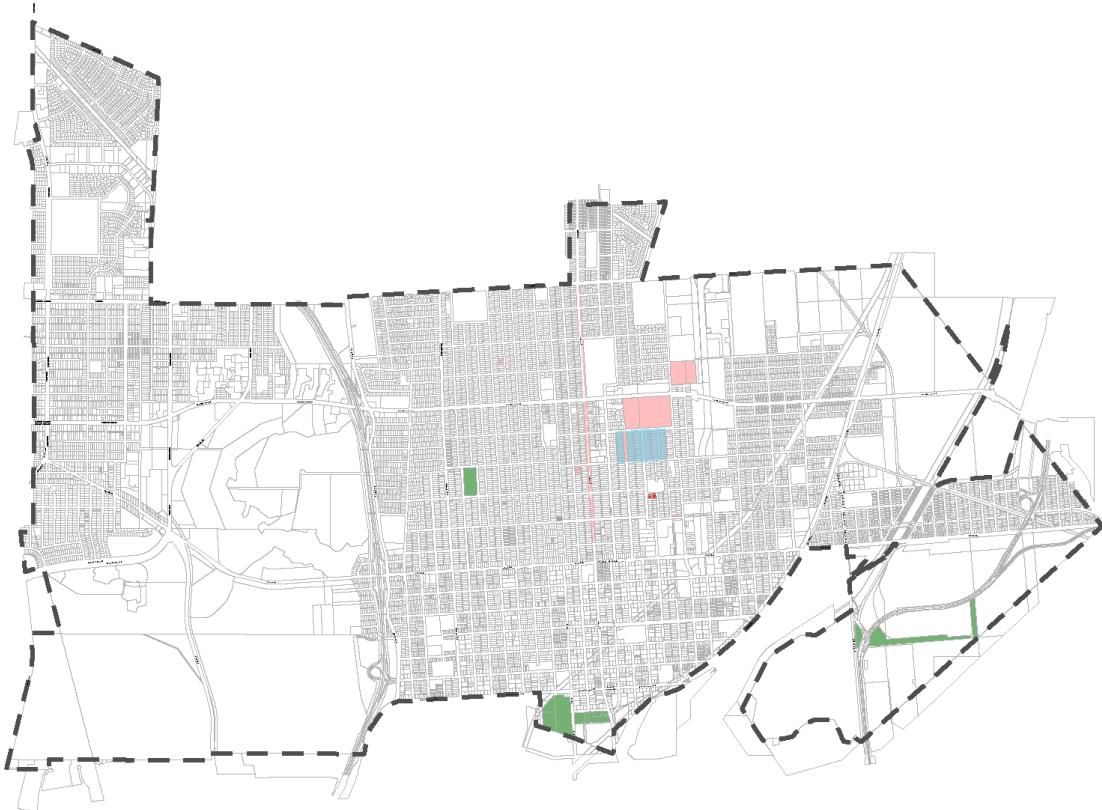
For up-to-date, detailed information about designated resources visit the online database at [historicplacesla.org](http://historicplacesla.org) or [zimas.lacity.org](http://zimas.lacity.org).

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<sup>3</sup> 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.

# Wilmington - Harbor City

## Designated Resources

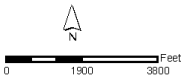


### Legend

-  City Historic-Cultural Monument (HCM)
-  Listed in the National Register, Listed in the California Register (Status 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)



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## Community Plan Area Survey Methodology

The field survey of the Wilmington-Harbor City CPA was conducted using the methodology established by the Office of Historic Resources for SurveyLA, which includes the citywide Historic Context Statement and customized mobile Field Guide Survey System (FiGSS).<sup>4</sup>

A number of other community plan areas were being surveyed concurrently with the Wilmington-Harbor City CPA. Prior to commencing fieldwork in Wilmington-Harbor City, the project managers of these CPAs coordinated to conduct a group reconnaissance of each area. Project managers included Christy McAvoy of Historic Resources Group, Leslie Heumann of Sapphos Environmental, Inc., and Teresa Grimes of Galvin Preservation Associates. The purpose of this group reconnaissance was to establish consistency among the various survey areas, specifically regarding the application of the historic context statement and establishment of integrity thresholds. Following this group reconnaissance, each team developed a work plan specific to their survey area.

The field work was conducted in two phases: *Identification* and *Documentation*. The Identification Phase was conducted by a team of two qualified survey professionals, both of whom meet the Secretary of the Interior's *Professional Qualifications Standards*. Pre-field research was conducted to help acquaint surveyors with the CPA, using GPA's in-house library of books, periodicals and journals related to the architecture, history and development of Los Angeles, as well as online sources such as the California Index, available through the Los Angeles Public Library.

The Identification Phase involved a detailed and methodical review of each neighborhood, street, and individual property within the survey area. It was during this phase that decisions were made about which properties and districts should be documented, and how those properties should be evaluated. By making these decisions up front and as a team, this methodology ensured a more thoughtful approach to resource identification and evaluation, created greater consensus among the field survey teams, and produced more consistent survey results. It also streamlined the documentation process, enabling the field teams to document large numbers of properties quickly and efficiently.

A blank Geographic Information Systems (GIS) map showing only street names and parcel boundaries was used by surveyors in the field for notes and comments about resources identified during the Identification Phase. In addition, notes were kept to record the addresses of potentially eligible resources as well as the potential Context Theme Property Type (CTP) under which they might be eligible. These notes were organized in spreadsheets for use in the field during the Documentation Phase.

The Identification Phase helped guide the pre-field research. Potential individual resources were researched for information concerning the names of architects, original businesses and

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<sup>4</sup> For more information about the SurveyLA methodology, see the **SurveyLA Field Results Master Report**.

uses, and original owners, where applicable. Information was obtained from books, online sources, original building permits, and historic *Los Angeles Times* articles from the archives of the Los Angeles Public Library.

During the Documentation Phase, field work was conducted by teams of two. Properties that were identified during the previous phase, along with those that had significant associative qualities identified in pre-loaded data in FiGSS, were documented and evaluated for potential historic, cultural, or architectural significance.

The field surveys were conducted from the public right-of-way. Documentation included a digital photograph, recordation of historic features and subsequent alterations, and the reason for a property's potential historic significance. Planning districts were mapped out during the Identification Phase and then further evaluated and edited after an intensive survey in the field. Following the completion of field work, all survey data was reviewed in detail by a qualified survey professional to ensure accuracy and consistency throughout.

Survey teams conducted research on individual properties and neighborhoods throughout the field survey process. When specific information was needed in order to complete an evaluation, additional research was conducted using building permits, newspapers and periodicals, and Sanborn maps. Additional research on historic tracts and developers, school campuses, and public parks helped to evaluate potentially significant historic districts.

## 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 Wilmington-Harbor City CPA is largely comprised of 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, much of it dating from the 1920s through the 1950s. Early residential development from the 1890s through the 1910s is scattered throughout the CPA. These areas began developing primarily because of their proximity to the port.

#### ***Residential Properties***

Early residential development is scattered throughout the CPA, and later residences appear to have acted as infill. It is not clear the degree to which early residences were demolished for later development. Neighborhoods in the CPA contain a mixture of early residences and residences dating from the 1930s, 1940s, and 1950s. This survey identified a several single-

family residence dating from the period prior to Wilmington's consolidation to the City of Los Angeles in 1910.

Many of the residential buildings dating to the late 19<sup>th</sup> and early 20<sup>th</sup> century have endured alterations over time, such as replacement windows and doors, stucco finish over original wall cladding materials, and additions. Due to a preponderance of such alterations and the lack of concentrations of residences dating from one period of time, no residential historic districts or planning districts were identified in the CPA.

Multi-family residences exist in the survey area as well; generally, they are intermittently located in predominately single-family residential neighborhoods. Multi-family development in the CPA typically consists of duplexes, bungalow courts, and small apartment buildings that are low-scale and congruous with the surrounding single-family neighborhoods. Eligible multi-family buildings were 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 20<sup>th</sup> century, designed in a variety of popular architectural styles including Craftsman and Spanish Colonial Revival. Only a small number of these were recorded due to the majority of them having seen alterations such as the replacement of windows and original wall cladding.

### ***Commercial Properties***

Commercial property types are commonly found on major thoroughfares running north-south and east-west through the CPA. Although no historic districts of commercial buildings were identified, one concentration of commercial buildings was recorded as a planning district. The Avalon Boulevard Commercial Planning District exhibited an intact sense of time and place due to consistent massing, scale, and streetscape features but did not retain sufficient integrity for a historic district. The Avalon Boulevard Commercial Planning District was identified as a good example of a neighborhood commercial center developed largely in the 1920s and 1930s. Most often, commercial buildings were recorded individually. Those that were recorded were typically exemplary examples of the property type or a particular style; these examples included one- and two-story commercial buildings, banks, and hotels.

A property type that occurred with a relatively high frequency was the hotel. They are located primarily along secondary streets in the vicinity of Avalon Boulevard. The majority are one- to two-story buildings in height. They likely occur with such frequency due to Wilmington's historical ties with Catalina Island; it acted as a stopover for tourists on the way to and from the island.

### ***Institutional Properties***

Institutional buildings occurring throughout the CPA include churches, schools, and labor union buildings. Many are individually eligible as exemplary of the property type, their representative

architectural style, or in the case of the labor union buildings, for their association with their respective labor union.

### ***Other Properties***

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

## **Summary of Contexts and Themes**

Many of the contexts and themes of the Citywide Historic Context Statement are represented in the Wilmington CPA. Following are examples of the common Contexts and Themes used in the survey and representative examples of eligible resources. Also shown are examples of Contexts and Themes that were unique in the survey area.

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 see Appendix A.

For a complete list of non-parcel resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing see Appendix B.

For a list of planning districts, which do not meet eligibility standards and criteria for listing but may warrant special consideration for local planning purposes see Appendix C.

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

Theme: Wilmington, 1850 – 1909

Sub-Theme: Important Events in Wilmington History, 1850 – 1909

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



**Address:** 1049 North Fries Avenue

**Date:** 1901



**Address:** 1032 North Mahar Avenue

**Date:** 1901



**Address:** 1714 North Avalon Boulevard

**Date:** 1900



**Address:** 923 North Island Avenue

**Date:** 1902

## **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 Wilmington usually date from the 1920s and early 1930s 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 Spanish Colonial Revival. All eligible examples exhibit high quality of design and distinctive site planning. The following three bungalow courts were identified as eligible under this context/theme.



**Address:** 1346 Fries Avenue

**Date:** 1929



**Address:** 712 West D Street

**Date:** 1923



**Address:** 1001 – 1007 North Banning Boulevard/339 -  
351 Opp Street

**Date:** 1930

**Context: Residential Development and Suburbanization, 1880-1980**

**Sub-Context: Multi-Family Residential Development, 1910-1980**

**Theme: Multi-Family Residential, 1910-1980**

**Sub-Theme: Apartment Houses, 1910 – 1980**

Apartment houses are a multi-family housing type found throughout Los Angeles. Examples located in Wilmington date from the late 1920s and early 1930s. They are typically located in neighborhoods comprising a variety of single- and multi-family property types. Eligible apartment houses were designed in the Spanish Colonial Revival style. They exhibit high quality of design, and few remain in the CPA with integrity.



**Address:** 1152 North Broad Avenue

**Date:** 1929



**Address:** 947 North Island Avenue

**Date:** 1931

## **Context: Commercial Development, 1850-1980**

### **Theme: Banks and Financial Institutions, 1870 – 1980**

Properties recorded under this context/theme include buildings historically used as banks in Wilmington. They represent development along the commercial corridors in Wilmington and are excellent examples of their architectural styles. Extant and intact examples of this property type are uncommon in the CPA.



**Address:** 200 East Anaheim Street

**Date:** 1934



**Address:** 544 North Avalon Boulevard

**Date:** 1928

## Context: Commercial Development, 1850-1980

### Theme: Hotels, 1880 – 1980

Hotels are a relatively common property type in the CPA. They are located both on major thoroughfares and on smaller, otherwise residential streets. Many are low-scale buildings of one to two stories in height and are in the Commercial Vernacular style, but there are larger examples in the CPA as well. Many that remain have been altered. The three properties shown below were evaluated under this context/theme as excellent, intact examples of this property type.



**Address:** 543 North Broad Avenue

**Date:** 1923



**Address:** 903 North Fries Avenue

**Date:** 1924



**Address:** 906 North Avalon Boulevard

**Name:** Don Hotel

**Date:** 1929

## **Context: Public and Private Institutional Development, 1850-1980**

**Sub-Context: Education, 1876-1980**

**Theme: Public Schools and the LAUSD, 1876-1980**

**Sub-Theme: Post-WWII Schools and the LAUSD, 1946 – 1966**

Two post-World War II schools associated with the Los Angeles Unified High School District were recorded. They were recorded both as individual resources, as in the case of Hawaiian Avenue School, which is significant for its administration building, and as districts, as in the case for Narbonne High School, which is significant as a campus for its planning and unique design.



**Address:** 540 North Hawaiian  
**Name:** Hawaiian Avenue School  
**Date:** 1955



**Address:** 24230 Western Avenue  
**Name:** Narbonne High School  
**Date:** 1956

## Context: Public and Private Institutional Development, 1850-1980

### Sub-Context: Military Institutions and Activities, 1850 – 1980

#### 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. Two resources were documented under this sub-theme in the CPA. They are rare, intact examples of Federal Model SD-10, “Wire Spool” air raid sirens. Both were installed on a freestanding support pole.



**Location:** Anaheim Street near Gulf Avenue, south side of Anaheim Street

**Name:** Air Raid Siren No. 81

**Date:** circa 1940



**Location:** Pacific Coast Highway, west of Avalon Boulevard

**Name:** Air Raid Siren No. 80

**Date:** circa 1940

**Context: Public and Private Institutional Development, 1850 – 1980**

**Sub-Context: Government Infrastructure and Services, 1850 – 1980**

**Theme: Municipal Water and Power, 1916 – 1980**

The Los Angeles Water Works Pump House is an excellent example of a relatively early pump house for the Los Angeles Water Works, which later became the Bureau of Water Works and Supply. It was the only example of this property type in the CPA.



**Address:** 1022 North Eubank Avenue

**Name:** Los Angeles Water Works Pump House

**Date:** 1910

## **Context: Architecture and Engineering, 1850-1980**

**Theme: Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Architecture, 1865-1950**

**Sub-Theme: Vernacular Hipped Cottage, 1885 – 1905**

The vernacular hipped cottage is a relatively common style and type for early 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. Other intact examples were recorded as eligible under the Pre-Consolidation context/theme, as they better represent the earliest patterns of development in Wilmington than their particular architectural style. The residences are typically modest in scale and one story in height.



**Address:** 1237 West M Street

**Date:** 1905



**Address:** 1325 West I Street

**Date:** 1905

## **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, but many are altered and therefore not eligible as historic resources. There were few intact Spanish Colonial Revival style resources in the CPA. Those recorded are excellent, intact examples of their style. They are depicted below.



**Address:** 1015 North Lagoon Avenue  
**Name:** St. Peter and St. Paul Catholic Church  
**Date:** 1930



**Address:** 1001 – 1007 North Banning Boulevard/339 -  
351 Opp Street  
**Date:** 1930

**Context: Architecture and Engineering, 1850-1980**

**Sub-Context: LA Modernism, 1919-1980**

**Theme: Postwar Modernism, 1946-1976**

**Sub-Theme: Mid-Century Modernism, 1945-1970**

Resources evaluated under this context/theme represent the post-war development of Modernism in Los Angeles. The style was a relatively common one in the CPA, and there were a relatively high number of excellent intact examples as compared to other styles present. They include educational, commercial, and residential buildings.



**Address:** 1111 South Figueroa Place  
**Name:** Harbor College Administration Building  
**Date:** 1963



**Address:** 25720 South Western Avenue  
**Name:** Arturo's Unique Mexican Restaurant  
**Date:** 1960



**Address:** 26530 South Athena Avenue  
**Date:** 1960



**Address:** 26339 South President Avenue  
**Date:** 1966

**Context: Architecture and Engineering, 1850-1980**

**Theme: Period Revival, 1919 – 1940**

**Sub-Theme: Late Gothic Revival, 1919 – 1939**

The Late Gothic Revival style was an uncommon one in the CPA. The property depicted below is an excellent intact example of the style applied to a religious building. It was the only intact resource constructed in the Late Gothic Revival style recorded in the CPA.



**Address:** 1160 North Marine Avenue

**Name:** Calvary Presbyterian Church

**Date:** 1929

## **Context: Commercial Development, 1850 – 1980**

### **Theme: Mortuaries and Funeral Homes, 1920 – 1980**

The resource evaluated under this context/theme represents an excellent example of a mortuary in the Wilmington-Harbor City CPA. It was one of a small chain of mortuaries in the Harbor area; two others were historically based in San Pedro and Long Beach. The Long Beach location no longer remains.



**Address:** 1640 North Avalon Boulevard

**Name:** McNerney's Mortuary

**Date:** 1949

## **Context: Commercial Development, 1850 – 1980**

### **Theme: Neighborhood Theaters, Pre-World War II, 1915 – 1942**

The Granada Theater is located along the commercial strip of Avalon Boulevard in Wilmington. It is a film theater designed in the Renaissance Revival style. It is an excellent example of a neighborhood theater in the CPA.



**Address:** 632 North Avalon Boulevard

**Name:** Granada Theater

**Date:** 1925

**Context: Commercial Development, 1850 – 1980**

**Theme: Post-World War II Commercial Entertainment, 1940 – 1975**

The Olympic Ice Arena played a significant role in the area’s recreational activities. It is located in the northern portion of the CPA on Western Avenue and is an excellent example of a skating rink from the post-World War II period.



**Address:** 23770 South Western Avenue

**Name:** Olympic Ice Arena

**Date:** 1962

## Context: Other Context, 1850 – 1980

### Theme: Events or Series of Events, 1850 – 1980

Resources evaluated under this context/theme represent those that did not neatly fit within existing context/theme combinations. They represent unique property types and contexts and are shown below.



**Address:** 533 North Marine Avenue

**Name:** International Organization of Masters, Mates, and Pilots

**Date:** 1970

**Significance:** Labor unions played an important role in the history of Wilmington



**Address:** 639 North Fries Avenue

**Name:** International Longshore and Warehouse Union – Pacific Maritime Association (ILWU-PMA) Training Center

**Date:** 1963

**Significance:** Labor unions played an important role in the history of Wilmington



**Address:** Figueroa Street between Anaheim Street and Pacific Coast Highway

**Name:** Harbor Regional Park

**Date:** 1953 – 1971

**Significance:** Unique example of a recreational park and designed by the landscape architects Cornell, Bridgers, and Troller



## For Further Reading

The following is a list of general sources on the history and development of Wilmington-Harbor City. This is not comprehensive but is being provided for informational purposes.

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