

I. DEVELOPMENTAL INFLUENCES

A. Housing Subdivisions

One of the first subdivisions in the project area was Occidental Heights, located south of 3rd Street from Indiana Street to Gage Avenue. It was laid out in 1887 by a group of Presbyterian clergy to help raise funds to build Occidental University (later Occidental College) on the site. (The university building was destroyed by fire in 1896 and the school relocated to Highland Park in 1898.) Most of the land to the north of 3rd Street was also subdivided in 1887. That area became known as Belvedere after the Belvedere Tract at the northwest corner of 3rd and Indiana Streets. A school district was established in 1888 with the first school built at 1st Street and Rowan Avenue in 1889. At this time, this area was outside the farthest eastern reaches of the city limits and was mostly rural in character, and no streetcars went further than Evergreen Cemetery at 1st Street and Evergreen Avenue in Boyle Heights. To coax buyers to consider the Occidental Heights Tract the advertisements read:

Situated just outside the city limits...on a high plateau commanding the most delightful views in every direction. Free from the fogs which prevail in the western portion of the city, and receiving daily and delightful sea-breeze uncontaminated by the smoke and smells of the city. (Los Angeles Times, April 3, 1887.)

The Calvary Cemetery, which backs up to 3rd Street was established in 1896 on Whittier Boulevard. The old Calvary Cemetery was within the city limits and served the city for six decades, until city expansion called for relocation. Further development stalled at this eastern boundary for a time until the infrastructure could be extended.

The long-term success of these neighborhoods depended on ready access to the city. By 1903, the residents of both Occidental Heights and Belvedere were anxious to have a streetcar line extended to their neighborhoods and petitioned for an extension. At about the same time, these neighborhoods were also petitioning for annexation to the City of Los Angeles. There was a conflict about water rights and annexation would ensure continued access. In 1905 the streetcar was extended but the water was not and the neighborhoods remained outside the city limits.

Because the streetcars made the extension to the western edge of the project area by 1905, during a time of increasing development in the area, the neighborhoods could be considered streetcar suburbs. However, it was the residents who petitioned for the franchise and not the land developers.

A streetcar suburb is a community whose growth and development was strongly shaped by the use of streetcar lines as a primary means of transportation. Los Angeles owes its growth and layout to the streetcar. The streetcar transported passengers over distances they could not easily cover on foot at a small cost shared by many patrons. Streetcars were originally animal powered carts rigged with multiple seats riding small steel rails; a configuration that avoided tiring ruts, dust and the cost of paved roads. Where a man alone could perhaps commute on foot a half mile or more from home to work, mass transit brought that same man the ability to commute three or four miles in relative comfort. Cable cars and then electric trolleys improved on animal traction with higher speeds and better reliability without pollution. (SurveyLA "Draft Historic Context Statement", Chapter 3-4, March 13, 2008.)

Streetcar lines fostered tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding availability of land for residential development. In a city like Los Angeles, streetcar lines formed the skeleton of the emerging metropolis and influenced the initial pattern of suburban development.

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. (National Register Bulletin "Historic Residential Suburbs," <http://www.nps.gov/history/Nr/publications/bulletins/suburbs/part1.htm>. U.S. Department of the Interior, National Park Service. Accessed January 29, 2009.)

The extension of the Stephenson Avenue streetcar was completed to the eastern city limits in 1905. It was operated by the Los Angeles Railway. The Stephenson Avenue line was known as the "R" line and

Display Ad 240 - No Title
Los Angeles Times (1888-Current File); Oct 9, 1921; ProQuest Historical Newspapers Los Angeles Times (1881 - 1986)
pg. 12

New Tract Open Today

150 HIGH DRY SIGHTLY LOTS

BELVEDERE GARDENS

Get a First Choice
50 Ft. Lot
\$625 up
\$10 Cash
and
\$10 a Month

Possibly never before has a moderate priced home and investment opportunity been offered with so sure a future as BELVEDERE GARDENS.

EXPERT PREDICTS BIG JUMP IN VALUE OF VACANT LOTS

Already over 400 homes—mile of street work nearing completion—mile of water piping being laid and electric and gas service rapidly being installed. One block from the end of 5c car line BELVEDERE GARDENS faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population.

TEMPORARY HOMES ALLOWED

Get in ahead of completed improvements—SAVE YOUR BEST MONEY, 20 minutes from 7th and Broadway. Come and see this wonderful development.

Representatives at Tract Office All Day Until 7 P.M.
BUY DIRECT FROM OWNER
20 Years of Responsibility Behind Each Sale

Janss Investment Co.
PHONE 10348
FLOOR METROPOLITAN BLDG. 10348

How to Go—
Take Stephenson Ave. car on 7th St. to end of line. So fare and all-night service. One block to tract office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

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Display Ad 241 - No Title
Los Angeles Times (1888-Current File); Feb 3, 1922; ProQuest Historical Newspapers Los Angeles Times (1881 - 1986)
pg. 12

OPEN TODAY!

NEW "BOULEVARD" TRACT

BELVEDERE GARDENS ADDITION

BUSINESS AND HOME LOTS \$675 UP

Hundreds Will Be on Hand Today

GREATEST SALE OF BOULEVARD, BUSINESS AND RESIDENCE LOTS

They that magnificent piece of land directly opposite Belvedere Gardens, facing Whittier Boulevard, is now for sale. Owners have endeavored by public address everywhere. Today it is open to everybody.

On the opposite side of Whittier Boulevard nearly 1000 homes have been built in seven or eight months. Business houses are being rapidly built to take care of the business requirements of this new modernized street home district.

Mr. Wage-Earner, Mr. Workingman Mr. Renter, Mr. Investor

Take Advantage of this Opening. Last Opportunity on Whittier Boulevard

Belvedere Gardens "Addition"

Twenty-five Minutes to 7th and Broadway. In Yellow Car Line.

Three lots sell for \$100. Come out today and select an investment opportunity or a lot for a home and STOP HERE!

Business Lots—\$1100 Up Residence Lots—\$675 Up
ON OUR FAMOUS EASY PAYMENT PLAN
Residence Lots Less Than 2 Blocks From Boulevard

TEMPORARY HOMES ALLOWED

Representatives at Tract Office All Day

Janss Investment Co.
PHONE 10348
FLOOR METROPOLITAN BLDG. 10348

How to Go—
The Stephenson Ave. car on 7th St. to end of line. So fare and all-night service. One block to tract office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

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Display Ad 242 - No Title
Los Angeles Times (1888-Current File); Dec 11, 1921; ProQuest Historical Newspapers Los Angeles Times (1881 - 1986)
pg. 12

We Announce

Unit no 2

Belvedere Gardens ANNEX

OPEN TODAY!

ABREAST OF NEW INDUSTRIAL DEVELOPMENTS

\$500 UP

\$25 DEPOSIT \$10 MONTHLY

Last Monday we announced the opening of Unit No. 1—223 lots—on Belvedere Gardens Annex. Tuesday every one of these lots were sold. TODAY Unit No. 2—100 lots—directly adjoining Unit No. 1, is open for sale. They will go just as fast—by car line we have this in value and moderately priced homes face directly adjacent to an industrial development such as has been announced on the nearby railway property.

\$25

Success one of these

Big Opportunity Lots

Your Best Christmas Gift
A Home Lot in Belvedere Gardens Annex

BUY NOW—AT

Belvedere Gardens Annex

Temporary Homes Allowed
Water, Gas, Electricity and Oil—Paved Sts.
20 Months From 7th and Broadway
All lots are on Belvedere Gardens. Quality land—no inferior lots. One building—new homes—directly adjacent to new homes already built and being built.

How to Go—

Take Stephenson Ave. car on 7th St. to end of line. So fare and all-night service. One block to tract office. Or drive out Stephenson Ave. in your own machine.
Free auto trips daily from our Main Office except Sunday.

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1920s real estate advertisements

ran east from downtown Los Angeles on 7th Street and connected up with what is now Whittier Boulevard at Boyle Avenue (now Soto Street) and terminated at Indiana Street. In the 1920s as development extended eastward the streetcar followed along Whittier Boulevard where lots were sold for commercial purposes. The Indiana Street shuttle line (35) ran from Whittier Boulevard to 1st Street to connect the "R" and "P" lines from 1920 to 1946. The "P" line, to the north, ran parallel to 6 Whittier Boulevard along 1st Street. (Hill's Map of Greater Los Angeles, (Los Angeles, CA: Hill Map Co.) 1938.)

The early development of 3rd Street shows a small number of commercial properties; no readily available information verified the presence of a streetcar on 3rd Street that would have promoted early commercial development. Small commercial properties developed along the eastern portion of 3rd Street beginning in the 1920s – auto repair and gas stations. Churches and schools also appeared along 3rd Street by the early to mid-1920s.

The next major subdivision of the project area was Belvedere Gardens in 1921. This subdivision is located south of 3rd Street and east of the Calvary Cemetery extending to the east side of LaVerne

Avenue and south to Whittier Boulevard. This subdivision was developed by the Janss Investment Company. The land had once been part of the Rancho Laguna, a Spanish land grant that became part of the de Baker estate. After Arcadia de Baker died in 1915 the ranch land was leased while litigation held up the possibility of subdivision. The Janss Company purchased a total of four tracts. The first two are located in the project area and described above. Two additional tracts known as Belvedere Gardens Annex and Belvedere Gardens Addition, are located south of Whittier Boulevard, outside the project area, and were put on the market in early 1922. The lots were sold without improvements and temporary homes were allowed. The fact that these new neighborhoods faced Whittier Boulevard (Stephenson Avenue) was the major draw: "One block from the end of the 5 cent car line Belvedere Gardens faces the heaviest traveled auto boulevard out of Los Angeles. Traffic means quick increase in value and population." (6 Los Angeles Times, October 9, 1921.)

The Janss Investment Company was a successful real estate development company founded in 1893 by Dr. Peter Janss to provide homes for people of limited incomes. The Janss Corporation eventually developed a number of subdivisions in Southern

California, including parts of Monterey Park, Boyle Heights, and the San Fernando Valley. Janss was a full-service company, employing its own architects and engineers. It did all of its own public improvements and grading, and even planned parks and school sites. They saw in “Westwood Hills” the opportunity to create a premier middle-class subdivision for the Westside. By 1922, they were aggressively promoting home sites south of Wilshire Boulevard. Development of Westwood Village was underway by 1928 to accommodate the growth stimulated by the newly opened University of California, Los Angeles.

In 1922, just as Belvedere Gardens was being built, an industrial district located just to the south along the Union Pacific rail lines was developing, including several lumber mills which provided supplies for the new housing stock going up nearby. Additionally, new homes were needed for the workers. Belvedere Gardens became a successful link between the desire of residence and workplace in close proximity.

The subdivision of Eastmont, directly east of Belvedere Gardens between 3rd Street and Whittier Boulevard, was developed in 1922. Eastmont was very similar to Belvedere Gardens in that the lots were sold without improvements. The developers were also looking at the increase in industry near the rail lines that would attract potential buyers. The attractive home site prices, proximity to public transportation and workplace made the southern communities of East Los Angeles a very desirable location in the early 1920s.

By October 1922 nearly 7,000 people had moved into Belvedere Gardens in 1,700 new homes. New businesses, schools, churches and a theater were developed to service the area. By July 1923, population had grown to 12,000 with 2,500 new homes. The Belvedere Gardens Chamber of Commerce was formed in 1923. The initial property owners had mainly Anglo surnames but it would not be long before an influx of immigrants would change the composition of the area. East Los Angeles grew in the 1920s owing to massive immigration from Mexico, and by the late 1920s it was the home to 30,000 Mexicans. Displacement within the City also forced the eastward movement of many Mexicans, in addition to Japanese and Chinese residents.

The remaining areas north and south of 3rd Street east to Atlantic Boulevard were mostly developed by 1930. Other small tracts subdivided by banks and other financial institutions north of 3rd Street from 1922-30 were mainly still residential property types. The area of Maravilla Park, north of 3rd Street, is noted on the city’s Index maps but the map book could not be found to verify the date of subdivision. The areas just west of Atlantic Boulevard, at the point where Beverly Boulevard meets 3rd Street, were subdivided in the late 1920s and were only a parcel deep indicating early commercial development along this stretch of the corridor. The parcels on the north and south sides of the street just east of Atlantic Boulevard to the end of the project area at Sadler Avenue were subdivided in 1955 and 1948 which is evidenced by one- to two-story mid-century modern commercial office buildings.

One of the last subdivisions to be developed was the area east of Atlantic Boulevard and south of 3rd Street. In the early 1930s, the heirs to one of the last remaining Spanish ranchos, Rancho San Antonio, sold a portion of the property to community developers Hamilton Sales Corporation. The upturn in factory building in the area prompted the need for additional housing. The neighborhood became known as Bella Vista and it was the largest home building and development programs launched in East Los Angeles since the late 1920s. Demonstration or model homes were built to lure prospective home buyers to the area. Homes in this area date from the mid-1930s into the late 1940s. This is the most cohesive development in the project area.

B. Housing

The condition of housing in East Los Angeles is a product of the historical development of the community and the socio-economic status of the residents. Topography, age of housing, quality of construction, existing zoning, some absentee landlords, varied maintenance, over-crowding, and the negative environmental impacts of freeways has determined the current character of East Los Angeles.

The early developments, including Belvedere Gardens and Eastmont, sold lots without improvements. The owner was then expected to build their own home. Because the developers were eager to sell their lots they allowed temporary homes to be built at the rear of the lots until the homeowner could

1973 Nuestro Ambiente Survey

1973 Use	2009 Use	Comments
Catholic Youth Organization	Self Help Graphics	Social and cultural landmark; Change of name and service
Salas Drug Store		Not present
Belvedere Jr High School	Belvedere Jr High School	Physical landmark
Tom's Burgers	Tom's Burgers	Social landmark
Baptist Seminary	Eastside Mental Health Center	Social landmark; Change of name and service
Eastside Boys Club	Boys and Girls Club of East LA	Social landmark; Change of name
Acapulco Eating Stand		Not present
Our Lady of Lourdes Church	Our Lady of Lourdes Church	Physical and religious landmark
El Santuario de Guadalupe	El Santuario de Guadalupe	Physical and religious landmark
Calvary Cemetery	Calvary Cemetery	Physical landmark
Garfield High School	Garfield High School	Physical landmark
Belvedere Park	Belvedere Park	Physical landmark
1st Street & Indiana Street		Area of significance
Brooklyn Avenue (Cesar Chavez Avenue) & Rowan		Area of significance
1st Street & Rowan Avenue		Area of significance

afford a permanent dwelling which was restricted to a certain character or style. As a result, there are many properties within the project area from the 1920s that have two homes of approximately the same era on one lot.

C. Transportation

Transportation has played a vital role both in the development and disruption of East Los Angeles. In the 1880s the railroads helped to establish communities along their routes which promoted early settlement in areas farther away from the City center. The interurban transit system, beginning in the early 1900s, helped lure more people to these newly developed areas via local transportation which created the streetcar suburb. The freeways ostensibly did the same thing, another improved system for moving people farther out. However, their intrusion through established neighborhoods created barriers, noise and pollution.

The freeways fragmented many of the neighborhoods of the project area beginning in the 1950s with the Long Beach Freeway (710) which runs north-south crossing 3rd Street just east of Eastern Avenue. The Pomona Freeway (60) was built beginning in the mid-1960s and runs east-west mostly parallel to 3rd Street but crossing over 3rd Street

just west of the Calvary Cemetery. (The Pomona freeway (60) was built from 1965-71. The Long Beach freeway (710) was built from 1952-65.) They disrupted the street grids and changed the housing patterns of established neighborhoods from the late 1880s. The freeways had a detrimental effect on the project area by demolishing existing residential areas and introduced new housing stock to established neighborhoods in addition to displacing both residents and businesses.

D. Commercial Corridors

The commercial corridors run mainly east-west along Brooklyn Avenue (now Cesar E. Chavez Avenue), 1st Street, 3rd Street, and Beverly Boulevard. The north-south corridors are Mednick Avenue and Atlantic Boulevard. The ownership of parcels along 3rd Street currently mirrors the Hispanic heritage, but there are a few Japanese names which reflect the immigrants that settled there in the late 1920s.

The Mexican community developed their own commerce first along Brooklyn Ave, then Mednik Avenue and 1st Street in the 1920s. Brooklyn Avenue was further developed through groups with higher economic means, mostly Jewish merchants from surrounding areas such as Boyle Heights. Post World War I industry and the increase of the automobile

created the segregated southern communities such as Belvedere Gardens in the 1920s and Eastmont in the 1930s. Infrastructure improvements also played an important role in the development of the southern communities; in 1923 Whittier Boulevard was paved with sidewalks eastward from Eastern Avenue to the City of Montebello which allowed for further commercial growth to support surrounding communities.

II. COMMUNITY LANDMARKS

Community landmarks are locations where people congregate and interact. They reflect the resident's religious, and cultural background, social and economic status. Churches, schools and community centers provide the expected social and recreational opportunities. Shopping and eating in the neighborhood are functional as well as social events.

In East Los Angeles there are distinct structures, locations and activity centers which reflect a certain character and uniqueness about the community. They act as points of reference and identification, perform an important function or provide a local service. Landmarks can be physically prominent, historically significant or of social, religious or cultural value.

The 1973 study *Nuestro Ambiente* listed several community landmarks, and this historic context study has used this as a basis for continuing analysis.

As this list illustrates, the religious faith of East Los Angeles is an integral part of the community's history and Mexican culture, tradition and ceremony. The social services that churches provide are key community elements because they address themselves to specific needs of the community.

The importance of public facilities implies the potential and responsibility of the public sector to improve the community environment. Schools, parks, libraries and health facilities can have an impact by addressing specific community needs.

Commercial establishments relate to the historical growth of the area. The first commercial strip to develop was along Brooklyn Avenue, between Ford Boulevard and Mednik Avenue in the Maravilla neighborhood. It contained several community landmarks including a market, Catholic church and Mexican bakery promoting the community's history, religion and ethnic background.

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III. SURVEY RESULTS

A. PURPOSE

Historic Resources Group performed a reconnaissance survey of the 3rd Street Corridor from Indiana Street along 3rd Street to Sadler Avenue on January 8, 2009, noting a mix of residential and commercial structures, with a few religious and institutional properties dating from the early decades of the 20th century to more contemporary times in the first few years of the 21st century. The property types, their construction age and parcel sizes illustrate the eastern thrust of the development pattern along the corridor, and the social evolution of this section of unincorporated Los Angeles and surrounding communities. Additional reconnaissance of surrounding neighborhoods in the project area to identify potential historic resources within the project area were made on September 2nd, 4th, 10th and 11th, 2009.

Historic resources may be designated at the federal, state and local levels. There are no current designated resources in East Los Angeles at the federal or state level. The County does not have a program for designating resources at the local level, however, a new historic preservation ordinance is being prepared. Several buildings in the project area have been previously surveyed and are listed in the California State Historic Resources Inventory. Those that have a status code of 5 or lower are noted in the tables below. A 2S status code means the property has been determined eligible for the National Register as a separate listing; a 3S status code means the property appears eligible for listing in the National Register as a separate property; a 5S2 status code means the property is eligible for local listing only.

B. 3RD STREET CORRIDOR SURVEY

Moving from west to east on 3rd Street, the historic properties progress from mostly older properties of the 1900s and 1920s to newer construction from the 1950s and 1960s, and from a mixture of residential and commercial to exclusively commercial. Almost all of the residential properties are in the 3rd Street corridor from Indiana to the 710 Freeway in the Southwest Quadrant, with a few of these properties in the corridor east of the 710 Freeway to Sadler Avenue in the Southeast Quadrant.

Historic Resources Group has identified some potential historic resources that may be of interest and retain a degree of historic integrity. Additional research would be needed to determine if these buildings are examples of residential and commercial architecture of the time period for this community and therefore eligible for some level of designation.

The tables below list property types of interest identified during the reconnaissance survey. They include residential bungalows; commercial properties including storefronts, corner stores, lunch stands and office buildings; cemeteries; churches; schools and one industrial site.



NORTHWEST QUADRANT (BELVEDERE)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
3691 E. 3rd St.	Commercial	ca. 1960	Mid-century restaurant	7R
3747-3751 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3809 E. 3rd St.	Commercial	ca. 1945	Car wash; could be oldest car wash in East Los Angeles	7R
4101-4103 E. 3rd St.	Church	1949	Santuario de Nuestra Senora de Guadalupe Church	2S
4249 E. 3rd St.	Commercial	ca. 1966	Mid-century gas station; metal roof	7R
260 S. Eastern Ave.	Cemetery	n/d	United Serbian Benevolent Cemetery	7R

SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
3644-3672 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3674 E. 3rd St.	Commercial	ca. 1930	Streamline storefront	7R
3700-3744 E. 3rd St.	Residential	1900-1920	Craftsman bungalow grouping	7R
3748 E. 3rd St.	Commercial	1918	Corner store; rare example of property type on 3rd St.	2S
3772 E. 3rd St.	Church	1931	Our Lady of Lourdes Church	2S
3886 E. 3rd St.	Residential	1890	Victorian house; rare example of property type on 3rd St.	2S
3916 E. 3rd St.	Commercial	ca. 1920	Vernacular storefront strip; rare example of property type on 3rd St.	7R
4201 Whittier Blvd.	Cemetery	1896	New Calvary Cemetery	2S
4322-4326 E. 3rd St.	Industrial	1934	Art Deco light industrial; rare example of property type on 3rd St.	7R
4338 E. 3rd St.	Residential	ca. 1921	Vernacular bungalow from Belvedere Gardens subdivision; rare example of property type on 3rd St.	7R



HRI Status Codes

- 2S: Individual property determined eligible for National Register, listed in the California Register
- 3S: Appears eligible for National Register through survey evaluation
- 5S2: Individual property that is eligible for local listing or designation
- 7R: Identified in Reconnaissance Level Survey, Not evaluated

NORTHEAST QUADRANT (MARAVILLA)

Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4619-4621 E. 3rd St.	Commercial	1946-47	Moderne commercial court	7R
5245 Pomona Blvd.	Commercial	1956	Mid-century; mortuary	7R
5255 Pomona Blvd.	Commercial	1962	Mid-century; office building	7R
5425 Pomona Blvd.	Commercial	1954	Mid-century; office building	7R



SOUTHEAST QUADRANT (BELVEDERE GARDENS)

Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4504 E. 3rd St.	Commercial	n/d	Mid-century neon sign; need to check date	7R
4642 E. 3rd St.	Commercial	1950	Vernacular lunch stand; rare example of property type on 3rd St.	7R
4765 E. 4th St.	Institutional	1939	Griffith Middle School	5S2
5034 E. 3rd St.	Commercial	1950	Mid-century; auto repair	7R
5048 E. 3rd St.	Commercial	1949	Mid-century; restaurant/bar	7R
5100 E. Beverly Blvd.	Commercial	1955	Mid-century; lunch stand; rare example of property type on 3rd St.	7R
256 S. Atlantic Blvd.	Commercial	1947	Mid-century; retail storefront strip; neon tower sign; rare example of property type on 3rd St.	7R
5226 Pomona Blvd.	Commercial	1948	Mid-century; restaurant	7R
5236 Pomona Blvd.	Commercial	1962	Japanese nursery; rare example of property type on 3rd St.	7R
5260 Pomona Blvd.	Commercial	1957	Mid-century; office building	7R
5400 Pomona Blvd	Commercial	1961	Mid-century; office building	7R
5420 Pomona Blvd.	Commercial	n/d	Japanese nursery; rare example of property type on 3rd St.	7R
5440 Pomona Blvd.	Commercial	1964	Mid-century; office building	7R
5442 Pomona Blvd	Commercial	1950	Mid-century; office building	7R

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C. RESIDENTIAL NEIGHBORHOOD SURVEY

Historic Resources Group used maps generated by Moule & Polyzoides to overlay potential significant historic resources and areas of potential neighborhood conservation zones.

There are no intact development patterns evident in the western region of the project area. However, potentially significant individual properties that are particularly good examples of a style or rare property type and, blocks faces that could be potential conservation zones with similar lot sizes, cohesive setbacks, housing types and architectural styles still exist, add character to the neighborhood and physically tell the story of neighborhood development.

The integrity of much of the housing stock is impaired due to of the addition of non-original stucco, vinyl or other siding and replacement windows and doors. Many original single-family houses have been subdivided and are currently multi-family. Those properties that have moderate to good integrity and are a good or rare example of a style are hi-lighted on the maps and listed in the tables below. They include residential bungalows, schools, cemeteries and churches. Moving from west to east, the residential bungalows progress from older properties of the 1900s and 1920s to newer construction from the 1930s, 1940s and 1950s. The styles progress from with Craftsman moving into Revival styles, and at the farthest east Minimal Traditional styles.

1. Northwest Quadrant (Belvedere)

Generally, the housing stock in this area ranges from the 1910s to the 1940s. The most significant buildings date from the 1910s and 1920s. Of interest, there are many one and two-story Craftsman style houses, schools, churches, and commercial blocks, and one multi-family building. The intact block patterns tend to be across from the Belvedere Elementary and High Schools. The western portion of the area is laid out in a strong grid pattern with the block running north-south and the lots running east-west until the topography changes towards the east end. The integrity deteriorated farther east towards the 710 Freeway with fewer significant properties.



NORTHWEST QUADRANT (BELVEDERE)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
116-18 S. Alma Ave.	Residential	1885	Victorian house; rare example of property type	3S
156 N. Alma Ave.	Residential	1907		7R
135 S. Hicks Ave.	Residential	1908		7R
219 N. Hicks Ave.	Residential	1907/15		7R
200-300 Block N. Hicks Ave.	Residential Block			7R
223 S. Ditman Ave.	Residential	1910	Craftsman bungalow	7R
227-29 N. Ditman Ave.	Residential	1912	Craftsman bungalow	7R
235 N. Ditman Ave.	Residential	1915	Craftsman bungalow	7R
239 N. Ditman Ave.	Residential	1909	Craftsman bungalow	7R
124 N. Townsend Ave.	Institutional	1925	Belvedere Lodge	7R
315 N. Townsend Ave.	Residential	1914/26		7R
3601-03 Michigan Ave.	Residential	1911/23	Spanish stucco with arches; two-story multi-family	7R
200 Block S. Rowan Ave.	Residential Block			7R
139-41 N. Rowan Ave.	Residential	1909/21		7R
307-09 N. Rowan Ave.	Residential	1923	Craftsman bungalow	5S2
200-300 Block N. Rowan Ave.	Residential Block			7R
3647 1st St.	Commercial	1927	Unique Theater	5S2
3724 1st St.	Institutional	1922	Belvedere Elementary School	2S
100-200 Block S. Eastman Ave.	Residential Block			7R
140-42 N. Gage Ave.	Residential	1909		7R
171 N. Gage Ave.	Residential	1908		7R
217-19 N. Gage Ave.	Residential	1922		7R
227-29 N. Gage Ave.	Residential	1912		7R
100-300 Block N. Gage Ave.	Residential Block			7R
3800 Cesar Chavez Ave.	Institutional	1927	Self Help Graphics	7R
217 N. Record Ave.	Residential	1913		7R
227 N. Record Ave.	Residential	1912		7R
312 N. Record Ave.	Institutional	n/d	Belvedere Junior High School	7R
200-300 Block N. Record Ave.	Residential Block			7R
3962 Michigan Ave.	Residential	1909	Carriage house	7R
216 S. Sunol Dr.	Residential	1909		7R
173 N. Sunol Dr.	Residential	1915		7R
4102 Zaring St.	Residential	1901		7R

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2. Southwest Quadrant (Occidental Heights)

This area is predominantly residential. A majority of the area is laid out in a strong grid pattern with the blocks running east-west and the lots running north-south until the topography changes towards the north and east. The housing stock is mainly 1½ to 2-story Craftsman style with several good examples throughout the area. Many of the deep lots have allowed for two units on a single lot. Some of these units are newer vintage but we also noticed that the back units were also Craftsman bungalows. Of interest is one school, the Calvary Cemetery and a social services building on Indiana Street.

There were fewer intact block patterns in this area. Of particular interest is a Craftsman grouping on the 3700 block of Fourth Street and a Spanish stucco grouping on the 600 block of S. Ditman Avenue. The Craftsman grouping is particularly noteworthy because it backs up to a block on 3rd Street that was noted in the 3rd Street survey as an intact grouping of residential properties. As a result, this entire block may be the only intact example of early development Craftsman bungalows in the study area. In addition, the grouping of 1920s Spanish style stucco bungalows which have the same massing and design are a rare example of the work of a single builder, contractor or developer.

3. Northeast Quadrant (Maravilla)

There were very few examples of residential property types in this area that have historic significance and no intact block patterns. The area is a mix of residential properties, schools, institutional properties and cemeteries. There is a good amount of new development which compromises the historic integrity of this area.



SOUTHWEST QUADRANT (OCCIDENTAL HEIGHTS)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
512 S. Indiana St.	Institutional	1930	East Los Angeles Mental Health	3S
4201 E. Whittier Blvd.	Cemetery	1896	Calvary Cemetery	2S
4117-19 Hubbard St.	Residential	1908	Craftsman bungalow	7R
4121 Hubbard St.	Residential	1917	Craftsman bungalow	7R
3823-25 Princeton St.	Residential	1921	Craftsman bungalow	7R
3827-29 Princeton St.	Residential	1921	Craftsman bungalow	7R
3741 E. 6th St.	Residential	1919	Craftsman bungalow	7R
3745 E. 6th St.	Residential	1910	Craftsman bungalow	7R
3634 Lanfranco St.	Residential	1911	Craftsman bungalow	7R
3635-37 Lanfranco St.	Residential	1912	Craftsman bungalow	7R
3651 Lanfranco St.	Residential	1928	Craftsman bungalow	7R
3655-57 Lanfranco St.	Residential	1927	Craftsman bungalow	7R
538 S. Ditman Ave.	Residential	1914	Craftsman bungalow	7R
3700 Block 4th St.	Residential Block	1910s	Craftsman grouping	7R
616-32 S. Ditman Ave.	Residential Block	1920s	Spanish stucco grouping	7R
610 S. Rowan Ave.	Institutional	1916	Rowan Avenue Elementary School	3S
466 S. Rowan Ave.	Residential	1922	Craftsman bungalow	7R
463 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
459 S. Rowan Ave.	Residential	1921	Craftsman bungalow	7R
443 S. Rowan Ave.	Residential	1911	Craftsman bungalow	7R
667 S. Bonnie Beach	Residential	1923	Craftsman bungalow	7R
663 S. Bonnie Beach	Residential	1909	Craftsman bungalow	7R
453 S. Bonnie Beach	Residential	1915	Craftsman bungalow	7R
401 S. Bonnie Beach	Residential	1914	Craftsman bungalow	7R
351-53 S. Bonnie Beach Pl.	Residential	1921	Craftsman bungalow	7R

NORTHEAST QUADRANT (MARAVILLA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
4360 E. 1st St.	Cemetery	1922	Chinese Cemetery	5S2
4319 E. 2nd St.	Cemetery	1930	Russian Molokan Cemetery	5S2
4355 E. 2nd St.	Cemetery	1908-10	St. Sava Serbian Church and Cemetery	2S
4539-41 Michigan Ave.	Residential	1928-33	Craftsman bungalow	7R
335 N. McDonnell Ave.	Residential	1924-26	Craftsman bungalow	7R

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4. Southeast Quadrant (Belvedere Gardens/Eastmont/Bella Vista)

This area has the most variety of housing styles. There are early development housing stock including Craftsman bungalows; 1920s Revival styles including Spanish, Tudor and Storybook; and pre- and postwar 1930s-50s minimal traditional housing. The older styles remain at the west end just east of Calvary Cemetery, the Revival Styles tend to be located in the Belvedere Gardens development and the pre- and postwar housing begins east of Atlantic Boulevard in the Edgemont and Bella Vista developments. The integrity is the lowest west of Arizona with only a handful of good examples including the Humphrey's Avenue School, a small Art Deco style church, and Craftsman and Spanish stucco style bungalows. There are several intact block patterns around Garfield High School farther to the east and a particularly good example of a Spanish stucco style bungalow court on the 500 block of Fetterly Avenue. The prewar housing to the east of Atlantic Boulevard in the Eastmont and Bella Vista developments is predominantly 1-story single-family dwellings mixed with 1 to 2-story multi-family dwellings. The architectural style tends to be Minimal Traditional. Via Corona Street just north of Repetto Street and south of Beverly Boulevard is notable because it is the only street in the project area that has street trees. The areas north of Repetto Street appear to be postwar developments which mirror the commercial development along Pomona and Beverly Boulevards. A small postwar development north of Pomona Boulevard at Woods Avenue has larger lot sizes than other blocks in the project area. The postwar housing stock in this area is very cohesive but the integrity ranges from excellent intact housing stock to poor because of replacement windows and doors, however the footprints are generally intact and there have been very few teardowns.



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SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
631-35 S. Humphreys Ave.	Residential	1928		7R
644 S. Humphreys Ave.	Institutional/Church	1932	Community Bible Fellowship; Art Deco	7R
500 S. Humphreys Ave.	Institutional/ School	n/d	Humphreys Ave. Elementary School	7R
480 Betty Ave.	Residential	1924	Spanish stucco bungalow	7R
612 S. Duncan	Residential	1921		7R
408 S. McBride Ave	Residential	1925		7R
500 S. McDonnell Ave.	Residential	1926		7R
539 S. Arizona Ave.	Residential	1922		7R
353-55 S. Arizona Ave.	Residential	1923	Spanish stucco bungalow	7R
4765 4th St.	Institutional/ School	1939	Griffith Middle School	5S2
562-70 S. Fetterly Ave.	Residential	1934	Spanish stucco bungalow court; rare example of property type	7R
560 S. Fetterly Ave.	Residential	1936	Tudor Revival bungalow	7R
544-48 S. Fetterly Ave.	Residential	1924	Spanish stucco bungalow	7R
449-50 S. Ferris Ave.	Residential	1919	Craftsman bungalow	7R
400 Block S. LaVerne Ave.	Residential Block	1920s	1920s Revival style grouping	7R
344-46 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
326 S. LaVerne Ave.	Residential	1929	Spanish stucco bungalow	7R
500 S. LaVerne Ave.	Residential	1927	Craftsman bungalow	7R
400 Block Clela Ave.	Residential Block	1920s	1920s Revival style grouping	7R
422 Clela Ave.	Residential	1937	Ranch house	7R
389 Clela Ave.	Residential	1928	Storybook bungalow	7R
377 Clela Ave.	Residential	1928	Spanish stucco bungalow	7R
396 S. Vancouver Ave.	Residential	1927	Spanish stucco bungalow	7R
5101 E. 6th St.	Institutional/ School	n/d	Garfield High School	7R
400-500 Block S. Woods Ave.	Residential Block	1920s	1920s Revival style grouping	7R
558 S. Woods Ave	Residential	1930	Spanish stucco bungalow	7R
5134-3S. Eagle St.	Residential	1941	Streamline Moderne multi-family complex; rare example of property type	7R
387 Amalia Ave.	Residential	1924	Craftsman bungalow	7R
420 Amalia Ave.	Institutional/ School	n/d	Fourth Street Elementary School	7R
428 Hillview Ave.	Residential	1937	Spanish stucco bungalow	7R
400 Hillview Ave.	Residential	1938	Spanish stucco bungalow	7R
400 Block Oakford Dr.	Residential Block	1930s	1930s Minimal Traditional style grouping	7R
436 Oakford Dr.	Residential	1930	Minimal Traditional house	7R
432 Oakford Dr.	Residential	1939	Minimal Traditional house	7R
428 Oakford Dr.	Residential	1941	Minimal Traditional house	7R



SOUTHEAST QUADRANT (BELVEDERE GARDENS/EASTMONT/BELLA VISTA)				
Property Address	Property Type	Approximate Year(s) Built	Comments	HRI Status Code
424 Oakford Dr.	Residential	1941	Minimal Traditional house	7R
403 Oakford Dr.	Residential	1904	Craftsman bungalow	7R
5200-5300 Block Via Corona St.	Residential Block	1940s-1950s	1940s and 1950s Minimal Traditional style grouping with street trees	7R
5264-66 Via San Delarro St.	Residential	1952	Minimal Traditional multi-family	7R
5244 Via San Delarro St.	Residential	1947	Minimal Traditional multi-family	7R
5326 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5377 Via San Delarro St.	Residential	1940	Minimal Traditional house	7R
5323 Via San Delarro St.	Residential	1941	Minimal Traditional house	7R
5262 Via Campo St.	Residential	1952	Minimal Traditional multi-family	7R
5270 Dewar Ave.	Residential	1935	Minimal Traditional house	7R
5326 Dewar Ave.	Residential	1936	Minimal Traditional house	7R
5335 Dewar Ave	Residential	1948	Minimal Traditional multi-family	7R
281 S. Hillview Ave.	Residential	1950	Minimal Traditional multi-family	7R
291 S. Hillview Ave.	Residential	1948	Minimal Traditional multi-family	7R
278 S. Hillview Ave.	Residential	1946	Minimal Traditional house	7R
321 Margaret Ave.	Residential	1941	Minimal Traditional house	7R
315-17 Margaret Ave.	Residential	1951	Minimal Traditional multi-family	7R
309-11 Margaret Ave.	Residential	1941	Minimal Traditional multi-family	7R
271 Oakford Dr.	Residential	1949	Minimal Traditional house	7R
202 S. Vancouver Ave.	Residential	1947	Minimal Traditional house	7R
225 S. Bleakwood Ave.	Residential	1950	Minimal Traditional house	7R
230 S. Bleakwood Ave.	Residential	1942	Minimal Traditional house	7R
215 S. Roscommon Ave.	Residential	1942	Minimal Traditional house	7R
222 S. Roscommon Ave.	Residential	1950	Minimal Traditional house	7R
213 S. Westcott Ave.	Residential	1951	Minimal Traditional house	7R
206 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
212 S. Westcott Ave.	Residential	1944	Minimal Traditional house	7R
5310-14 Fernfield Dr.	Residential	1957/58	Minimal Traditional house	7R
5320 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5324 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5330 Fernfield Dr.	Residential	1946	Minimal Traditional house	7R
5402 Fernfield Dr.	Residential	1947	Minimal Traditional house	7R

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