



Historic Resources Survey Report **Northeast Los Angeles Community Plan Area**



Prepared for:

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



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Table of Contents

Project Overview	1
SurveyLA Methodology Summary	1
Project Team	3
Survey Area	3
Designated Resources	27
Community Plan Area Survey Methodology	29
Summary of Findings	31
Summary of Property Types	31
Summary of Contexts and Themes	33
For Further Reading	104
 Appendices	
Appendix A: Individual Resources	
Appendix B: Non-Parcel Resources	
Appendix C: Historic Districts & Planning Districts	

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 Northeast Los Angeles Community Plan Area (CPA). This project was conducted jointly by Historic Resources Group (HRG) and Architectural Resources Group (ARG), between April 2016 and January 2017.

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 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. The Master Report, Survey Report, and Appendices are available 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’s Survey Area. 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 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 that are already designated, including properties listed in or determined eligible for listing in the National Register; listed in the California Register; or designated locally as Historic-Cultural Monuments (HCMs) or Historic Preservation Overlay Zones (HPOZs).
- Potential Historic Preservation Overlay Zone (HPOZ) areas which have been surveyed in the last five years and are in the process of being designated.
- Community Redevelopment Area (CRA) surveys conducted concurrent with 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. 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 Northeast Los Angeles CPA survey was conducted jointly by Historic Resources Group (HRG) and Architectural Resources Group (ARG). HRG personnel included Kari Michele Fowler, Senior Preservation Planner; Christine Lazzaretto, Principal; Heather Goers, Architectural Historian; Robby Aranguren, Planning Associate/GIS Specialist; and Christy Johnson McAvoy, Founding Principal. ARG personnel included Katie Horak, Principal; Mary Ringhoff, Associate; Andrew Goodrich, Associate; and Evanne St. Charles, Architectural Historian/Preservation Planner. Additional assistance was provided by HRG interns Scott Watson, Melanie Emas, and Christopher Purcell; ARG intern Christina Park; and ARG sub-consultant Sandra Shannon. Kari Fowler of HRG served as the project manager.

Survey Area

Description of the Survey Area

The identified survey area (“Survey Area”) corresponds with the boundary for the Northeast Los Angeles Community Plan Area (CPA). Located north and northeast of Downtown Los Angeles, the Survey Area is bounded generally by the Ventura (134) Freeway and the City of Glendale on the north; the Long Beach (710) Freeway and the cities of South Pasadena and Alhambra on the east; the Santa Monica (10) Freeway and the Boyle Heights CPA on the south; and the Los Angeles River on the west. *(See Survey Area Map below.)*

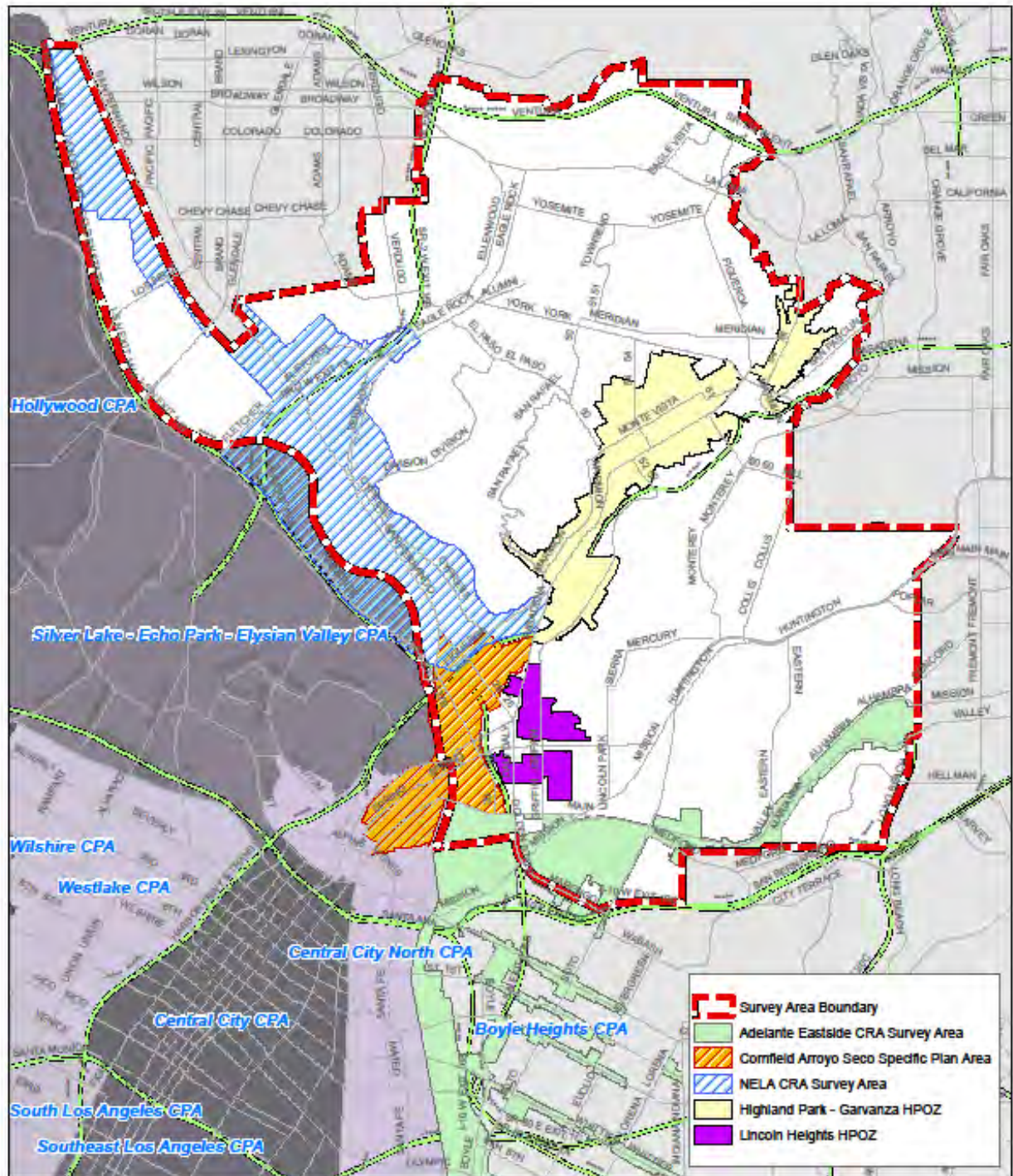
The CPA consists of a total of 53,030 parcels. Of these, approximately 39,759 were surveyed by SurveyLA. SurveyLA does not include properties constructed after 1980; individual resources and historic districts (including HPOZs) designated at the Federal, state, or local levels;¹ or Community Redevelopment Area (CRA) surveys conducted concurrent with SurveyLA. The Survey Area does not include properties within the Adelante Eastside CRA survey area (survey completed in 2008), the Cornfield Arroyo Seco Specific Plan (CASP) area (survey completed in 2011), or the Northeast Los Angeles River Revitalization CRA survey area (survey completed in 2012).²

The topography of the Survey Area is highly varied, a characteristic which is reflected in the area’s mix of rectilinear and curvilinear street patterns. The combination of flat

¹ For the location of designated resources within the CPA at the time of the survey, refer to the Designated Resources map below. For the most up-to-date information on designated resources, go to zimas.lacity.org or www.HistoricPlacesLA.org, or contact the Department of City Planning’s Office of Historic Resources.

² The historic resources survey reports for the CASP area, Northeast Los Angeles CRA survey area, and Adelante Eastside CRA survey area are available at www.surveyla.org.

Survey Area Map.



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Northeast Los Angeles CPA

Survey Area



1 Mile

land, gently rolling hills, and steep hillsides is influenced by several prominent natural features, most notably the San Rafael Hills, the Montecito Hills, Mount Washington, the Los Angeles River, and the Arroyo Seco. The Survey Area is traversed by several major thoroughfares, including Colorado Boulevard, Eagle Rock Boulevard, San Fernando Road, and York Boulevard; these roads reflect the development of early transportation corridors. The Survey Area is accessed via the Ventura (134) Freeway from the north, the Arroyo Seco Parkway (110 Freeway) from the east, the Santa Monica (10) Freeway from the south, the Golden State (5) Freeway from the west. The Glendale (2) Freeway traverses the CPA on a north-south axis.

The Survey Area is composed of low- to medium-density urban land uses, including residential, commercial, institutional, industrial, and equestrian properties. The majority of the Survey Area is developed with low-density single-family residential neighborhoods, with multi-family residential development generally concentrated in the south and eastern portions of the CPA and along major traffic corridors. Commercial development is primarily located along the major thoroughfares, including Broadway, Colorado Boulevard, Eagle Rock Boulevard, Figueroa Street, Huntington Drive, Los Feliz Boulevard, Main Street, Valley Boulevard, and York Boulevard. Industrial properties are concentrated in the southern portion of the CPA, with industrial corridors located along the Los Angeles River, San Fernando Road, and Valley Boulevard, and in pockets in Cypress Park, Montecito Heights, and El Sereno. Notable large-scale development within the CPA includes Occidental College; California State University, Los Angeles; Los Angeles County+USC Medical Center; and the Glendale branch of Forest Lawn Memorial Park.³ Open space includes the Eagle Rock Recreation Center, San Pascual Park, Garvanza Park, Hermon Park, Ernest E. Debs Regional Park, Elyria Canyon Park, Rio de Los Angeles State Park, Glassell Park Recreation Center, North Atwater Park, Hazard Recreation Center, and Lincoln Park. The CPA is also served by adjacent open spaces at nearby Griffith Park and along the Arroyo Seco.

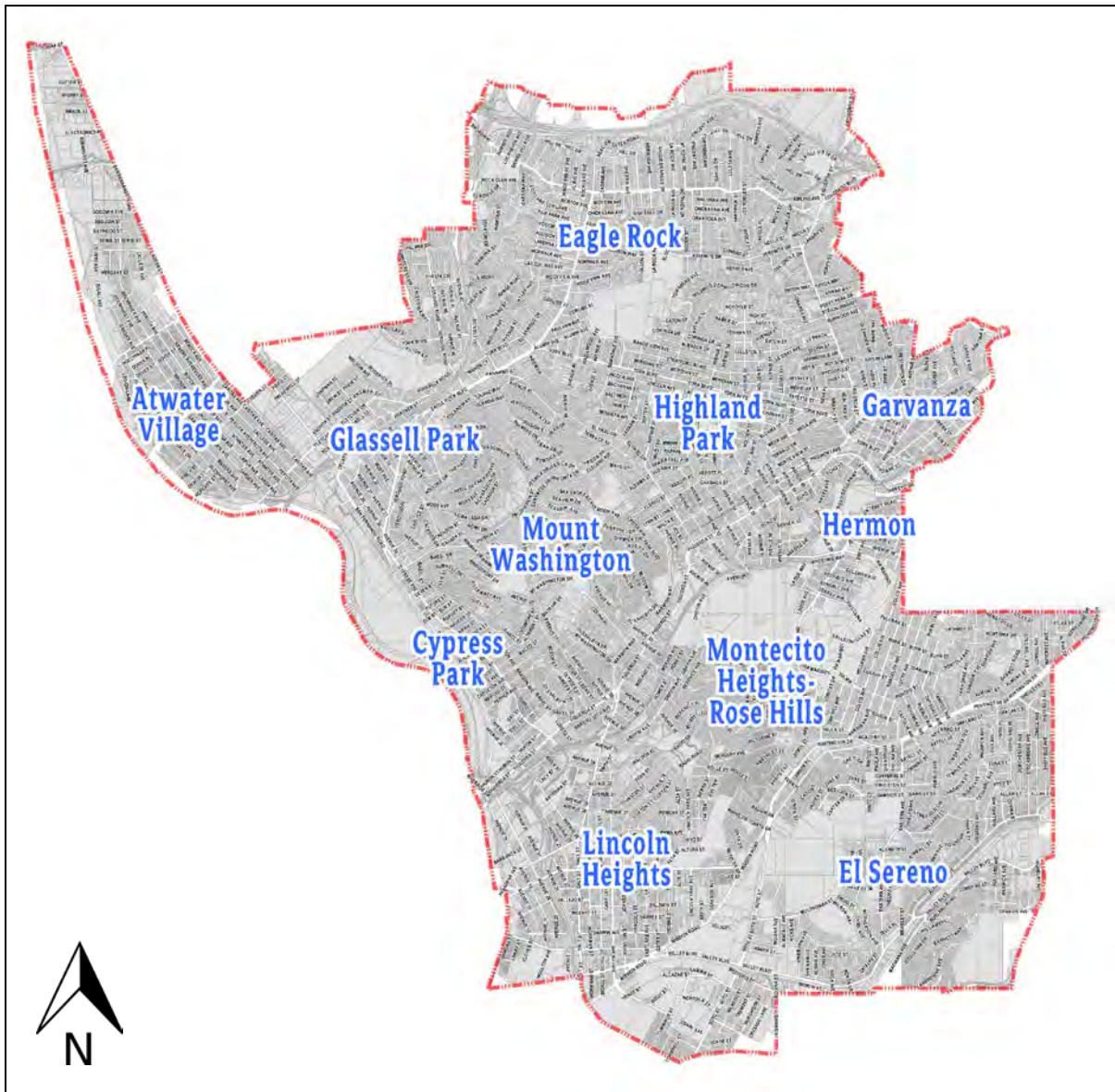
Development History

The Northeast Los Angeles CPA is composed of multiple neighborhoods, each with their own unique identities and development histories. Principal neighborhoods include (in alphabetical order): Atwater Village, Cypress Park, Eagle Rock, El Sereno, Garvanza, Glassell Park, Hermon, Highland Park, Lincoln Heights, Montecito Heights–Rose Hills, and Mount Washington.⁴ Due to the size and diversity of the Northeast Los Angeles CPA, the following development history is organized by neighborhood. (*See Neighborhood Map below.*)

³ A portion of Glendale Forest Lawn lies within Los Angeles city limits.

⁴ Neighborhood names and boundaries are somewhat subjective and change over time. This report uses the most widely-accepted definitions of the principal neighborhoods in the Northeast Los Angeles CPA, with the understanding that others may identify neighborhoods differently. Neighborhood names and boundaries are loosely derived from *Mapping L.A.*, the Los Angeles Times' online neighborhood map of Los Angeles County, with additional information from local communities.

Neighborhood Map.



Rancho History

In 1784, three years after the nearby El Pueblo de Los Angeles was founded, Spanish Governor Pedro Fages granted all the lands between the Los Angeles River and the Arroyo Seco to Jose Maria Verdugo.⁵ The Rancho San Rafael, as it was known, covered approximately 36,000 acres. In 1848, the validity of the Verdugo claim to the Rancho San Rafael was upheld by United States courts. By 1869, however, the Verdugos were in debt and Rancho San Rafael was in foreclosure. Attorney Alfred Beck Chapman and his partner Andrew Glassell purchased the property. They subdivided the land into thirty-one parcels, leaving the Verdugos 3,500 of the original 36,000 acres. Present-day communities that were initially subdivided from land within the boundary of the Rancho San Rafael include Atwater Village, Garvanza, Glassell Park, Highland Park, Mount Washington, and Eagle Rock. Cypress Park, Hermon, and Mount Washington were developed from subsequent subdivisions of Rancho San Rafael land.

Other neighborhoods originated independently of the Rancho San Rafael. Lincoln Heights and Montecito Heights were both subdivided from land belonging to the Pueblo de Nuestra Señora la Reina de los Angeles. The community of El Sereno was developed from land which comprised a portion of Rancho Rosa de Castilla, which was granted to Juan Ballesteros, former Regidor of the Pueblo de Los Angeles, in 1831. However, unlike the nearby Rancho San Rafael, the Rancho Rosa de Castilla grant was not upheld by the United States government, and the title passed to a Basque émigré, Jean-Baptiste Batz, and his wife Catalina. Following their respective deaths, the land was divided between their children and subsequently developed.

While land within the CPA was primarily utilized for agricultural purposes throughout the middle decades of the 19th century, it was these early subdivision efforts of rancho and pueblo land that sparked the process of differentiation and development that ultimately produced the distinct communities of northeast Los Angeles. Each of the communities is discussed in greater detail below.

Atwater Village

Located in the northwestern portion of the CPA, Atwater Village is situated between the Los Angeles River to the west and the City of Glendale to the east. The area is traversed by San Fernando Road, which runs north-south, and Fletcher Drive, Colorado Boulevard, Los Feliz Boulevard, and Glendale Boulevard, running east-west.

The land comprising present-day Atwater Village was purchased in 1868 by W.C.B. Richardson and dubbed “Rancho Santa Eulalia.” In 1873, Richardson donated sixteen acres of ranch land for the construction of a rail stop and depot for the Southern Pacific Railroad, which at the time was expanding rapidly throughout Southern California. The

⁵ Discussion of the early history of the CPA has been excerpted and adapted from “Historic Context Statement: The Northeast Los Angeles Subregional Planning Area of the City of Los Angeles,” prepared by Historic Resources Group, revised July 9, 1990 (unless otherwise cited).

rail stop was called the Tropico Depot, and soon after, residents living near the depot began referring to the surrounding area as Tropico.⁶ Subdivision for residential development began around 1897, and several tracts were recorded in the first years of the 20th century. Although historical accounts differ as to why Tropico came to be known as Atwater, it is clear from *Los Angeles Times* articles and advertisements that by 1912, the area was being marketed as the Atwater Tract.⁷

While land to the east was parceled out in the early 1910s, the area in the western portion of present-day Atwater was not developed until the 1920s due to the unpredictable flow and frequent flooding of the nearby Los Angeles River. The area below Brunswick and Larga Avenues was often a swamp, and during a heavy rain the entire section would flood. Thus, it was not until 1914, when berms were constructed along the river's edge to control flooding, that residential development in areas adjacent to the river became feasible. Residential growth was further aided by the area's annexation to the City of Los Angeles in 1910 as part of the East Hollywood Addition.

Streetcars commenced runs along Glendale Boulevard in 1904. The presence of the streetcar line incentivized the earliest suburban residential development in Atwater around 1911 and 1912, with building activity peaking in the early 1920s. The portions of residential tracts which fronted Glendale Boulevard were given over to business lots for commercial development along what had become the area's primary streetcar and automobile corridor. Other commercial centers grew up along Fletcher Drive and Los Feliz Boulevard during this period, and included notable businesses such as the Tam O'Shanter restaurant and Van de Kamp's Bakery (HCM #569).

Further transportation improvements during the 1920s increased access to the area and linked the community to central Los Angeles. Two bridges were constructed, the Fletcher Drive Bridge (HCM #332) in 1927, and the Glendale-Hyperion Bridge (HCM#164) in 1929. Additionally, a bridge for the "Red Car" trolley line was constructed across the Los Angeles River south of the Glendale Boulevard bridge; while the bridge structure has been removed, the pylons remain.

Over time, the character and development of Atwater Village has been influenced by its surrounding natural resources and parkland. The Los Angeles River, along with North Atwater Park and the Los Feliz Golf Course, have dictated the boundaries of development in Atwater and offered amenities to its residents. This is reflected in the concentration of equestrian facilities in the area. When adjacent parkland was donated to the City of Los Angeles by Colonel Griffith J. Griffith in 1896, the move spurred the development of equestrian land uses in surrounding areas. Within a few decades, the growing community of Atwater Village would promote its amenities for those seeking to ride but still remain within the Los Angeles city limits.

⁶ Netty Carr et al., *Atwater Village*, Images of America (Charleston, SC: 2011), 7.

⁷ Ibid., 9. Initially called Atwater, the community officially became Atwater Village in 1986.

Atwater Village's built environment largely reflects its early development during the early- to mid-20th century. The neighborhood is dominated by modest single-family residences, primarily in the Craftsman and Period Revival architectural styles, with few examples of multi-family properties. Commercial properties are mostly limited to former streetcar lines such as Glendale Boulevard, and early automobile corridors such as Fletcher Drive and Los Feliz Boulevard. Industrial development is concentrated in the northern portion of the neighborhood, located strategically between the Los Angeles River to the west and the rail lines along San Fernando Road to the east. Atwater Village also contains one of the city's last remaining equestrian areas, just across the river from Griffith Park. In addition to the resources noted above, well-known historic properties in Atwater Village include the Albert Van Luit Complex (HCM #1116), as well as the easternmost portions of Griffith Park (HCM #942).

Cypress Park

Located in the western portion of the CPA, Cypress Park is bounded roughly by the Los Angeles River, Division Street, Isabel Street (Mount Washington), and the Arroyo Seco/State Route 110.⁸ Cypress Park's major thoroughfares include Cypress Avenue, San Fernando Road, and Figueroa Street, as well as the Southern Pacific railroad corridor (now part of Union Pacific Railroad).

This corridor was established in the late 1870s and carried thousands of passengers, but the area that would become Cypress Park remained relatively undeveloped for years. The neighborhood was first subdivided by George W. Morgan and Albert H. Judson in 1882, as part of the larger Hunter Highland View Tract, subdivided from Jessie D. Hunter's former Rancho San Rafael lands. In that same year, Ohio preacher Alexis B. Jeffries and his wife Rebecca purchased a large portion of the tract, bordered by today's Cypress Avenue, Jeffries Avenue, Isabel Street, and Figueroa Street, and built an imposing home there (no longer extant; now the location of Florence Nightingale Middle School).⁹ Aside from this and a few other houses, the area continued to be dominated by ranches, truck farms, and small railroad-adjacent industrial operations until residential and industrial development accelerated at the turn of the century.

As in the rest of Northeast Los Angeles, the establishment of streetcar routes was key to Cypress Park's development. In 1904, the Pacific Electric Railway took over a year-old line to Glendale and soon added a route between downtown Los Angeles and Eagle Rock.¹⁰ This line passed through the Jeffries holdings north of the Arroyo Seco along

⁸ Most of Cypress Park was previously surveyed for the Community Redevelopment Agency's Northeast Los Angeles River Revitalization Project, and therefore was not part of this survey. The neighborhood is addressed here because it was an important part of the overall development of the Northeast Los Angeles CPA.

⁹ Historic Resources Group and Galvin Preservation Associates, *Northeast Los Angeles River Revitalization Area Historic Resources Survey Report*, prepared for the City of Los Angeles Community Redevelopment Agency, 2012, 14.

¹⁰ *Ibid.*, 15.

Cypress Avenue, opening up the Cypress Park area to new development. In anticipation of the streetcar line (and more to come from the Los Angeles Railway), Rebecca Jeffries further subdivided the family's land, creating small parcels for single-family homes on a traditional street grid.

The Cypress Park neighborhood proved popular for its proximity to downtown Los Angeles and its easy transportation routes, and it filled in with modest single-family residences through the 1920s.¹¹ Larger homes like the 1905 Greek Revival mansion of Max Nickel (HCM #849) appeared among the smaller residences, particularly in upland areas with a view of the river and Los Angeles. Small business districts grew up along the Cypress Avenue and Figueroa Street streetcar lines to serve the surrounding community. In 1912, Cypress Park was annexed by the City of Los Angeles as part of the larger Arroyo Seco Addition (including Mount Washington and Hermon). Industrial development of the area accelerated dramatically after a major flood along the Los Angeles River in 1914, when Southern Pacific began enlarging an existing 1908 railroad yard between the river and San Fernando Road.¹² By the mid-1920s, the new Taylor Yard had become the center of the company's freight handling operations for the greater Los Angeles area and a major landmark of northeast Los Angeles, and served as a major employer for Cypress Park.

Cypress Park's built environment reflects its major period of development between 1905 and 1925, with the majority of its residential, commercial, and industrial properties reflecting the architectural styles and construction methods of that period. The most common property type is the one-story, Craftsman-style, single-family residence. Infill development continued through the 1960s, including the Lawry's California Center, the iconic company's headquarters encompassing an industrial plant and a complex of restaurants and retail shops (now the Los Angeles River Center and Gardens). Taylor Yard ceased operations in 1985, and portions of the land have been redeveloped as affordable housing, the Rio de Los Angeles State Park, a high school, and other uses; other parts are still used for railroad maintenance and freight storage. In addition to the resources noted above, well-known historic properties in Cypress Park include the Charles Jeffries House (HCM #735), the Huron Substation of the Los Angeles Railway (HCM #404), and the Richard Henry Dana Branch Library/Cypress Park Club House (National Register listed).

Eagle Rock¹³

Located in the northern portion of the CPA, Eagle Rock is situated between the Verdugo Hills to the north, the City of Pasadena to the east, Highland Park and Glassell Park to

¹¹ Sanborn Map Company, Sanborn Fire Insurance Maps, Los Angeles, California, Volume 12 (1920-1950) (ProQuest, LLC), <http://sanborn.umi.com.ezproxy.lapl.org>. Accessed October 2016.

¹² Historic Resources Group and Galvin Preservation Associates, *Northeast Los Angeles River Revitalization Area Historic Resources Survey Report*, 25-26.

¹³ For more information on the development of Eagle Rock, see the Pre-Consolidation Communities of Los Angeles context, Eagle Rock theme in the SurveyLA Citywide Historic Context Statement.

the south, and the City of Glendale to the west. The area is traversed by the Glendale (2) Freeway, Eagle Rock Boulevard, and Figueroa Street, which run north-south; and the Ventura (134) Freeway, Colorado Boulevard, and York Boulevard, which run east-west.

When Alfred Chapman and Andrew Glassell began to subdivide their Rancho San Rafael land, one of the largest parcels was purchased by Benjamin Dreyfus and subsequently acquired by a consortium led by Charles Watts, who also founded the community of Watts in South Los Angeles. This parcel included the 8,000 acres which today encompasses the majority of Eagle Rock. The remainder of the land comprising present-day Eagle Rock – the area between Loleta Avenue to the west and the Arroyo Seco to the east – was purchased by Prudent Beaudry, a real estate developer and one-time mayor of Los Angeles, then resold to Alexander Robert Campbell-Johnston and later subdivided by his heirs. At first Eagle Rock was an agricultural community which produced fruit, vegetables, and flowers. By the end of the 19th century truck farms, including the Gates Strawberry Ranch, covered much of the area.¹⁴ Several early residences and farmhouses dating from this period remain extant, including Castle Crag (HCM #931), the Broxham-Cook Residence, the Hickson Residence, and the Byron-Meyers Residence.

However, at the turn of the century, the expansion of the rail system transformed the settlement into a thriving residential community. In 1906, the Los Angeles Railway completed the Eagle Rock line, connecting Eagle Rock to downtown Los Angeles. Local rail extensions like these made it feasible for downtown workers to commute from outlying communities. As a result, home sites situated near the rail lines became highly desirable, and the announcement of the forthcoming rail line motivated the subdivision of many residential tracts in the area. Additional lines included a local line which ran to Glendale and Montrose, and a line along Figueroa Street to Eagle Rock to supply the Edison power station and serve the area known as Eagle Rock Park.¹⁵

With the arrival of an expanded transportation network after the turn-of-the-20th century, the character of Eagle Rock began to evolve away from its agricultural origins toward a more suburban residential community. Farmland started to be subdivided into residential tracts as early as 1903, when the Gates Strawberry Ranch lands were parceled into single-family lots. Concurrently, new civic and commercial buildings were constructed to meet the demands of the growing community. The Edwards & Wildey Building, constructed in 1915, served as the hub of the burgeoning commercial district at the intersection of Eagle Rock and Colorado Boulevards and spurred further commercial construction. New social service institutions and social groups were also established; one of the best remaining examples of their facilities is the Eagle Rock Women's Twentieth Century Club (HCM #537, National Register listed), constructed in 1914.

¹⁴ Eric H. Warren, *Eagle Rock*, Images of America (Charleston, SC: Arcadia Publishing, 2009), 7.

¹⁵ Ibid., 8.

In 1911, the community of Eagle Rock incorporated as an independent city. A post office soon followed in 1912, along with the Eagle Rock Library (HCM #292), completed in 1916 with a Carnegie grant. For the first few years, Eagle Rock's city hall was housed in a commercial building on Eagle Rock Boulevard (then called Central Avenue). A dedicated City Hall building (HCM #59) was not completed until 1922, and originally included the fire and police departments. One of the most significant catalysts for development also took place during this period: the relocation of Occidental College from Highland Park to its present location in Eagle Rock. Founded in 1887, the institution outgrew several smaller facilities before establishing a permanent campus in 1914, designed by noted architect Myron Hunt.

The new city continued to grow as Eagle Rock experienced the effects of Southern California's population boom in the early 1920s. By 1923, the population of Eagle Rock had ballooned from 600 to approximately 2,500.¹⁶ That same year, with the threat of an inadequate water supply and the promise of an upgraded school system, city residents voted to consolidate with the City of Los Angeles.¹⁷ With the resultant increase in construction, new residential neighborhoods were established. One of the more upscale neighborhoods was located along Hill Drive overlooking the Eagle Rock Valley. The site of many high-style Period Revival residences, the Hill Drive neighborhood includes the Egasse-Braasch Residence (HCM #1042), the Waite Residence (HCM #890), and the Keran Residence (HCM #758), as well as the expansive Bekins Estate. Also during this period, Eagle Rock became a cultural enclave of sorts, attracting a number of visual artists, as well as writer John Steinbeck, who resided in Eagle Rock while holding a teaching position at Occidental College.

As the population boomed, existing schools were expanded (including the San Rafael, Dahlia Heights, and Rockdale schools), while new campuses were constructed (including Eagle Rock High School and the Delevan Drive School).¹⁸ Eagle Rock's Carnegie library was also expanded and remodeled during this period. The Yosemite Recreation Center was constructed in 1926, with an amphitheater funded by the WPA added in 1937. Social services were also developed during this period with the construction of the Women's Christian Temperance Union Building (HCM #562) in 1927. In the 1930s, Colorado Boulevard functioned as a segment of Route 66, and many automobile-related businesses and travel facilities were constructed along the corridor, including hotels, restaurants, service stations and auto courts.

By the 1950s, the character of Eagle Rock had evolved once again to reflect the increased population density of the postwar era. Trolley tracks which had originally defined the town's commercial corridors were torn out, and the adjacent freeway system was expanded with a bridge over the Arroyo Seco and a new off-ramp. Residential building activity resumed and Eagle Rock. The Stimpson Lemon Ranch, the last large farm in the area, and the remaining empty lots were subdivided and improved

¹⁶ Eric H. Warren, *Eagle Rock 1911-2011*, Images of America (Charleston, SC: Arcadia Publishing, 2011), 8.

¹⁷ Warren, *Eagle Rock*, 8.

¹⁸ Ibid.

with modern residences. The Eagle Rock Recreation Center, with landscapes by Garret Eckbo and a clubhouse by Richard Neutra (HCM #536), was constructed in 1953. Retail businesses remodeled to stay in tune with the times and capture what proved to be the final period of prosperity for the traditional main street. Changes in shopping habits gave rise to mall construction and put an end to many local mom and pop stores,¹⁹ a shift marked by the construction of Eagle Rock Plaza in 1973.

Much of Eagle Rock's built environment reflects its development in the early 20th century, with a handful of farmhouses dating from the 1880s and 1890s. The neighborhood is dominated by single-family residential development, with few multi-family properties, primarily bungalow courts. Common architectural styles include Craftsman, American Colonial Revival, Spanish Colonial Revival, and Tudor Revival, and a few notable examples of Mid-Century Modernism. Commercial development is largely concentrated along automobile corridors and former streetcar lines, such as Broadway, Eagle Rock Boulevard, and York Boulevard, as well as a segment of historic Route 66 along Colorado Boulevard. In addition to the resources noted above, well-known historic properties in Eagle Rock include the York Boulevard State Bank (HCM #581), the Bell Block (HCM #734), the Dahlia Motors Building (HCM #692), Argus Court (HCM #471), along with a dozen designated single-family residences.

El Sereno

Located in the southeastern portion of the CPA, El Sereno is situated to the east of Lincoln Heights, and to the north of the San Bernardino (10) Freeway. The area is traversed by Eastern Avenue running north-south; and Huntington Drive, Valley Boulevard, and Alhambra Avenue, running east-west.²⁰

El Sereno is the only neighborhood in the CPA which was not developed from either the nearby Pueblo de Los Angeles or from the Rancho San Rafael. The land comprising present-day El Sereno was initially included within the boundaries of the Rancho Rosa de Castilla. The rancho was subdivided following the deaths of owners Jean-Baptiste and Catalina Batz, when the land was distributed among six of the couple's children. The land remained mostly undeveloped with the exception of several ranching operations until the turn-of-the-20th century. It was not until the arrival of Southern California's first interurban rail line in 1895, and the subsequent construction of the Pacific Electric Pasadena Short Line along Los Angeles-Pasadena Boulevard (now Huntington Drive) in 1902, that development in the area began in earnest.

Much of this activity was orchestrated by the Baird brothers. George Baird was a prominent real estate developer and friend of Henry Huntington, and constructed a railway stop in the area for Huntington's Pacific Electric Railway. Thus, the area soon

¹⁹ Ibid.

²⁰ Much of Cypress Park was previously surveyed as part of the Adelante Eastside Redevelopment Area survey, and therefore was not part of this survey. Discussion of this area is included here as it relates to the overall development of the CPA.

became known as Bairdstown. Between 1903 and 1911, eleven tracts had been recorded in Bairdstown.²¹ However, prior to 1915 the area did not exhibit a distinct character or identity.²² Subdivisions were platted haphazardly by each property owner, resulting in four distinct neighborhoods – Rose Hill, Bairdstown, Farmdale, and Sierra Vista – each with its own school as a focal point.²³ One of these schools, the 1899 Farmdale School, remains extant (though relocated) as part of the present-day El Sereno Middle School campus.

The disparate communities of Bairdstown were annexed to the City of Los Angeles in 1915, and the area's name was changed to El Sereno in 1917.²⁴ Throughout the 1920s and 1930s a number of residential neighborhoods were developed, including Emery Park, an expansive tract with 2,600 lots straddling the city boundary with Alhambra. It was during this period that El Sereno acquired a number of institutional facilities, such as the All Saints Catholic Church (1931), the El Serena Area High School (now the El Sereno Middle School, 1936), and the El Sereno Recreation Center. Residents were also able to avail themselves of nearby facilities bordering the present-day communities of El Sereno and adjacent Lincoln Heights, including Lincoln Park, established in 1881, as well as a public hospital, established in 1878. Today, the much-expanded medical facility is known as Los Angeles County+USC Medical Center.

Beginning in the late 1930s, communities along the Pacific Electric routes received the majority of new residents coming to work at new factories.²⁵ During this period, El Sereno experienced major industrial growth, particularly along Medford, Murchison, and Worth streets. The rise in population led to the construction of additional community facilities such as the El Sereno Theatre in 1940, the third such establishment in the area. One of the largest residential projects undertaken during this period was the construction of Ramona Gardens (National Register eligible), a 32-acre public housing complex built by the Housing Authority of the City of Los Angeles to house low-income residents, opened in 1941. Following World War II, the demand for housing spurred by the postwar population boom was satisfied by the construction of new neighborhoods in the southern end of El Sereno.²⁶ El Sereno also responded to its growing population with the opening several new schools, including Woodrow Wilson High School, designed by Paul R. Williams and completed in 1969, as well as the establishment of California State University, Los Angeles at its first permanent campus in 1956.

El Sereno's built environment largely reflects its two main periods of development: the early-20th century and the postwar period, with increasingly common examples of new construction and substantial renovations of older properties. The neighborhood is

²¹ "El Sereno Historical Society," <http://www.elserenohistoricalsociety.org>. Accessed November 2016.

²² Ibid.

²³ Ibid.

²⁴ "Bairdstown to Be El Sereno," *Los Angeles Times*, August 21, 1917.

²⁵ "El Sereno Historical Society," <http://www.elserenohistoricalsociety.org>. Accessed November 2016.

²⁶ Ibid.

developed with a range of single-family and multi-family residential property types, with commercial development concentrated along former streetcar lines, such as S. Huntington Drive, as well as automobile corridors like Eastern Avenue, Valley Boulevard, and Alhambra Avenue. An industrial zone is situated just south of the railroad tracks that run along Valley Boulevard. Historic properties in El Sereno include the recently designated El Sereno-Berkshire Craftsman District HPOZ.²⁷

Garvanza

Located in the northeastern portion of the CPA, Garvanza is situated to the east of the Arroyo Seco and north of York Boulevard. The area is traversed by San Pascual Avenue, which runs north-south, and Avenue 64, which runs east-west.²⁸

Brothers Ralph and Edward Rogers purchased the land comprising present-day Garvanza from Alfred Chapman and Andrew Glassell in the 1880s. In association with James Booth and Wilbur F. McClure, the Rogers brothers organized the Garvanza Land Company, which subdivided the land in 1886. At the time the tract was referred to as the “Town of Garvanza,” although it was initially marketed as “Garvanzo,”²⁹ after the area’s widespread cultivation of garbanzo beans. Given that Southern California was in the midst of a real estate boom and that the Los Angeles & San Gabriel Railroad had been constructed in the area only a year prior, conditions were ideal for the rapid development of Garvanza and its neighbors. Only a few months later, the Garvanza Land Company filed a tract map for Garvanza Addition No. 1, which greatly expanded the budding town site.³⁰

The first major commercial building to be constructed in Garvanza was the Garvanza Villa Hotel (also known as the Garvanza Park Hotel). Completed in 1886, the hotel, along with the presence of the existing rail line, assured the community’s success as a destination resort and served as a valuable marketing tool to entice potential residents. Indeed, despite the collapse of the land boom in 1889, land sales had begun to increase and a new schoolhouse and several churches were constructed. However, sandwiched between the established metropolitan hubs of Los Angeles and Pasadena, the town’s growing population faced challenges due to a lack of municipal services and was eventually annexed to Los Angeles in 1899.³¹

Following Garvanza’s annexation, development activity in the area flourished. These planning and development efforts, as well as the character of the community, have

²⁷ There are no individually designated resources in the El Sereno neighborhood.

²⁸ Most of this area was previously surveyed and designated as part of the Highland Park–Garvanza HPOZ, and therefore was not part of this survey. Discussion of this area is included here as it relates to the overall development of the CPA.

²⁹ Charles J. Fisher and the Highland Park Heritage Trust, *Garvanza*, Images of America (Charleston, SC: Arcadia Publishing, 2010), 7.

³⁰ *Ibid.*, 9.

³¹ *Ibid.*, 19.

largely been defined and influenced by two major factors: the presence of the nearby Arroyo Seco, and the construction of the Arroyo Seco Parkway. The Arroyo Seco had long hindered development of adjacent communities due to its unpredictable water levels and frequent flooding. The efforts of local governments to control floods had been inadequate, but a unique series of events – namely the Great Depression and the New Deal – opened the door to the first truly systemic attempt to manage the Arroyo Seco.³² Engineers embarked on a study (the first ever) of the hydraulic properties and the history of flooding in the 1930s, and the result was a flood-control proposal that included plans to segment large portions of the Los Angeles River, diverting and confining it into concrete channels.³³ Channelization efforts commenced in 1934 and were completed in 1947.

Additionally, with WPA assistance and concurrent to the construction of the flood control channels, construction commenced on the Arroyo Seco Parkway in 1938. The first segment of the Parkway opened in January 1939, with the remainder opening on December 30, 1940, making it “the first freeway in the West.” This original six-mile stretch extended from Broadway (now Arroyo Parkway) at Glenarm Street in Pasadena to Figueroa Street at Avenue 22 in Los Angeles. The Arroyo Seco Parkway is a designated State Scenic Highway, National Civil Engineering Landmark, and National Scenic Byway. In 2011, the Arroyo Seco Parkway and the Arroyo Seco Channel were listed in the National Register as the Arroyo Seco Parkway Historic District.³⁴

Garvanza’s built environment largely reflects its development in the late-19th century, with later infill development scattered throughout. Most of the area’s earliest and most architecturally distinctive properties are located within the Highland Park-Garvanza HPOZ, the city’s largest designated historic district. The neighborhood contains a range of Victorian-era architectural styles – including Queen Anne, early Gothic Revival, and early American Colonial Revival – as well as a handful of residences constructed of native arroyo stone. Commercial development is concentrated along York Boulevard at the neighborhood’s southern edge. In addition to the resources noted above, other historic properties in Garvanza include the Arroyo Seco Bank Building (HCM #492) and the Garvanza Pumping Station (HCM #412), along with a number of designated single-family residences.

Glassell Park

Located in the western portion of the CPA, Glassell Park is situated east of the Los Angeles River and west of Eagle Rock and Mount Washington. The area is traversed by San Fernando and Verdugo roads, which run north-south; and Eagle Rock Boulevard,

³² “Channelization of the Arroyo Seco,” KCET Departures, October 24, 2011, <https://www.kcet.org/shows/departures/channelization-of-the-arroyo-seco>. Accessed November 2016.

³³ Ibid.

³⁴ “District 7 Projects: Historic Arroyo Seco Parkway (SR-110) National Scenic Byway,” California Department of Transportation District 7, <http://www.dot.ca.gov/dist07/travel/projects/details.php?id=6>. Accessed November 2016.

Fletcher Drive, York Boulevard, and the Glendale (2) Freeway, which generally run east-west.

Glassell Park was named for Andrew Glassell, who, along with business partner Alfred Chapman, initially subdivided the Rancho San Rafael land for development. Both Chapman and Glassell were partners in a law firm with Colonel George H. Smith, where their practice was largely confined to real estate transactions and lawsuits regarding partitions of land. Chapman and Glassell often took their compensation in land, which afforded them a substantial amount of acreage to develop or resell as they saw fit. (Glassell and his brother, William, founded the City of Orange in this manner.) As a result, Glassell and Chapman were well-positioned to develop the Glassell Park area for further subdivision. However, following Glassell's death in 1901, his heirs began selling off portions of the family's rancho lands to the Gilchrist Investment Company. This company first began to develop Glassell Park around 1909, when the *Los Angeles Times* announced the company's construction of eleven five- and six-room "attractive modern" bungalows, "each one a model of individuality and design. Glassell Park is one of the beautiful tracts in this vicinity. Each bungalow being built commands a super view, revealing a vista of verdant valley and rolling hills back of which towers the majestic range of the Sierra Madres with their caps of snow."³⁵

In January 1912, the Gilchrist Investment Company sold Glassell Park to National Home and Town Builders. Announcement of the sale noted Glassell Park's attractive amenities – such as its proximity to the new site of Occidental College and "a magnificent view of Mts. Lowe and Wilson and the surrounding country" – and noted that street work in the tract had been completed with sidewalks, curbing, and water lines already installed.³⁶ In February 1912, the majority of Glassell Park was annexed to the City of Los Angeles as part of the Arroyo Seco Addition; the remainder was later annexed in 1916. Development continued through the 1920s and into the 1930s as the Glassell family continued to subdivide their land; residential development in particular was spurred by the 1923 opening of the nearby Southern Pacific maintenance facility, Taylor Yard. The Glassells' most notable real estate transaction took place during the Great Depression, when the family sold a large plot of land which would eventually be developed as Forest Lawn Cemetery.

Glassell Park's built environment largely reflects its development in the early-20th century, with examples of later infill and new construction throughout the neighborhood. The neighborhood is developed primarily with single-family residences, predominantly in the Craftsman architectural style, along with a lesser number of multi-family residences from the same period. Commercial development is concentrated along the area's major automobile corridors, including San Fernando Road, Verdugo Road, Eagle Rock Boulevard, Fletcher Drive, and York Boulevard.³⁷

³⁵ "Demand Good Other Places," *Los Angeles Times*, April 18, 1909.

³⁶ "Glassell Park Sold," *Los Angeles Times*, January 28, 1912.

³⁷ There are no designated resources in the Glassell Park neighborhood.

Hermon

Located in the east-central portion of the CPA, Hermon is a small community roughly bounded by the Arroyo Seco Parkway (110 Freeway), the city boundary at South Pasadena, and the Monterey Hills of Montecito Heights–Rose Hills. Its main thoroughfare is Monterey Road, crossed by Avenue 60 and Via Marisol (originally Hermon Avenue).

Hermon is often referred to as being part of the Highland Park-Garvanza area, but has a separate development history: it was founded by a group of Free Methodists who bought a small valley from Ralph Rogers and established a community there in 1903. Centered on the Free Methodist Church (at Monterey and Wheeling Way) and a religious school that eventually became Azusa Pacific University, Hermon was envisioned as a haven for the Free Methodist community, which had split from traditional Methodist theology, and prided itself as being an independent entity. Aside from the church and school, the community consisted of about 100 residential parcels and a very small business district along Monterey Road. Hermon eventually saw advantages in being part of a larger whole, becoming part of the City of Los Angeles with the rest of the Arroyo Seco Addition annexation in 1912.

Once isolated, Hermon became more linked with the rest of the city with the construction of the Avenue 60 bridge across the Arroyo Seco in 1926, the impressively engineered Monterey Road Pass between Hermon and Rose Hills in 1930, and the Hermon Avenue (later Via Marisol) bridge over the Arroyo in 1939.³⁸ The early 1920s opening of Victory Park (now Hermon Park) as part of the group of parks along the Arroyo Seco gave the neighborhood a municipal facility that hosted the lawn bowling competition during the 1932 Olympic Games, doubtless drawing more attention to the quiet community. The northern part of the park (now a dog park) was known as a popular picnicking spot for members of the local Japanese American community. The 1940 opening of the Arroyo Seco Parkway completed Hermon's connection with the rest of Los Angeles and the greater region.

Hermon's built environment reflects its early 20th century founding as well as incremental development through the post-World War II period, with some examples of modern infill. The neighborhood mostly contains modest single-family residences, with a few larger multi-family properties, and common architectural styles include Craftsman and Period Revival (mostly Spanish Colonial Revival, American Colonial Revival, and Tudor Revival). In addition to the resources noted above, other historic properties in Hermon include the Monterey Trailer Park (HCM #376), and the Hodel Residence (HCM #802).

³⁸ "Hermon History," Hermonla.org, <http://www.hermonla.org/hermon-history/>. Accessed October 2016.

Highland Park

Located in the northeastern portion of the CPA, Highland Park is roughly bounded by El Paso Street/the hills of Mount Washington, Oak Grove Drive, the City of Pasadena, and the Arroyo Seco Parkway (110 Freeway).³⁹ Major thoroughfares include Figueroa Street and York Boulevard. The communities of Mount Angelus, Sycamore Grove, Montecito Heights, Garvanza, and Hermon are often referred to as being part of Highland Park. This document addresses Montecito Heights, Garvanza, and Hermon separately.

Highland Park was first subdivided as the Highland Park Tract in 1886 by George Morgan and Albert Judson, from a combination of various parcels from older holdings.⁴⁰ Morgan also subdivided the Sycamore Grove Tract from a portion of his holding in the Hunter Highland View Tract. The tracts occupied a promising position along the Arroyo Seco route between Los Angeles and Pasadena, which already contained roads and a Los Angeles & San Gabriel Railroad line between the rapidly growing communities. The rail line, later expanded and operated by a subsidiary of the Atchison Topeka & Santa Fe, included a massive bridge across the Arroyo Seco; older wooden spans were replaced by a steel bridge (HCM #339) that is still used by the Metro Gold Line light rail. While the 1888 end of the area's real estate boom meant a slow start for Highland Park, the Sycamore Grove community quickly became known for its gambling and prostitution and drew visitors from across the city. The rest of the Highland Park area remained largely rural, with some ranching and agricultural activities, similar to other parts of northeast Los Angeles at the time.

Highland Park found its footing in the 1890s, with the 1894 completion of a streetcar line along Pasadena Avenue (now Figueroa Street and Marmion Way) and the 1895 completion of a second route running along the Arroyo Seco; these were later replaced by Los Angeles Railway and Pacific Electric lines extending further into the community and eventually expanding to York Boulevard, Avenue 50, and other thoroughfares.⁴¹ The streetcar connections opened up Highland Park as a true streetcar suburb, and the area saw an acceleration in residential development through the turn of the century. In 1895, the City of Los Angeles annexed the Highland Park Addition, providing much-needed municipal services and removing Sycamore Grove's illicit recreational facilities in favor of a city park. The neighborhood saw its most transformative development from the early 1900s through the 1920s, with the subdivision of numerous new tracts and the construction of new homes on various scales.

³⁹ A portion of this area was previously surveyed and designated as part of the Highland Park–Garvanza HPOZ, and therefore was not part of this survey. Discussion of this area is included here as it relates to the overall development of the CPA.

⁴⁰ City of Los Angeles, *Highland Park-Garvanza HPOZ Preservation Plan* (adopted 2010), 17.

⁴¹ Electric Railway Historical Association of Southern California, <http://www.erha.org>. Accessed October 2016.

Commercial development kept pace along the streetcar routes, resulting in retail and mixed-use buildings particularly evident along Figueroa Street. Temple Beth Israel, founded in 1923 and occupying its current location at 5711 Monte Vista Street (in the Highland Park-Garvanza HPOZ) since 1929, is a testament to a long-lived Jewish community in Highland Park; a number of Jewish-owned businesses were established in the commercial areas along York, Figueroa, and Monte Vista (within the HPOZ) during the 1910s and 1920s. Institutional development was concentrated during the early 1900s, and included the move of Occidental College to Highland Park after its Boyle Heights facilities burned down in 1896. It remained there until it moved to a larger campus in Eagle Rock in 1914. Highland Park gained a reputation as a desirable suburb, boasting architecture and art inspired by the natural environment of the Arroyo Seco; a particularly notable expression is Charles Lummis' home El Alisal, built over thirteen years starting in 1897 (HCM #68, NR listed). Lummis was key in advocating for the Arroyo Seco's natural and artistic environment, and spearheaded the establishment of the 1907 Southwest Museum, which opened its current facility at the Highland Park-Mount Washington border in 1914 (HCM #283).

Much of Highland Park's built environment reflects its development in the early 20th century, with smaller numbers of resources dating to the 1890s. The neighborhood contains a large number of intact single-family and multi-family residences, primarily in the Craftsman architectural style with a few examples of Victorian styles, and representing a wide range of scales. Most of the area's earliest and most architecturally notable properties lie within the Highland Park-Garvanza HPOZ, the city's largest designated historic district and one of the few that include commercial buildings. Craftsman architecture from the 1900s and 1910s is the predominant style in the HPOZ, reflecting the regional popularity of that idiom during the early 20th century and its particular popularity in the Arroyo Seco community. In addition to the resources noted above, well-known historic properties in Highland Park include the Highland Theater (HCM #549), the Highland Park Masonic Temple (HCM #282), the Northeast Police Station (HCM #274), San Encino Abbey (HCM #106), the Highland Park Ebell Club (HCM #284), Temple Beth Israel of Highland Park & Eagle Rock, and a number of houses built from native arroyo stone.

Lincoln Heights

Located in the southwestern portion of the CPA, Lincoln Heights is roughly bounded by the Los Angeles River, the Arroyo Seco Parkway (110 Freeway), the hills of Montecito Heights, and Mission Road/Soto Street. It is oriented around North Broadway (originally Downey Avenue), which is prominently intersected by the north/south route of Daly Street/Pasadena Avenue.⁴²

⁴² A portion of this area was previously surveyed and designated as the Lincoln Heights HPOZ, and therefore was not part of this survey. Discussion of this area is included here as it relates to the overall development of the CPA.

Originally known as East Los Angeles for its location east of the Los Angeles River, Lincoln Heights was first subdivided in 1873 from a portion of the original Pueblo de Los Angeles. Along with Boyle Heights, it was one of the city's first suburbs. Its subdividers established waterlines and a horse-drawn streetcar line (later replaced by interurban electric railway lines) to reach the new home lots of East Los Angeles, luring middle and upper middle class residents to construct homes outside of the urban core.⁴³ In 1878, the opening of a large public hospital (today part of the Los Angeles County+USC Medical Center) marked the arrival of the neighborhood. By the turn of the 20th century, the neighborhood had fully developed into an attractive residential area and business districts flourished along the major streets of Downey Avenue (now North Broadway), Kuhrts Avenue (now Main Street), and Daly Street/Pasadena Avenue, each of which held a streetcar line.⁴⁴ Recreational facilities like Eastlake Park (now Lincoln Park), first established in 1881, provided green space to the newly urbanized neighborhood.

During the first decades of the 20th century, East Los Angeles became a destination for working-class Angelenos of diverse ethnic backgrounds, many of whom worked for industries oriented around the Southern Pacific Railroad (which built its yards in the neighborhood in 1902) and established their households nearby.⁴⁵ Agricultural interests, wineries, breweries, building materials manufacturers, and all kinds of distributors operated out of Lincoln Heights. Like Boyle Heights, East Los Angeles was a neighborhood that served as a first point of entry for many of Los Angeles' immigrant communities; new arrivals from Mexico, Italy, Yugoslavia, Ireland, Russia, Germany, and many other places found a home there. The area became particularly well known for its Italian enclave, which was closely associated with the development of wineries like San Antonio. It also had a sizable Mexican American population from an early date, which expanded and diversified into a wider Latino American community during the post-World War II population boom.⁴⁶ During the 1910s, Eastlake Park became the hub of a recreational district including a zoo, a carousel, an alligator farm, and an ostrich farm as well as the artificial lake, boathouse, and expansive grounds for which it was already known. In 1917, local residents voted to change the neighborhood's name to Lincoln Heights (apparently inspired in part by the 1913 opening of Lincoln High School).

Much of Lincoln Heights' built environment reflects its early development in the late 19th and early 20th centuries, and the neighborhood contains a large number of intact single-family residences in various Victorian architectural styles, including Queen Anne and Eastlake/Stick, as well as more modest, vernacular expressions of these highly

⁴³ City of Los Angeles, *Lincoln Heights HPOZ Preservation Plan* (adopted 2007), 11-12.

⁴⁴ Sanborn Map Company, *Sanborn Fire Insurance Maps*, Los Angeles, California, Volume 4 (1906) (ProQuest, LLC), <http://sanborn.umi.com.ezproxy.lapl.org/>. Accessed October 2016.

⁴⁵ Los Angeles Conservancy and Lincoln Heights Neighborhood and Preservation Association, "Lincoln Heights: Honoring the Past to Ensure a Better Future," Los Angeles Conservancy, 1999.

⁴⁶ GPA Consulting and Becky Nicolaides, "SurveyLA: Latino Los Angeles Historic Context Statement," prepared for the City of Los Angeles Department of City Planning Office of Historic Resources, 2015, 9-10.

articulated styles. Multi-family properties were also common, encompassing a range of types from duplex to four-flat to large apartment house, though fewer examples of these survive. Many of the neighborhood's earliest properties lie within the Lincoln Heights HPOZ. Craftsman architecture from the 1900s and 1910s is also common, while the 1920s-1930s Period Revival styles that dominate so much of Los Angeles are comparatively rare. In addition to the resources noted above, well-known historic properties in Lincoln Heights include the San Antonio Winery (HCM #42), Edison Electric Steam Power Plant (HCM #388), Federal Bank Building (HCM #396), and Lincoln Heights Jail (HCM #587).

Montecito Heights–Rose Hills

Located in the east-central portion of the CPA, Montecito Heights and Rose Hills are largely defined by their geography – they lie on and around the Monterey Hills and are roughly bounded by the Arroyo Seco Parkway (110 Freeway), Collis Avenue, Huntington Drive, and a series of streets at the western edge of the hills. Major thoroughfares include Monterey Road, Griffin Avenue, and the larger streets noted above. The two communities are addressed together due to their shared development history and inexact boundaries; Rose Hills is often referred to as being part of Montecito Heights.

Small portions of the Monterey Hills were subdivided as early as the mid-1870s, as landowners hoped to expand the new suburb of Lincoln Heights (then East Los Angeles) to the west. Although streetcar lines (first horse-drawn and then electric) reached the western part of the neighborhood early on, very little of Montecito Heights–Rose Hills was developed until the 1910s. Before that time, residential and commercial development largely lined the streetcar lines and roads of the Mission Road/Huntington Drive corridor, located on flatter ground. Like other hilly areas of the CPA, the Monterey Hills area was initially considered topographically undesirable. The lower parts of the hills began seeing subdivision in earnest at the turn of the century, spurred by the completion of Pacific Electric's Pasadena Short line route along Huntington Drive in 1902. Adjacent residential parcels like those in the 1903 Kalorama Tract (notable for its gem-named streets) and the 1904 Rose Hill Tract featured easy access to transportation routes as well as the businesses starting to line Huntington Drive.⁴⁷ However, development was slow, and most of the parcels remained undeveloped until the 1910s.

In 1910, the Mutual Home Building Company began advertising its Montecito subdivision encompassing much of the Monterey Hills. The developer was clearly inspired by the success Robert Marsh & Company was seeing with the similarly hilly Mount Washington Tract across the Arroyo Seco, to the extent that it proposed an ambitious near-copy of Mount Washington's plan – large hillside lots with expansive

⁴⁷ Los Angeles County Department of Public Works, tract maps for TR0003-081 (Kalorama Tract, 1903) and TR0006-016 (Rose Hill Tract, 1904). <http://dpw.lacounty.gov/smpm/landrecords/TractMaps.aspx>. Accessed October 2016.

views, graded streets, a dedicated streetcar line, and a massive hotel at the summit.⁴⁸ While the streetcar line and hotel never came to pass, the development to be known as Montecito Heights did create about 1,200 lots, many of which were sizable with good views. Early development of this tract was even more incremental than that in the area's lower tracts; a few single-family residences were built in the 1910s and more in the 1920s, but the challenging terrain likely deterred many would-be residents. Most of the Montecito Heights–Rose Hills area was annexed by the City of Los Angeles as part of the Arroyo Seco Addition in 1912 (its western portion was within the original Pueblo de Los Angeles boundaries), improving services to the area. Montecito Heights–Rose Hills continued to slowly develop through the mid-20th century, seeing the construction of single-family residences, low-scale commercial and industrial operations adjacent to Huntington and the Southern Pacific Railroad line, institutions like churches and schools, and a few multi-family properties, including the 1942 Rose Hills Court public housing complex (built by the Housing Authority of the City of Los Angeles to house low-income residents and defense workers).

As in Mount Washington, some of the steep slopes of the Monterey Hills proved too challenging to develop until the late 1950s-early 1960s, when new engineering techniques and building materials made construction of cantilevered “stilt houses” possible. The neighborhood saw a new phase of development through the 1970s with these small, simple houses (as seen in an intact cluster along Montecito Drive), as well as other examples of custom Mid-Century Modern designs. In the 1970s, the City's Community Redevelopment Agency constructed the Monterey Hills planned multi-family residential community atop several hills and on the filled areas between them, greatly changing the nature of the area's geography and providing needed housing in large apartment complexes. Some parts of Montecito Heights–Rose Hills were never developed, including a very large area of open space that is now Ernest E. Debs Regional Park.

Montecito Heights–Rose Hills' built environment largely reflects its two main periods of development: the 1910s-1920s and the 1950s-1970s, with increasingly common examples of new construction and substantial renovations of older properties. The neighborhood is dominated by modest single-family residences, with fewer multi-family properties (although the area's lot sizes have enabled the construction of a substantial number of ancillary residences). Commercial and industrial properties are largely limited to streetcar commercial thoroughfares, particularly along Huntington Drive. Common architectural styles include Craftsman, various Period Revival styles, and Mid-Century Modern. The northwestern corner of Montecito Heights–Rose Hills lies within the Highland Park-Garvanza HPOZ and contains several Los Angeles Historic-Cultural Monuments. In addition to the resources noted above, Montecito Heights–Rose Hills also includes Heritage Square Museum, an open-air architecture museum situated along the Arroyo Seco Parkway (HCM #1009).

⁴⁸ Mutual Home Building Corporation. “Montecito Above the City” brochure. Los Angeles: Mutual Home Building Corporation, 1911.

Mount Washington

Located in the central portion of the CPA, Mount Washington is largely defined by its geography: the neighborhood lies on and directly adjacent to the hill for which it is named, roughly bounded by Division Street, Avenue 50, Glenalbyn Drive, and Isabel Street. The neighborhood has few major thoroughfares due to its residential nature and steep setting with narrow ridges and deep gullies.

Along with Cypress Park, most of Mount Washington was part of the large Hunter Highland View Tract subdivided by George W. Morgan and Albert H. Judson from Jessie D. Hunter's former Rancho San Rafael lands; Hunter retained ownership of part of what would become Mount Washington. The adjacent neighborhoods of Cypress Park, Highland Park, and Glassell Park saw subdivision and intense development after the establishment of streetcar routes at the turn of the century, but Mount Washington's difficult terrain rendered it undesirable and undeveloped. In 1907, developer Robert Marsh & Company purchased and subdivided the Mount Washington Tract, hoping to create a prestigious new suburb with expansive views and large lots. Marsh solved the problem of access by constructing the Los Angeles and Mount Washington funicular railway, running up the new Mount Washington Drive from the Los Angeles Railway's streetcar line on Marmion Way.⁴⁹ At the top of the hill's relatively flat summit awaited the curving San Rafael Drive and brand-new lots, to be serviced by water from a spring-fed reservoir.⁵⁰ The railway was completed in 1909, and a Mission Revival-style station (HCM #269) was constructed at the corner of Mount Washington and Marmion. The developer heavily marketed the new subdivision with a weekly supplement in the *Los Angeles Times*, and thousands of people came to ride the funicular, enjoy the view, and possibly buy a lot. Marsh worked with the Milwaukee Building Company, owned by notable architects Meyer & Holler, to design several impressive model homes, like the two-story Craftsman at 3825 E. San Rafael Avenue.⁵¹

In 1910, the developer completed the Milwaukee Building Company-designed Mount Washington Hotel (HCM #845) at the top of the funicular route. While very popular with sightseers and an enticement for potential lot-buyers, the hotel had fewer paying guests than hoped, aside from those making films in the Sycamore Grove area at the bottom of the hill. In 1912, Mount Washington was annexed by the City of Los Angeles as part of the Arroyo Seco Addition, and the problem of maintaining its steep graded streets passed into municipal hands. The Mount Washington Hotel closed after about ten years in operation, but the subdivision of Mount Washington proved a success; the original tract was built out by the end of the 1920s, and additional subdivisions led to more construction. The neighborhood became known as a desirable suburb with a unique, semi-rural feel. The hotel saw short occupations by a military school and a

⁴⁹ "Mt. Washington: Its Hotel and Incline Railway," Electric Railway Historical Association of Southern California, <http://www.erha.org/washington.htm>. Accessed October 2016.

⁵⁰ Ibid.

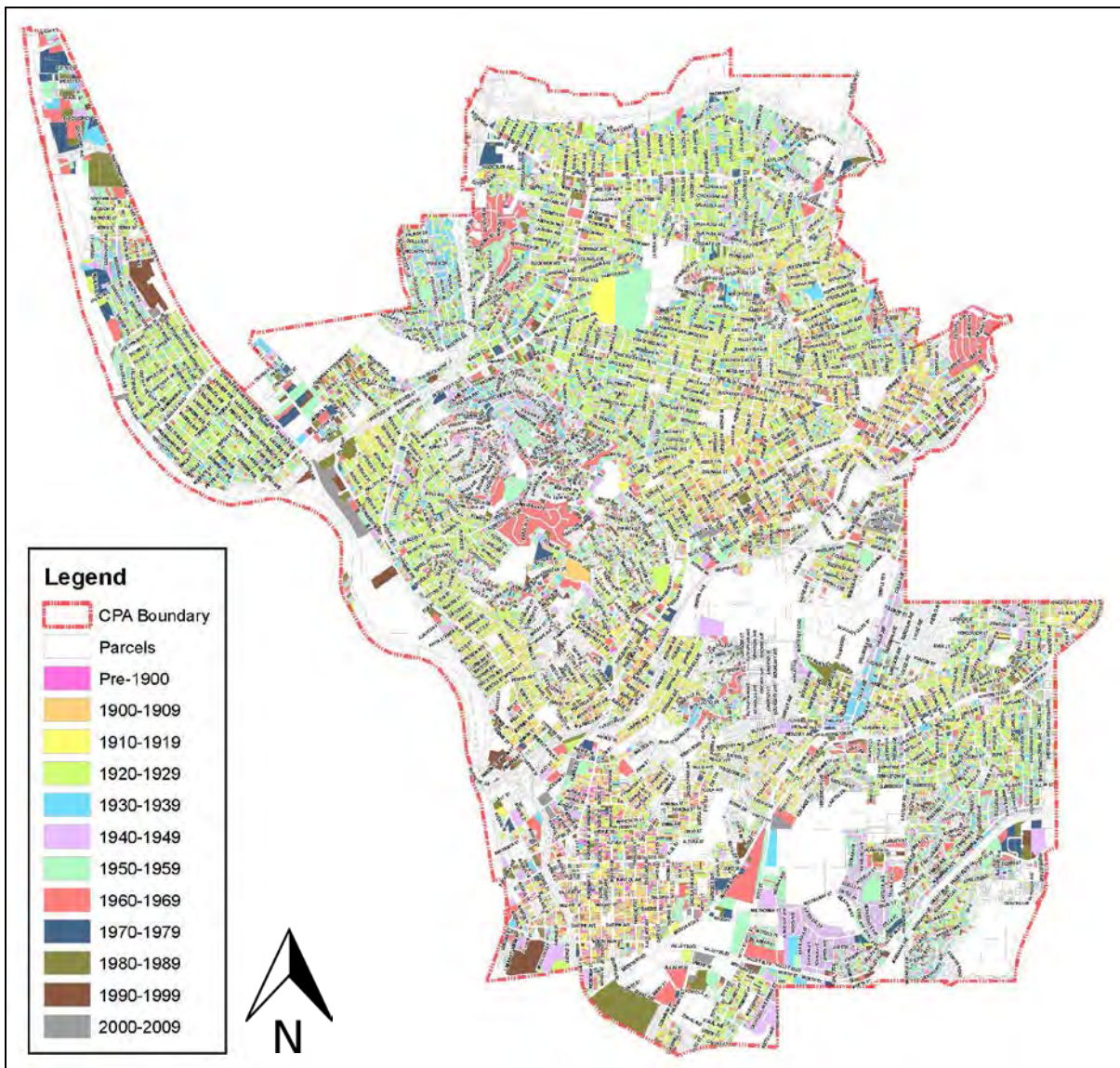
⁵¹ "Build Hotel on Hilltop," *Los Angeles Times*, December 13, 1908.

sanatorium before becoming the headquarters of the Self-Realization Fellowship in 1925.

Despite its popularity, some of Mount Washington's steep slopes proved too challenging to develop until the late 1950s and early 1960s, when new engineering techniques and building materials made construction of cantilevered "stilt houses" possible. The neighborhood saw a new phase of development with these small, simple houses, as well as other examples of custom Mid-Century Modern designs. Between 1964 and 1966, Mount Washington also saw the development of the largest post-World War II subdivision in northeast Los Angeles, when developer Ray Watt filled in steep gullies on the northwest side of the hill to build the Ranch-style tract houses of Mount Washington West.

Mount Washington's built environment largely reflects its two main periods of development: the 1910s-1920s and the 1950s-1960s, with increasingly common examples of new construction and substantial renovations of older properties. The neighborhood is almost entirely made up of single-family residences on various scales, with very few multi-family residences or commercial properties. Common architectural styles include Craftsman, Period Revival, and Mid-Century Modern, with Ranch occurring in Mount Washington West and a few notable examples of Early Modern designs by architects like Rudolf Schindler, Richard Neutra, and Harwell Hamilton Harris. Mount Washington has a particularly rich stock of custom Mid-Century Modern designs by architects like Smith & Williams, Kemper Nomland, Jr., Allyn E. Morris, and Gregory Ain. In addition to the resources noted above, other historic properties in Mount Washington include the H. Stanley Bent House (HCM #395), the Young Woo House, the Helene Kershner House, and several Modern residences along Sea View Lane.

Development by Decade Map.



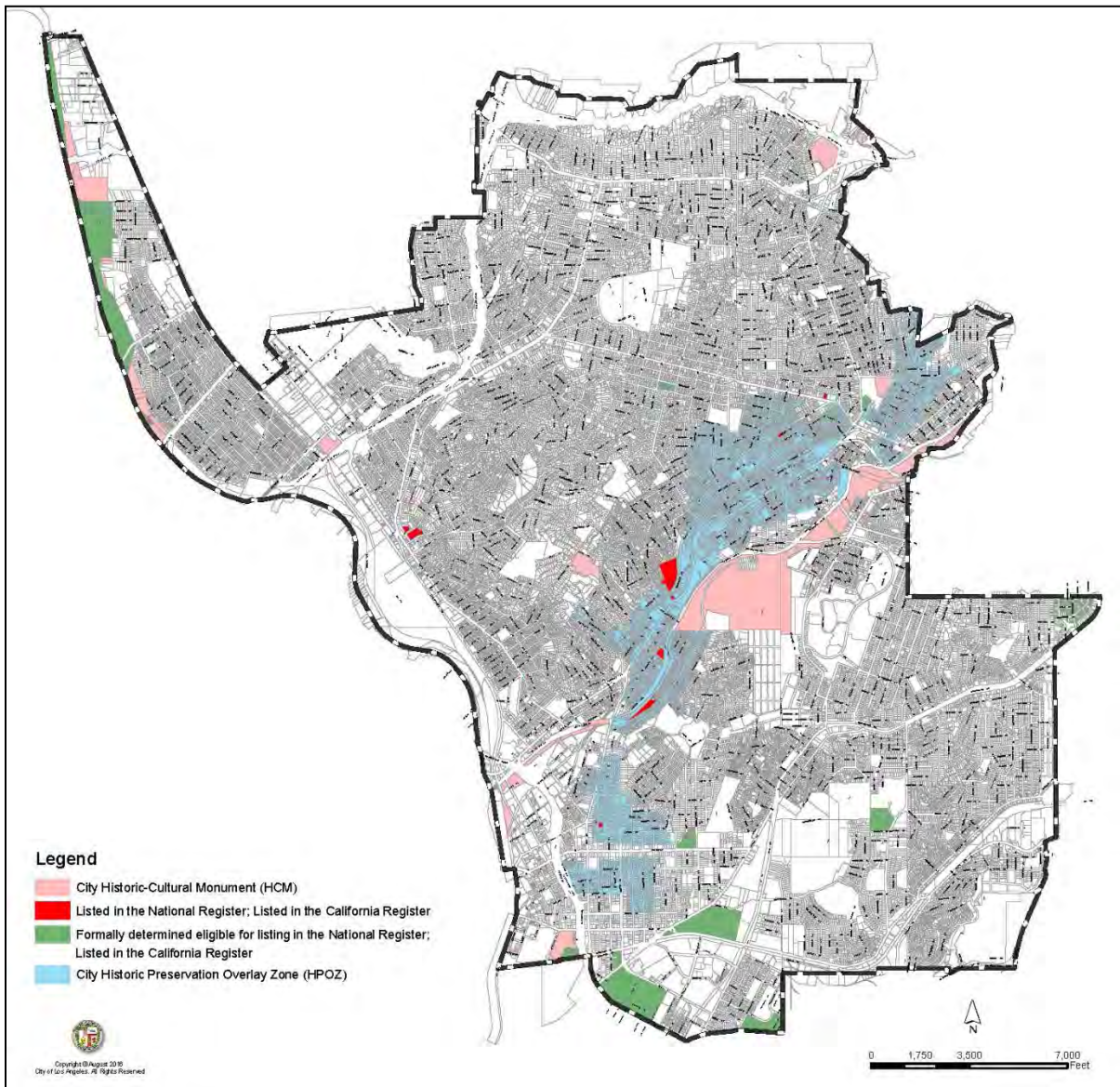
Designated Resources

The Northeast Los Angeles CPA contains one of the highest concentrations of designated historic properties in Los Angeles. The map below depicts designated resources within the CPA at the time of the survey. These include properties listed in or determined eligible for listing in the National Register of Historic Places (NR), properties listed in the California Register of Historical Resources (CR), as well as locally designated Los Angeles Historic-Cultural Monuments (HCMs) and Historic Preservation Overlay Zones (HPOZs).

Designated resources in the Northeast Los Angeles CPA include the Arroyo Seco Bank Building (HCM #492); Arroyo Seco Parkway Historic District, including the Arroyo Seco Parkway and Arroyo Seco Channel (NR listed); Brewery Arts Center/Pabst Brewery, including the Edison Electric Steam Power Plant (HCM #388); Eagle Rock (HCM #10); Eagle Rock City Hall (HCM #59); Eagle Rock Library (HCM #292, NR listed); El Alisal/Lummis House (HCM #68, NR listed); Eagle Rock Women's Twentieth Century Club (HCM #537, NR listed); Fletcher Drive/L.A. River Bridge (HCM #332, NR eligible); Glendale-Hyperion/L.A. River Bridge (HCM #164); Griffith Park, including North Atwater Park, Los Feliz Golf Course, and the Sunnynook Drive/L.A. River Bridge (HCM #942); Heritage Square Museum (HCM #1009); Highland Theater (HCM #549); Lincoln Heights Jail (HCM #587); Los Angeles & Mount Washington Funicular Railway Station (HCM #269); Los Angeles County General Hospital Administration Building (NR eligible); Mount Washington Hotel (HCM #845); Northeast/Highland Park Police Station (HCM #274, NR listed); Richard Henry Dana Branch Library/Cypress Park Club House (NR listed); San Antonio Winery (HCM #42); San Encino Abbey (HCM #106); Southwest Museum (HCM #283, NR listed); and Van de Kamp's Bakery (HCM #569). This CPA also contains two designated Historic Preservation Overlay Zones: the Highland Park-Garvanza HPOZ and the Lincoln Heights HPOZ.⁵²

⁵² This selected list of designated resources in the CPA is provided here for reference only. For complete and up-to-date information on designated resources, go to www.HistoricPlacesLA.org.

Designated Resources Map.



Community Plan Area Survey Methodology

The field survey 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).⁵³

The field work was conducted in two phases: *Reconnaissance* and *Documentation*. The Reconnaissance Phase was conducted by teams of two or more qualified survey professionals, each of whom meet the Secretary of the Interior's *Professional Qualifications Standards*. This 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 ensures a more thoughtful approach to resource identification and evaluation, creates greater consensus among the field survey teams, and produces more consistent survey results. This approach also substantially streamlines the next phase of field survey, enabling the field teams to document large numbers of properties quickly and efficiently.

Once the Reconnaissance Phase was completed, the Documentation Phase began. During this 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. Documentation included digital photographs, recordation of historic features and subsequent alterations, and the reason for a property's potential historic significance. It is also during this phase that contexts and themes are applied and evaluation status codes are assigned. All field work was conducted from the public right-of-way. 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, tract maps, city directories, genealogical records, voter registration records, census records, historical newspapers and periodicals, Sanborn maps, historic photographs, and historic and contemporary aerial images. Research utilized the collections of the Los Angeles Public Library; University of Southern California (USC); University of California, Los Angeles (UCLA); Huntington Library; Historical Los Angeles Times; the Online Archive of California; and the Pacific Coast Architecture Database, among others.

The Survey Area presented some challenges for the field survey teams. Due to steep topography, some properties could not be fully viewed from the public right-of-way.

⁵³ For more information about the SurveyLA methodology, see the *SurveyLA Field Results Master Report*.

Additionally, a handful of properties could not be accessed from the street due to poor road maintenance and/or unsafe road conditions in some areas. In many cases, these properties could be viewed from other vantage points. All documented properties were evaluated to the extent possible based upon research and visibility from the public right-of-way.

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 Northeast Los Angeles CPA contains a diverse range of extant property types, representing a number of periods of development. The following is a brief summary of those property types that were documented and evaluated as historically, culturally, or architecturally significant.

Residential Properties

This survey identified a number of single-family houses as excellent remaining examples of early residential development in the neighborhood in which they are located.⁵⁴ Identified multi-family residential property types include bungalow courts, apartment houses, duplexes and fourplexes, courtyard apartments, and garden apartment complexes. A substantial number of residential properties were evaluated for their architectural merit representing a broad range of styles, including Eastlake, Queen Anne, Craftsman, American Colonial Revival, Spanish Colonial Revival, Mediterranean Revival, Tudor Revival, Storybook, Early Modern, Art Deco, Streamline Moderne, Late Moderne, Mid-Century Modern and Googie. Additionally, some residences were evaluated for their form or construction, including several A-frame houses, arroyo stone houses, hillside stilt houses, and a shotgun house.

The survey also identified four historic districts and one planning district as excellent examples of residential development and planning that responded to the streetcar, as well as one historic district and three planning districts as excellent examples of automobile-era residential planning and development. Additionally, eight historic districts were evaluated as cohesive collections of architecture, including Victorian-era, Craftsman, Period Revival, and Mid-Century Modern styles. Two collections of hillside stilt houses were identified as historic districts; one collection of postwar Ranch houses was identified as a planning district.

Commercial Properties

This survey identified a number of commercial buildings developed along former streetcar lines, including one-story retail strips and two-story mixed-use buildings. The Survey Area also contains two rare remaining wooden commercial storefront buildings. Additional commercial property types that were identified include neighborhood

⁵⁴ A substantial number of residential properties in the CPA are designated as part of the Highland Park-Garvanza and Lincoln Heights HPOZs which were not included in the survey.

markets, neighborhood theaters, motels, banks, a bowling alley, and several low-scale commercial office buildings. Auto-related commercial properties include two car washes and several service stations; one service station dating from 1919 appears to be the oldest remaining example of the type in the city. A number of properties were evaluated as long-time local businesses. Also, several commercial properties were evaluated as excellent examples of their architectural style, including examples of the Art Deco, Streamline Moderne, Mid-Century Modern, and Googie styles. The survey identified one historic district and three planning districts as excellent examples of commercial development and planning that responded to the streetcar.

Institutional Properties

This survey identified a number of LAUSD schools – including elementary, middle and high schools – as well as a late 19th-century schoolhouse, one of the oldest remaining school buildings in the county. An early college campus was also identified. Additional institutional property types identified in the Survey Area include individual church buildings and religious campuses, fire stations, an early park building, an ethnic social club building, a National Guard building, and an outdoor amphitheater. Two municipal parks were identified, including one of the oldest parks in the city. The survey identified several examples of utility infrastructure, including DWP distributing and receiving stations, water pumping plants, water storage tanks, reservoirs, radio transmission facilities, and telephone buildings. Additionally, a number of institutional properties were evaluated for their architectural merit, representing the Romanesque Revival, Gothic Revival, Tudor Revival, Spanish Colonial Revival, Renaissance Revival, Art Deco, PWA Moderne, Late Moderne, and Mid-Century Modern styles.

Industrial Properties

The Survey Area contains few industrially-zoned parcels. This survey identified an early 20th century water bottling plant, which was also evaluated for its architectural merit.⁵⁵

Other Properties

This survey also identified a number of unique or unusual property types, such as air raid sirens, collections of early ornamental streetlights, and a stand of mature street trees. A number of pedestrian tunnels, public walkways, and public stairways were evaluated as examples of early pedestrian infrastructure. A number of intact signs were evaluated – including pole signs, blade signs, rooftop signs, and a painted ghost sign. Additional property types include a concrete bridge, a remnant from an early school building, a piece of early streetcar infrastructure, a veterans memorial, and an equestrian historic district.

⁵⁵ While the Northeast Los Angeles CPA includes several industrial zones, the majority of these properties are located outside the Survey Area.

Summary of Contexts and Themes

Many of the Contexts and Themes developed for the SurveyLA Citywide Historic Context Statement are represented in the Northeast Los Angeles CPA. The following is a representative sampling of some of the more common Context/Theme combinations used in the survey, as well as some examples that are specific to this part of the city. Each Context/Theme is illustrated with specific examples from the Survey Area.

For a complete list of individual resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, 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 complete list of historic districts identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, see Appendix C. This appendix also includes Planning Districts, which do not meet eligibility standards and criteria for listing but may warrant special consideration for local planning purposes.

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

Theme: Eagle Rock, 1850-1923

Sub-Theme: Important Events in Eagle Rock History, 1850-1923

This Context/Theme was used to evaluate some of the earliest development in the community of Eagle Rock, which incorporated as an independent city in 1911 before becoming part of the City of Los Angeles in 1923. All identified examples are single-family residences dating from the turn of the 20th century.



Address: 5007 N. Vincent Avenue
Date: 1905



Address: 5110 N. Caspar Avenue
Name: Gates Residence
Date: 1895



Address: 1865 W. Hill Drive
Name: Broxham-Cook Residence
Date: 1886



Address: 4949 N. Vincent Avenue
Name: Myers Residence
Date: 1895



Address: 5233 El Rio Avenue
Date: 1901



Address: 1389 W. Frackelton Place
Name: Second Frackelton House
Date: 1908

Context: Residential Development & Suburbanization, 1850-1980

Theme: Early Residential Development, 1880-1930

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

This Context/Theme was used to evaluate significant examples of early residential development, including residences that substantially pre-date the neighborhood in which they are located. In some cases, the residence may be the first home built in the area. In this Survey Area, identified examples date from the 1880s until about 1905. While a number of residences from this period remain in this part of the city, intact examples are increasingly rare. Some examples were also evaluated for their architectural merit.



Address: 1831 N. Sichel Street

Date: 1888



Address: 2229 N. Pasadena Avenue

Date: 1894



Address: 1001 W. Oak Grove Drive

Date: 1905



Address: 1635 W. Silver Oak Terrace

Date: 1904



Address: 400 N. Chestnut Avenue
Date: 1901



Address: 5214 E. Coringa Drive
Date: 1895



Address: 2316 N. Holgate Square
Date: 1880



Address: 2716 N. Alta Street
Date: 1884

Context: Residential Development & Suburbanization, 1850-1980

Theme: Early Residential Development, 1880-1930

Sub-Theme: Early Multi-Family Residential Development, 1880-1930

This Context/Theme was used to evaluate intact examples of early multi-family residential development in the Survey Area. Identified examples date from the 1890s through the 1910s, and typically contain two to four units. Although multi-family residences were common during this period, intact examples are increasingly rare.



Address: 1841-1843 N. Workman Street
Date: 1890



Address: 2344 N. Thomas Street
Date: circa 1895



Address: 2301-2305 N. Pasadena Avenue
Date: circa 1900



Address: 2616-2618 N. Main Street
Date: 1906

Context: Residential Development & Suburbanization, 1850-1980

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

Theme: Multi-Family Residential, 1910-1980

Sub-Theme: The Bungalow Court, 1910-1939

Significant examples of bungalow courts in the Survey Area were evaluated under this Context/Theme. Examples were primarily developed from the 1910s through the 1920s, and reflect the prevalent architectural styles of the period, including Craftsman, American Colonial Revival, and Spanish Colonial Revival. In hillier neighborhoods, some bungalow courts accommodate their site by stepping up the hillside, with unit entrances oriented onto a central stairway.



Address: 2217-2223 W. Laverna Avenue
Date: 1924



Address: 2320-2324 W. Fair Park Avenue
Date: 1922



Address: 2730-2736 Rock Glen Avenue
Date: 1922



Address: 2222-2226 W. Addison Way
Date: 1923



Address: 5114-5122 Almaden Drive
Date: 1925



Address: 3233-3239 Phelps Avenue
Date: 1923



Address: 2221-2229 W. Addison Way
Date: 1925



Address: 2115-2121 Laverna Avenue
Date: 1924



Address: 4405-4411 Van Horne Avenue
Date: 1925



Address: 709-717 N. Avenue 50
Date: 1925

Context: Residential Development & Suburbanization, 1850-1980

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

Theme: Multi-Family Residential, 1910-1980

Sub-Theme: Apartment Houses, 1910-1980

Sub-Theme: Courtyard Apartments, 1910-1980

These Contexts/Themes were used to evaluate significant examples of apartment houses and courtyard apartments. Identified examples primarily date from 1920s through the 1940s, and are often located along primary thoroughfares, particularly those that had a streetcar line. The Tonto Apartments in Lincoln Heights were originally built by author Zane Grey and his wife Lina Elise Grey as an investment property.



Address: 6133 E. York Boulevard
Date: 1929



Address: 2135 W. Fair Park Avenue
Date: 1930



Address: 2233 W. Merton Avenue
Date: 1928



Address: 2919 N. Broadway
Name: Tonto Apartments
Date: 1927

Context: Residential Development & Suburbanization, 1850-1980

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

Theme: Multi-Family Residential, 1910-1980

Sub-Theme: Garden Apartments, 1938-1960

This Context/Theme was used to evaluate several significant examples of garden apartments. Identified examples date from the early 1940s to the early 1950s. The Verdugo Mesa Apartments is a Minimal Traditional garden apartment complex designed by noted Glendale architect Erwood P. Eiden, composed of more than a dozen two-story residential buildings organized around a system of paved roadways. Yosemite Gardens is composed of four two-story residential buildings with common landscaped courtyards and a central paved roadway. This complex was designed in the Mid-Century Modern style by noted architect Heth Wharton, who, along with Ralph Vaughn, designed two of the city's most significant garden apartment complexes: Chase Knolls and Lincoln Place.



Address: 1574-1584 W. Yosemite Drive

Name: Yosemite Gardens

Date: 1951



Address: 4221-4285 Verdugo Road

Name: Verdugo Mesa Apartments

Date: 1951

Context: Residential Development & Suburbanization, 1850-1980

Theme: Streetcar Suburbanization, 1888-1933

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

This Context/Theme was used to evaluate a number of historic and planning districts. The Mt. Royal Drive Residential Historic District is an early-20th century residential subdivision in Eagle Rock. Developed primarily in the 1910s and 1920s, its most distinctive feature is its 20-foot wide landscaped parkways, planted with a three sets of exotic street trees: including California and Mexican fan palms, flowering jacaranda from Brazil, and camphor trees from China and Japan. The Hill Drive Residential Planning District comprises a large residential area in the northernmost part of Eagle Rock, just south of the 134 Freeway. While not sufficiently intact to qualify as a historic district, this area was identified as a significant example of early-20th century residential suburban planning developed in response to the streetcar. A number of residences within the planning district were also identified individually for their early period of development, association with important people, or their architectural merit.



Name: Mt. Royal Drive Residential Historic District

Description: Street view



Name: Mt. Royal Drive Residential Historic District

Description: Street view



Name: Hill Drive Residential Planning District

Description: Street view



Name: Hill Drive Residential Planning District

Description: Street view

Context: Residential Development & Suburbanization, 1850-1980

Theme: Automobile Suburbanization, 1908-1937

Sub-Theme: Suburban Planning & Development, 1908-1937

This Context/Theme was used to evaluate several historic and planning districts in the Survey Area. The Happyland Residential Historic District is an early-20th century residential neighborhood in Eagle Rock. Subdivided in 1923 and 1924, just after Eagle Rock's consolidation with the City of Los Angeles, the development was promoted as "Silverwood's Happyland," named for Francis B. Silverwood, owner of the well-known regional menswear establishment Silverwoods, and was the lyricist of the state song, "I Love You, California." The Happyland district was also evaluated as an excellent and cohesive collection of Period Revival residential architecture.

Also identified under this Context/Theme are the Emery Park Residential Planning District in El Sereno, as well as the Glenfeliz Valleybrink Residential Planning District and Edenhurst Rigali Residential Planning District, both in Atwater Village. Each of these planning districts were evaluated as excellent examples of residential suburban planning from the early automobile era. While they do not retain sufficient integrity or cohesion to qualify as historic districts, these areas may warrant special consideration for local planning purposes.



District: Happyland Residential Historic District

Description: Street view



District: Happyland Residential Historic District

Description: Street view



District: Emery Park Residential Planning District

Description: Street view



District: Emery Park Residential Planning District

Description: Street view



District: Glenfeliz Valleybrink Residential Planning District

Description: Street view



District: Glenfeliz Valleybrink Residential Planning District

Description: Street view



District: Edenhurst Rigali Residential Planning District

Description: Street view



District: Edenhurst Rigali Residential Planning District

Description: Street view

Context: Residential Development & Suburbanization, 1850-1980

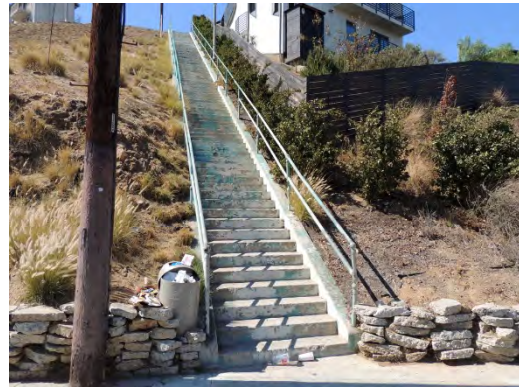
Theme: Streetcar Suburbanization, 1888-1933

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

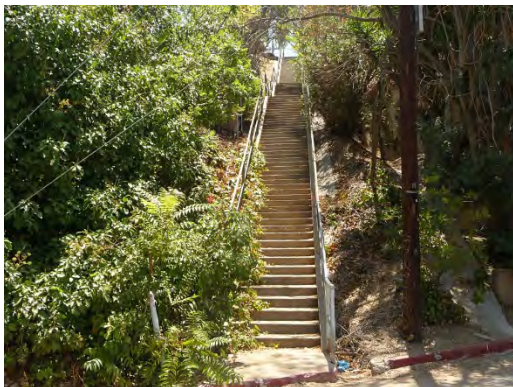
This Context/Theme was used to evaluate significant examples of pedestrian infrastructure associated with residential development, including public stairways and walkways. Examples typically date from the 1910s or 1920s, as they were often installed to provide pedestrian access between residential neighborhoods and streetcar and bus stops. Public stairways are unique features of hillside residential developments throughout the city; due to the hilly topography of Northeast Los Angeles, a substantial number of public stairways were identified in the Survey Area. Unique examples include the Nolden Street Stairway, where the standard sidewalk has been replaced by concrete stairs to accommodate the street's steep grade; and the Tillie Street Public Stairway, a "stair street" where residences front the stairway. The Survey Area also contains several rare wooden stairways, including the Eldred Street Public Stairway, situated at the top of the steepest street in Los Angeles.



Location: Avenue 55 to Raber Street
Name: Avenue 55-Raber Public Stairway
Date: circa 1925



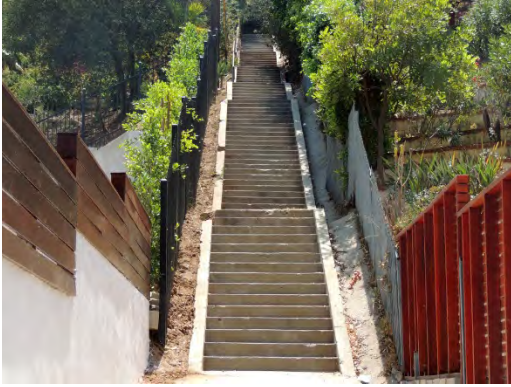
Location: Ballard Street to Lynnfield Circle to Chadwick Circle
Name: Ballard-Chadwick Public Stairway
Date: circa 1925



Location: Kilbourn Street to Future Street
Name: Kilbourn Street Public Stairway
Date: circa 1920



Location: Bohlig Road to Lafler Road
Name: Bohlig-Lafler Public Stairway
Date: circa 1925



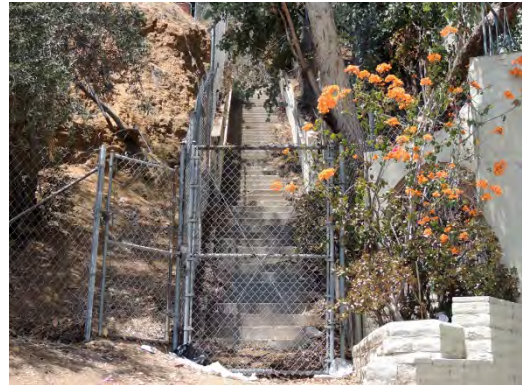
Location: Cunard Street to Medlow Avenue
Name: Cunard-Medlow Public Stairway
Date: circa 1925



Location: Figueroa Street to Glen Arbor Avenue
Name: Figueroa-Glen Arbor Public Stairway
Date: circa 1925



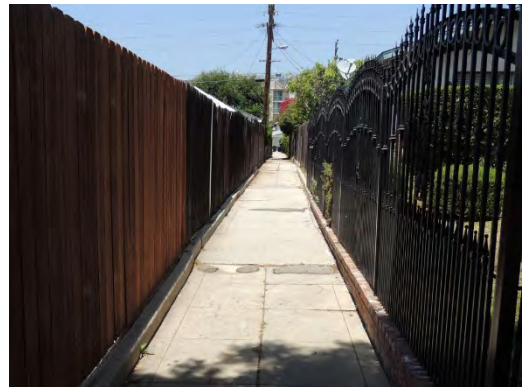
Location: Huntington Drive to Beagle Street to Cato Street
Name: Huntington-Cato Public Stairway
Date: circa 1925



Location: York Hill Place to Banbury Place
Name: York Hill-Banbury Public Stairway
Date: circa 1925



Location: Tipton Terrace to Tipton Way
Name: Tipton Terrace to Tipton Way Public Stairway
Date: circa 1925



Location: Cunard Street to Medlow Avenue
Name: Delrosa Walk
Date: circa 1925



Location: West side of Nolden Street
Name: Nolden Street Sidewalk Stairway
Date: circa 1925



Location: W. Avenue 46 to Canon Crest Drive
Name: Clermont Street Public Stairway
Date: circa 1920



Location: Eldred Street to Moon Street
Name: Eldred Street Public Stairway
Date: circa 1920



Location: Kilbourn Street to Tillie Street to Kemper Street
Name: Tillie Street Public Stairway
Date: 1928

Context: Commercial Development, 1850-1980
Theme: Streetcar Commercial Development, 1873-1934

Significant examples of commercial buildings developed along former streetcar lines were evaluated under this Context/Theme. Examples include one-story retail strips, as well as two-story mixed-use buildings designed to accommodate live/work uses, with commercial on the ground story and residential units or offices above. Some of these buildings are part of larger streetcar-related commercial historic or planning districts.



Address: 3178 N. Glendale Boulevard
Date: 1925



Address: 2160 W. Colorado Boulevard
Date: 1915



Address: 5037 N. Eagle Rock Boulevard
Date: 1922



Address: 3429 N. Glendale Boulevard
Date: 1922



Address: 5121 N. Eagle Rock Boulevard
Date: 1922



Address: 2028 W. Colorado Boulevard
Date: 1924



Address: 2517 N. Pasadena Avenue
Date: 1906



Address: 3378 N. Griffin Avenue
Date: 1907



Address: 5000 E. York Boulevard
Date: 1925



Address: 2706-2710 N. Broadway
Date: 1929

Context: Commercial Development, 1850-1980

Theme: Neighborhood Commercial Development, 1875-1960

Subtheme: Early Neighborhood Commercial Development, 1880-1930

This Context/Theme was used to evaluate two rare wooden commercial storefronts. These two false-front buildings sit side-by-side on E. Huntington Drive North in Montecito Heights. They appear to be two of only a few intact wooden storefront buildings remaining in the city.



Address: 4538 E. Huntington Drive North
Date: 1923



Address: 4540 E. Huntington Drive North
Date: 1922

Context: Commercial Development, 1850-1980

Theme: Markets, 1880-1980

This Context/Theme was used to evaluate significant examples of market buildings in the Survey Area. Most identified examples are small neighborhood markets dating from the 1920s, located on or near streetcar routes and serving their surrounding residential areas. Vince's Market in Atwater Village has been serving the community since 1929. In 2007, a mural was added depicting the building as it appeared in the 1940s and 1950s. A former Safeway Market (now El Super) in Highland Park was based upon the prototype developed by master architects Wurster, Bernardi & Emmons in the late 1950s and replicated throughout the state; this building appears to be one of the only intact examples remaining in the city.



Address: 4612 N. Eagle Rock Boulevard
Date: 1922



Address: 3250 N. Silver Lake Boulevard
Name: Vince's Market
Date: 1929



Address: 4627 E. York Boulevard
Name: Ralphs Country Store
Date: 1947



Address: 2747 N. Lincoln Park Avenue
Name: Pomona Market (originally Bellins Market)
Date: 1922



Address: 807 N. Avenue 50
Name: Happy's Liquor
Date: 1926



Address: 5610 York Boulevard
Name: El Super (originally Safeway)
Date: 1967

Context: Commercial Development, 1850-1980

Theme: Commercial Development and the Automobile, 1910-1980

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

Significant examples of auto-related commercial development were evaluated under this Context/Theme. Identified examples in the Survey Area include two postwar car washes, and a number of intact service stations dating from the 1920s to the 1960s. One exceptional example is a modest service station building dating from 1919. Originally constructed on Spring Street in Downtown Los Angeles, and moved to its current location on Colorado Boulevard in 1931, this property appears to be the oldest remaining service station building in the city.



Address: 3013 W. Los Feliz Boulevard
Name: Los Feliz Car Wash
Date: 1963



Address: 2711 W. Colorado Boulevard
Name: Glen-Rock Car Wash
Date: 1964



Address: 1659 W. Colorado Boulevard
Date: 1919



Address: 2391 W. Colorado Boulevard
Date: 1926



Address: 2751 N. Fletcher Drive
Name: Luis Lopez Automotive
Date: 1938



Address: 5320 E. York Boulevard
Name: Bathrick Pontiac Automotive Center
 (former)
Date: 1951

Context: Commercial Development, 1850-1980

Theme: Motels, 1925-1970

Significant examples of early motels were evaluated under this Context/Theme. The Lincoln Park Motel in Lincoln Heights was developed in the 1920s to serve motorists along historic Highway 99, as well as visitors to attractions at nearby Lincoln Park. Similarly, the Islander Motel in Eagle Rock was built along a segment of Colorado Boulevard that historically served as Route 66, and provided lodging for visitors to the Rose Bowl. Due to the increasingly rare and threatened nature of these resources, a higher degree of alteration may be acceptable.



Address: 3101 W. Los Feliz Boulevard
Name: Los Feliz Motel
Date: 1950



Address: 1460 W. Colorado Boulevard
Name: Islander Motel
Date: 1937



Address: 2101 Parkside Avenue
Name: Lincoln Park Motel (originally Luna Park Auto Court)
Date: 1929-1936



Address: 1533 W. Colorado Boulevard
Name: Rose Bowl Motel
Date: 1946

Context: Commercial Development, 1850-1980

Theme: Banks and Financial Institutions, 1870-1980

This Context/Theme was used to evaluate significant examples of branch bank buildings in the Survey Area. Identified examples are excellent representations of bank design from their respective periods. A former York Boulevard State Bank building from the 1920s features masonry construction and classical elements, suggesting strength and permanence, while a Universal Bank branch from 1980 is circular in plan with floor-to-ceiling windows, emphasizing openness and transparency.



Address: 5059 E. York Boulevard
Name: York Boulevard State Bank (former)
Date: 1922



Address: 2575 W. Colorado Boulevard
Name: Universal Bank
Date: 1980

Context: Commercial Development, 1850-1980

Theme: Neighborhood Theaters, Pre-WWII, 1915-1942

This Context/Theme was used to evaluate significant examples of neighborhood theaters. The Survey Area includes several pre-war examples. The Mazatlán Theater, still in operation, originally opened in 1940 as the El Sereno Theater. A former Fox Theater in Highland Park is currently occupied by a Korean Church. The Eagle Theater in Eagle Rock originally opened as the Yosemite Theater in 1928, and is currently a church for the Brazilian-based Universal Church of the Kingdom of God. The San Carlos Theater in Lincoln Heights occupies the easternmost bay of an ornate commercial block designed by noted theater architect Lewis A. Smith.



Address: 3353 N. Eastern Avenue
Name: Mazatlán Theatre (originally El Sereno Theater)
Date: 1940



Address: 4949 E. York Boulevard
Name: Fox Theater (former)
Date: 1925



Address: 4878 N. Eagle Rock Boulevard
Name: Eagle Theater (former)
Date: 1928



Address: 2901 N. Main Street
Name: San Carlos Theater (former)
Date: 1926

Context: Commercial Development, 1850-1980

Theme: Commercial Signs, 1906-1980

Sub-Theme: Pylons, Poles, Stantions, and Billboards, 1920-1980

Sub-Theme: Projecting Blade Signs, 1906-1980

Sub-Theme: Rooftop Signs, 1906-1980

Significant examples of commercial signs were evaluated under these Contexts/Themes. Identified examples date from the postwar period and include pole signs, blade signs, and rooftop signs, some of which feature neon lettering or incandescent bulbs. Some signs are stand-alone resources, while others are significant features of an identified business or building. A number of these properties were also evaluated as long-time businesses under the Commercial Identity theme.



Address: 1566 W. Colorado Boulevard

Name: Trader Joe's Sign

Date: 1969



Address: 1500 W. Colorado Boulevard

Name: Cindy's Restaurant Sign

Date: 1963



Address: 2803 W. Broadway

Name: Ernie Jr's Taco House Sign

Date: 1972



Address: 4604 N. Eagle Rock Boulevard

Name: The Capri Italian Restaurant Sign

Date: 1963



Address: 4938 E. Huntington Drive South
Name: Newland Hardware Sign
Date: 1954



Address: 4412 E. Huntington Drive South
Name: Nate's Liquor
Date: 1968



Address: 4904 E. Huntington Drive South
Name: Mickey's Liquor Sign
Date: 1954



Address: 1669 W. Colorado Boulevard
Name: Farley Storage Sign
Date: 1958

Context: Commercial Development, 1850-1980

Theme: Commercial Identity, 1850-1980

This Context/Theme was used to evaluate significant examples of long-standing businesses. Identified examples in the Survey Area include restaurants and bars, as well as neighborhood-serving retail establishments, such as drug stores, hardware stores, and markets.

Eagle Rock Lumber & Hardware was established on Fair Park Avenue in 1912, and relocated to its current site across the street in 1964. Today it is the oldest operating business in Eagle Rock. Casa Bianca Pizza Pie on Colorado Boulevard and Galco's Old World Grocery in Highland Park are both longtime Italian-American owned businesses that have been in continuous operation since 1955.

One of the oldest continually operating businesses identified in the Survey Area is the Tam O'Shanter restaurant in Atwater Village. Established on this site in 1922 as Montgomery's Chanticleer Inn by Lawrence Frank and Walter Van de Kamp, founders of the Van de Kamp's Holland Dutch Bakery, it was renamed the Tam O'Shanter Inn in 1925. The building's fanciful design is the work of noted Storybook architect Harry G. Oliver, constructed with the aid of movie studio carpenters. "The Tam," as it is fondly known, was a favorite of Walt Disney, whose studio opened nearby on Hyperion Avenue in 1926. Disney frequented the restaurant so often that it was commonly referred to as the studio commissary.



Address: 2966 W. Los Feliz Boulevard
Name: Tam O'Shanter
Date: 1922



Address: 1650 W. Colorado Boulevard
Name: Casa Bianca Pizza Pie
Date: 1955



Address: 4680 N. Eagle Rock Boulevard
Name: Connor's Plumbing
Date: 1939



Address: 2223 Fair Park Avenue
Name: Eagle Rock Lumber and Hardware
Date: 1964



Address: 3208 N. Glendale Boulevard
Name: Club Tee Gee
Date: 1946



Address: 1300 W. Los Feliz Boulevard
Name: The Roost (originally Robin's Roost)
Date: circa 1960



Address: 4967 N. Eagle Rock Boulevard
Name: Foster's "Old Fashion" Freeze
Date: 1962



Address: 6324 E. York Boulevard
Name: Garvanza Hardware
Date: 1957



Address: 5702 E. York Boulevard
Name: Galco's Old World Grocery
Date: 1955



Address: 3001 N. Main Street
Name: Sloan's Cleaners
Date: 1951

Context: Commercial Development, 1850-1980

Theme: Streetcar Commercial Development, 1873-1934

This Context/Theme was used to evaluate several historic and planning districts of pedestrian-oriented commercial development along a former streetcar line. The Eagle Rock Commercial Historic District was identified as a cohesive collection of neighborhood commercial development serving as the original business district for the community of Eagle Rock since 1910, a year before it incorporated as an independent city. The district contains sixteen commercial buildings spanning three commercial blocks oriented around the intersection of Colorado and Eagle Rock boulevards.

Also identified under this Context/Theme are the York Boulevard Commercial Planning District in Highland Park, the Glendale Boulevard Commercial Planning District in Atwater Village, and the N. Broadway Commercial Planning District in Lincoln Heights. While these areas do not retain sufficient integrity to qualify as historic districts, they may warrant special consideration for local planning purposes.



District: Eagle Rock Commercial Historic District
Description: Street view



District: Eagle Rock Commercial Historic District
Description: Street view



District: York Boulevard Commercial Planning District
Description: Street view



District: York Boulevard Commercial Planning District
Description: Street view



District: Glendale Boulevard Commercial Planning District
Description: Street view



District: Glendale Boulevard Commercial Planning District
Description: Street view



Name: N. Broadway Commercial Planning District
Description: Street view



Name: N. Broadway Commercial Planning District
Description: Street view

Context: Public & Private Institutional Development, 1850-1980

Sub-Context: Education, 1876-1980

Theme: Educational Development, 1900-1980

Theme: Public Schools and the LAUSD, 1876-1980

Sub-Theme: Pre-1933 Long Beach Earthquake, 1912-1933

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

These Context/Themes were used to evaluate intact examples of LAUSD public schools, including elementary schools, middle schools, and high schools. Also identified in the Survey Area is the Farmdale School, one of the oldest remaining schoolhouses in Los Angeles County. Constructed in 1899 as part of the Farmdale School District, it was later absorbed into the LAUSD. Now located on the campus of El Sereno Middle School, the schoolhouse was rehabilitated and rededicated as a museum in 1976.



Address: 2839 N. Eastern Avenue

Name: Farmdale School

Date: 1899



Address: 5657 E. Meridian Street

Name: Yorkdale Elementary School

Date: 1923



Address: 2839 N. Eastern Avenue

Name: El Sereno Middle School

Date: 1937



Address: 2057 W. Fair Park Avenue

Name: Eagle Rock Elementary School

Date: 1917-1927

Context: Public & Private Institutional Development, 1850-1980

Sub-Context: Religion & Spirituality, 1850-1980

Theme: Religious Property Types, 1850-1980

This Context/Theme was used to evaluate significant examples of religious properties in the Survey Area. Identified examples include individual church buildings as well as religious campuses. The campus of St. Barnabus Episcopal Church in Eagle Rock includes the 1924 church building, designed by architect W.P. Major in the Late Gothic Revival style with Tudor Revival influences, as well as a rectory and parish hall. The All Saints Roman Catholic Church religious campus in El Sereno is composed of a 1931 church, designed by architect Emmet G. Martin in the Romanesque Revival style, along with a rectory. The congregation of the Hermon Free Methodist Church have occupied their current site since 1905; it was members of this church that founded the community of Hermon two years before. Their original church was replaced by the current building in 1952. Some properties were also evaluated as excellent examples of their architectural style.



Address: 6310 E. Aldama Street
Name: Highland Park Lutheran Church
Date: 1926



Address: 3722 W. Boyce Avenue
Name: Holy Trinity Church
Date: 1925



Address: 1363 N. Murchison Street
Name: Santa Teresita Church
Date: 1925



Address: 2417-2421 N. Portola Avenue
Name: All Saints Roman Catholic Church
Date: 1931



Address: 3370 W. Perlita Avenue
Name: Atwater Park Baptist Church
Date: 1924-1949



Address: 2109-2111 W. Chickasaw Avenue
Name: St. Barnabus Episcopal Church
Date: 1924



Address: 5718 N. Monterey Road
Name: Hermon Free Methodist Church
Date: 1952



Address: 5080 N. Maywood Avenue
Name: First Congregational Church of Eagle Rock (now Los Angeles Filipino-American United Church of Christ)
Date: 1924

Context: Public & Private Institutional Development, 1850-1980

Sub-Context: Public & Private Health and Medicine, 1850-1980

Theme: Public Healthcare & Social Medicine, 1850-1980

This Context/Theme was used to evaluate the Florence Crittenton Home in Lincoln Heights. The National Florence Crittenton Mission was a social health organization founded in New York in the 1890s, expanding nationwide and opening in Los Angeles in 1902. This location was built in 1915 to provide non-religious assistance to young pregnant women, and remained in operation until 2007. The building is currently occupied by the Los Angeles Leadership Academy.



Address: 234 E. Avenue 33

Name: Florence Crittenton Home

Date: 1915

Context: Public & Private Institutional Development, 1850-1980

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

Theme: Municipal Parks, Recreation, and Leisure, 1886-1978

Sub-Theme: Municipal Parks, 1904-1931

This Context/Theme was used to evaluate significant examples of City parks in the Survey Area. Hermon Park was originally created in the early 1920s as Victory Park, part of a series of parks established along the banks of the Arroyo Seco. In addition to its native sycamore, alder, and oak trees, the park was landscaped with open lawns, walkways, and stone and concrete ramps leading up to the street. Lawn bowling greens and a terraced viewing area were constructed here for the 1932 Olympic Games; the greens have since been paved over, but the terraced viewing area remains.

Lincoln Park, spanning some 45 acres at the intersection of Valley Boulevard and Mission Road in Lincoln Heights, is significant as one of Los Angeles' first urban parks. The park was established in 1881 as East Los Angeles Park on land donated by John Strother Griffin, one of the founders of East L.A. Over time, the land was improved as a public pleasure ground, and the Arroyo de las Pasas, a dry stream bed that traversed the site, was dammed to create an artificial lake. By the turn of the century, the site had become the crown jewel of the City's park system, and was renamed Eastlake Park. It would be renamed once more in 1917, to the current Lincoln Park, when this area of East Los Angeles was rechristened Lincoln Heights. Today, prominent park features include the 1912 Mission Revival-style boathouse; a bronze statue of Abraham Lincoln, dedicated July 4th, 1926; the Lincoln Park Gateway, completed in 1933 by the Works Progress Administration; and a 1937 cast-stone sculpture of Florence Nightingale. Also occupying the park is the Plaza de la Raza, a private non-profit cultural center for Latino performing and visual arts established in 1970.



Location: Valley Boulevard at Mission Road
Name: Lincoln Park
Date: 1881



Location: Valley Boulevard at Mission Road
Name: Lincoln Park
Date: 1881



Location: Arroyo Seco at Via Marisol and S. Avenue 60
Name: Hermon Park
Date: circa 1923



Location: Arroyo Seco at Via Marisol and S. Avenue 60
Name: Hermon Park Lawn Bowling Viewing Terraces
Date: 1932

Context: Public & Private Institutional Development, 1850-1980

Sub-Context: Cultural Development and Institutions, 1850-1980

Theme: Performing Arts, 1870-1980

Sub-Theme: Performing Arts Venues, 1870-1980

This Context/Theme was used to evaluate a rare example of a 1930s amphitheater in Eagle Rock. Built at Yosemite Park (now Yosemite Recreation Center), the Sylvan Theater was constructed by the Works Progress Administration in the 1930s as a public performing arts venue.



Address: 1840 W. Yosemite Drive

Name: Sylvan Theater

Date: 1935



Address: 1840 W. Yosemite Drive

Name: Sylvan Theater

Date: 1935

Context: Public & Private Institutional Development, 1850-1980

Sub-Context: Social Clubs and Organizations, 1850-1980

Theme: Fraternal Clubs and Organizations, 1850-1980

Theme: Social Clubs and Ethnic/Cultural Associations, 1850-1980

This Context/Theme was used to evaluate significant social clubs, some with important ethnic associations. A Swiss-American club house in Eagle Rock was constructed in 1938 by the Schweizer Verein Helvetia, an organization established in 1887 for the purpose of bringing together the Swiss ethnic population living in Los Angeles and preserving Swiss cultural traditions. This property was also evaluated as an excellent and rare example of the Swiss Craftsman architectural style. The American Lithuanian National Center of Los Angeles in Atwater Village has been serving the city's Lithuanian-American community from its location since 1961. The Eagle Rock Masonic Hall, constructed in 1924, was also evaluated under this Context/Theme.



Address: 3247 W. Shasta Circle North
Name: Schweizer Verein Helvetia
Date: 1938



Address: 5016 N. Caspar Avenue
Name: Eagle Rock Masonic Hall
Date: 1924



Address: 3350 N. Glendale Boulevard
Name: American Lithuanian National Center
Date: 1961

Context: Public & 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

Sub-Theme: Reservoirs, Dams and Water Supply Infrastructure, 1916-1980

These Context/Themes were used to evaluate significant examples of municipal electrical and water system infrastructure. The Survey Area contains examples of DWP electrical distributing and receiving stations; as well as water pumping plants, reservoirs, and water storage tanks. Some examples were also evaluated for their architectural merit.



Address: 4919 N. Maywood Avenue
Name: DWP Distributing Station No. 30
Date: 1935



Address: 2625 N. Fletcher Drive
Name: DWP Receiving Station G
Date: 1950



Address: 1443 N. Avenue 45
Name: York Boulevard Pumping Plant
Date: 1936



Address: 1219 W. Blue Hill Road
Name: Hillmont Water Pumping Plant
Date: circa 1940

Context: Public & Private Institutional Development, 1850-1980

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

Theme: Public Works, 1900-1980

Sub-Theme: Street Lights and the Bureau of Street Lighting, 1900-1980

This Context/Theme was used to evaluate significant collections of early ornamental streetlights. In Glassell Park, the single upright electrolier streetlights, composed of concrete columns topped with decorative metal lanterns, are located along both sides of Verdugo Road between York Boulevard and the L.A. City boundary. The full extent appears to extend beyond the city boundary into Glendale. In Lincoln Park, both sides of Lincoln Park Avenue between North Broadway and North Mission Road are lined with dual upright electrolier streetlights composed of cast-iron columns and dual lamps with decorative cast-iron supports.



Location: Verdugo Road between York Boulevard and the City boundary
Name: Verdugo Road Streetlights
Date: circa 1925



Location: Verdugo Road between York Boulevard and the City boundary
Name: Verdugo Road Streetlights
Date: circa 1925



Location: Lincoln Park Avenue between N. Broadway and N. Mission Road
Name: Lincoln Park Avenue Streetlights
Date: circa 1925



Location: Lincoln Park Avenue between N. Broadway and N. Mission Road
Name: Lincoln Park Avenue Streetlights
Date: circa 1925

Context: Public & Private Institutional Development, 1850-1980

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

Theme: Transportation Infrastructure, 1880-1980

Sub-Theme: Pedestrian Tunnels, 1918-1960

Significant examples of pedestrian tunnels were evaluated under this Context/Theme. In the Survey Area, most identified examples appear to have been installed during the postwar period to provide safe access to newly-built neighborhood schools. A notable exception to this trend is a tunnel that travels underneath Huntington Drive in El Sereno. This was one of the first purpose-built pedestrian tunnels in the area, built to cross under the Pacific Electric four-track line. Chain-link fencing enclosing the tunnel openings appears to be a later addition.



Location: Huntington Drive at Fern Place
Date: 1918



Location: N. Avenue 50 at Aldama Elementary School
Date: 1932



Location: Huntington Drive at Pueblo Avenue
Date: circa 1950



Location: Figueroa Street at Poppy Peak Drive
Date: circa 1950

Context: Public & 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 evaluated under this Context/Theme for their association with World War II and Cold War military infrastructure in Los Angeles. Nine examples were identified in the Survey Area, including wire spool, birdhouse, and rotating types.



Location: Colorado Boulevard at College View Avenue

Name: Air Raid Siren No. 20

Date: circa 1940



Location: Neola Street at Avoca Street

Name: Air Raid Siren No. 135

Date: circa 1940



Location: Van Horne Avenue at Huntington Drive

Name: Air Raid Siren No. 62

Date: circa 1940



Location: End of E. Farrington Lane

Name: Air Raid Siren No. 217

Date: circa 1940

Context: Industrial Development, 1850-1980
Sub-Context: Manufacturing for the Masses, 1883-1989
Theme: Food Processing, 1883-1965
Subtheme: Bottling Plants, 1887-1955

This Context/Theme was used to evaluate the main building of the Sparkletts Water Bottling Plant in Eagle Rock. The bottling plant has operated on this site continuously since its establishment in 1929, drawing water from artesian wells on the property. The Moorish Revival-style main building was also evaluated for its architectural merit; designed by architect Richard King, it includes tall domes and a tiled entry mosaic depicting an oasis in the desert.



Address: 4500 E. Lincoln Avenue
Name: Sparkletts Water Bottling Plant
Date: 1929



Address: 4500 E. Lincoln Avenue
Name: Sparkletts Water Bottling Plant
Date: 1929

Context: Architecture and Engineering, 1850-1980

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

Sub-Theme: Eastlake, 1885-1905

Sub-Theme: Queen Anne, 1885-1905

Sub-Theme: Vernacular Hipped Cottage, 1885-1905

These Contexts/Themes were used to evaluate significant examples of late 19th and early 20th century architecture in the Survey Area. All identified examples are single-family residences, from eclectic and highly embellished Eastlake and Queen Anne homes to more modest vernacular cottages, with gabled or hipped roofs, prominent porches, and less extravagant decoration. While the Lincoln Heights and Highland Park-Garvanza HPOZs likely include additional residences in these popular Victorian-era styles, intact examples outside the HPOZs are increasingly rare. These residences often represent some of the earliest residences in the area; thus, many were also evaluated under the Early Residential Development theme.



Address: 2419 Sichel Street

Date: 1887



Address: 2007 N. Daly Street

Date: 1901



Address: 3465 N. Division Street

Date: 1906

Context: Architecture & Engineering, 1850-1980

Theme: Arts & Crafts Movement, 1895-1930

Sub-Theme: Craftsman, 1905-1930

Significant examples of Craftsman architecture in the Survey Area were evaluated under this Context/Theme. Identified examples are primarily single-family residences. One notable exception is the Mission Road Flats, a block-long residential complex containing Craftsman-style fourplexes and an apartment house situated across from Lincoln Park. This complex was also evaluated as an excellent example of residential development along a former streetcar line.



Address: 4562 E. Alumni Avenue

Date: 1912



Address: 5143 N. Argus Drive

Date: 1915



Address: 4953 N. Vincent Avenue

Date: 1913



Address: 5353 E. Navarro Street

Date: 1910



Address: 5118 N. Maywood Avenue
Date: 1909



Address: 5202 N. Maywood Avenue
Date: 1908



Address: 2336 W. Fair Park Avenue
Date: 1914



Address: 5189 N. Ellenwood Drive
Date: 1910



Address: 3401-3467 Mission Road
Name: Mission Road Flats
Date: 1915



Address: 1442 N. Mt. Pleasant Street
Date: 1911

Context: Architecture & Engineering, 1850-1980

Theme: Arts & Crafts Movement, 1895-1930

Sub-Theme: Early Tudor Revival, 1895-1929

Theme: Period Revival, 1919-1950

Sub-Theme: Late Tudor Revival, 1930-1950

Significant examples of Tudor Revival architecture were evaluated under these Context/Themes. Identified examples are primarily single-family residences dating from the 1920s. One of the Survey Area's best-known examples is Eagle Rock's Bekins Estate, which incorporates elements of the French Norman and Tudor Revival styles. This is the former home of Martin Bekins, founder of the Bekins Van & Storage Co. In 1927, after turning the business over to his children, Martin erected his estate on a 3.5-acre hilltop site overlooking the Eagle Rock Valley. The main house was designed by noted architect R. D. Jones; at 5,000 square feet, it is the largest house in Eagle Rock. Additional features of the property include multiple guest houses, manicured gardens, a fountain, a swimming pool, a bocce ball court, greenhouses, and several garages. At the time of the survey, the Archdiocese of Los Angeles was in negotiations to purchase the property and convert it into a religious retreat for priests.



Address: 5328 N. Mt. Royal Drive
Date: 1928



Address: 1873 N. Campus Road
Date: 1926



Address: 1857 N. Campus Road
Date: 1923



Address: 1548 W. Oak Drive
Date: 1926



Address: 5314 N. Mt. Royal Drive
Date: 1928



Address: 1554 W. Hill Drive
Name: Bekins Estate (rear façade)
Date: 1927

Context: Architecture & Engineering, 1850-1980

Theme: Arts & Crafts Movement, 1895-1930

Sub-Theme: Arroyo Stone Buildings, 1898-1930

This Context/Theme Significant was used to evaluate examples of Arroyo Stone construction. Three arroyo stone houses were identified in the Survey Area, two of which are situated along the Arroyo Seco in Garvanza.



Address: 801 Chestnut Avenue

Date: 1922



Address: 811 Bridewell Street

Date: 1924

Context: Architecture & Engineering, 1850-1980

Theme: Mediterranean & Indigenous Revival Architecture, 1887-1952

Sub-Theme: Spanish Colonial Revival, 1915-1942

This Context/Theme was used to evaluate significant examples of Spanish Colonial Revival architecture in the Survey Area. Identified examples are primarily single-family residences, particularly along Hill Drive in Eagle Rock, with some multi-family residential and institutional examples as well. One unique example of the style is the Southern California Telephone & Telegraph Co. truck garage in Lincoln Heights.



Address: 1577 W. Hill Drive
Date: 1933



Address: 2403 W. Hill Drive
Date: 1922



Address: 2361 W. Hill Drive
Architect: Harry E. Joue



Address: 1422 W. Hill Drive
Date: 1933

Date: 1927



Address: 5335 Mt. Royal Drive
Date: 1928



Address: 1674 W. Hill Drive
Date: 1929



Address: 2110 W. Hill Drive
Date: 1930



Address: 3845 N. Lavell Drive
Date: 1928



Address: 447 N. Wren Drive
Date: 1930



Address: 2450 N. Daly Street
Name: Southern California Telephone & Telegraph Co.
Date: 1935

Context: Architecture & Engineering, 1850-1980

Theme: Mediterranean & Indigenous Revival Architecture, 1887-1952

Sub-Theme: Mediterranean Revival, 1887-1942

Significant examples of Mediterranean Revival architecture in the Survey Area were evaluated under this Context/Theme. Identified examples are primarily residential, dating from the 1910s and 1920s. One of the more exuberant examples of the style is an Eagle Rock residence designed by noted architect A.F. Leicht. Leicht is best known for designing many unique mansions in Hollywood and Los Feliz in the 1920s, as well as the Angelus Temple in Echo Park.



Address: 1651 W. Hill Drive

Date: 1925



Address: 4556 E. Alumni Avenue

Date: 1912



Address: 5240 N. Dahlia Drive

Architect: A. F. Leicht

Date: 1925

Context: Architecture & Engineering, 1850-1980

Theme: Period Revival, 1919-1950

Sub-Theme: Storybook, 1919-1949

This Context/Theme was used to evaluate significant examples of Storybook architecture in the Survey Area. The survey identified a handful of examples, all of which are single-family residences dating from the 1920s and 1930s. One of the more whimsical examples was designed by architect Jean L. Egasse, who was also responsible for the fanciful Egasse-Braasch House around the corner (HCM #1042).



Address: 5320 N. Hilltop Road

Architect: Jean L. Egasse

Date: 1926



Address: 4503 W Avenue 40

Date: 1932



Address: 4213 E. Glenmuir Avenue

Name: Paul Sprunck Residence & Art Studio

Date: 1922-1927

Context: Architecture and Engineering, 1850-1980

Theme: Related Responses to Modernism, 1926-1970

Sub-Theme: Art Deco, 1926-1939

Sub-Theme: Streamline Moderne, 1934-1945

Sub-Theme: Late Moderne, 1936-1960

Significant examples of between-the-wars Modernism were evaluated under these Context/Themes, including examples of the Art Deco, Streamline Moderne, and Late Moderne styles. Identified examples included residential, commercial, and institutional property types, dating from the 1920s through the 1940s. Properties included the Bushnell Way Elementary School in Hermon, the Iglesia Adventista de Highland Park, and the Los Angeles Boys and Girls Club in Lincoln Heights, as well as a number of Department of Water and Power buildings.



Address: 2716 N. Broadway
Name: Di Blasi Office Building
Date: 1931



Address: 1500 N. Avenue 53
Name: Iglesia Adventista de Highland Park
Architect: Harry L. Pierce
Date: 1927



Address: 3015 N. Glendale Boulevard
Date: 1947



Address: 1038 N. Nordica Drive
Date: 1937



Address: 2645 N. Pasadena Avenue
Name: Los Angeles Boys and Girls Club
Architect: Rowland H. Crawford
Date: 1949



Address: 2010 W. Colorado Boulevard
Date: 1937

Context: Architecture & Engineering, 1850-1980

Sub-Context: L.A. Modernism, 1919-1980

Theme: Post-War Modernism, 1946-1976

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

This Context/Theme was used to evaluate significant examples of Mid-Century Modern architecture in the Survey Area. Identified examples are primarily single-family residences dating from the late 1940s through the 1960s, with a lesser number of commercial and institutional properties. Many of these properties are the work of noted architects, including Richard Neutra, Rudolph Schindler, Raul F. Garduno, Bruce Warren Norcross, Eugene Weston III, J.L. Langworthy, Buff & Hensman, Kenneth H. Neptune, Paul R. Williams, Gregory Ain, Allyn E. Morris, and Smith & Williams. Notable examples include a former Bob's Big Boy restaurant in Eagle Rock, designed by Wayne McAllister, as well as Kemper Nomland, Jr.'s own home in Mount Washington. This Context/Theme was also used to evaluate Mount Washington's Sea View Lane Residential Historic District, which contains an array of custom-designed residences on a shady and secluded hilltop street.



Address: 4510 N. Sunnycrest Drive
Architect: Raul F. Garduno
Date: 1967



Address: 2015 Escarpa Drive
Architect: Buff & Hensman
Date: 1965



Address: 5325 N. Hermosa Avenue
Architect: Bruce Warren Norcross
Date: 1960



Address: 1817 W. Hill Drive
Architect: Eugene Weston III
Date: 1954



Address: 665 N. Oleander Drive
Architect: J. L. Langworthy
Date: 1966



Address: 4414 E. Palmero Drive
Architect: W. Earl Wear
Date: 1958



Address: 5030-5038 Aldama Street
Architect: Allyn E. Morris
Date: 1961



Address: 310 W. Mavis Drive
Architect: Kemper Nomland, Jr.
Date: 1955



Address: 1701 W. Colorado Boulevard
Name: Bob's Big Boy (former)
Architect: Wayne McAllister
Date: 1948



Address: 2100 N. Soto Street
Name: Metropolitan Water District
Architect: Kenneth H. Neptune
Date: 1955



Address: 1802 W. Colorado Boulevard
Name: Pillers (former)
Architect: Kenneth and Robert Gordon
Date: circa 1960



Address: 4500 Multnomah Street
Name: Woodrow Wilson High School
Architect: Paul R. Williams
Date: 1969

Context: Architecture & Engineering, 1850-1980

Sub-Context: L.A. Modernism, 1919-1980

Theme: Post-War Modernism, 1946-1976

Sub-Theme: Googie, 1935-1969

Significant examples of Googie architecture were evaluated under this Context/Theme. A handful of examples were identified in the Survey Area, including a car wash, a bar, a supermarket, and two walk-up food stands. The Oinkster in Eagle Rock occupies what was originally a Tastee Freez restaurant, while the Tommy's just down the street has replaced hot dogs with hamburgers in a former Der Wienerschnitzel. Both buildings display the eye-catching A-frame roof indicative of their former tenants.



Address: 2011 W. Colorado Boulevard

Name: The Oinkster

Date: 1969



Address: 1717 W. Colorado Boulevard

Name: Tommy's Original Hamburgers

Date: 1966



Address: 6316 E York Boulevard

Name: The Offbeat (originally Dusty's)

Date: 1964

Context: Architecture and Engineering, 1850-1980

Theme: Technological Developments in Construction, 1900-1985

Sub-Theme: Hill Houses, 1920-1985

This Context/Theme was used to evaluate significant examples of hillside houses in the Survey Area. Primarily constructed in the 1960s, these residences were constructed on stilts to respond to the steep topography of their lots. The architecture is largely a response to their engineering, with modular, stepped forms; beam or stilt supports; and dramatic cantilevers. The majority of the Survey Area's intact hillside houses are located in one of two districts: the Montecito Drive Residential Historic District in Montecito Heights, and the Mayo Drive Residential Historic District in Mount Washington.



Name: Montecito Drive Residential Historic District

Description: View from below



Name: Montecito Drive Residential Historic District

Description: Street view



Name: Mayo Street Residential Historic District

Description: Street view



Name: Mayo Street Residential Historic District

Description: Contributor

Address: 953 N. Mayo Street

Context: Architecture & Engineering, 1850-1980

Theme: Housing the Masses, 1880-1975

Sub-Theme: Late 19th/Early 20th Century Residential Neighborhoods, 1880-1910

Sub-Theme: Arts and Crafts Neighborhoods, 1890-1930

Sub-Theme: Period Revival Neighborhoods, 1918-1942

These Context/Themes were used to evaluate seven residential historic districts in the Survey Area. The Daly Street Residential Historic District in Lincoln Heights contains Vernacular Victorian houses dating from the 1880s through 1910. The Delrosa Drive Residential Historic District in Eagle Rock is a cohesive collection of Craftsman-style residences from the 1910s and 1920s. Eagle Rock's Dahlia Drive Residential Historic District is composed of Period Revival residential architecture from the late 1920s. The El Sereno-Berkshire Craftsman District HPOZ in El Sereno contains both Craftsman and Period Revival residences dating from the first half of the 20th century.⁵⁶ The Brunswick Avenue Fantasy Bungalows Historic District in Atwater Village is a unique collection of Exotic Revival residential architecture built in the late 1920s. Each of these districts exhibits a high degree of neighborhood cohesion, with individual properties and shared planning features contributing to the district's strong sense of time and place.



Name: Daly Street Residential Historic District

Description: Street view



Name: Daly Street Residential Historic District

Description: Contributor

Address: 1848 Daly Street

⁵⁶ The El Sereno-Berkshire Craftsman District HPOZ was designated by the City concurrent with this survey.



District: Delrosa Drive Residential Historic District
Description: Street view



District: Delrosa Drive Residential Historic District
Description: Street view



Name: El Sereno-Berkshire Craftsman District HPOZ
Description: Street view



Name: El Sereno-Berkshire Craftsman District HPOZ
Description: Street view



District: Dahlia Drive Residential Historic District
Description: Street view



District: Dahlia Drive Residential Historic District
Description: View from above



District: Brunswick Avenue Fantasy
Bungalows Historic District
Description: Street view



District: Brunswick Avenue Fantasy
Bungalows Historic District
Description: Street view

Context: Other Context, 1850-1980

Theme: Events or Series of Events, 1850-1980

The Other Context is used to capture unusual or unique property types for which a specific theme has not been developed. In this Survey Area, this Context/Theme was used to evaluate an early park building, a designed landscape, a remnant from an early school, a piece of early streetcar infrastructure, and an equestrian area.

The Yosemite Recreation Center Building is an excellent example of a 1920s public community building in Eagle Rock. The Fair Park Ave Trees, deep grassy parkways planted with mature Deodar cedars, was identified as an excellent and rare example of a 1930s designed landscape in Eagle Rock. The Delevan Drive School Cupola is a remnant from the original 1926 school which was preserved and installed atop the new school building in 1973. The Red Car Bridge Pylons is a series of four concrete pylons that originally supported the Glendale Boulevard “Red Car” bridge, which carried the Pacific Electric streetcar over the L.A. River beginning in 1929.

Also evaluated under this Context/Theme is the Atwater Village Equestrian Historic District, an equestrian community situated along the eastern bank of the Los Angeles River. Properties include the North Atwater Horse Arena, the San Rafael Hunt Club, the Children’s Ranch, the Verdant Equestrian Center, Taking the Reins, the Paddock Riding Club, the Saddle and Sirloin Club, the Ahmanson Equestrian Facility & LAPD Mounted Platoon, and several private residences, organized around a system of dirt roadways, pedestrian paths, and equestrian trails. This district is significant as one of the last remaining equestrian communities in Los Angeles.



District: Atwater Village Equestrian Historic District

Description: Street view



District: Atwater Village Equestrian Historic District

Description: Street view



Address: 1840 W. Yosemite Drive
Name: Yosemite Recreation Center Building
Date: 1926



Location: Los Angeles River, south of the Glendale Boulevard Bridge
Name: Red Car Bridge Pylons
Date: 1929



Location: Fair Park Avenue between Eagle Rock Boulevard and Maywood Avenue
Name: Fair Park Avenue Street Trees
Date: circa 1930



Address: 4168 W. Avenue 42
Name: Delevan Drive School Cupola
Date: 1926

Context: Other Context, 1850-1980
Theme: Design/Construction, 1850-1980

The Other Context is used to capture unusual or unique property types for which a specific theme has not been developed. In this Survey Area, this Context/Theme was used to evaluate a ghost sign, a shotgun house, a bridge, and several neighborhood commercial office buildings. The Sparkletts Ghost Sign in Eagle Rock is a faded painted wall sign which appears to be an early advertisement for Sparkletts water; the Sparkletts Bottling Plant was established in 1929 just a few blocks away. The San Pascual–Arroyo Seco Bridge is an excellent example of a 1930s concrete bridge spanning the Arroyo Seco in Garvanza. A rare example of a shotgun house was identified in Lincoln Heights. Also identified under this Context/Theme were three commercial office buildings dating from the 1930s through the 1950s. As increased populations and land values have led to higher commercial densities, these low-rise professional buildings have become obsolete and are a remnant of commercial development from an earlier period.



Address: 137 N. Avenue 25
Date: 1913



Address: 3163 W. Los Feliz Boulevard
Date: 1938



Address: 3166 W. Los Feliz Boulevard
Name: Los Feliz Small Animal Hospital
Date: 1939



Address: 748 W. Colorado Boulevard
Date: 1955



Address: 4538 N. Eagle Rock Boulevard
Name: Sparkletts Ghost Sign
Date: circa 1930



Location: N. San Pascual Avenue at the
 Arroyo Seco
Name: San Pascual–Arroyo Seco Bridge
Date: 1938

For Further Reading

The following is a list of general sources on the history and development of Northeast Los Angeles. This list is not comprehensive but is being provided for informational purposes.

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