

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 3CS

Other Listings
Review Code

Reviewer

Date

Page 1 of 15

*Resource Name or # (Assigned by recorder): 830 Santiago Avenue

P1. Other Identifier: 830 Santiago Avenue

*P2. Location: Not for Publication Unrestricted

*a. County: Los Angeles and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Long Beach Date: 1981 T4S; R12W; ___ of ___ of Sec 34; SB B.M.

c. Address: 830 Santiago Avenue City: Long Beach Zip: 90804

d. UTM (Give more than one for large and/or linear resources) Zone: 11, 395539.3 mE/ 3738065.8 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): AIN 7241-021-010

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

The subject property at 830 Santiago Avenue includes the north 54 feet of the south 198 feet of the west 130 feet of Lot Block 2 in Alamitos Heights. The Colonial Revival-style residence has an 'L'-shaped footprint, measures approximately 2,700 square feet, and was constructed in 1937. The property abuts a golf course but is otherwise mostly surrounded by single-family residences.
(See Continuation Sheet page 4)

*P3b. Resource Attributes (List attributes and codes): HP2 Single-Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)
(See Continuation Sheet page 5)



P5b. Description of Photo (view, date, accession #): Facing East; July 11, 2018; Photo No. L1150107

*P6. Date Constructed/Age and Source:
 Historic Prehistoric Both

*P7. Owner and Address:
Gerald and Charlene Feller Trustee
2743 E. 1st Street
Long Beach, CA 90803

*P8. Recorded by (Name, affiliation, and address): A. Madsen and C. Chasteen
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

*P9. Date Recorded: July 25, 2018

*P10. Survey Type (Describe): Intensive, CEQA Compliance, P - Project Review

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Sapphos Environmental, Inc. 2018. *Historic Evaluation for 830 Santiago Avenue, Long Beach, California.*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List): DPR 523 Forms

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder): 830 Santiago Avenue
Page 2 of 15

*NRHP Status Code: 3CS

B1. Historic Name: 830 Santiago Avenue
B2. Common Name: 830 Santiago Avenue
B3. Original Use: Single-Family Residence
***B5. Architectural Style:** Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

B4. Present Use: Single-Family Residence

A permit was issued in 1937 for the construction of a single-family residence. The architect was not noted; however, the contractor was Russell Mangum. Based upon a review of the *Press Telegram*, Mangum was a prolific builder in Long Beach with a career beginning in the 1930s up to the 1970s. A permit to remodel the kitchen was issued in 1998.

The property is located in the Alamitos Heights Tract which was platted in 1904 by the Alamitos Land Company headed by Jotham Bixby and George C. Flint.

*B7. Moved? No Yes Unknown Date: N/A

Original Location: N/A

*B8. Related Features: Unknown

B9a. Architect: Kenneth S. Wing

b. Builder: Russell Mangum

*B10. Significance: Theme: Residential Architecture

Area: Long Beach

Period of Significance: 1937

Property Type: Residences Applicable Criteria: A/1; C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Record Search

A cultural resource record search was conducted on July 24, 2018, by Sapphos Environmental, Inc. (Ms. Carrie Chasteen) at the South Central Coastal Information Center, located at California State University, Fullerton. The record search included the subject property and a 0.25-mile buffer. The results of the record search indicate two studies have been conducted in the project area and two studies have been conducted exclusively within the 0.25-mile buffer (Table 1, *Previous Cultural Resource Surveys and Reports*). Three resources were documented exclusively in the 0.25-mile buffer (Table 2, *Previously Recorded Cultural Resources*). (See Continuation Sheet page 7)

B11. Additional Resource Attributes (List attributes and codes): N/A

*B12. References: See Continuation Sheet page 14.

B13. Remarks: N/A

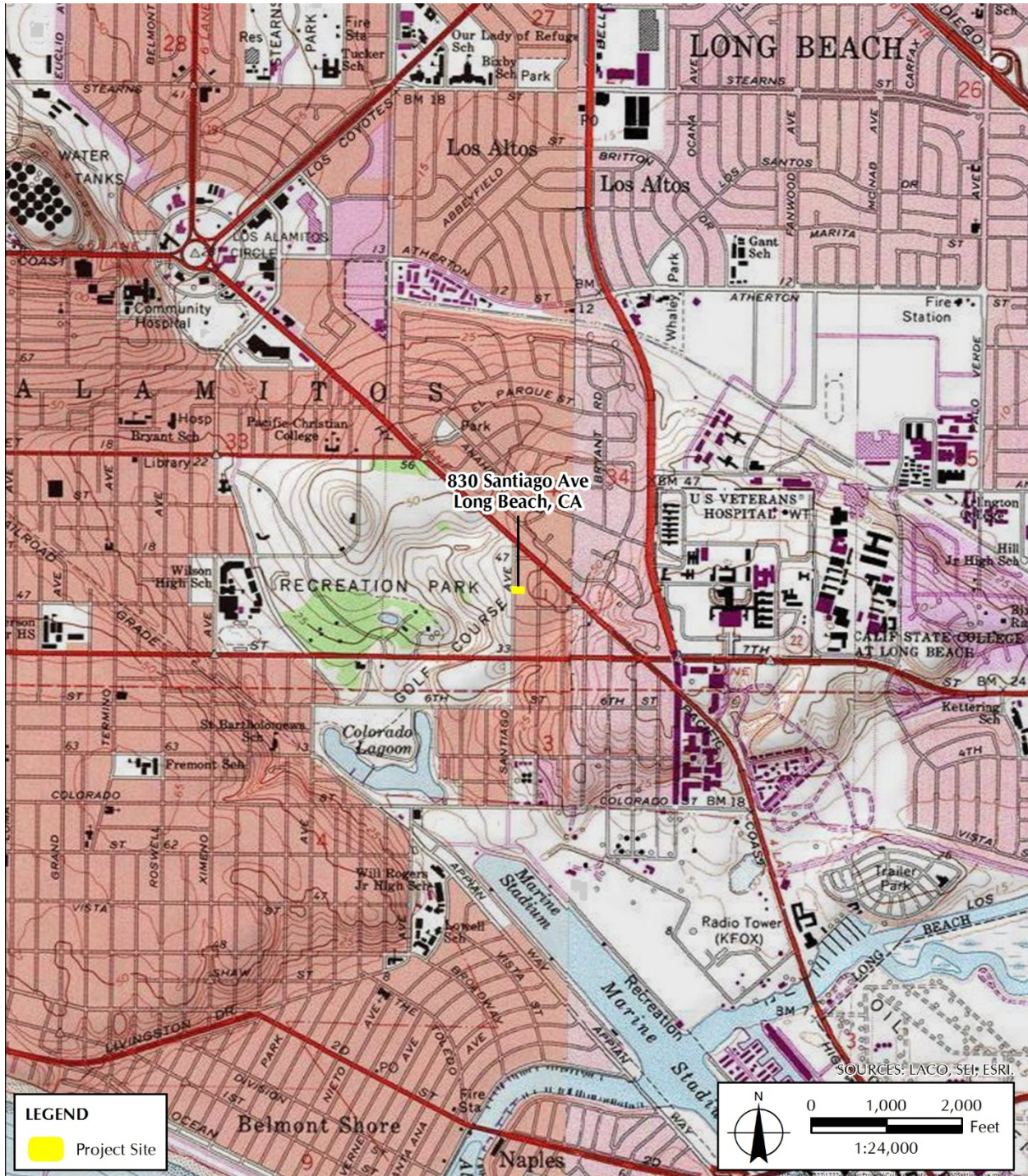
*B14. Evaluator:

Carrie Chasteen
Alexandra Madsen
Sapphos Environmental, Inc.
430 N. Halstead Street
Pasadena, CA 91107

*Date of Evaluation: July 25, 2018

(This space reserved for official comments.)





*P3a. Description: (Continued from Primary Record page 1)

Description

The two-story Colonial-Revival-style single-family residence is generally rectangular in plan. The side-gabled roof, with dormers, is clad in wood shingles. The lower level of the building is clad in smooth textured stucco and the upper floor is clad in wide, horizontal clapboard siding. A prominent brick chimney is located on the southern façade of the building. A small brick bay projects from the southern half of the primary façade and is accented with a projecting bay of windows with 8-light casement windows accented with scalloped barge board below. The brick was painted, and it is not known if this was original to the design of the building. Other fenestration on the primary façade includes an oval 4-light window, six-over-six and eight-over-eight double-hung wood sash windows. The central primary entrance is raised and accessed via a cast concrete with brick veneer entry porch. The primary entry door is accented with an elaborate wood surround with pedimented lintel.

Details pertaining to the northern and southern façades were not discernable from the public right-of-way due to vegetation and close proximity to neighboring buildings.

The upper level of the rear, or western, façade mirrors the primary façade, with the exception of a door with 12 lights and a small balconette with cross bracing and scalloped barge board. Fenestration of the ground floor consists of a trio of 12-light fixed pane windows, a door with 12-light glazing, 4-light fixed-pane window, and 6-light casement windows.

A detached garage is located in the rear of the parcel and accessed via an alley. The garage features a side-gabled roof, smooth textured stucco, and a vehicle bay.

Landscape features include mature oaks, a mature olive, and mature Southern magnolias in the parkway.

The property is located in the middle of the block with neighboring residences of similar style and materials and front a public golf course and park. The building appears to be unaltered and appears to retain all aspects of integrity. The boundary is limited to the legal parcel boundary.

P5a. Photo or Drawing: (Continued from Primary Record page 1)

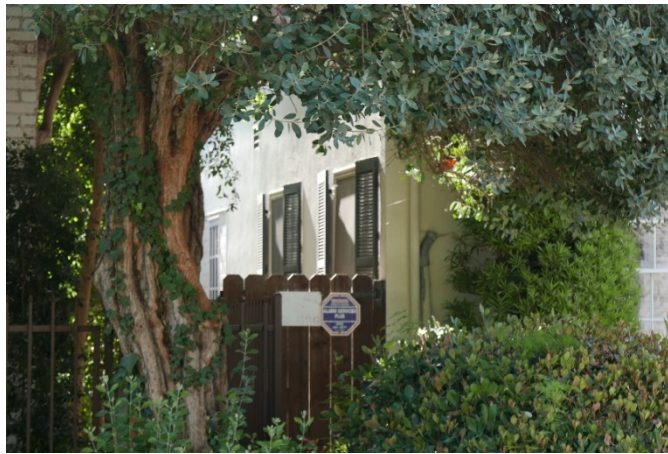
SOURCE: Sapphos Environmental, Inc., 2018



Primary (Western) Façade, 830 Santiago Avenue

(See Continuation Sheet page 5)

P5a. Photo or Drawing: (Continued from Continuation Sheet page 4)



Northern Façade, 830 Santiago Avenue



Southern Façade, 830 Santiago Avenue

(See Continuation Sheet page 6)

Page 6 of 15 *Resource Name or # (Assigned by recorder): 830 Santiago Avenue

P5a. Photo or Drawing: *(Continued from Continuation Sheet page 5)*



Garage, 830 Santiago Avenue



Setting, 830 Santiago Avenue

(See Continuation Sheet page 7)

*B10. Significance: (Continued from Building, Structure, and Object Record page 2)

TABLE 1
 PREVIOUS CULTURAL RESOURCE SURVEYS AND REPORTS

Report No.	Year	Report Title	Report Type	Within Property	Within 0.25-Mile Buffer	Authors
LA-503	1974	Archaeological Resources and Policy Recommendations of Long Beach	Special Study		X	Dixon, Keith A.
LA-2399	1978	Los Angeles-Long Beach Harbor Areas Cultural Resource Survey	Cultural resource study	X	X	Weinman, Lois J. and E. Gary Stickel
LA-2795	1993	Correspondence	Other		X	Dixon, Keith A.
LA-12808	2014	Cultural Resources Study of the Wilmington Oil and Gas Field, Los Angeles County, California	Cultural resource study	X	X	Chasteen, Carrie, Tiffany Clark, Richard Hanes, and Michael Mirro Applied EarthWorks, Inc.

LA-503: In 1974, Keith A. Dixon prepared a study to summarize the nature and extent of the archaeological resources in the City of Long Beach and recommended policies which may be followed by the city in order to protect the resources from further damage and destruction. Twenty-seven sites were documented exclusively in the 0.25-mile buffer and none were identified within the subject property.

LA-2399: In 1978, Lois J. Weinman and E. Gary Stickel prepared a cultural resource study to locate and identify cultural resources at the Los Angeles and Long Beach Harbors. The report is comprised of historical and archaeological overviews of the project area, identification and statement of significance for 18 individual prehistoric archaeological sites, 21 shipwrecks, and 30 historical resources. No cultural resources were identified within the subject property.

LA-2795: In 1993, Keith A. Dixon compiled correspondence to California State University Long Beach and University of California Los Angeles pertaining to the disposition of archaeological sites. No cultural resources were identified within the subject property.

LA-12808: In 2014, Applied EarthWorks, Inc. prepared a cultural resource assessment of the Wilmington Oil and Gas Field "case study" in support of the Analysis of Oil and Gas Well Stimulation Treatments in California Environmental Impact Report. No cultural resources were identified within the subject property.

TABLE 2
 PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN THE STUDY AREA

Primary Number	Trinomial	Description	Within Property	Within 0.25-Mile Buffer	Attribute Code	Resource Type
P-19-000236	CA-LAN-000236	Shell Midden		X	AP15	Habitation debris
P-19-000701	CA-LAN-000701	Shell Midden		X	AP15	Habitation debris
P-19-189891	N/A	7801 E. Tibana Street		X	HP2	Single-family property

P-19-000236/CA-LAN:000236: Documents a shell midden that was first recorded in 1952. The site was not evaluated for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or City of Long Beach Landmark (Landmark) designation.

P-19-000701/CA-LAN-000701: Documents a shell midden. The site was not evaluated for listing in the National Register, California Register, or for designation as a Landmark. (See Continuation Sheet page 8)

***B10. Significance:** (Continued from Continuation Sheet page 7)

P-19-189891: Documents a single-family residence located at 7801 E. Tibana Street that was determined ineligible for listing in the National Register, California Register, or local register through survey evaluation.

Significance

The subject property, 830 Santiago Avenue, was constructed circa 1937 in the Alamos Heights Tract. For this reason, it was evaluated using the Seaside Resort, Early-20th-Century and Expansion, and City Development and Growth themes and Colonial Revival architectural style of the Historic Context Statement.

The Seaside Resort

By the end of the 19th century, the City's waterfront had a burgeoning tourist industry. Sanborn maps estimated the population in 1895 at 1,200 and, in 1898, differentiated between winter residents (2,000) and summer residents (6,000), in a clear indication that the City's prosperity depended on seasonal tourism and seaside amenities. Although sources conflict as to the exact date of construction of Long Beach's first pleasure wharf south of Ocean Park Avenue, the wharf appears to have been constructed circa 1885. In 1888, a pier at the southern terminus of Magnolia Avenue was constructed, and the Pine Avenue (or Municipal) Pier followed in 1893. The 1895 Sanborn map also shows one small bathhouse and a pavilion at the base of Cedar Avenue, south of Ocean Park Avenue, flanked by the two piers.

During this period, the City experienced an increase in the construction of small-scaled or mixed-use lodging houses, as well as strings of small, attached dwellings (courts), cottages, cabins, and tents. The increase in these building types suggests that the source of the tourist population was local, most likely Southern Californians who were most comfortable in familiar, informal accommodations (unlike visitors from the East and Midwest). In addition to local rail service, interaction between towns may have been facilitated by the sharp increase in the popularity of bicycling, which was fueled by modifications in bicycle design from the high wheeler to the safety bicycle in the 1890s and prompted the founding of local wheelman's clubs and the organization of races and pleasure rides. In 1891, the Long Beach City Council allowed the Los Angeles Terminal Railroad Company to install a rail line along Ocean Avenue to connect Long Beach with Los Angeles.

From 1895 to 1902, the geographic boundary of most development within Long Beach expanded northwest to Anaheim Street (north) and Monterey Avenue (west) to accommodate the growing population, which had increased to approximately 4,000 residents. Development also continued to grow through the communities north and east of the City.

EARLY 20TH-CENTURY DEVELOPMENT AND EXPANSION, 1902-1920

By the turn of the century, Long Beach's economy seemed fully dependent on tourism, with seaside facilities remaining the focal point of development. By 1902, the upscale Pavilion and Bath House with bowling alley were in place and attracting tourists from nearby communities. With a population of 18,000 people, there was a growing demand for improved transportation, as well as seasonal or temporary accommodations.

Henry Huntington's Pacific Electric Streetcar Company also provided service into and around the City by 1902. Interurban Red Cars shuttled people to and from nearby towns, and all over Southern California, Yellow Cars took Long Beach residents to downtown and shopping, and the Big Red Cars went between Los Angeles and Long Beach. While Pacific Electric increased the volume of seasonal visitors and part-time residents, the extension of the Southern Pacific line into Long Beach and the expansion by 1904 of the San Pedro, Los Angeles, and Salt Lake Railroad (SPLA&SL), co-owned by Union Pacific after 1921, may have encouraged the growth of the seasonal and permanent population from points east.

The arrival of Pacific Electric, along with the construction of Colonel Charles Drake's Salt Water Plunge in 1902, brought many visitors to Long Beach and the pleasure wharf, many of whom stayed all day long and even into the night when automobile travel became more popular. The Salt Water Plunge was located in an upscale bathhouse at the base of Pine Avenue. By 1905, attractions at the pleasure wharf had multiplied, with more than 30 seasonal booths added to the boardwalk, including candy shops, popcorn vendors, a palm reader, and a merry-go-round and a SPLA&SL train station at the Municipal Pier. (See Continuation Sheet page 9)

Page 9 of 15 *Resource Name or # (Assigned by recorder): 830 Santiago Avenue

*B10. Significance: (Continued from Continuation Sheet page 8)

A small wooden roller coaster known as The Figure Eight is reported to have been present on the beach from 1907 to 1914; it was replaced by the Jackrabbit Racer in 1915. By 1908, the Virginia Hotel and Majestic Dance Hall were added south of Ocean Park Avenue at South Magnolia Avenue; in addition, the Walk of a Thousand Lights was present on the boardwalk, which was labeled the Pike, by 1914. The 1908 Sanborn map also shows the addition of the Municipal Auditorium, south of Pine Avenue, adjacent to the Municipal Pier.

CITY DEVELOPMENT AND GROWTH, 1921-1945

Oil and Industry

In 1921, the discovery of oil in Signal Hill by the Shell Oil Company brought radical changes to Long Beach, as the ownership, production, and sale of oil became the City's primary economic industry. The field in Signal Hill proved remarkably rich in oil, producing 859 million barrels of oil and more than 100 million cubic feet of natural gas in the first 50 years. Speculators, promoters, and experienced oilmen descended on Signal Hill, competing for mineral leases.

Although Signal Hill was an unincorporated island within the City, the building boom resulting from oil production in Signal Hill had a dramatic effect on Long Beach's population. From 1920 to 1925, the population more than doubled due to an influx of people hoping to find work in the oil industry, growing from 55,000 in 1920 to an estimated 135,000 in 1925. The discovery of oil had created millionaires out of ordinary citizens and investors, and the effects were felt throughout the City, particularly downtown and along the shoreline.

The need to meet the housing demand triggered a construction boom; in this way, the discovery of oil in Signal Hill quickly became the catalyst for a "million-dollar per month" building boom in the downtown area. Many such luxury high-rise buildings rose at this time in downtown Long Beach and along the shore, including the Cooper Arms (1923), Blackstone (1924), Willmore (1925), Campbell Apartments (1928), Broadlind (1928), Lafayette Hotel (1929), and the Villa Riviera (1929).

Also, in the 1920s, a professional organization of architects known as the Long Beach Architectural Club formed to address the haphazard development of the City's most valuable areas and to guide decisions with regard to local architecture. Advocating cohesive, complementary urban design, the Long Beach Architectural Club became a strong presence in Long Beach, offering expertise and design solutions. Even in modest neighborhoods from that period, an overall approach to design is evident, as a comprehensive approach to building and streetscape design began to shape Long Beach neighborhoods, as well as many Southern California cities at the time. Period-revival architecture also became increasingly popular and influenced architectural and development trends. In downtown and along the shoreline of Long Beach, the scale of construction was grander and more upscale, and the development of hotels, commercial buildings, civic buildings, and entertainment facilities was at a peak. Similarly, an increasing number of multiple-family residential buildings began to quote the period revival styles popular at the time. Acute population pressures prompted developers to build additional stories on apartment buildings; a new form of housing known as own-your-own cooperatives or apartment-hotels was the result.

The Great Depression

The success of the 1920s came to a halt following the stock market crash in 1929. The demand for oil dropped significantly, resulting in less revenue from the Signal Hill investors. By 1932, the repercussions of the Depression started to be felt in Long Beach; the tourism industry, a Long Beach staple, suffered greatly. The Virginia Hotel closed, and many other hotels and apartment buildings became deserted. Activity at the Pike slowed dramatically, with most concessions closing and others remaining rent-free. A majority of the middle class saw their savings evaporate overnight, and the affluent suffered severe losses as well. Real estate and automobile values plummeted, and shops and apartments stood vacant. In response to the economic crisis, Long Beach residents created a local barter system. (See Continuation Sheet page 10)

***B10. Significance:** *(Continued from Continuation Sheet page 9)*

Adding to the despair of the Great Depression, a 6.4-magnitude earthquake rocked the City the evening of March 10, 1933, toppled masonry buildings, shook houses and apartments off their foundations, damaged and destroyed schools and churches, and disabled the City's natural gas service. In the wake of the disaster, reconstruction was financed with federal grants and loans, which, coupled with the activity generated through rebuilding, rejuvenated the local economy. Local Assemblyman Harry B. Riley successfully campaigned for stricter building and engineering codes to ensure that schools, in particular, would be more earthquake resistant. Many of the buildings that were repaired or rebuilt during this period incorporated the popular Art Deco or Streamline Moderne styles. In 1935, funds from the federal Works Progress Administration, which later became the Works Projects Administration, was used to build and improve parks and transportation facilities, as well as civic and recreational buildings throughout the City. In addition, funds from the Federal Art Project subsidized art, literature, music, and drama and engaged artists for public projects establishing a legacy of public art in the City.

War Preparation

In 1936, oil was struck again, this time at the Wilmington Oil Field near the Long Beach Harbor, providing revenue to the City and assisting in the revitalization of the economy. Also assisting the economy was the rise in the defense industry, which continued to establish a strong presence in the area with the opening of Reeves Field in 1937 on Terminal Island, the first permanent naval base in Long Beach. In 1941, the Roosevelt Naval Base, shipyard, and hospital were constructed using the designs of famed African American architect Paul Williams, and in the same year, an 8.9-mile breakwater was constructed by the federal government, creating 30 square miles of protected anchorage and effectively eliminating the surf and sand in Long Beach.

Air transportation further boosted the importance of the local defense industry. The location and scale of the Long Beach Airport was a deciding factor in the selection of Long Beach by the Douglas Aircraft Company for a new production plant. Construction on the 242-acre facility, which was designed by Taylor and Taylor and included 18 windowless buildings, began in November 1940 by the Walker Construction Company and concluded in August 1942 before the United States entered World War II. In September 1942, Franklin Delano Roosevelt arrived by special train at the new facility for a tour. Constructed adjacent to the Long Beach Airport, the plant was an aircraft design and production facility with engineering support, planning, tooling, and fabrication capabilities. With its construction, manufacturing was added to Long Beach's list of active economic sectors.

In the immediate aftermath of the Japanese attack on Pearl Harbor, during which Long Beach's homeport battleship, *The Arizona*, and crew were lost, the City became involved in the war effort. Douglas Aircraft established a hiring office on American Avenue. Transportation strikes, competing shipbuilding wages, and local housing shortages, which made hiring outside the area impossible, caused constant personnel shortages. The Long Beach Port also put demands on the local labor pool, as it serviced approximately 4 million tons of cargo annually during the duration of the war; some preferred to work for shipyards such as Calship, Bethlehem Shipyard, Consolidated Shipyard, and the new Naval Shipyard, all of which offered plentiful employment for slightly higher wages.

At its peak in 1943, Douglas Aircraft employed 41,602 employees, of which approximately 54 percent (22,308) were women. By 1944, 87 percent of the employees were "Rosie the Riveters," the highest share in the country for a company of its kind. During this period, Douglas Aircraft produced 11 airplanes per day. To maximize production and minimize turnover, the company boosted morale by opening in-plant banking and shopping services to reduce turnover by women overwhelmed by the new and sudden burden of juggling work and domestic responsibilities. Throughout these efforts, Douglas Aircraft in Long Beach produced a large number of wartime aircraft, approximately one-sixth of the country's total 300,000 new planes, which included more than 3,000 B-17 Flying Fortresses. The local plant was responsible for about 50 percent of the contract revenues earned by Douglas Aircraft during the war. Donald W. Douglas, Sr., kept the plant open after the end of the war, during a period that brought an expected decline in contract work.

By 1945, the wartime defense industry production in Long Beach had infused Long Beach with employment, economic resources, and people, and brought tourists back to the Pike.

(See Continuation Sheet page 11)

*B10. Significance: (Continued from Continuation Sheet page 10)

COLONIAL REVIVAL, 1876-1965

One of the most universal of all American building styles, and the most favored nationwide for residential construction, the Colonial Revival has been popular since the 1876 Centennial celebration in Philadelphia that heralded patriotic interest in the American architectural past. The style gained traction in Southern California as more people emigrated to the area from the east coast and Midwest in the final quarter of the 19th century. Colonial Revival buildings can draw on numerous prototypes, including Georgian, Adam, Federal, Classical Revival, and Dutch Colonial. Early examples from the late 19th and early 20th centuries in Southern California often consisted of Colonial Revival details grafted onto the fashionable style of day, be it Queen Anne, Shingle, American Foursquare, or Craftsman. In the 1920s, some Colonial Revival buildings became more literal in their interpretation of the 17th-, 18th-, and early 19th-century precedents. In the 1930s, the Colonial Revival was often merged with the Hollywood Regency style or simplified and stripped down to its basic elements. With the emergence of the Ranch style in the post-World War II era, the Colonial Revival was reborn as the stylistic clothing for many new tracts of homes and was re-popularized through the medium of television as the image of the quintessential American house.

The majority of Colonial Revival buildings feature rectangular building plans and designs that are often symmetrical, or at least highly regular and balanced, in composition. Symmetry is less common in post-World War II examples. Roofs may be side gabled, hipped, or gambrel and can be accented with dormer windows or vents. Eaves are boxed, and some examples are detailed with dentil moldings. Porches, one or two stories in height, are often included, mostly as central focal points and frequently incorporate classical elements such as columns, pilasters, and entablatures. Entries are also usually centered and detailed with classical surrounds and pediments. Features such as sidelights, transoms, and fanlights are not uncommon for the doorway. Windows are typically double-hung sash, with multiple lights in the upper sash (and occasionally the lower sash, as well). Window surrounds usually have molded lintels. French doors, casement windows, and Palladian windows are also utilized. Depending on location, Colonial Revival buildings have wood, brick, or stucco exteriors.

Buildings may be classified as Colonial Revival, according to the following list of character-defining features or, more specifically, may be categorized according to one of the subtypes described below. Although preeminently a residential style, the Colonial Revival was also used for commercial and institutional buildings, particularly churches. Within the realm of residential architecture, the Colonial Revival was most often employed locally for single-family houses and bungalow courts.

Character-defining Features

- One to two-and-a-half stories (in local examples)
- Side-gable, hip, or gambrel roof, which would originally have been shingled
- Dormers or dormer vents
- Boxed eaves
- Cornice embellishments, especially dentils
- Wood (clapboard, shingle, board, and batten) or brick exteriors or a combination of the two
- Symmetrical or balanced facade composition, often with central focal point
- Mostly rectangular doors and windows, with classical surrounds and entablatures
- Paneled entry doors, sometimes flanked with sidelights
- Multi-light windows, usually double-hung sash (six-over-six, six-over-one, four-over-one, four-over-four), often arranged in pairs or threes
- Shutters
- Accent windows (Palladian, bulls-eye, oval)
- Brick accents (chimney, porch steps or paving, entry path)

Registration Requirements

The majority of Colonial Revival buildings in Long Beach will be residential in use and may be found primarily in the neighborhoods developed during the first half of the 20th century, for example, the Heartwell/Lowe House, 2505 East Second Street. Colonial Revival buildings may be significant either individually or as contributors to a historic district. (See Continuation Sheet page 12)

***B10. Significance:** *(Continued from Continuation Sheet page 11)*

To be significant as an example of the Colonial Revival style, a building must possess the majority of the aspects of integrity, including materials, design, workmanship, and feeling. Most critical are the retention of the original siding materials (or replacement in kind), original windows (sash and surrounds), and entry and porch. Roofing materials may have been replaced but should present a compatible appearance. Any additions should ideally be located in the rear. An original, detached garage with a similar design scheme would be considered a related feature, unless it has been resurfaced or its garage door incompatibly replaced. An individually significant example of the Colonial Revival style will showcase, at a minimum, the primary character-defining features of the style, including massing, roof configuration, materials, entry, and window and door treatment.

Wing, Kenneth S., Sr. (circa 1903-1987)

Education: University of Southern California School of Architecture

Work: Wing had a long and distinguished career spanning 60 years in Long Beach. Kenneth S. Wing, Sr., came to Long Beach in 1917, and during his lifetime, he designed numerous commercial, public, religious, and residential buildings in and around the City of Long Beach, including Long Beach City Hall East; the Long Beach Arena; the physical education building and cafeteria at California State University, Long Beach; the Signal Hill City Hall; the First Baptist Church of Long Beach; David Starr Jordan High School in Los Angeles; the physical science building at the University of California, Irvine; and the Long Beach Airport Administration Building. In addition, he designed the restoration of the historic Bixby Rancho in Los Cerritos and, in conjunction with Allied Architects, the Long Beach City Hall and Library Complex. Wing was vice president of the AIA, Southern California Chapter, and the first president of the Long Beach University Club. He closed his firm to head the County of Los Angeles, Department of War Housing, during World War II. In later years, Wing, Sr., partnered with his son, Kenneth S. Wing, Jr.

Long Beach Projects: Long Beach Arena; Southern California Edison Building; United California Bank; Physical Education facility at California State University, Long Beach; Nuclear Medicine facility; Long Beach Community Hospital; First Baptist Church of Long Beach; Jordan High School; Luther Burbank School; Carmelitos Housing Project, with C. Shilling and R. Cornell; many homes in the Virginia Country Club and Bixby Knolls area; the renovation of the historic Bixby Ranch in Los Cerritos. He was associated with W. Horace Austin in the design of the Long Beach Terminal Building and with Allied Architects in the design of Long Beach City Hall and Library complex, and the Terrace Theater and Exhibit Center

Ownership History

Based upon a review of the Los Angeles County Assessor's records, the subject property has had multiple owners between 1934 and 2018. A summary of the history of previous owners of the property was compiled from readily available public records (Table 3, *Assessor Data, 830 Santiago Avenue*).

(See Continuation Sheet page 13)

Page 13 of 15 *Resource Name or # (Assigned by recorder): 830 Santiago Avenue

*B10. Significance: (Continued from Continuation Sheet page 12)

TABLE 3
 ASSESSOR DATA
 830 SANTIAGO AVENUE

Map Book No.	Page No.	Date	Name
151	12	1934-1941	Percival J. Powell
151	11	1941-1948	Percival J. Powell
151	11	1949-1953	Percival J. Powell
746 pt. 2	210	1954-1958	Percival J. Powell
746 pt. 2	210	1959-1963	Percival J. Powell
		1975	Robert W. and Mary M. Cash*
		2006	Robert W. and Mary M. Cash*
		2016	Robert Cash Trust*
		2018	Gerald A. Feller Trust*

Percival J. Powell was a native of the British West Indies and was a manager of Automobile Club.¹ No information pertaining to Robert W. and Mary M. Cash was available. Gerald A. Feller is the current owner of the property.

Eligibility

The subject property, 830 Santiago Avenue, is recommended eligible under Criterion A of the Long Beach City Cultural Heritage Commission Ordinance as a Long Beach Historic Landmark (LBHL) that possesses a significant value attributable to the development of the city of Long Beach. Little residential construction occurred in the late 1930s as a result of the Great Depression and World War II preparations. The subject property was constructed in 1937 and reflects the small real estate boom that was generated by new discoveries of oil in Long Beach in 1936. The property is not eligible for listing pursuant to Criterion 1 for the California Register as its importance is limited to development at a local level.

The subject property located at 830 Santiago Avenue in Long Beach is not recommended eligible under Criterion B as a LBHL or for inclusion in the California Register under this criterion. Persons who made demonstrably significant contributions to the history of the nation, state, or region are not known to be associated with this property.

The subject property located at 830 Santiago Avenue is recommended eligible under Criterion C as a LBHL and for listing in the California Register under Criterion 3 as it embodies those distinguishing characteristics of an architectural type and is the work of a local noted architect. As an individually significant example of the Colonial Revival style, the building showcases the primary character-defining features of the style, including massing, roof configuration, materials, entry, and window and door treatment. The building possesses many of the character-defining features of Colonial-Revival-style architecture, including the oval window, symmetrical façade with central focal point (primary entryway), and brick accents. Additionally, the building retains integrity as the exterior is unaltered. The building also possesses design elements, such as the Monterey-Revival-style balconette on the rear façade, that reflect Kenneth S. Wing's unique interpretation of the Colonial Revival style of architecture. Wing is recognized as a local master architect and is a good example of Wing's body of work.

The subject property located at 830 Santiago Avenue is recommended ineligible under Criterion D as a LBHL and the California Register under Criterion 4 as it is not a likely source for future information related to history or prehistory.

The period of significance is 1937, the time of the residence's construction.

(See Continuation Sheet page 14)

¹ Year: 1930; Census Place: Long Beach, Los Angeles, California; Page: 8B; Enumeration District: 1081; FHL microfilm: 2339864.

Page 14 of 15 *Resource Name or # (Assigned by recorder): 830 Santiago Avenue

*B10. Significance: (Continued from Continuation Sheet page 13)

Integrity

The subject property was evaluated against the seven aspects of integrity as outlined in the California Code of Regulations, California Register of Historical Resources (Title 14, Division 3, Chapter 11.5, Section 4852 [C]). The seven aspects of integrity include *location, design, setting, materials, workmanship, feeling, and association.*

The building appears to be unaltered, has not been moved, and appears to retain integrity of *design, materials, workmanship, feeling, association, location, and setting.*

Conclusion

The property located at 830 Santiago Avenue appears eligible for designation as a LBHL under Criteria A and C for its association with residential development in the late 1930s, for its quality of architecture, and as a good example of Kenneth S. Wing's body of work. Additionally, the property appears eligible for listing in the California Register under Criterion 3 for its quality of architecture and association with Wing. The property retains sufficient integrity to convey its significance.

*B12. References: (Continued from Building, Structure, and Object Record page 2)

Ancestry.com, Year: 1930; Census Place: Long Beach, Los Angeles, California; Page: 8B;
Enumeration District: 1081; FHL microfilm: 2339864.

Berner, Loretta. 1990. "A Step Back in Time." In *Shades of the Past. Journal of the Historical Society of Long Beach*, ed., Loretta.

Berner, Loretta. 1995. "Al Brown Remembers the Pike." In *Shades of the Past. Journal of the Historical Society of Long Beach*, ed., Loretta Berner. Long Beach, CA: Historical Society of Long Beach.

Berner. Long Beach, CA: Historical Society of Long Beach, p. 69.

Cadwallier, Isabelle. 1995. "Isabelle's Transportation." In *Shades of the Past. Journal of the Historical Society of Long Beach*, ed., Loretta Berner. Long Beach, CA: Historical Society of Long Beach.

City of Long Beach, 1937. Permit No. G-990, Issued on June 1.

City of Long Beach, 1998. Permit No. 80250238, Issued on March 4.

County of Los Angeles, Alamitos Heights tract map, available at:
<http://dpw.lacounty.gov/sur/nas/landrecords/tract/MB0005/TR0005-124.pdf>

Fahey, Harold. 1995. "Long Beach Expands." In *Shades of the Past. Journal of the Historical Society of Long Beach*, ed., Loretta Berner. Long Beach, CA: Historical Society of Long Beach.

Johnson Heumann Research Associates. 1988. *Expanded Downtown Long Beach Historic Survey, Final Report*. Long Beach, CA: City of Long Beach, Office of Neighborhood and Historic Preservation.

Mullio, Cara, and Jennifer Volland. 2004. *Long Beach Architecture: The Unexpected Metropolis*. Santa Monica, CA: Hennessey and Ingalls, p. 21.

Robinson, W.W. 1948. *Long Beach: A Calendar of Events in the Making of a City*. Los Angeles, CA: Title Insurance and Trust Company, p. 13.

(See Continuation Sheet page 15)

Page 15 of 15 *Resource Name or # (Assigned by recorder): 830 Santiago Avenue

*B12. References: (Continued from Continuation Sheet page 14)

Sanborn Map Company. 1891, 1895, 1898. *Insurance Map of Long Beach, California*. New York, NY.

U.S. Census Bureau. 1920. *Census Records for the City of Long Beach*. On file, City of Long Beach Office of Neighborhood and Historic Preservation.

Wallen, Arch C. 1976. "Douglas Long Beach-WWII." In *Long Beach As I Remember It, 1776-1976*, ed., Donald E. Van Liew. Los Alamitos, CA: Hwong Publishing Company, pp. 19-33.