

Focused Historic Context Statement: Grant Neighborhood, North Long Beach

Administrative Draft

prepared for
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Planning Bureau, Development Services
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Table of Contents

1	Introduction	1
1.1	Personnel	1
1.2	Methodology	2
2	Regulatory Setting	3
2.1	National Register of Historic Places	3
2.2	California Register of Historical Resources	4
2.3	City of Long Beach	4
3	Description of Grant Neighborhood	7
4	Historic Setting and Context	18
4.1	Early Settlement, Incorporation, and Founding Years, 1887 - 1919	18
4.2	City Development and Growth, 1920 - 1929	23
4.3	Great Depression and World War II, 1930 - 1945	33
4.4	Postwar and Modern Development, 1946-1965	45
5	Framework for Evaluation	50
6	Conclusion	56

Figures

Figure 1	City of Long Beach Council District No. 9, Grant Neighborhood Boundaries	7
Figure 2	Dates of Construction for Grant Neighborhood	9
Figure 3	Grant Neighborhood, Dates of Construction by Decade	10
Figure 4	Extant Properties Constructed Between 1887 and 1919, Grant Neighborhood	11
Figure 5	Extant Properties Constructed Between 1920 and 1929, Grant Neighborhood	12
Figure 6	Extant Properties Constructed Between 1930 and 1939, Grant Neighborhood	13
Figure 7	Extant Properties Constructed Between 1940 and 1949, Grant Neighborhood	14
Figure 8	Extant Properties Constructed Between 1950 and 1959, Grant Neighborhood	15
Figure 9	Extant Properties Constructed Between 1960 and 1969, Grant Neighborhood	16
Figure 10	Extant Properties Constructed Between 1970 and Present, Grant Neighborhood	17
Figure 11	1887 Advertisement for the "California Co-operative Colonization Company"	21
Figure 12	1899 Topographic Map of North Long Beach	22
Figure 13	Long Beach Annexation Map, from 1897 through Present	24

Figure 14	1925 Topographic Map.....	26
Figure 15	April 1923 Tract North of Refinery in East Grant Neighborhood	27
Figure 16	Original 1924 Tract Map for the 6000 block of Walnut Avenue, currently between 60 th and 61 st Streets	28
Figure 17	Harding Park School, Later Relocated and Renamed Grant Elementary	30
Figure 18	North Long Beach’s Oriental Theatre, 1924.....	30
Figure 19	1926 Image of North Long Beach Pioneer, Farmer, and Civic Leader, Stanley Houghton	31
Figure 20	Aerial Map as of 1928	32
Figure 21	HOLC Maps and Level of “Risk” Assigned to Neighborhoods in Long Beach.....	36
Figure 22	Douglas Aircraft Plant and Long Beach Airport, circa 1960	38
Figure 23	1938 Aerial Photograph.....	41
Figure 24	1947 Aerial Photograph.....	42
Figures 25 and 26	The World War II Transformation of Grant Neighborhood.....	44
Figure 27	Grant Neighborhood, 1954	47
Figure 28	Long Beach Independent, 1976	49

1 Introduction

At the request of the City of Long Beach Planning Bureau (City), Rincon prepared a Historic Context Statement (HCS) for Grant Neighborhood, located in North Long Beach. The purpose of the HCS is to provide a context-based framework for future historic resource evaluations in Grant Neighborhood, including a potential evaluation and landmark nomination for a stretch of Walnut Avenue between 60th and 61st Streets. This study focuses primarily on resources at the district and neighborhood level. Any subsequent evaluations would also incorporate building-specific information in weighing the applicable criteria for potential eligibility at the individual level. This work draws on and excerpts the 2009 *Citywide Historic Context Statement* prepared for the City by Sapphos Environmental, Inc. with a focus and additional research on North Long Beach and Grant Neighborhood.

This HCS follows the National Park Service Multiple Property Documentation (MPD) format, which establishes themes of significance and property types reflecting the historic context. Utilized in this study were the eligibility criteria of the City of Long Beach Cultural Heritage Ordinance, National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).

The history of North Long Beach and Grant Neighborhood stretch back well over a century. Numerous sources and archives include information on the people, places, and events that shaped this area of the City. This HCS is intended as a preliminary first look at some of the most significant events, in order to help inform and guide subsequent historic resource evaluations and to ensure that they are grounded in the historic setting and context of this area.

The following describes the primary themes of significance that would apply to evaluations of properties in Grant Neighborhood, all considered under the context of residential development.

Context: Residential Development and Suburbanization, 1887 to 1970

- Theme #1: Automobile Suburbanization, 1920 to 1960
- Theme #2: Oil Boom Town
- Theme #3: New Deal and the FHA “Minimum House,” 1934-1945
- Theme #4: Military Boom Town: Defense-Related Housing
- Theme #5: Ethnic Enclaves, 1968 to 1980

The first theme, Automobile Suburbanization, would have the widest applicability within the neighborhood. The other themes might apply to smaller pockets within the neighborhood, based on research carried out in the course of evaluations. As additional information is available, this HCS is intended to be easily expandable, to continue documenting and compiling the unique history of Grant Neighborhood and North Long Beach.

1.1 Personnel

Rincon’s Architectural History Program Manager, Shannon Carmack, B.A., provided senior oversight and management of the survey and report. Senior Architectural Historian Debi Howell-Ardila, MHP, served as principal author of the report, and Senior Architectural Historian Steven Treffers, MHP,

assisted in review and QA/QC. All team members meet and exceed the Secretary of the Interior's Professional Qualification Standards for architectural history and history (NPS 1983). Report figures were prepared by Rincon Geographic Information System (GIS) Specialists Marcus Klatt. Rincon Principal Joe Power reviewed the report for quality control.

Rincon also appreciated the valuable input and insights provided by Jeff Rowe, Sue Vanzant (who also provided research materials and documents), the Grant Neighborhood Association, the Historical Society of Long Beach, and City of Long Beach Planning Bureau staff members Christopher Koontz, Gina Casillas, and Alejandro Sanchez-Lopez.

1.2 Methodology

This HCS drew on building-and neighborhood-specific research, including building permits and materials on file with the City of Long Beach, Long Beach Public Library, and the Historical Society of Long Beach. Rincon also reviewed the holdings and collected archives of California State Long Beach, including an extensive oral history collection. Primary- and secondary-source research was conducted in order to understand and characterize Grant Neighborhood's development history. Archival research also included historical maps, aerial photographs, books, newspaper articles, and other written histories of the area.

In order to streamline project resources, Rincon utilized previous studies and sources. This included the 2009 *City of Long Beach Historic Context Statement* by Sapphos Environmental, Inc. The Grant Neighborhood HCS follows the MPD format used for the *City of Long Beach Historic Context Statement*, with identified themes of significance, eligibility standards, character-defining features, and integrity thresholds. Considered the gold standard for evaluations, the MPD-format HCS allows surveyors to apply a consistent and comparative framework for evaluations.

All work was carried out in accordance with the applicable guidelines and standards, including the State Office of Historic Preservation guidance on survey and historic resource identification and documentation, the *Secretary of the Interior's Standards for Archaeology and Historic Preservation*, National Park Service Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation*, and National Park Service Bulletin No. 16B, *How to Complete the National Register Multiple Property Documentation Form*.

2 Regulatory Setting

The following sections describe the regulatory framework considered in this HCS.

2.1 National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act (NHPA) of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B:** It is associated with the lives of persons who are significant in our past;
- Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

Integrity

Integrity is the ability of a property to convey the reasons for its significance. To be listed in the National Register, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property’s physical features and how they relate to its significance. The National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity, a property will always possess several, and usually most, of the aspects. The seven aspects of integrity are locations, design, setting, materials, workmanship, feeling, and association, defined as follows:

1. **Location:** the place where the historic property was constructed or the place where the historic event occurred.
2. **Design:** the combination of elements that create the form, plan, space, structure, and style of a property.
3. **Setting:** the physical environment of a historic property.

4. **Materials:** the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5. **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6. **Feeling:** a property's expression of the aesthetic or historic sense of a particular period of time.
7. **Association:** the direct link between an important historic event or person and a historic property.

2.2 California Register of Historical Resources

The California Register of Historical Resources (CRHR) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and NRHP-listed properties are automatically listed in the California Register. The CRHR criteria are closely based on those developed by the National Park Service for the National Register of Historic Places.

According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2:** It is associated with the lives of persons important in our past.
- Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

2.3 City of Long Beach

Chapter 2.63.050 of the City of Long Beach Municipal Code establishes the procedures for the designation of individual landmarks and landmark districts, and designated historic landmarks are listed in Chapter 16.52 of the Municipal Code. As of January 2016, 130 landmarks and 17 historic districts have been designated.

If a historic resource does not meet the eligibility requirements for the NRHP or the CRHR, it may still satisfy the criteria for significance for recognition by the City. The current designation criteria for the City follow those of the NRHP and CRHR.

The City ordinance also defines the designation criteria for landmark districts, or historic districts. The City ordinance does not place any specific age or integrity requirements on historic resources.

The ordinance also allows for the nomination of churches, cemeteries, and resources that have been moved from their original location.

Local Designation

A resource must meet one or more of the following criteria of significance to be designated as a City of Long Beach landmark or landmark district:

- Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of the City's history; or
- Criterion B:** It is associated with the lives of persons significant in the City's past; or
- Criterion C:** It embodies the distinctive characteristics of a type, period or method of construction, or it represents the work of a master or it possesses high artistic values; or
- Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

A group of cultural resources qualify for designation as a landmark district if it retains integrity as a whole and meets the following criteria:

- Criterion A:** The grouping represents a significant and distinguishable entity that is significant within a historic context.
- Criterion B:** A minimum of sixty percent of the properties within the boundaries of the proposed landmark district qualify as a contributing property.

City of Long Beach Historic Context Statement

In July 2009, the City completed a citywide Historic Context Statement to provide a framework for the investigation of the City's historic resources; serve as a tool for preservation planning; and provide historic preservation specialists, planners, and the public with guidance in assessing the significance of Long Beach's built environment. The Historic Context Statement was also designed to assist City staff to evaluate proposed projects that may have a significant impact on cultural resources as they relate to CEQA. The Historic Context Statement uses the Multiple Property Documentation (MPD) approach to historic survey and registration efforts developed by the National Park Service. The Historic Context Statement spans Long Beach history from prehistory through development of the modern city and concludes in 1965.

Historic Preservation Element

The City of Long Beach Historic Preservation Element was adopted by the City Council in June 2010 to create a proactive, focused plan for use by residents, local preservation advocates, City staff, the Cultural Heritage Commission, Planning Commission, and City Council. The Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve them. Development of the Historic Preservation Element was coordinated with the City's 2030 General Plan update.

To ensure that the rich history of Long Beach is preserved through the identification, protection, and celebration of historic resources highly valued for their role in the City's environment, urban design, economic prosperity, and contributions to the quality of life in City neighborhoods, the Historic Preservation Element establishes five main goals, each with corresponding policies and implementation measures that affirm the City's commitment to historic preservation:

Focused Historic Context Statement: Grant Neighborhood, North Long Beach

- Goal 1:** Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.
- Goal 2:** Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.
- Goal 3:** Maintain and expand the inventory of historic resources in Long Beach.
- Goal 4:** Increase public awareness and appreciation of the City's history and historic, cultural, and archaeological resources.
- Goal 5:** Integrate historic preservation policies into the City's community development, economic development, and sustainable-city strategies.

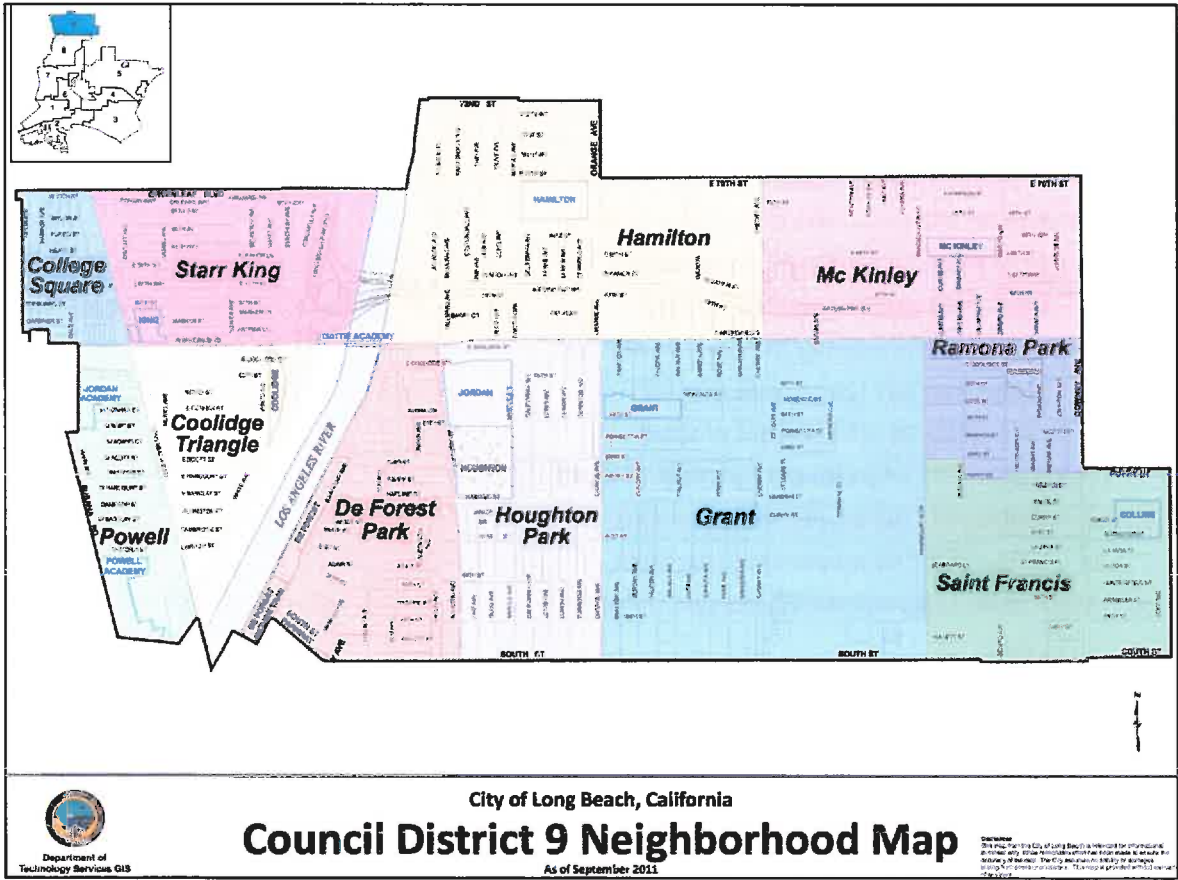
3 Description of Grant Neighborhood

Located in North Long Beach, Grant Neighborhood is bordered by Artesia Boulevard (north), Paramount Boulevard (east), South Street (south), and Orange Avenue (west). Primarily residential in character, with industrial and commercial areas concentrated along major thoroughfares to the north and east, Grant Neighborhood is home to approximately 15,000 residents.

The major thoroughfares and commercial corridors in and near the neighborhood include Artesia Boulevard, Cherry Avenue (originally Michigan Avenue), South Street, Paramount Boulevard, and the Union Pacific Railway line, whose north-south path through the neighborhood' eastern portion has remained intact since the late nineteenth century.

Beyond the neighborhood's borders, Lakewood is located to the east, Bellflower to the northeast, Compton to the north, and the State Route 710 freeway and Los Angeles River to the west. Grant Neighborhood falls within City Council District No. 9 (Figure 1).

Figure 1 City of Long Beach Council District No. 9, Grant Neighborhood Boundaries



Focused Historic Context Statement: Grant Neighborhood, North Long Beach

Available Los Angeles County Tax Assessor parcel data provides an overview of construction dates represented in the neighborhood's extant buildings. As shown in Figure 4 through Figure 10, Grant Neighborhood consists primarily of 1920s, 1930s, and 1940s properties. The overall character is one-story single-family residential, with uniform setbacks, sidewalks, lawns and mature landscaping, street trees, and garages accessed via adjacent driveways.

Architectural styles vary but clearly reflect the neighborhood's primarily pre-1945 development history. The neighborhood displays a mix primarily of period-revival styles from the 1920s, Minimal Traditional homes from the 1930s and early 1940s, and some Ranch Style homes from the 1940s and 1950s. The neighborhood took shape in the type of lot-by-lot development that characterized pre-1945 neighborhoods in Long Beach and Southern California generally.

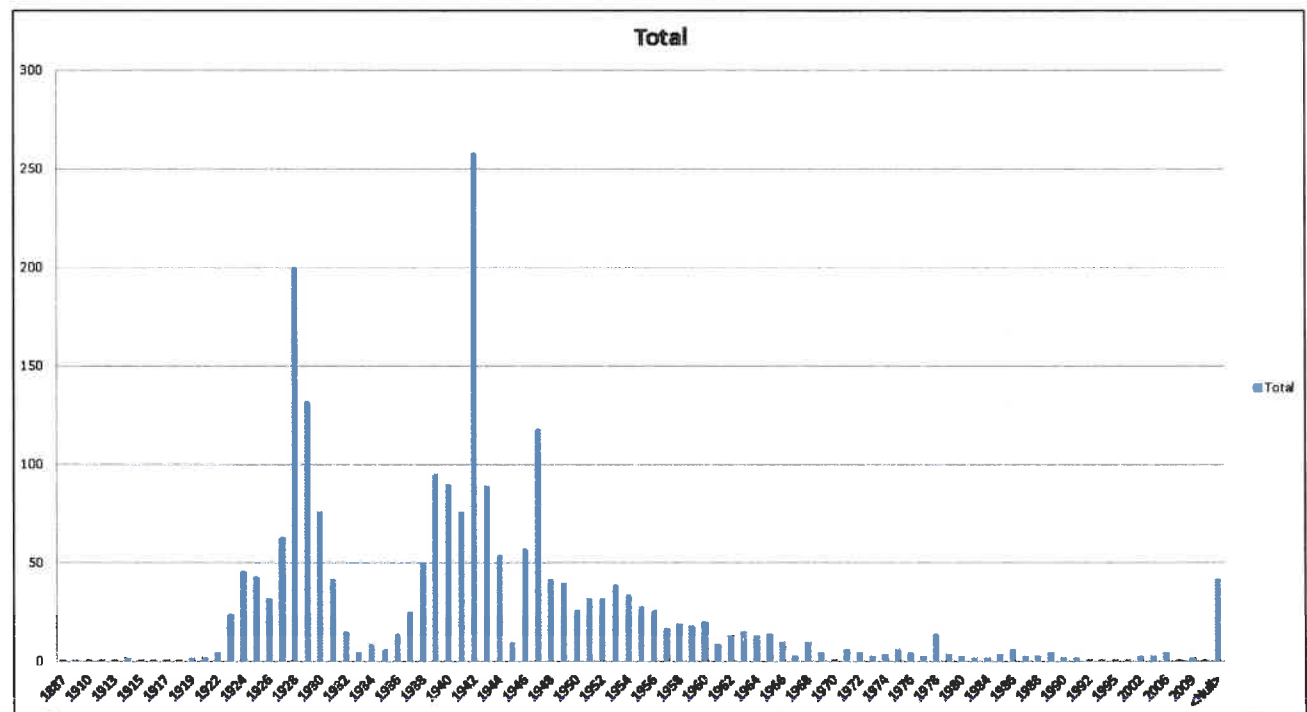
Overall, this shared scale and development history, as well as unified planning features, give the neighborhood a cohesive character. The neighborhood also has pockets of 1950s and a few 1960s properties, which stand out with their Ranch House and Mid-Century Modern styles. East 60th Street in particular displays a concentration of 1950s homes.

What is most illuminating about these numbers is that their rise and fall over the years reflect not just one significant event or pattern of development in Long Beach, but rather most of the major events that shaped the City in the first half of the twentieth century, as explored in the next sections. Among a total of 2,259 extant built improvements in Grant Neighborhood, the following breaks down construction dates:

- § 1890-1919: 13 properties
- 1920-1929: 545 properties (24 percent of total)
 - 1920-1924: 75
 - 1925-1929: 470 properties (20 percent of total)
- 1930-1939: 337 properties (15 percent of total)
 - 1930-1934: 147 (6.5 percent of total)
 - 1935-1939: 190 (8.5 percent of total)
- 1940-1949: 834 properties (37 percent of total)
 - 1940-1944: 567 (25 percent of total)
 - 1945-1949: 267 (12 percent of total)
- 1950-1959: 271 properties (12 percent of total)
 - 1950-1954: 163 properties (7 percent)
 - 1955-1959: 108 properties (5 percent)
- 1960-1969: 113 properties (5 percent of total)
- § 1970-1979: 51
- § 1980-1989: 28

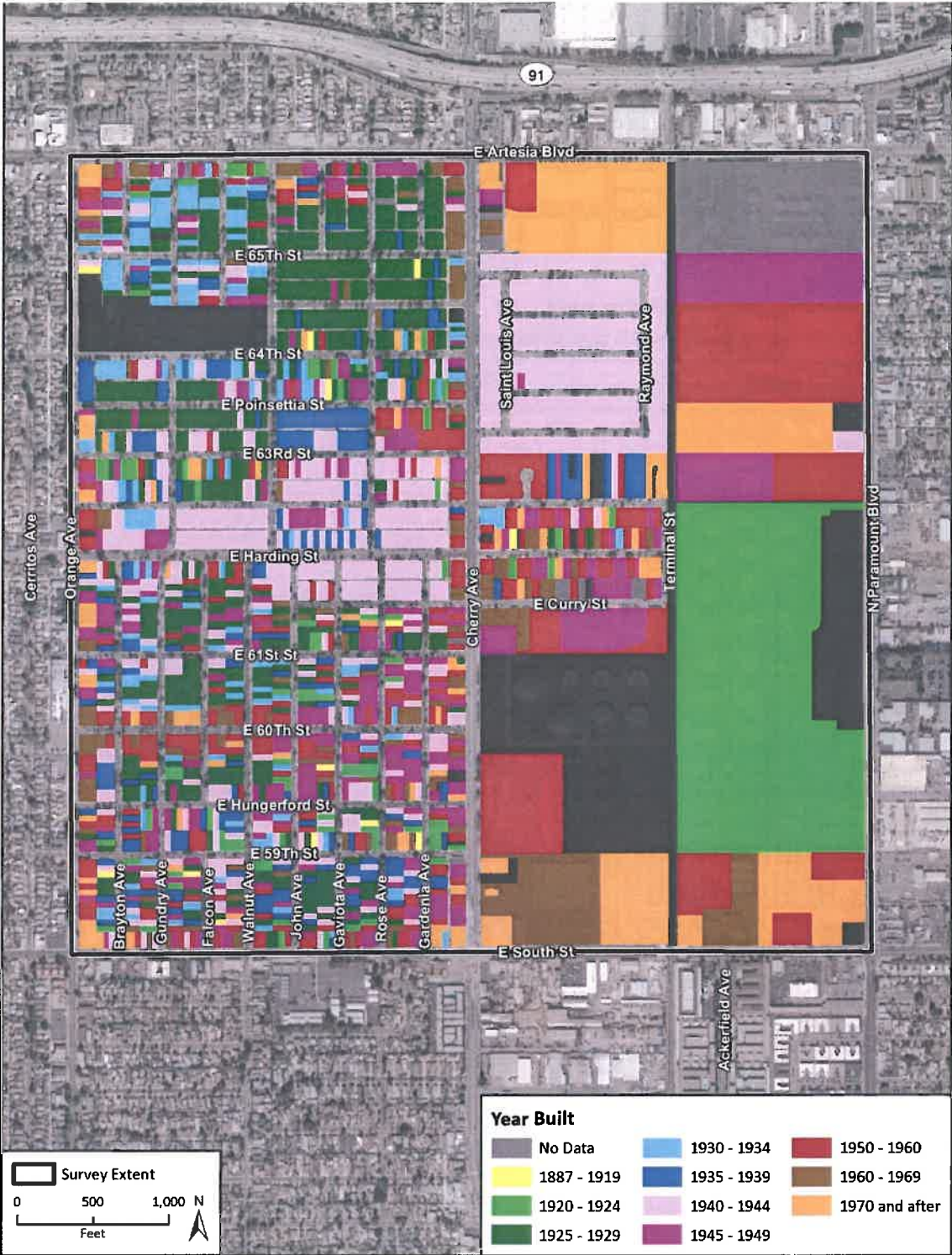
Figure 2 Dates of Construction for Grant Neighborhood

Notable Peak Years for New Construction Occurred in 1928, 1929, 1942, and 1947



Source: Los Angeles County Tax Assessor

Figure 3 Grant Neighborhood, Dates of Construction by Decade



Imagery provided by Google and its licensors © 2018. Parcel Data from Los Angeles County, 2016.
Map Created by Rincon Consultants Inc., 2018

Figure 4 Extant Properties Constructed Between 1887 and 1919, Grant Neighborhood



Figure 5 Extant Properties Constructed Between 1920 and 1929, Grant Neighborhood

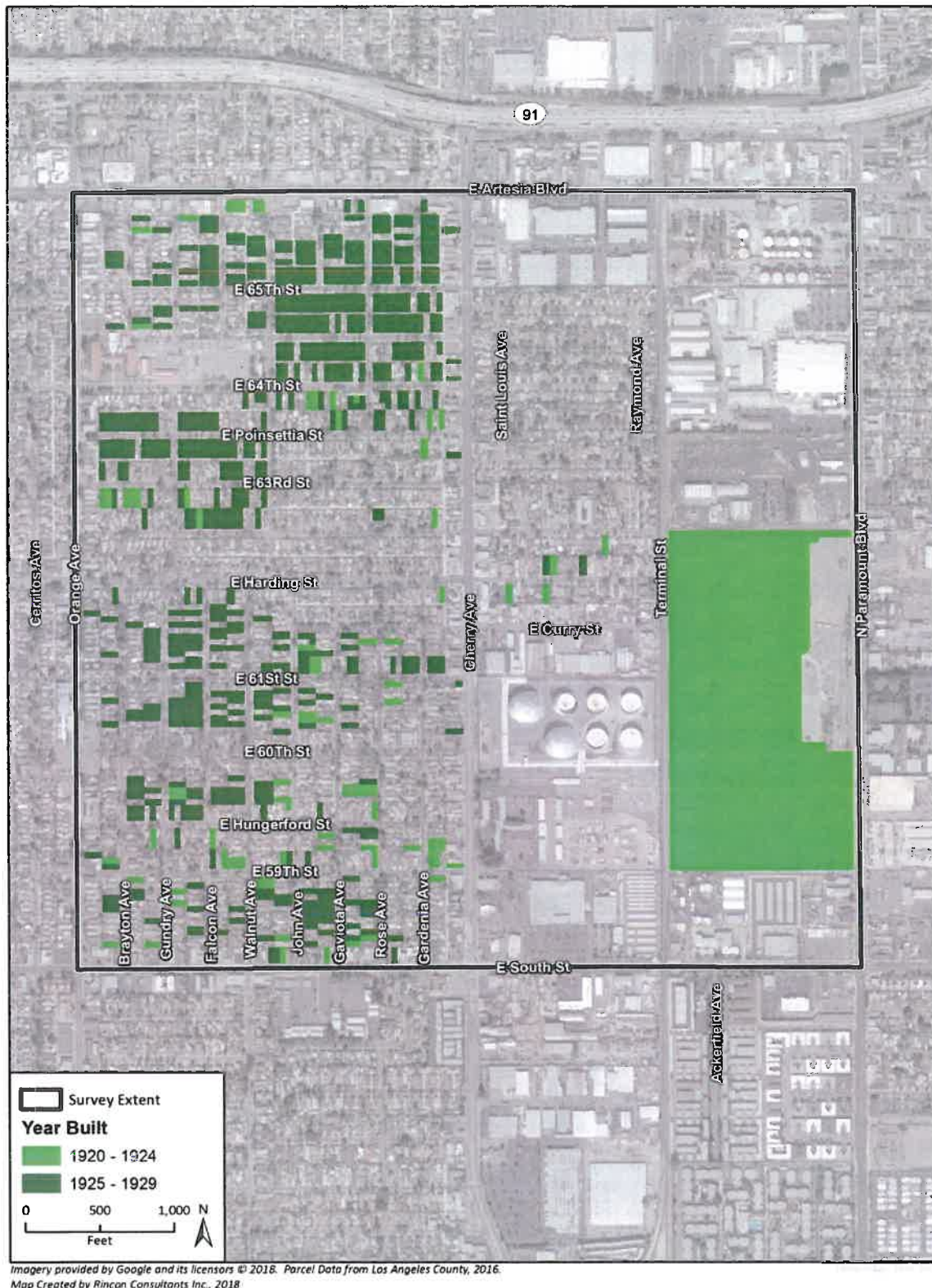


Figure 6 Extant Properties Constructed Between 1930 and 1939, Grant Neighborhood

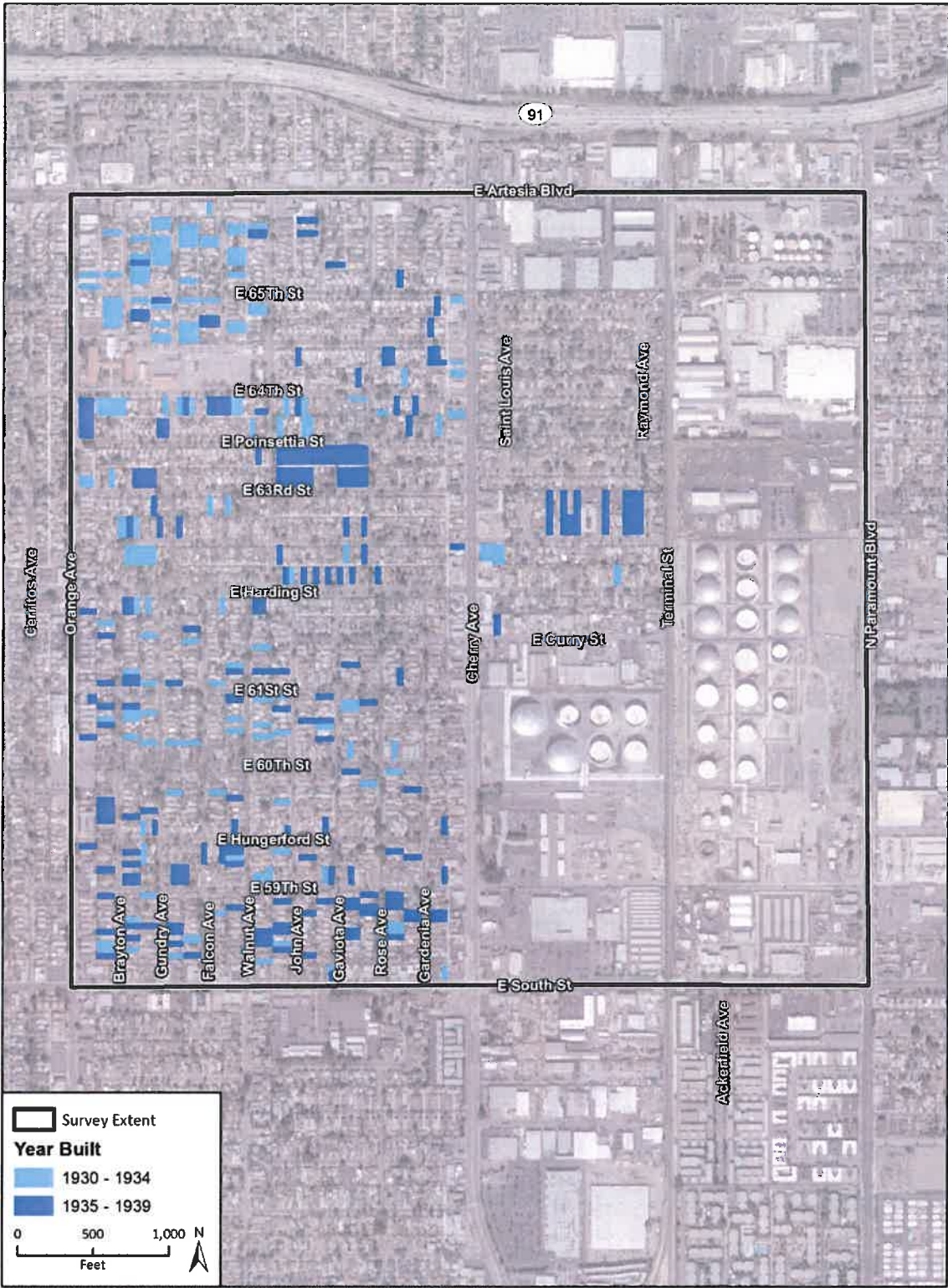


Figure 7 Extant Properties Constructed Between 1940 and 1949, Grant Neighborhood

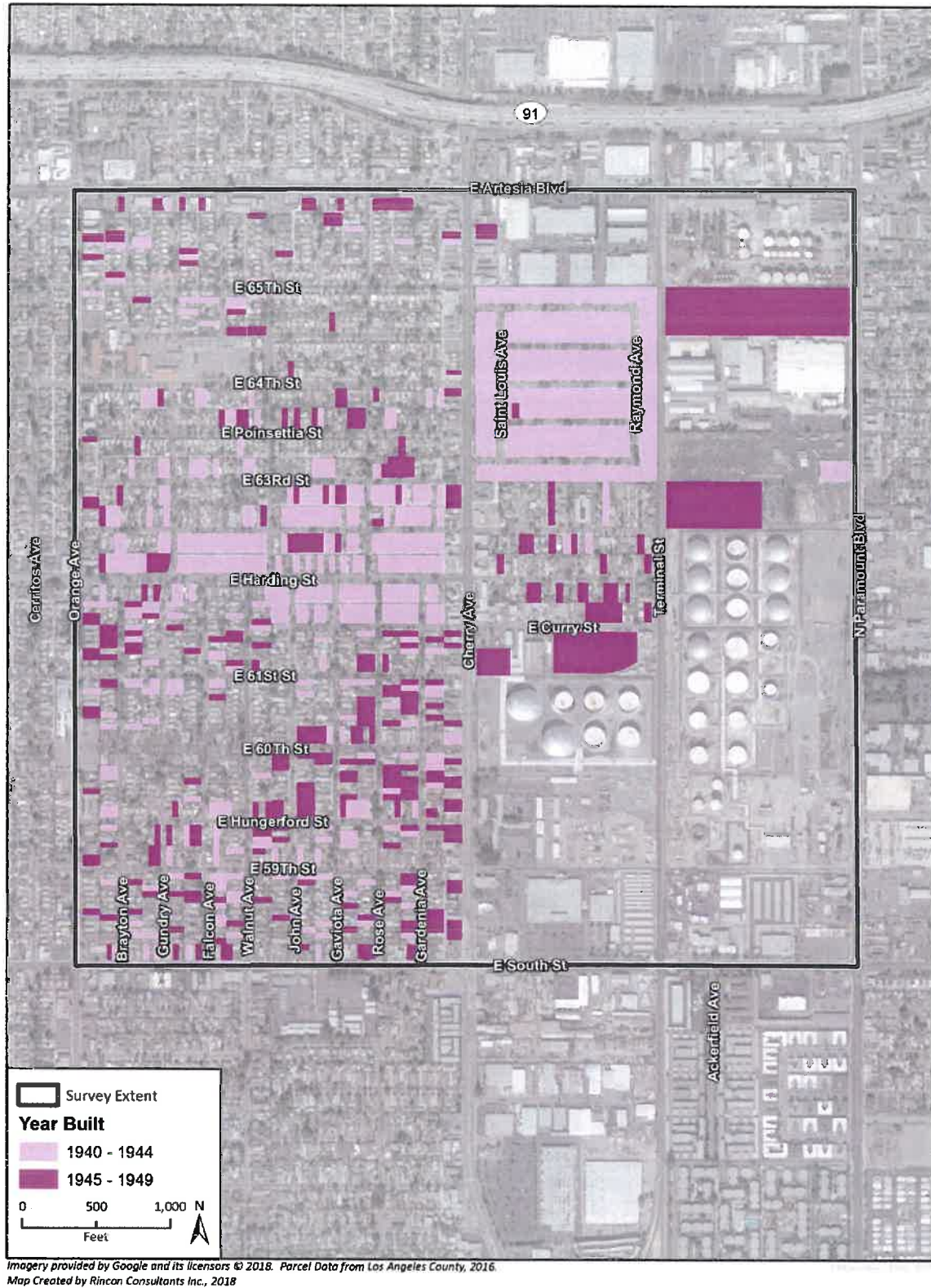


Figure 8 Extant Properties Constructed Between 1950 and 1959, Grant Neighborhood

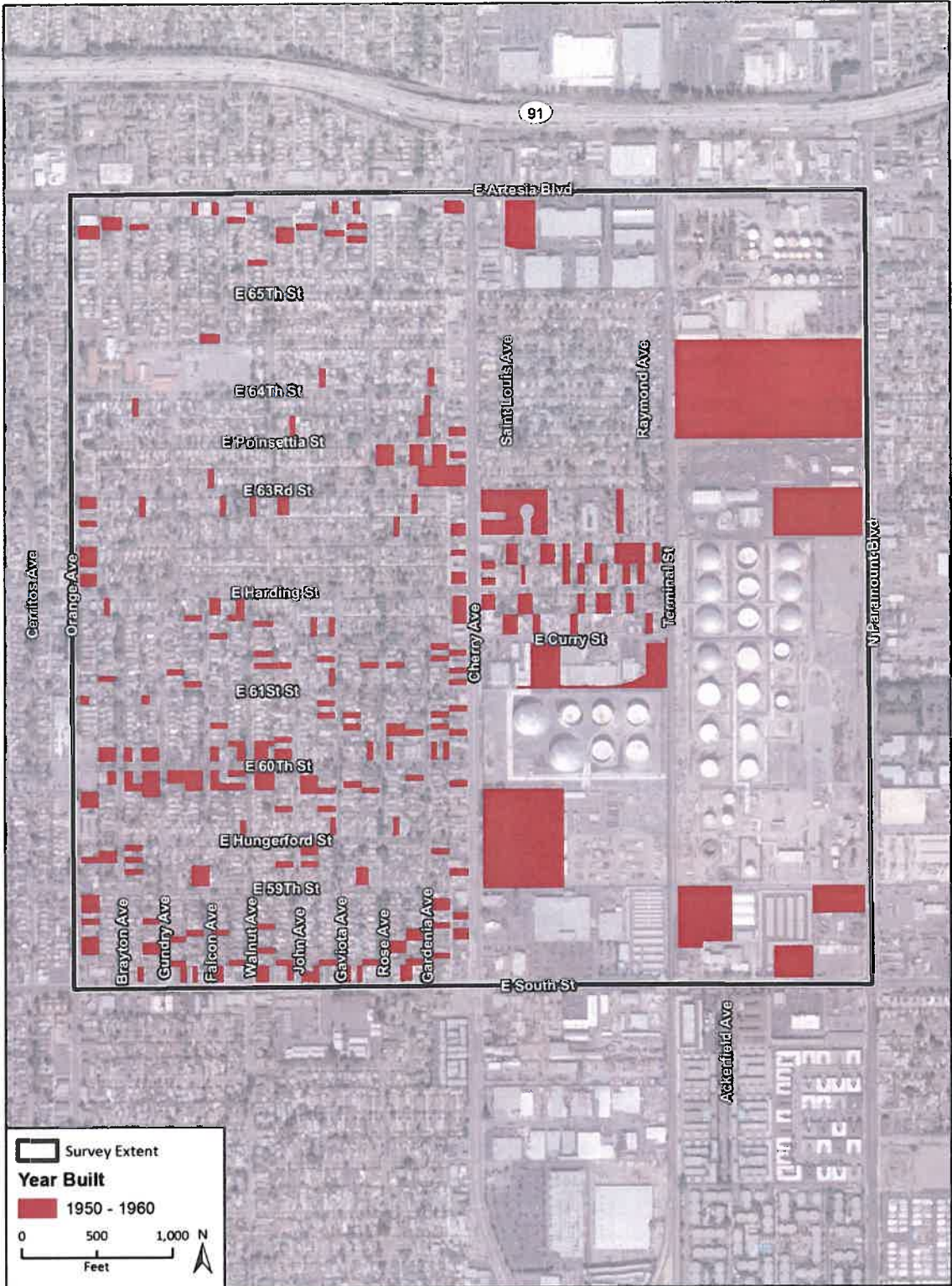


Figure 9 Extant Properties Constructed Between 1960 and 1969, Grant Neighborhood

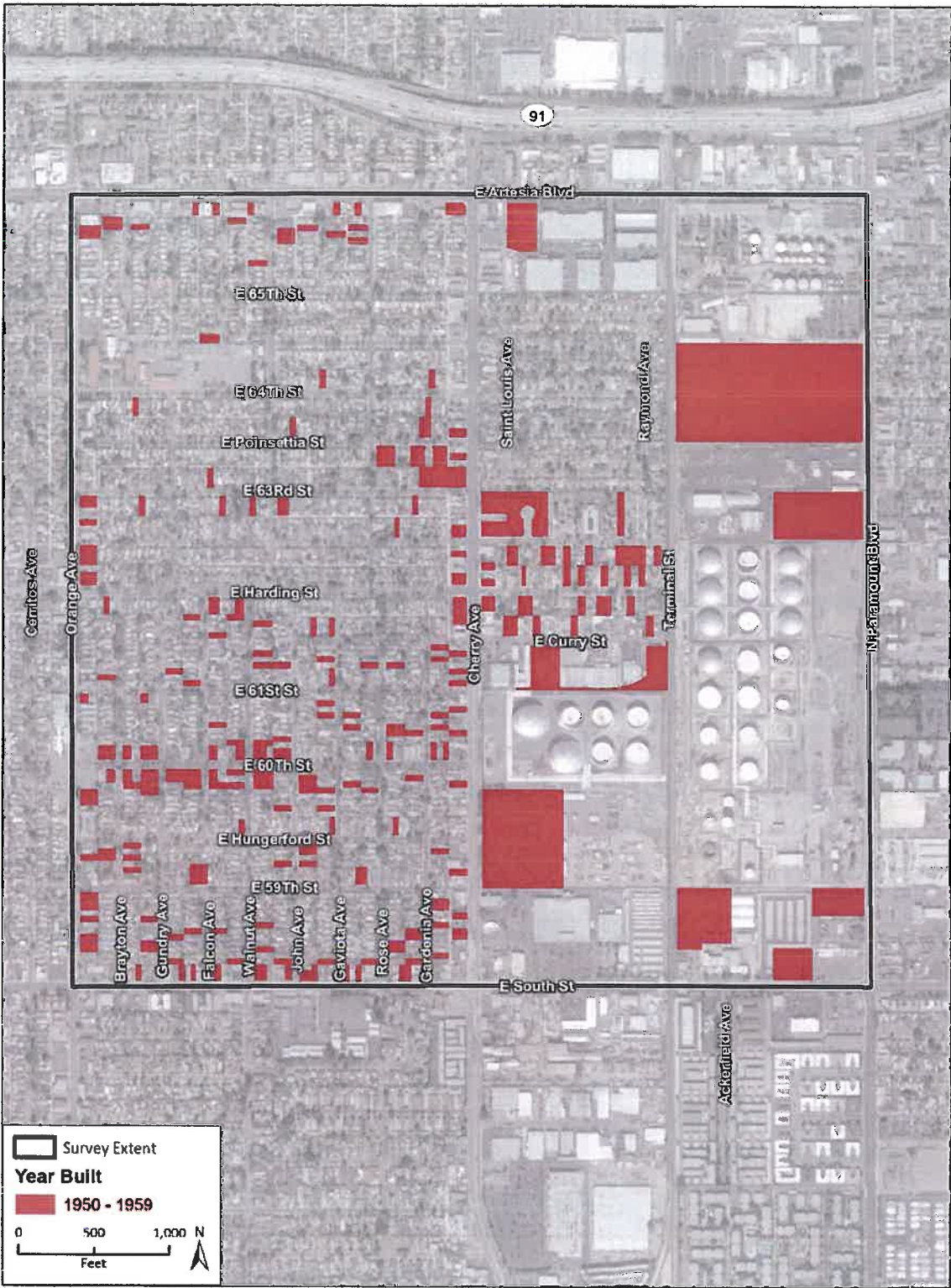
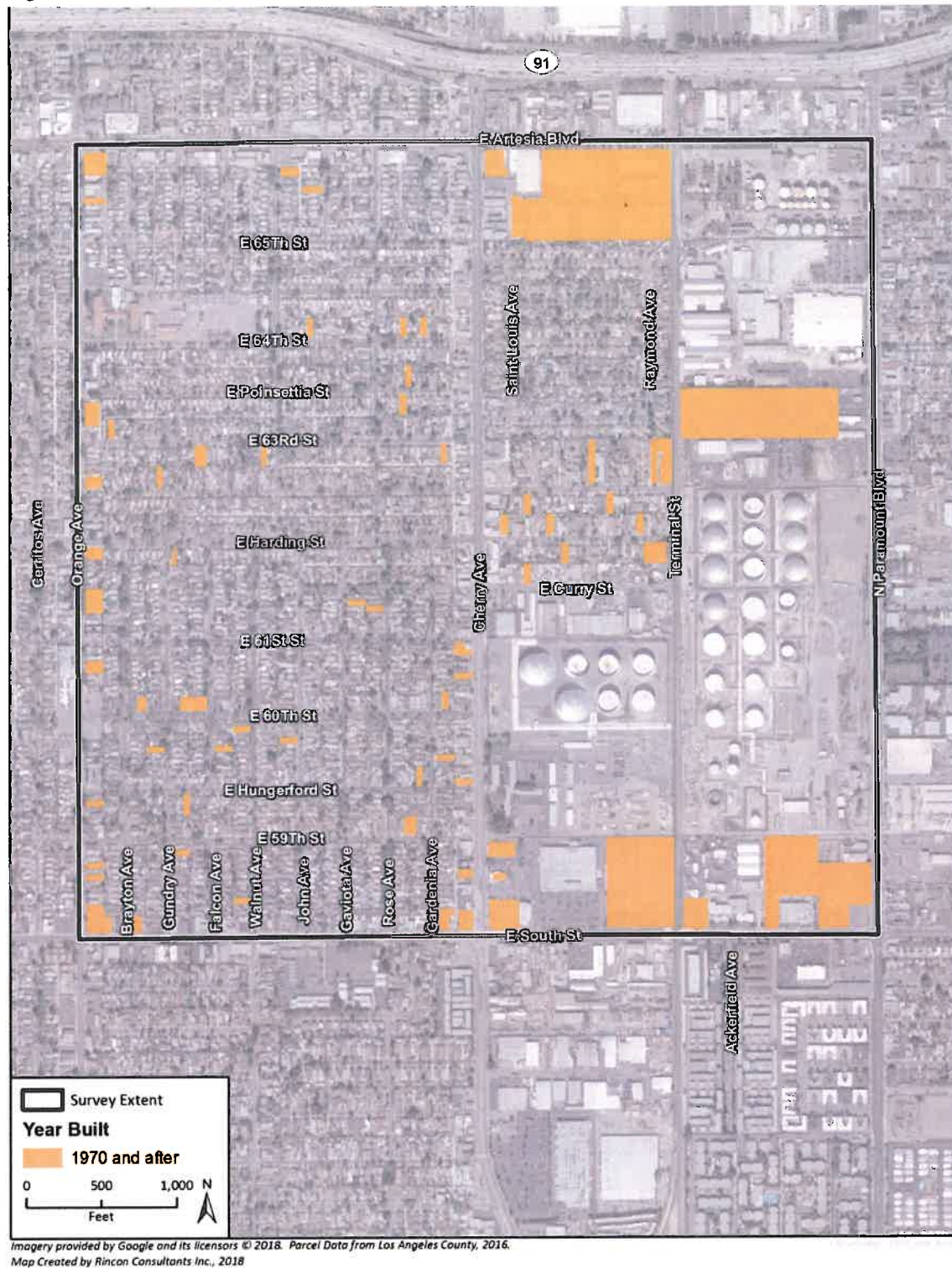


Figure 10 Extant Properties Constructed Between 1970 and Present, Grant Neighborhood



4 Historic Setting and Context¹

4.1 Early Settlement, Incorporation, and Founding Years, 1887 - 1919

Long Beach Overview

Present-day Long Beach falls within the vast holdings granted in 1784 to Manuel Nieto by the Spanish government. The 300,000-acre rancho was gradually divided into a number of smaller land grants, which included Rancho Los Alamitos and Rancho Cerritos, the future home of Long Beach. As the large rancho gave way to smaller parcels through the mid-nineteenth century, one of the early pioneers in the area was Jotham Bixby. In the 1870s, after acquiring the land of Rancho Los Alamitos and Rancho Cerritos from Abel Stearns and John Temple, Bixby continued parceling off and selling the land.

One of the earliest attempts at establishing an organized settlement came in 1881, when William Erwin Willmore entered into an agreement with Bixby to develop the “American Colony,” or “Willmore City,” a 4,000-acre piece of Rancho Los Cerritos with a 350-acre town site. Ultimately, this scheme failed, but the townsite itself became the foundation for Long Beach just a few years later. During the boom of the 1880s, the “American Colony” was purchased by a San Francisco-based real estate firm Pomeroy and Mills. At that time, the colony was rebranded as the “Long Beach Land and Water Company,” so named for the area’s characteristic long, wide beaches. Investment at that time included construction of a wharf and hotel as well as improvements in connections to the Southern Pacific Railroad. With these amenities and a continuing, sustained boom made possible by the intercontinental railway line, Long Beach’s ultimate success was guaranteed.

The City of Long Beach incorporated in 1888, during the boom of the 1880s. At the time, the city consisted of 59 buildings and 800 residents. A year later, the boom of the 1880s abruptly ended. Although the real estate market remained in a slump into the early 1890s, investment and promotion continued, as Long Beach was heralded as a beachside town offering amenities and the benefits of a salubrious climate for both tourists and new settlers alike.

By the turn of the twentieth century, Long Beach had become known as a vibrant seaside resort and waterfront. As of 1898, the population fluctuated from 2,000 residents in the winter months to 6,000 in the summer months. Regional tourism further increased with the 1902 establishment in Long Beach of Henry Huntington’s Pacific Electric Streetcar Company. Part of the extensive system connecting communities throughout Southern California, the Pacific Electric Streetcar provided access to Long Beach’s resort and beachside attractions, further increasing tourism and settlement.

Apart from tourism, another industry emerged in the 1900s that ultimately transformed the City and its economy: in 1906, the Los Angeles Dock and Terminal Company bought 800 acres of

¹ This section focuses on aspects of the historic context related to the current urban character and resources of the neighborhood. For more information on the early Spanish and Mexican eras and history, see *City of Long Beach Historic Context Statement*, 2009, Sapphos Environmental, Inc., prepared for the City of Long Beach. Material presented in this section draws on the City’s Historic Context Statement and other sources as noted.

marshland at the harbor, in what would become the Long Beach Harbor. The harbor was dredged, and a 1,400-foot turning basin and three channels were built. In 1907, just a few years prior to the opening of the Panama Canal, the Craig Shipbuilding Company relocated to the new Long Beach Inner Harbor. The Port of Long Beach opened in 1911. Even as the harbor and industrial concerns expanded, Long Beach's economy continued to rely on agriculture, with farms, ranches, and dairies in the north and east areas from the downtown core.

Between 1910 and 1920, the total population of Long Beach increased from just over 17,000 to 55,000, a more than threefold increase in one decade.

At the end of World War I, two events laid the groundwork for Long Beach's further expansion, in terms of population and economic growth. In 1919, Long Beach Harbor was selected as the new headquarters for the Pacific Fleet. With this, Long Beach became a Navy town. By the late 1920s, more than 3,000 officers and enlisted men were stationed in Long Beach. By 1932, the US Navy had added 50 ships to Long Beach Harbor and approximately 8,500 servicemen. Although the Great Depression was slowing down construction throughout the region, this influx increased demand for new housing through the early 1930s, a theme that is clearly seen in Grant Neighborhood. Also in 1919, aviation pioneer Earl Daugherty established an airfield in North Long Beach. This laid the groundwork for the aerospace industry that would become an economic engine for Long Beach during and after World War II.

Grant Neighborhood, 1887 - 1919

With the disintegration of large-scale ranchos, the land now encompassing Grant Neighborhood fell within the "California Cooperative Colony Tract." Spanning approximately 6,000 acres of former Rancho Los Cerritos territory, the California Cooperative Colony occupied the land east of the Los Angeles River. The colony was established in 1887 on land "well above sea level and easily drained. The lush grasslands fed by the pure water attracted dairy farmers. Land sales took off."² In addition to dairy and sheep farms, the land of North Long Beach was farmed with fields of barley, oats, alfalfa, pumpkin, and sugar beets, among other crops. Grant Neighborhood's South Street marked the southern border of the California Cooperative Colony Tract.

As the town of Long Beach took shape near the harbor and downtown area, North Long Beach and the area now encompassing Grant Neighborhood remained undeveloped and rural in character into the twentieth century. As of the late nineteenth century, the modern world had arrived in the form of the Union Pacific Railway Line, which cut a north-south swath through the area (and through the eastern portion of Grant Neighborhood). This proximity to the railway line served as a catalyst for settlement in later years.

Before residential subdivision took over, sheep and dairy farming were staples in North Long Beach. One of the best-known pioneers in North Long Beach was Colonel Sherman Otis Houghton, a two-time member of the US House of Representatives and an attorney handling Spanish land grant court cases following California's entry to the United States. In 1896, he and his family bought a large tract in the California Cooperative Tract for a sheep and dairy farm, just west of current-day Grant Neighborhood. The Houghton family became community leaders, engaged in civic and community life in the area for decades.

² Burnett, Claudine, 2015, "Early Long Beach Subdivisions, North Long Beach." Available at: <http://claudineburnettbooks.com/north-long-beach/>. See also: Claudine Burnett, 2014, *Fighting Fear: Long Beach, California, in the 1940s* (Bloomington, IN: AuthorHouse).

In these early years, development in North Long Beach was impeded by chronic flooding caused by nearby rivers, including the Los Angeles River. In 1915, the Los Angeles County Flood Control District was created to help mitigate and manage flooding. These efforts helped North Long Beach and the land of the California Cooperative Colony to become a more viable development and settlement site.

Eventually, an increase in tourism and industry led to a decline in agriculture in North Long Beach. With new settlers arriving to take advantage of these opportunities, a steadily increasing demand for housing led to the gradual subdividing of the California Cooperative Colony. In the next decade, during the booming 1920s, a local law passed in 1926 would eventually ban hog and dairy farms in North Long Beach.

According to available Los Angeles County Tax Assessor data, only 13 properties from the years between 1890 and 1919 survive in Grant Neighborhood, all located throughout the western half of the neighborhood.

Figure 11 1887 Advertisement for the "California Co-operative Colonization Company," an area that encompassed North Long Beach

Real Estate.

CALIFORNIA

COÖPERATIVE COLONY!

The First Series of Stock

(Being 200 shares) in this successful organization having been sold with marvelous rapidity, the board of directors will put a limited amount of stock in the second series on the market May 2, 1887.

Every Share of Stock Entitles the Holder

TO A TOWN LOT FREE!

This is the best opportunity for persons of limited means ever offered in Southern California. Good land. Plenty of water all the year round. Ocean breezes. Contiguity to railroads and the city of Los Angeles, are some of the attractions of the Colony site. It is on proposed narrow-gauge railroad from Long Beach to Pasadena.

CALIFORNIA COÖPERATIVE COLONY,

[Incorporated Under the Laws of California.]

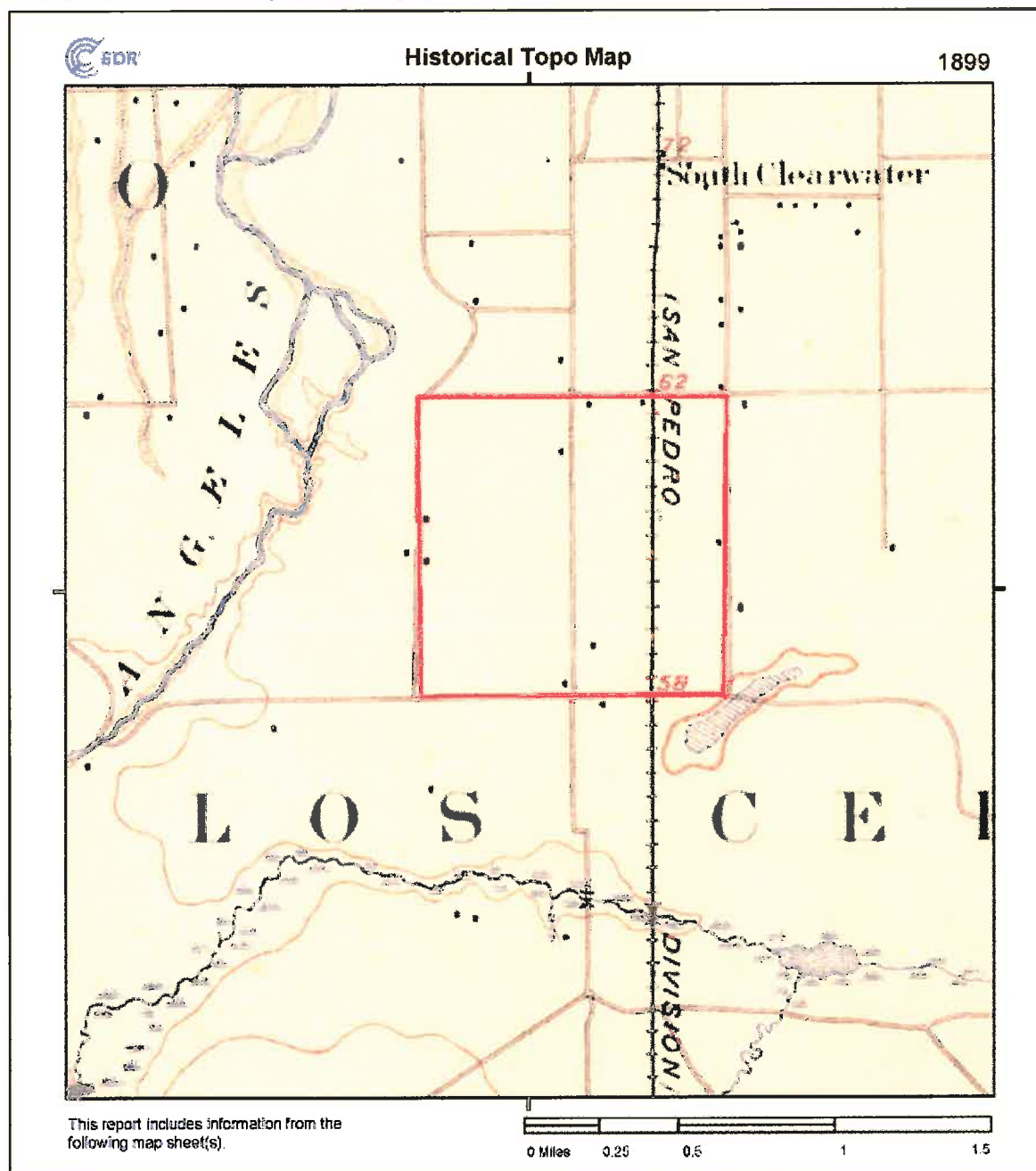
Rooms 3 and 4, Newell Block, Second St., near Main,

OR ADDRESS P. O. BOX 686, LOS ANGELES, CAL.

O. H. VIOLET, SECRETARY PRO TEM. RALPH E. HOYT, PRESIDENT.

FIRST NATIONAL BANK. TREASURER.

Figure 12 1899 Topographic map of North Long Beach, with Grant Neighborhood enclosed in red. Proximity to the Los Angeles River and a local railway connection to transcontinental lines spurred early settlement.



4.2 City Development and Growth, 1920 - 1929

Long Beach Overview

The 1920s brought a widespread construction and population boom for Long Beach. One of the most significant events in the City's early formation was the 1921 discovery of oil in Signal Hill. In the first 50 years, the Signal Hill oil field produced a remarkable 859 million barrels of oil and more than 100 million cubic feet of natural gas. This discovery ultimately transformed Long Beach, catalyzing new settlement and construction throughout the City, including in Grant Neighborhood.

Between 1920 and 1925, the City's population more than doubled due to the influx of people looking for work in the oil industry.³ Long Beach had already seen a rapid increase in population in the early twentieth century, but expansion kept accelerating during the roaring 1920s. Oil-related processing, production, and shipping became Long Beach's principal employer. In addition, in 1923, the Long Beach Municipal Airport was established as Daugherty Field. The surge in employment opportunities brought many new residents to the City. By 1925, Long Beach had become home to 135,000 residents, an increase of 80,000 in just five years.

In terms of square miles, the City itself also continued to grow, expanding through a number of annexations in the 1920s (Figure 13). This outward growth was largely made possible because of the rise of the automobile. Following the 1908 introduction of Henry Ford's Model-T automobile, car ownership rates skyrocketed. Auto sales grew exponentially through the 1920s, with a rate of 2.3 million (1922), 3 million (1926), and finally 4.5 million (1929).⁴ Robust housing demand, coupled with the increased mobility offered by the car, helped suburban development take off, as emerging neighborhoods further from traditional city centers filled in. This is reflected along the 6000 block of Grant Neighborhood's Walnut Avenue, for example, where new construction going back to the 1920s included dwellings and associated garages. As early automobile suburbs beyond the core started to take shape, downtown also expanded and increased in density. A building boom transformed the downtown area, which became home to a number of elegant, high-rise apartment buildings facing the shore. In 1924, Cooper Arms became the City's first residential "high rise."⁵

In 1925, expansion was further catalyzed when the Long Beach Harbor was selected by the federal government to become the main port for the region; along with this status came federal funding to create a deep-water port and expand infrastructure. Long Beach Harbor became the hub for 1 million tons of cargo annually by 1930.⁵ By the end of the decade, Long Beach's population had increased to 145,000, and the City finished the decade as one of Southern California's leaders in the development of residential tracts, with a total of 23 tracts and 1,737 lots.⁶

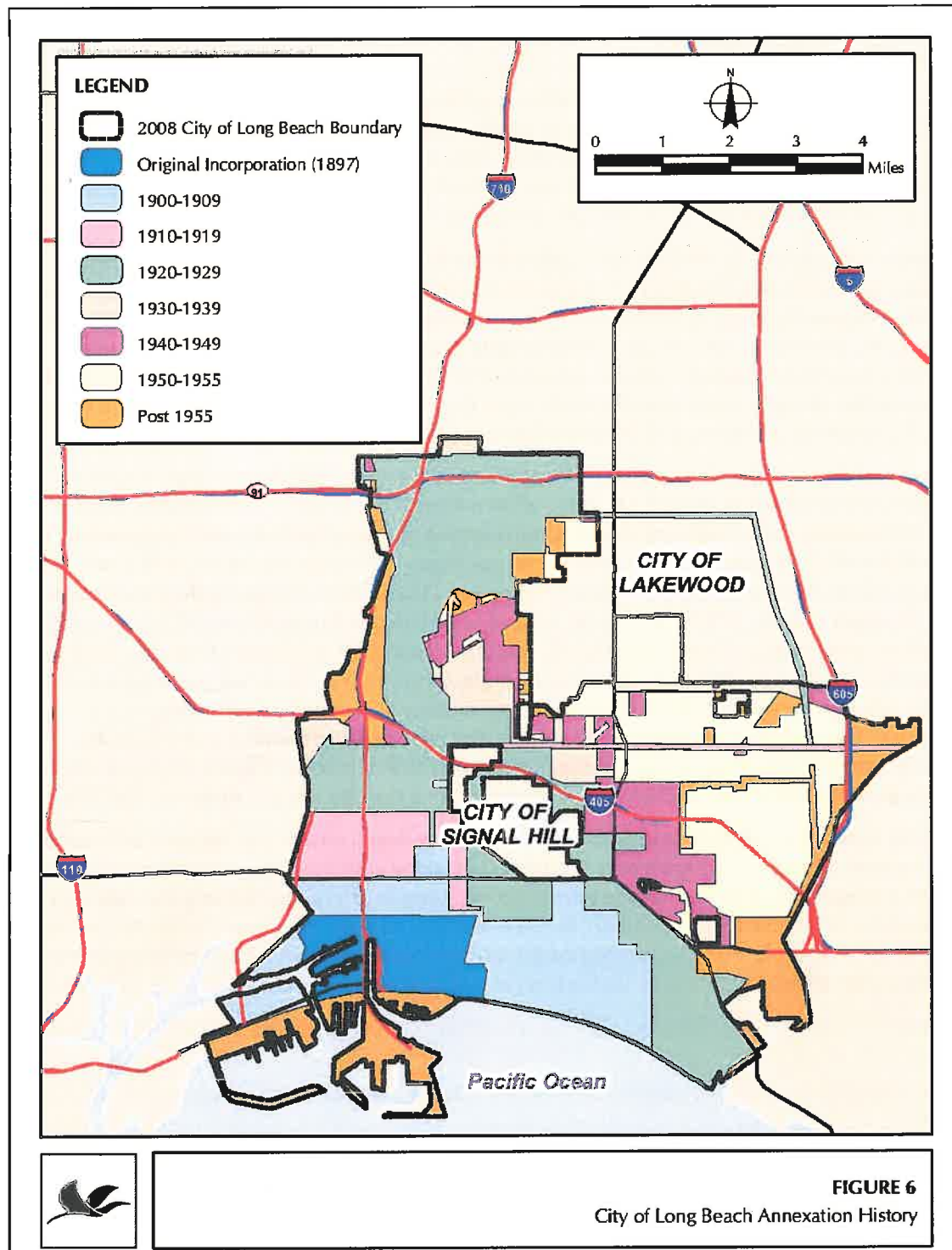
³ Sapphos, p. 45.

⁴ United States Department of the Interior, National Park Service. September 2002. Multiple Property Listing, Historic Residential Suburbs in the United States, 1830-1960, Form 10-900, p. E-6.

⁵ Sapphos, p. 46.

⁶ Sapphos, p. 104.

Figure 13 Long Beach Annexation Map, from 1897 through present. Grant Neighborhood and North Long Beach annexed in 1920s, following discovery of oil in nearby Signal Hill.



Source: Sapphos, 2009

Grant Neighborhood, 1921-1929

North Long Beach was just one of the areas in Long Beach transformed by the oil boom and industry:

Before the petroleum boom only 700 people were scattered over this whole section. The oil discovery led to the major portion of North Long Beach being annexed to Long Beach on December 28, 1923... By 1927, 5,000 people were making North Long Beach one of the best residential sections in Long Beach.⁷

Throughout North Long Beach, the oil boom triggered a rapid rise in residential development, replacing the dairies and farms with single-family homes for oil workers and their families. A review of available City of Long Beach City Directories shows that many residents in Grant Neighborhood were employed in the oil industry, in a variety of capacities. In the 1920s, the increase in residential growth also brought an increase in the demand for services and goods. Throughout the decade, commercial development started to emerge along Long Beach and Atlantic Boulevards.

Against this backdrop, with plentiful jobs in the many oil refineries bordering North Long Beach, the first residential tracts were platted and offered for sale in Grant Neighborhood. The one-square mile encompassed by the neighborhood roughly breaks down into four quadrants, with a primarily residential western half, and a partially industrial eastern half.

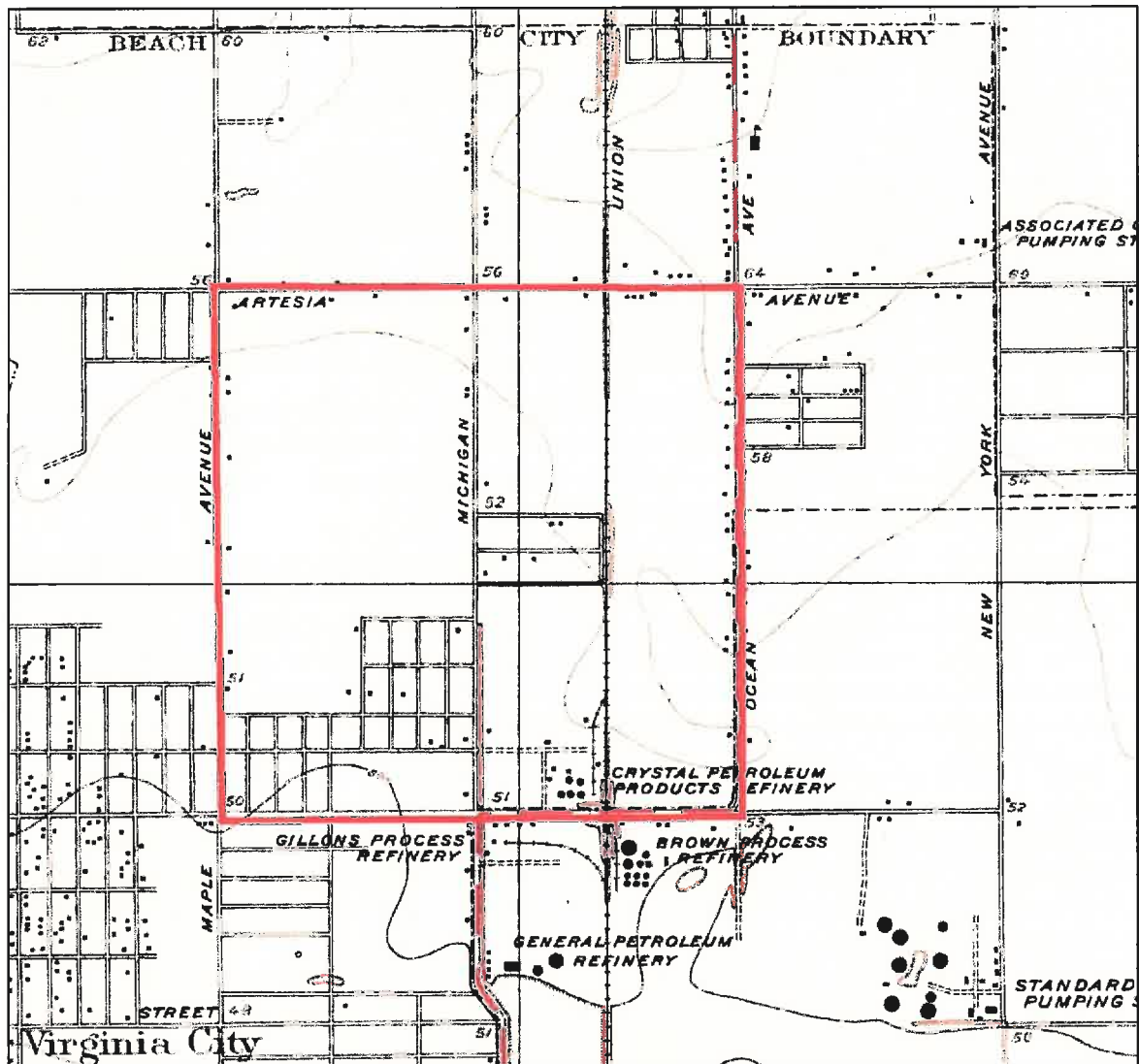
Throughout the 1920s, subdivisions of the neighborhood happened in quick succession, albeit in bits and pieces, by a variety of owners and developers. By 1925, in response to the demand for housing in North Long Beach, more than a dozen tracts had been subdivided and offered for sale, primarily in the northwest and southwest quadrants of the neighborhood. A smaller number of tracts followed, with subsequent rounds of subdivision and in-fill occurring through the 1950s and 1960s, as smaller open areas of land along the periphery of the neighborhood were platted and sold off.

By 1925, though many subdivisions had been platted and filed, the neighborhood had not yet taken shape. Available topographic maps show the overall setting of Grant Neighborhood as of 1925, including the proximity to the river and numerous oil refineries (Figure 14). Just east of Grant Neighborhood were five petroleum-related processing plants: Gillons Process Refinery, Crystal Petroleum Products Refinery, Brown Process Refinery, General Petroleum Refinery, and Standard Oil Pumping Station. The oil refineries would have provided robust employment centers for new residents. A review of City of Long Beach Directories shows a number of residents in the neighborhood employed at oil refineries, among other skilled labor positions. In the 6000 block of Walnut Avenue, for example, this included several of the earliest residents and home owners, including Chester Salter, an oil refinery driller, Chas Bowers, an oil worker, and Roy Kious, another oil worker. Bowers and his wife Irma, and Kious and his wife Nellie were long-time residents of Walnut Avenue, remaining in the neighborhood into the postwar period.

The 1925 topographic map also shows that the early delineation in the neighborhood between a more industrial eastern portion and more residential west portion was already intact in the neighborhood's earliest years.

⁷ Burnett, Claudine, 2015, "Early Long Beach Subdivisions, North Long Beach." Available at: <http://claudineburnettbooks.com/north-long-beach/>. See also: Claudine Burnett, 2014, *Fighting Fear: Long Beach, California, in the 1940s* (Bloomington, IN: AuthorHouse).

Figure 14 1925 Topographic Map. Image shows refineries adjacent to Grant Neighborhood.



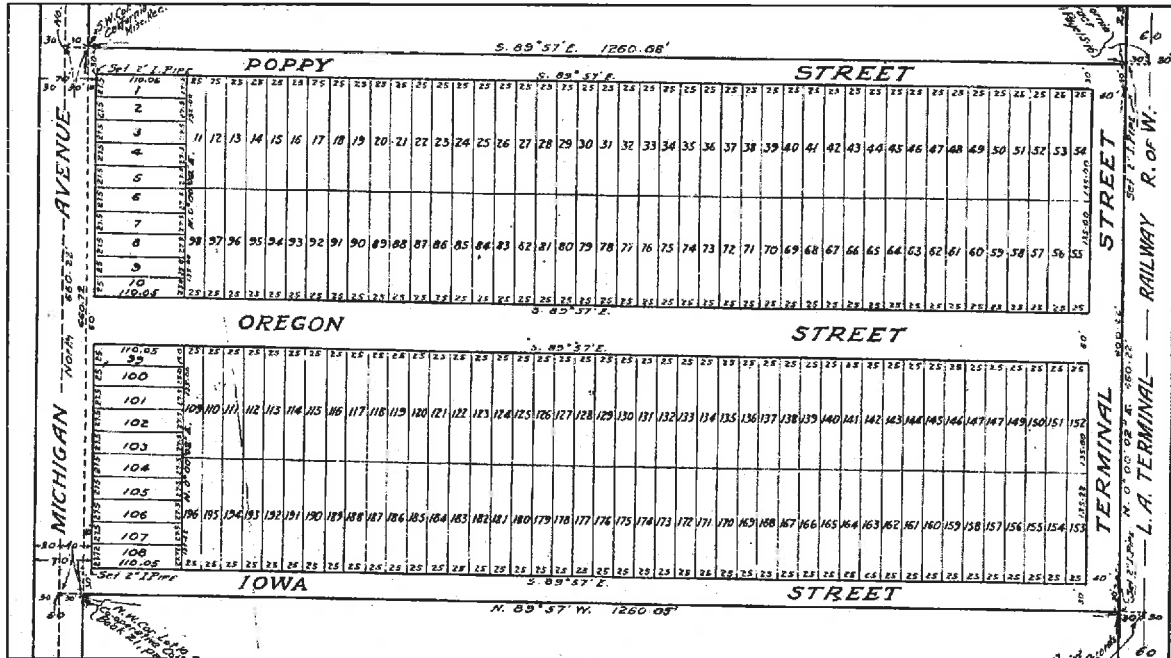
A closer look at several of the earliest tracts offers a glimpse into these differences in overall character and development.

In 1923, Tract No. 6083 was platted and offered for sale in the eastern portion of the neighborhood (Figure 15). Adjacent to an early refinery and the railway line, Tract 6083 spanned two blocks. The boundaries of the tract, which appears on the 1925 topographical map, were Poppy Street on the north, Terminal Street and the Los Angeles Terminal Railway Line on the east, Iowa (now Curry) Street on the south, and Michigan (now Cherry) Avenue on the west.

One of the earliest subdivisions in Grant Neighborhood, Tract 6083 offered unusually small, rectangular parcels just north of a number of new refineries. Oregon Street corresponds to present-day Harding Street, and Iowa Street corresponds to present-day Curry Street. The lots were uncommonly narrow for residential settlement. Throughout Grant Neighborhood, the typical tract size ranges from 40 to 50 feet wide and approximately 120 to 135 feet deep. With a total of nearly

200 lots offered, the parcels of this early tract measured only 25 feet wide and 135 feet deep. The proximity of the tract to the oil refinery suggests that early subdividers recognized the potential of offering workers' housing close to the refinery and Union Pacific Line.

Figure 15 April 1923 Tract North of Refinery in East Grant Neighborhood



In spite of the early establishment of the tract, construction does not appear to have taken off quickly in this area. This tract was very close to an area zoned for industrial use, and residential settlement appears to have arrived slowly. By 1938, it was only sparsely filled in. By 1947, with the postwar boom arriving in Long Beach, the tract was more filled in. As of 2018, the tract still retains a number of original sized lots, though most have since been joined to adjacent lots.

Most other tracts filed in the 1920s offered standard-sized lots for residential development. One such example, in the center of Grant Neighborhood, is Tract 7846, filed in January 1924. This tract includes the current 6000 block of Walnut Avenue, between 60th and 61st Streets. A total of 200 parcels were offered, with sizes ranging from 40-45 feet wide and approximately 117 feet deep.

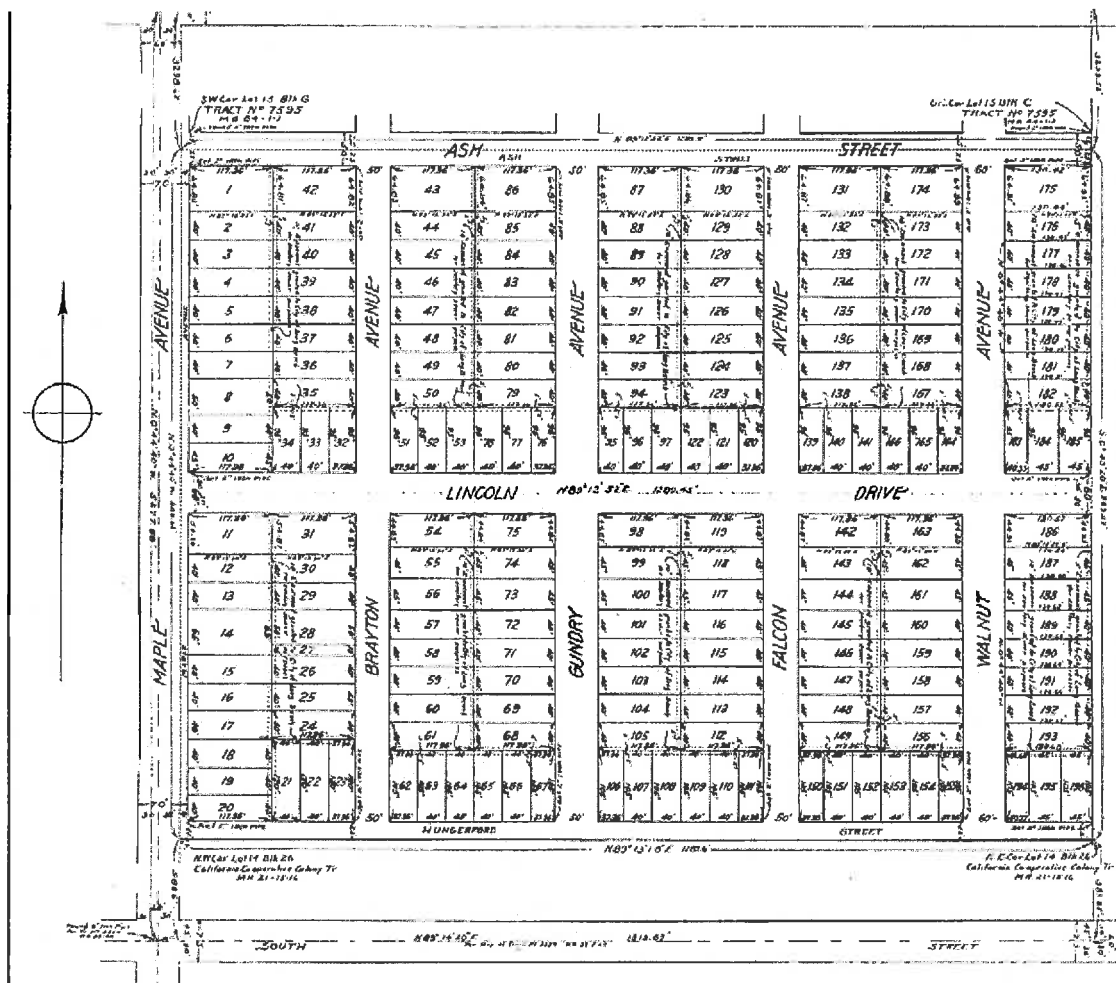
A similar early tract, in the neighborhood's southwest corner, was subdivided and offered for sale in August 1923. Owned by Long Beach National Bank, the tract spanned five residential blocks, each offering 30 lots a piece. With the same configuration of primarily 40 by 117 foot lots, the tract was intended to offer new residential settlement for the rapidly expanding city. Tailor-made for an automobile-centered neighborhood, the deep configuration of the lots allowed for a home and an accompanying garage, set back and accessed via a side driveway. In fact, a majority of building permits from the 1920s and 1930s reviewed for this study included a dwelling and a garage as part of the original construction.

While current-day Grant Neighborhood consists of numerous such tracts, these three tracts offer an early look at how the former ranch lands were subdivided and gradually developed, in terms of size, street grids, and orientation. The presence of a garage for most homes throughout the neighborhood reflects the centrality of the automobile in making settlement in North Long Beach feasible for many new residents.

As homes were constructed, a variety of contractors were known to have worked throughout Grant Neighborhood. Two such contractors were J.H. Lawrence and Ben Marron, both of whom built many homes along Gundry Avenue in the northwest portion of Grant Neighborhood.⁸

Along the 6000 block of Walnut Avenue, early building permits include a number of homes where owners served as contractors, as well as owners who purchased and improved multiple lots as resales or rentals. In the late 1920s, early developers include Bernice King, who improved lots at 6055 and 6056 Walnut Avenue in 1928 with the help of contractor E.W. Roettiger, and Ben Pauls of South Gate, who developed 6044, 6049, 6050 Walnut Avenue also in 1928. From its earliest years, the neighborhood was populated by skilled workers and laborers, and many original building permits suggest that owners also served as builders.

Figure 16 Original 1924 Tract Map for the 6000 block of Walnut Avenue, currently between 60th and 61st Streets



⁸ Interview by author with Sue Vanzant, Grant Neighborhood Association, March 15, 2018, Long Beach, California.

Even as tracts were filed in the mid-1920s, as native and life-long resident Don Thomas recalled, the overall character remained rural and infrastructure was scarce.⁹ Streets throughout North Long Beach had large dirt gutters, and sidewalks were only added in the 1930s. During the depression, the wood water pipes of the Citizens Water Company were finally replaced. Chronic flooding was also an issue. In the late 1930s, the construction of concrete bridges and channelizing the Los Angeles River helped mitigate this problem.

Amenities started to emerge to accommodate the new population. In 1924, Harding Park Elementary School opened at Harding and Gundry Streets (Figure 17). Following the 1933 Long Beach Earthquake, the school was relocated and rebuilt at 1225 E. 64th Street, near Gundry Avenue. By 1949, in order to accommodate the neighborhood's expanding population, the school, since renamed Ulysses S. Grant Elementary School, gained a new signature administrative building, constructed by architect Thomas Russell in the Neoclassical Revival style.¹⁰ Grant Neighborhood takes its name from the school.

In April 1924, the "Oriental Theater" opened its doors in North Long Beach, along American Avenue (now Long Beach Boulevard) (Figure 18). The Houghton family's influence and contributions in the neighborhood continued, with the 1924 commemoration of Houghton Park, a three-acre recreational area donated by Houghton's child, Eliza and Stanley (Figure 19). As noted previously, the Houghton family had begun farming in the vicinity of Grant Neighborhood, on Artesia Street near the Los Angeles River in the 1890s (the land donated for the park included a portion of the original Houghton family homestead). In the 1920s, Houghton Park brought recreational space and amenities to the new residential settlement emerging in Grant Neighborhood. Located west of Grant Neighborhood, the park still provides recreational fields and amenities for the community.

In 1929, the City of Long Beach filed permits for a new fire station in Grant Neighborhood. Completed in August 1930, the Fire Station No. 12 was constructed on Gundry Avenue for an estimated construction cost of \$26,000. By 1933, during the low point of the Great Depression, the fire station was used as a "Women's Sewing Depot."¹¹ (The fire station now serves as headquarters for Long Beach City Council District No. 9 and is now a designated City landmark.)

As the neighborhood started filling in, the western half of Grant Neighborhood was home to the earliest tracts and the most residential settlement and construction. Real estate offices helped move units and lots, and new residents arrived in large numbers between 1925 and 1929. With a dividing line of Cherry Avenue, the western half of the neighborhood was primarily residential in character, with axial street grids and uniform rows of rectangular lots, deep enough to allow for a residence and an adjacent driveway and setback garage. The eastern half of the neighborhood also eventually filled in with residential construction, but the presence of an early oil refinery in the southeast corner, as well as the right-of-way for the Union Pacific Railway line, meant that the neighborhood retained a more industrial character (not to mention a different zoning designation).

One of the earliest intact neighborhoods was located in the northwest quadrant of the neighborhood, between Artesia (north), Cherry Avenue (east), 64th Street (south), and Walnut Avenue (east). Although the neighborhood spanned a number of separate tracts, subdivided in different years, the uniform street grid and parcel size lent themselves to a cohesive neighborhood

⁹ California State University Long Beach. 5 April 1978. Community Builders, Long Beach Area History Project. Oral History with Don Thomas, Kaye Briegel, Interviewer. Available at: <http://symposia.library.csulb.edu>.

¹⁰ Long Beach Unified School District, Districtwide Cultural Resources Assessment. January 2017.

¹¹ Farmers & Merchants Bank of Long Beach, Polk City Directory, 1933, p. 695; Vanzant, Sue, March 2018, Email correspondence.

Focused Historic Context Statement: Grant Neighborhood, North Long Beach

once construction did begin in earnest. During the booming 1920s, a total of 470 properties were constructed between 1925 and 1929 alone, or 20 percent of the total built improvements within the neighborhood. Between 1920 and 1924, that number had stood at just 75.

By the late 1920s, Grant Neighborhood was home to an emerging automobile suburb throughout its western half (Figure 20).

As of 2018, Grant Neighborhood retains the highest concentrations of 1920s properties in the northwest quadrant (north of East Harding Street, along East 65th Street, Poinsettia Street, and 63rd Street) and southwest quadrant (south of East Harding Street, along Walnut Avenue, Falcon Avenue, Gundry Avenue, and Gaviota Avenue). These areas were also home to some of the earliest tracts and subdivisions in the neighborhood. In total, 25 percent of the current built improvements in the neighborhood were constructed during the 1920s, with notable concentrations in the western half of the neighborhood.

Figure 17 Harding Park School, later relocated and renamed Grant Elementary.



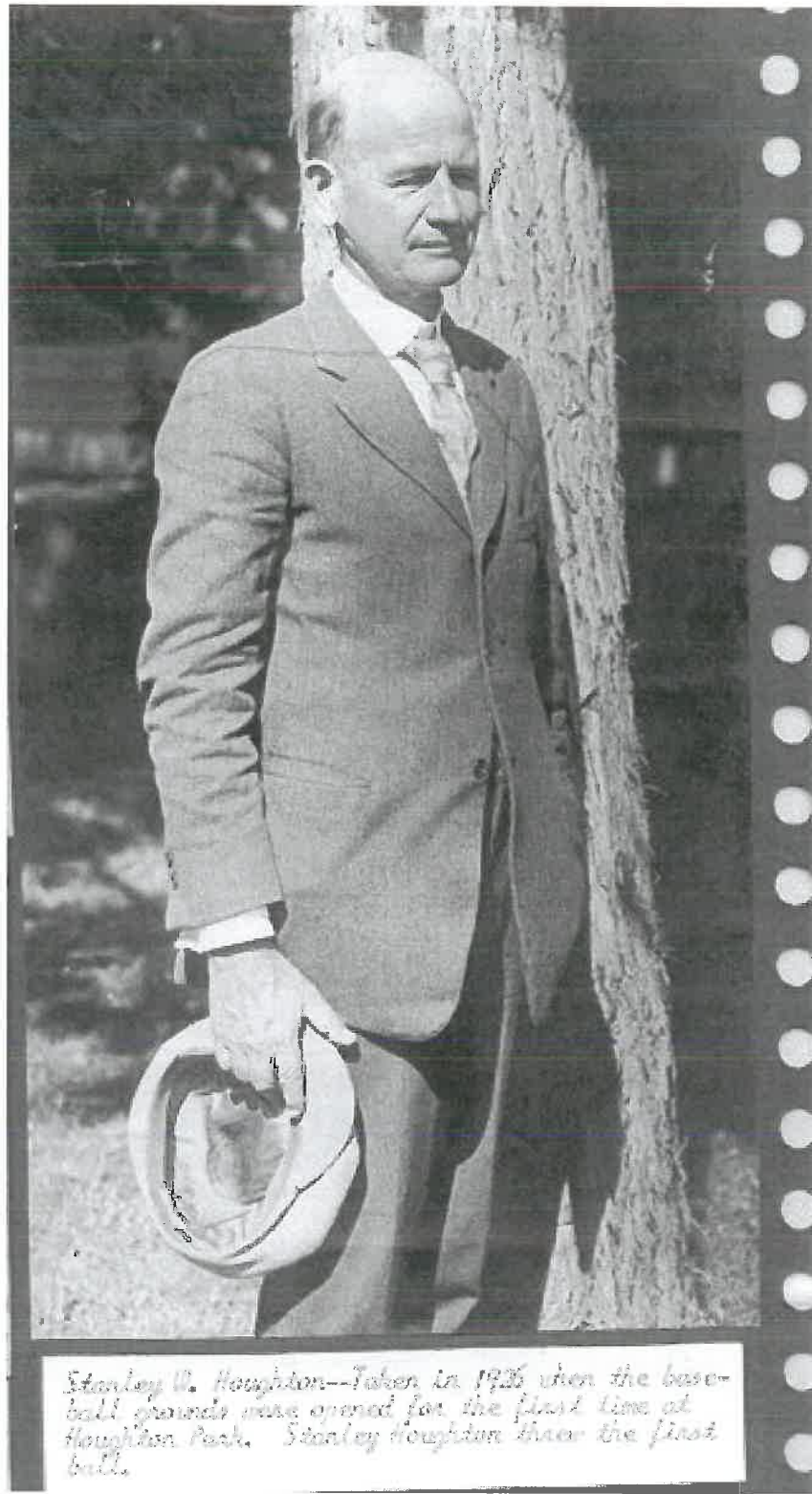
Source: Historical Society of Long Beach

Figure 18 North Long Beach's Oriental Theatre, 1924.



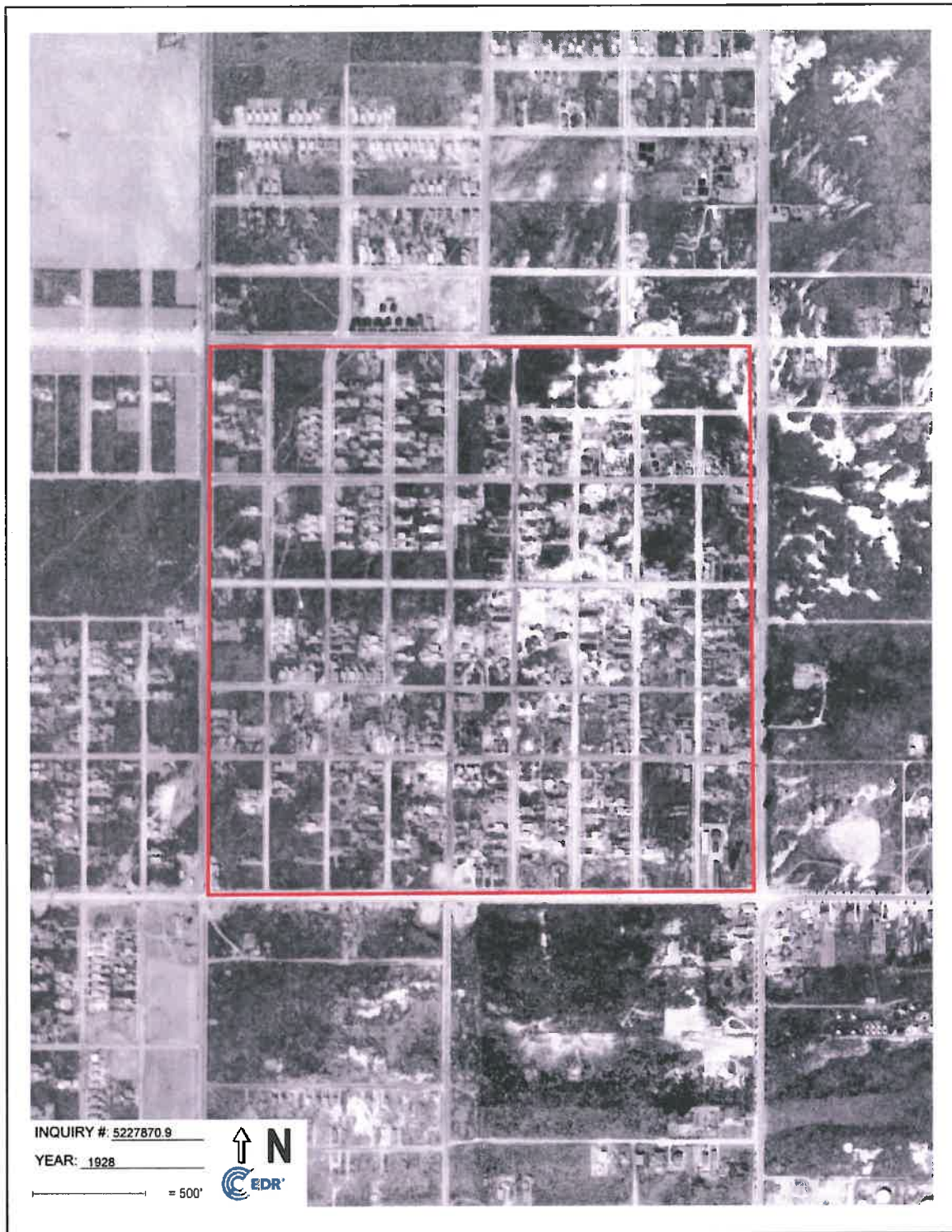
Source: Long Beach Public Library

Figure 19 1926 Image of North Long Beach Pioneer, Farmer, and Civic Leader, Stanley Houghton



Source: Sue Vanzant, Grant Neighborhood Association

Figure 20 Aerial map as of 1928, one of the peak years for new construction in Grant Neighborhood



4.3 Great Depression and World War II, 1930 - 1945

Long Beach Overview

The roaring 1920s came to an abrupt end with the onset of the Great Depression, and Long Beach suffered the effects. A decrease in the demand for oil meant less revenue for the area's refineries, and fewer jobs. Tourism suffered as well. With fewer visitors, the city's resort hotels and businesses saw a decline in revenues and drop in employment opportunities. Resort hotels, such as the Virginia Hotel, closed during this period. Making matters worse, at the nadir of the Great Depression, the Long Beach Earthquake struck on March 10, 1933. The resulting damage was extensive. Funding from the Works Progress Administration (WPA) helped in reconstruction efforts, and the ongoing presence of the oil industry, though diminished, continued to buoy the local economy.

Although the depression caused widespread deprivation, the City's diverse economy ultimately helped sustain it through these years. As the oil industry slowly recovered, the area's many refineries offered employment to regional and interstate settlers. The decade brought new projects and construction funded by the WPA, including expansion of the local sewer system.

In addition, the strength of the harbor as an economic engine is reflected in the number of new concerns that emerged in Long Beach during the Great Depression. In 1930, Ford Motor Company opened a \$5-million factory in Long Beach. In 1931, Proctor and Gamble opened a \$4.6-million plant at 1601 W. 7th Street. As of 1930, an estimated 1 million tons of cargo left the Long Beach Harbor each year. The establishment of the Long Beach Navy Base and Shipyard in 1940 further solidified the soundness of the City's industrial base. By the end of World War II, Long Beach boasted one of the largest manufacturing economies among US cities, with concerns including aircraft, machinery, automakers, clothing, and furniture. Between 1940 and 1945, the City's population rose a remarkable 50 percent to accommodate new residents drawn by defense-related jobs.

New Deal Housing Programs

During the Great Depression, a New Deal program helped increase new residential construction as well as levels of home ownership. Established through the National Housing Act in 1934, the Federal Housing Administration (FHA) offered home mortgages that were long-term, low interest, and within the reach of the average American family. In addition to offering funding for homes, the FHA also developed designs for the ideal home and for the neighborhood itself. The so-called Minimum House, also referred to as the "Minimal Traditional" style, presented a minimum threshold, in terms of square footage, plan, program, and amenities, that would be approved and funded through the FHA. The resulting residential construction boom in Southern California was significant enough that it had helped the construction industry recover by the late 1930s.

With GIs returning from World War II, FHA funding programs accelerated in the postwar years. But these early initiatives and efforts to shape residential design remain clearly expressed throughout Long Beach in the Minimal Traditional residences still lining residential neighborhoods throughout town. While architectural detailing varies, the basic house type represents a stripped-down version of the historic eclectic styles popular in the 1920s, in particular the Tudor and English Revival styles. The Minimal Traditional home served as the prototype used by the FHA in its efforts to codify and

manufacture “a standard, low-cost, minimum house that the majority of American wage earners could afford.”¹²

Even as the FHA made home ownership a reality for many Americans, it encouraged practices that excluded non-Caucasians. Several factors came together in this respect. Prior to the establishment of the FHA, in the early twentieth century, restrictive covenants had been used in property deeds that dictated terms for present and future ownership. In the case of restrictive housing practices, deeds would specify which “races” could own a property, and which ones could not. Covenants could last for decades and cover individual properties or entire neighborhoods. In 1919, prior to widespread settlement in North Long Beach, the California and US Supreme Courts upheld the use of racially restrictive covenants, which “unleashed their widespread use in Los Angeles.”¹³

During this period, few attempts were made to disguise such housing discrimination; it was the open preference of many real estate professionals. According to long-time Long Beach resident Annie B. Sawyer, who moved to Long Beach in 1936 when her son was stationed at the City’s US Navy base, only one apartment building would rent to African-American residents at the time.¹⁴

In the 1930s, exclusionary housing practices were also encouraged and furthered by another New Deal program, the Home Owners Loan Corporation (HOLC) program. The HOLC offered refinancing and low-interest loans for homeowners during the Great Depression.¹⁵ In order to offset the risk, the HOLC established a now-famous appraisal system for ranking neighborhoods and assigning a “security risk” level for each neighborhood. A number of factors went into assigning risk, including housing age, condition, and value, as well as demographics of the residents, proximity to services and amenities (or hazards).

What made the program infamous as well, however, was its focus on the race of neighborhood residents to assign risk and the subsequent refusal to offer loans to non-Caucasian homeowners. Security levels were color-coded from green (least risk), blue, yellow, and red (highest level of risk). Owners living in neighborhoods with higher levels of risk generally could not qualify for loans or federal funding. Prepared for cities throughout the United States, the HOLC Security Maps offer an illuminating if troubling look into housing discrimination and the federally sanctioned practice of “red-lining.” The FHA supported the use of restrictive covenants until 1948, a practice that impacted neighborhoods throughout Long Beach, Southern California, and the United States.

In Long Beach, one neighborhood deemed to be a low risk (or green) was Oak Knolls. As observed by HOLC surveyors, Oak Knoll residents were primarily “business and professional men, oil company and refinery executives” with income ranging from \$3,600 to \$7,500 and up. The percentage of “foreign families” and “Negro” residents was estimated to be zero. Homes ranged from 6 to 8 rooms, in good repair and 95 percent owner occupied. The area was “highly deed restrictive” and provided for “racial protection in perpetuity.”¹⁶ The “proximity to oil wells, refineries, etc., is a

¹² Hise, Greg, *Magnetic Los Angeles: Planning the Twentieth-Century Metropolis* (Baltimore, MD: Johns Hopkins University Press, 1997), p. 57. See 2009 City Historic Context Statement for descriptions and eligibility standards of architectural styles and building types in Long Beach.

¹³ Grimes, 2009, p. E-11.

¹⁴ California State University Long Beach. 31 January 1983. Oral History, Annie B. Sawyer, 1905 – 1995, Kaye Briegel, Interviewer. Available at: <http://symposia.library.csulb.edu>.

¹⁵ For extended comments on HOLC redlining practices and public housing initiatives in Los Angeles, see Dana Cuff (2000) and Becky Nicolaides, “‘Where the Working Man Is Welcomed’: Working Class Suburbs in Los Angeles, 1900 – 1940,” *The Pacific Historical Review*, vol. 68, no. 4 (November 1999): pp. 517-559.

¹⁶ Home Owners Loan Corporation. 3 May 1939. “Area Description, Security Map of Los Angeles County, Area A-58, Oak Knolls.” Available at: <http://salt.umd.edu/T-RACES/demo/demo.html>.

detrimental influence; however, no odors were detected and informed local opinion is that this factor is not a deterrent.”¹⁷

Other areas deemed to be lower security risks were Bixby Knolls and a large swath along the waterfront, both of which earned 2nd place security grades. Red-lined areas included west and central Long Beach, which had a “slow increase of subversive racial elements” with a 20 percent population of Mexican-Americans, Japanese-Americans, and Italians, and African-Americans.¹⁸ The areas of Wardlow Road and Long Beach Boulevard were also red-lined and deemed to be the most risky. Most areas of North Long Beach earned a 3rd place security grade, not due to the presence of “subversive” races, but rather because the neighborhoods were relatively new and experiencing rapid new construction through FHA funded housing. Since the future character and quality could not be guaranteed, HOLC surveyors deemed a large swath of North Long Beach to be a 3rd level (or yellow) security risk (Figure 21).¹⁹

These exclusionary housing practices were dismantled in small steps through the courts between 1948 and 1968 (starting with a US Supreme Court finding that such restrictions unenforceable, leading up to the 1968 Fair Housing Act finding them illegal). The long-time use of these practices, though, resulted in entrenched segregation in communities throughout Southern California and Long Beach that took decades to correct.

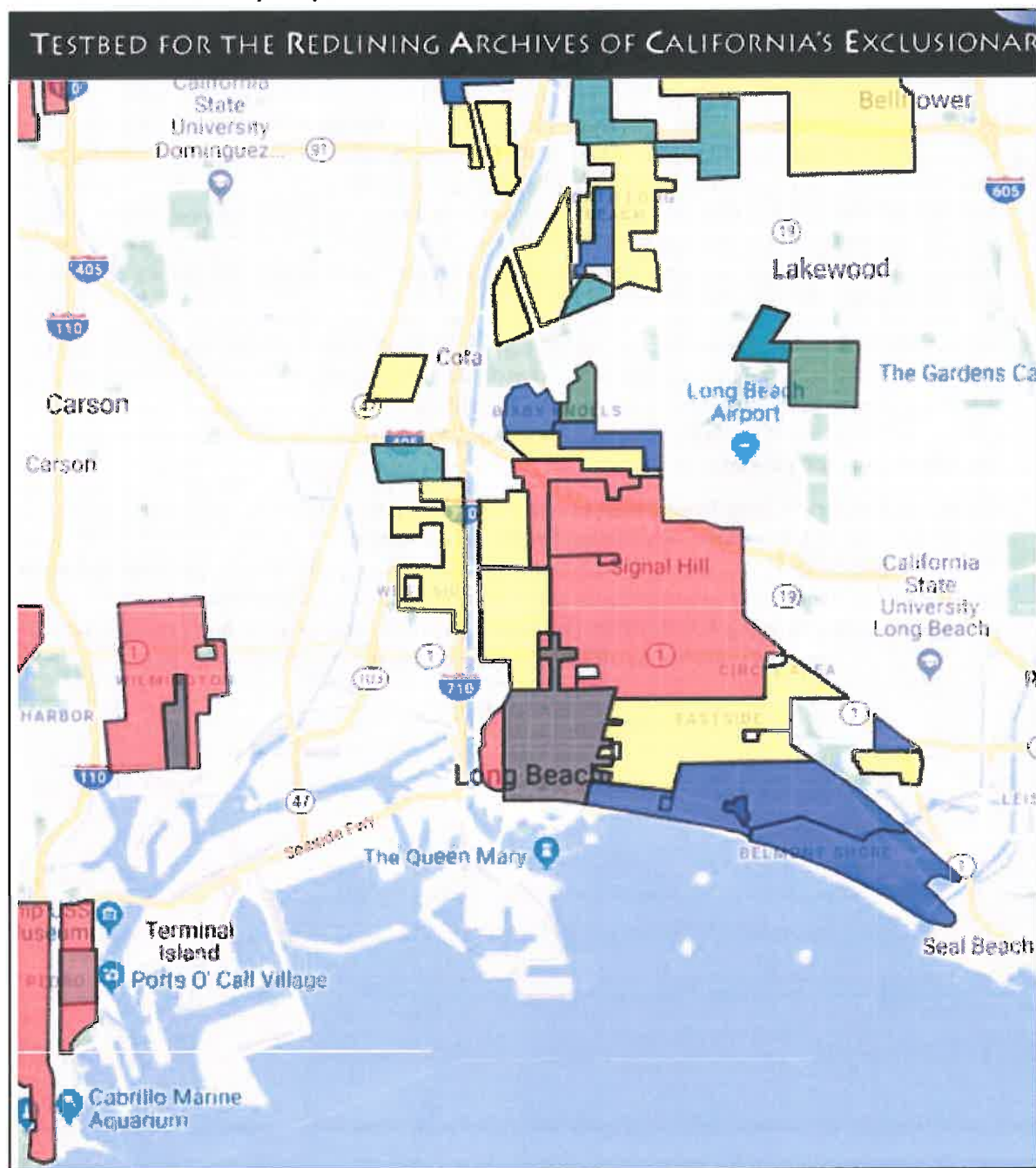
In the postwar period, Long Beach resident Annie Sawyer, quoted above, became active in Long Beach’s chapter of the National Association for the Advancement of Colored People (NAACP). Through organizations like the NAACP, the Civil Rights Movement, and the erosion of exclusionary housing laws, Long Beach’s neighborhoods grew more diverse in subsequent decades. Following passage of the Fair Housing Act, North Long Beach in particular quickly grew more diverse, with a sizable African-American presence by 1976 (discussed below in more detail).

¹⁷ *ibid.*

¹⁸ All maps for Long Beach and Los Angeles County available at T-RACES: <http://salt.umd.edu/T-RACES/demo/demo.html>.

¹⁹ Home Owners Loan Corporation. 3 May 1939. “Area Description, Security Map of Los Angeles County, 3rd Security Grade, Area No. C-148.” Available at: <http://salt.umd.edu/T-RACES/demo/demo.html>.

Figure 21 Level of “security risk” assigned to neighborhoods in Long Beach, according to the 1939 HOLC Security Maps



Source: Testbed for the Redlining Archives of California's Exclusionary Spaces (T-Races), <http://salt.umd.edu/T-RACES/demo/demo.html>.

Defense-Related Construction and Expansion

The 1930s also brought expansion of the defense industry, both in sea and air defense. In 1937, the first permanent naval base, Reeves Field, was opened on Terminal Island in 1937. In 1941, the Roosevelt Naval Base, shipyard, and hospital opened. These events kicked off a long, vibrant presence in Long Beach of the US Navy.

In addition, Douglas Aircraft Company selected Long Beach as the location for a new expansive production plant in 1940. Constructed initially by architects Edward Cray Taylor and Ellis Wing Taylor between 1940 and 1941, the Douglas Aircraft Company was located at 3855 Lakewood Boulevard, southeast of Grant Neighborhood. During the height of World War II, the Long Beach plant employed an estimated 43,000 workers. The Long Beach plant of Douglas Aircraft built “approximately sixteen percent of all U.S. aircraft in the war,” a remarkable rate of production. “Douglas provided the community with a new source of income and an immense opportunity for local employment, and created escalating demands for housing and services. As a result, the population of Long Beach soared during the war and the fortunes of the city varied along with those of the company.”²⁰

Following the war, the Long Beach plant successfully made the transition from war-production to peacetime (and then Cold War-related) production. The Douglas Aircraft Company “remained a cornerstone of American aviation through its merger with McDonnell Aircraft Company in 1967 and subsequent merger with Boeing in 1997.”²¹

²⁰ National Park Service, US Department of the Interior. 2006. Historic American Engineering Record, Douglas Aircraft Company Long Beach Plant, HAER CA-315. Available at: <http://cdn.loc.gov/master/pnp/habshaer/ca/ca3100/ca3187/data/ca3187data.pdf>.

²¹ Ibid.

Figure 22 Douglas Aircraft Plant and Long Beach Airport, circa 1960. The scale of the plant, which employed 43,000 people during World War II, compared with blocks of adjacent housing, offers a vivid illustration of the plant's impact as an employer in Long Beach. Source: Long Beach Public Library.



Grant Neighborhood, 1930-1945

As throughout Long Beach, the Great Depression was evident in North Long Beach. Once the WPA was established, the organization put people to work planting vegetable gardens in vacant lots throughout North Long Beach. One native and long-time resident of North Long Beach, Don Thomas, recalls the hard years of the depression, when the City set up soup kitchens and the oil industry was one of the only stable sources of employment.²² By 1933, during the low point of the Great Depression, the Fire Station No. 12 on Gundry Avenue was used as a "Women's Sewing Depot."²³

However, even though the economy slumped, North Long Beach was buoyed by the strength of its oil resources. Oil revenues alone during the Great Depression helped compensate for the economic

²² California State University Long Beach. 5 April 1978. Community Builders, Long Beach Area History Project. Oral History with Don Thomas, Kaye Briegel, Interviewer. Available at: <http://symposia.library.csulb.edu>.

²³ Farmers & Merchants Bank of Long Beach, Polk City Directory, 1933, p. 695; Vanzant, Sue, March 2018, Email correspondence.

slump. North Long Beach also continued to grow due to its proximity to a number of major employers.

This is reflected in the numbers of extant properties as well as in local city directories. For example, in the 6000 block of Walnut Avenue through the Great Depression years, residential settlement remained notably stable, and occupations of residents varied. Although the most common occupation listed for residents in the 6000 block of Walnut Avenue was oil industry-related work, a number of other professions were represented in the neighborhood. For example, Lyman Alguire, at 6023 Walnut Avenue, owned a paint company, Alguire Paint Company, and Archie Washburn worked as a chauffeur with the Lang Transportation Company. Several other residents worked as electricians and tractor operators. Also noteworthy, a majority of residents of the block were also homeowners. According to City Directories, the number of residents on this block remained fairly stable through the worst years of the Great Depression. By 1939, the numbers had increased, and more than half of the residents worked in the oil industry.

HOLC Security Map, North Long Beach

While North Long Beach and Grant Neighborhood offered land for residents drawn by plentiful employment opportunities, the neighborhood was not open to all. Homes throughout North Long Beach were subject to deed restrictions that excluded certain groups and races from owning property. The previous section described how the practices of the FHA and HOLC contributed to housing discrimination and segregation throughout Long Beach. In terms of North Long Beach, the HOLC survey offers an interesting snapshot at the neighborhood demographics, character, amenities, and physical attributes as of May 1939.

At the time, HOLC surveyors deemed the neighborhood to be “rapidly increasing” in population, with an estimated 200 new homes constructed in 1938/1939. The neighborhood was single-family residential, occupied primarily by “local business and professional men, while collar workers, laborers, etc.” Estimated income ranges were \$900 to \$2,000 a year, and there were “few” foreign families and no “subversive races” living in the neighborhood at the time. This absence of non-Caucasian residents was due to the presence of “very liberal” deed restrictions, which did “protect against racial hazards” [sic].²⁴ Churches and recreational centers were deemed to be “reasonably convenient,” transportation was “inadequate,” but schools were “of best and readily available.”²⁵

As for the housing stock, 95 percent of the buildings in the neighborhood were residential, with 4- to 5-room homes in fair to good repair, and a 98 percent occupancy rate. Another 75 percent of the homes were found to be owner-occupied. The sales demand was deemed to be “good,” with most of the new construction financed through the FHA mortgages: “Under stimulus of promotional effort and FHA Title II and Title I Class 3 financing, there has been unusual activity in residential improvements over the last five years.”²⁶ Among the estimated 200 residential properties constructed in the area in a one-year period, FHA mortgage funding was deemed to be “ample.” The HOLC surveyor identified four concentrations of FHA Title I properties in North Long Beach, with a total of 110 residential properties. In addition, new construction was deemed to be financed through FHA Title II.

²⁴ Home Owners Loan Corporation. 3 May 1939. “Area Description, Security Map of Los Angeles County, 3rd Security Grade, Area No. C-148.” Available at: <http://salt.umd.edu/T-RACES/demo/demo.html>.

²⁵ Ibid.

²⁶ Ibid.

HOLC surveyors summed up their thoughts in the Area Description for North Long Beach in the following manner:

This area, which is predominantly a workingman's sustenance homestead section, is comparatively new. Construction ranges from cheap substandard to standard quality. Maintenance is spotty but generally indicated pride of ownership. Architectural designs differ as to districts but new improvements are individually attractive.

In spite of these factors, this swath of North Long Beach was given a yellow security grade (3rd level, moderate risk): "From the foregoing it can readily be seen that area is in its formative period and that development has been of a heterogeneous character. It is not possible to predict the ultimate outcome."

Between 1938 and 1947, much new construction had arrived in Grant Neighborhood, as its blocks filled in, primarily with single-family homes. By the end of World War II, Grant Neighborhood was already a well-established automobile suburb, with uniform setbacks, street trees, and neighborhood amenities. Long Beach retains a great number of FHA-funded Minimal Traditional homes of the late 1930s and early 1940s, with a concentration in North Long Beach neighborhoods such as Grant Neighborhood.

Figure 23 1938 Aerial Photograph. This photograph shows residential expansion in northwest area of Grant Neighborhood. Street trees are evident, in particular throughout the western portion of the neighborhood, as well as a new industrial plant in the southeastern portion.

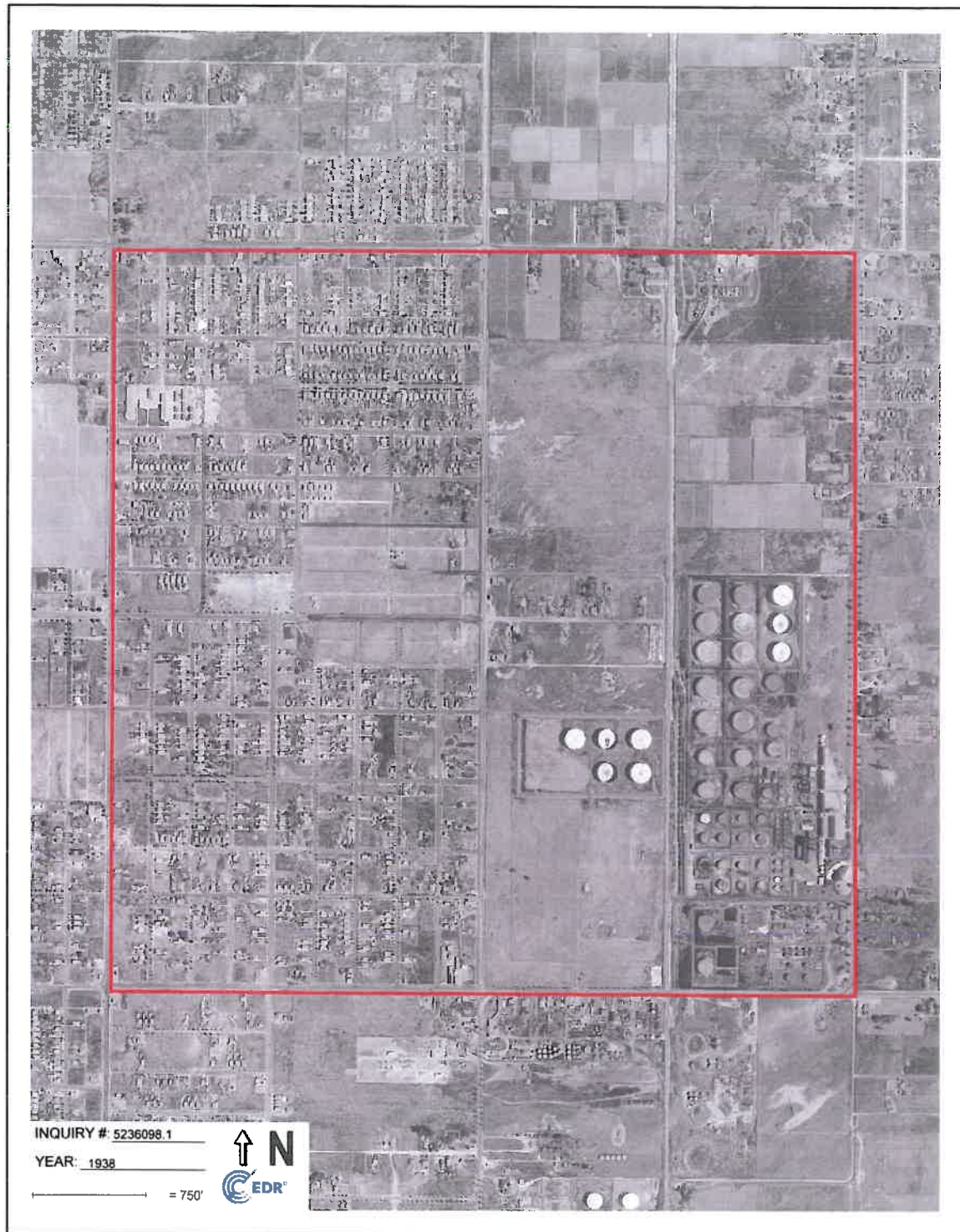
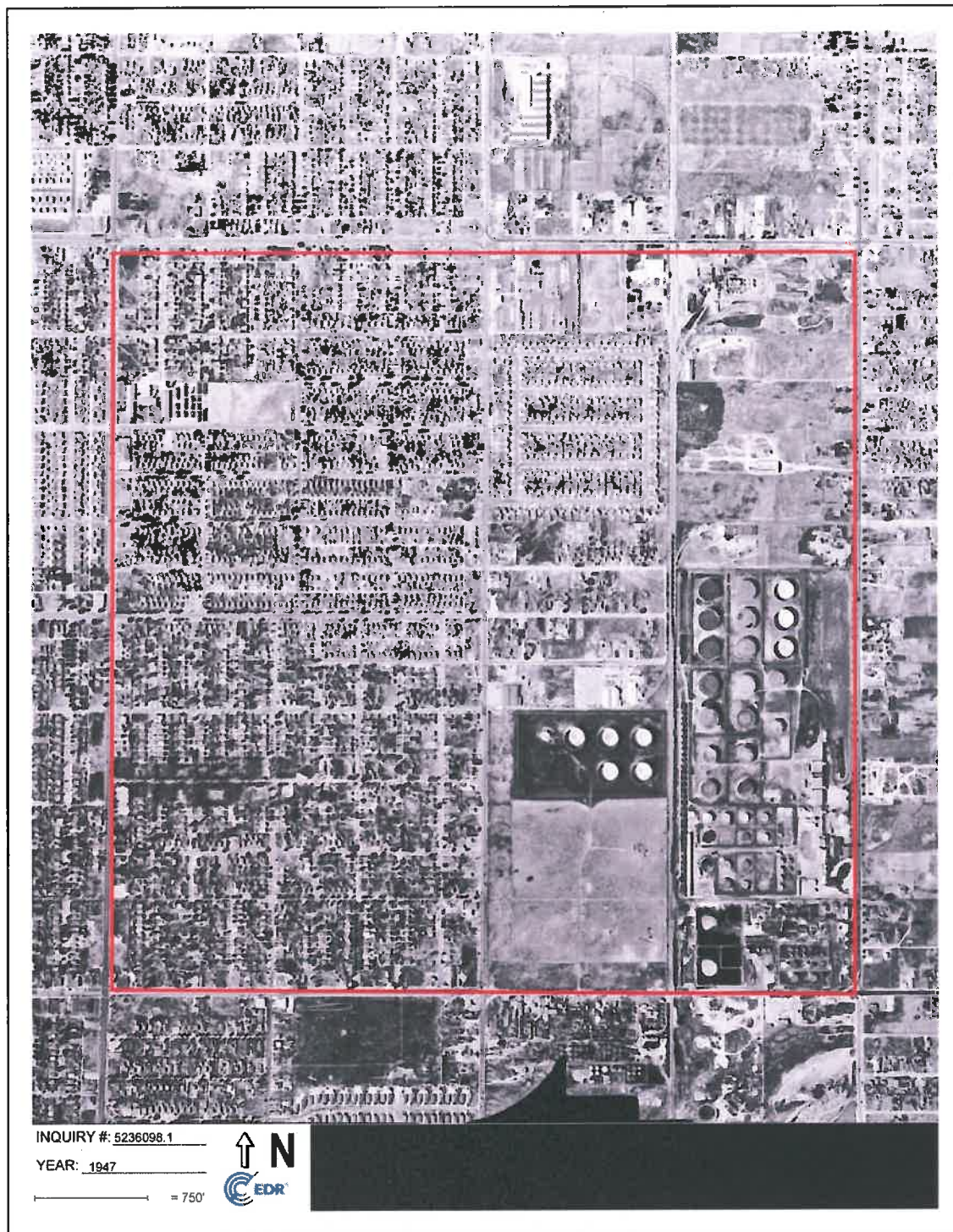


Figure 24 Aerial photograph, 1947. After a decade of new settlement and expansion, by 1947, Grant Neighborhood had become a well established neighborhood.



Military Boom Arrives in North Long Beach, 1941-1945

As noted above, throughout World War II, Douglas Aircraft in Long Beach built approximately sixteen percent of all U.S. aircraft in the war, a tremendous rate of production. In order to accomplish this level of production, the Long Beach plant operated around the clock.

It would be difficult to overemphasize how much this and other defense-related production in Long Beach impacted neighborhoods like Grant Neighborhood. At no time in Grant Neighborhood's history was construction as accelerated as during World War II. At the height of the war, when Douglas Aircraft Company employed 43,000 people, at work 24 hours a day, a total of 258 new homes were constructed in Grant Neighborhood in 1942. Among extant parcels, this total represents 11 percent of the total in all of Grant Neighborhood.

The war years generally were a time of rapid growth and new construction. Among approximately 2,200 built improvements throughout Grant Neighborhood, over 25 percent of the total extant building stock was constructed between 1940 and 1944. The peak year was 1942, as noted above. The influence of Douglas Aircraft Company and other defense-related industries and employers, in igniting residential construction and settlement continues to be reflected throughout Grant Neighborhood.

Figures 25 and 26 below show the World War II transformation of Grant Neighborhood. The top image shows a 1938 aerial photograph, with large swaths of land still undeveloped. On the bottom, Arc-GIS data shows how much of that open land became improved with housing between 1940 and 1944. Buildings dating from 1940 to 1944 are shown in light violet. Most war-era construction centered on Harding Street and Cherry Avenue, and in Cherry Manor (shown as the open field in the center of aerial).

Figures 25 and 26 The World War II Transformation of Grant Neighborhood



4.4 Postwar and Modern Development, 1946-1965

Long Beach Overview

Throughout Southern California's communities, the postwar boom brought to mind the boom of the 1920s. In Long Beach, another period of dramatic growth took place, both in terms of population and city boundaries. From 1950 to 1956, the City annexed an additional 9.8 square miles of land, with most of this expansion taking place in eastern Long Beach. Single-family residential development greatly accelerated with the return home of thousands of veterans and passage of the GI Bill, which offered low-interest, long-term mortgages. In Long Beach, these events transformed areas like Los Altos, an agricultural hold-out that "quickly transitioned from agricultural lands into a booming bedroom community of 10,000 homes." Residential development also expanded in North Long Beach.

Douglas Aircraft Company was one example of a wartime defense industry that segued into (and flourished in) non-defense-related manufacturing (and, ultimately, Cold War-related production). This industrial growth continued to be transformative for Long Beach. By the time World War II ended, wartime and defense-related industry had brought a boom in employment, economic resources, and people, just in time for the GI's return and the postwar boom.

As residential and accompanying commercial development expanded outward, business suffered in downtown. By the 1960s, the City began efforts for downtown revitalization, to attract tourists and businesses back to downtown. In 1962, redevelopment efforts were launched by the City in West Long Beach. In 1967, the Queen Mary was acquired by the City, with the goal of using it as a tourist attraction.

By the early 1970s, downtown Long Beach followed the familiar path experienced by many other postwar cities. Postwar suburbanization had led to an increase and expansion of the city periphery but a corresponding decline in construction and occupancy in the core. As in other cities, two different approaches emerged as a result of this challenge. The first approach, from the city's perspective, was planning for redevelopment, which often entailed removing "blighted" or deteriorated and underutilized properties in favor of new, usually higher density construction. The second emerging approach, which generally came from citizens groups, included the establishment of a conservation movement in order to guide and comment on redevelopment and ensure retention of the overall character and history of the city. In 1978, Long Beach established the Cultural Heritage Committee, which was authorized to identify and protect historic resources through landmark criteria and designation for buildings and districts. Through the 1980s and 1990s, redevelopment efforts continued in downtown Long Beach in many new projects.

As of 2008, Long Beach has a population of over 460,000 people and spans approximately 50 square miles. The Port continues to be the "busiest port on the West Coast, handling more cargo tonnage than any other western harbor. In addition, the City maintains a healthy tourist economy, which welcomes more than 5 million visitors annually."²⁷

Grant Neighborhood, 1946-1970

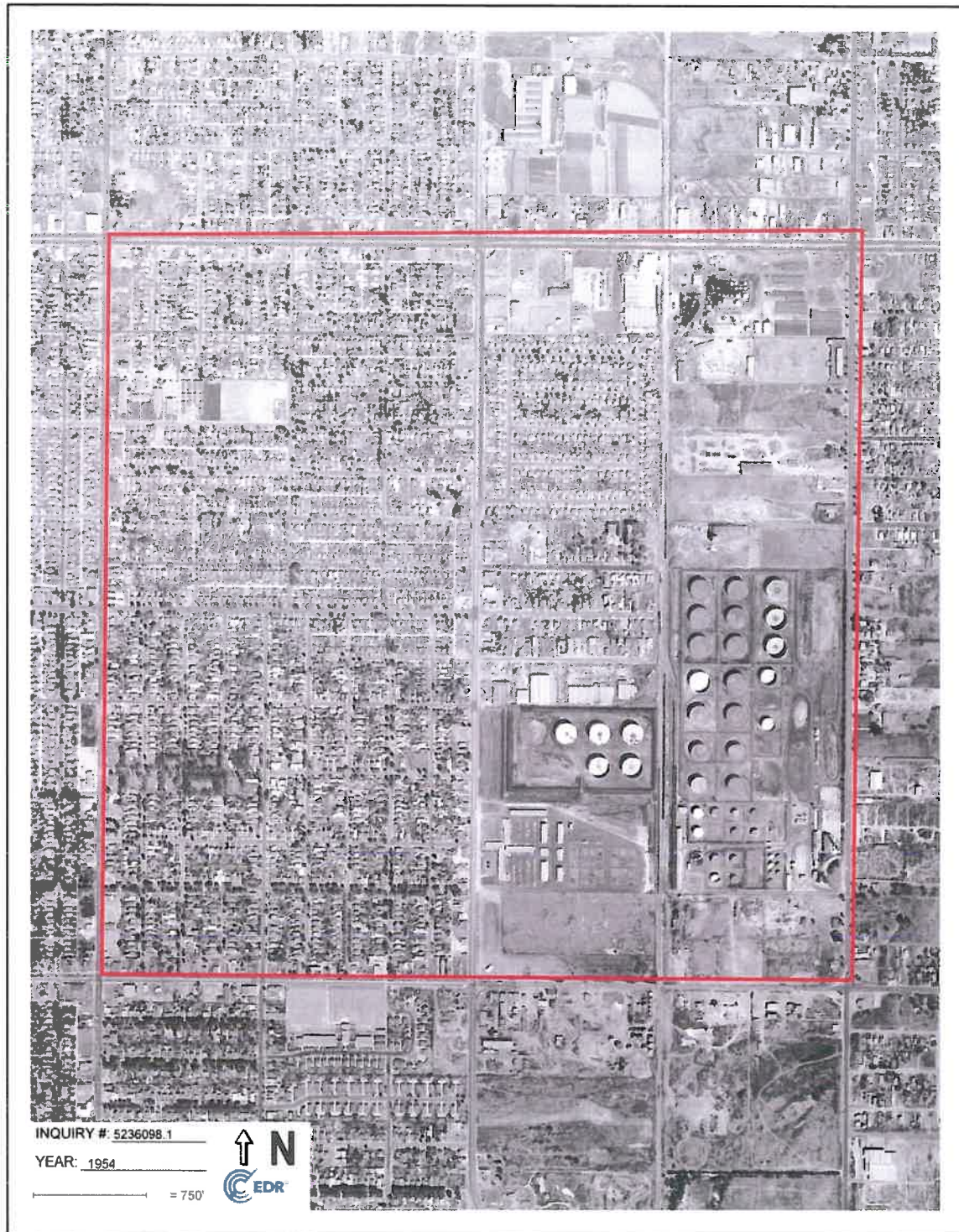
The postwar housing shortage and ongoing strength of the aerospace industry continued to draw new residents and businesses to the City. In response to the housing crisis, more multifamily

²⁷ Sapphos, p. 51.

properties started to emerge in North Long Beach, including in and around Grant Neighborhood. The regional population boom, as well as construction of the State Route 710 and 91 freeways, also brought a continuing population increase in North Long Beach.

Although North Long Beach continued to expand in this period, as noted previously, Grant Neighborhood was already a well-established automobile suburb by the postwar period (Figure 27). For example, the 6000 block of Walnut Avenue remained stable in the decade between 1939 and 1948, with several new properties at the periphery of the block in the 1950s. Additional tracts and new construction still continued to fill in the neighborhood, which the Ranch House and Mid-Century Modern styles that were popular in the era.

Figure 27 Aerial photograph, Grant Neighborhood, 1954. Density and in-fill continued to increase, but Grant Neighborhood was a well-established automobile suburb by the postwar period. Industrial zoning and manufacturing continue to occupy the eastern area.



The most dramatic shift was in the demographics and diversity of the neighborhood. As exclusionary housing practices were dismantled by the late 1960s, neighborhoods throughout Long Beach that had been subjected to exclusionary deeds, including in Grant Neighborhood, started to open up to a more diverse community. While the exact character and timeline for ethnic settlement and diversity in Grant Neighborhood is not known, a few sources have been identified to shed some light on this question.

One group that quickly established a strong presence in North Long Beach was the African-American community. Following the end of discriminatory housing practices, many African-Americans, particularly middle-class families, had already made North Long Beach home. This influx had become enough of a trend that the *Long Beach Independent* commented on it in May 1976, writing that, "In North Long Beach, with its moderately priced housing, it's generally better physical condition and its comparative safety, working and middle-class blacks have found a haven":

There was a time when civil rights leaders despaired of curing the sickness of racial segregation in the cities. At a 1966 Los Angeles conference on urban problems, government and civil rights spokesmen agreed that the nation faced one of its greatest challenges in trying to reverse the alarming and explosive growth of the ghettos in the North. Now, a decade later, with discriminatory housing practices breaking down, the suburbs are no longer impregnable, and blacks who have risen above the economic conditions of the ghetto are moving out. If not to the suburbs, then to the areas just outside the ghettos that had previously been inaccessible to them.

By 1976, the *Long Beach Independent* estimated that the African-American community comprised approximately 10 percent of North Long Beach's overall population, estimated to be 60,000.²⁸ Working and middle-class African-Americans primarily had moved to North Long Beach from central Long Beach and areas of Compton. As of 1976, as noted by the *Long Beach Independent*, "Their influx, which began about five or six years ago, did not take place, however, without the familiar pattern of block busting on the part of some real estate dealers and panic selling on the part of whites."²⁹

²⁸ Sutton, Charles, *Long Beach Independent*, 18 May 1976, "Middle Class Blacks Find Haven in North Long Beach."

²⁹ Sutton, 1976.

Figure 28 Long Beach Independent, 1976. The end of exclusionary housing practices in 1968 helped open up North Long Beach to increased diversity.

Middle-class blacks find haven in North L.B.

By CHARLES BUTTON
Staff Writer

There was a time when civil rights leaders despaired of curing the sickness of racial segregation in the cities.

At a 1968 Los Angeles conference on urban problems, government and civil rights spokesmen agreed that the nation faced one of its greatest challenges in trying to reverse the alarming and explosive growth of the ghettos in the North.

This is the last of three parts.

Now, a decade later, with discriminatory housing practices breaking down, the suburbs are no longer impenetrable, and blacks who have risen above the economic conditions of the ghetto are moving out. If not to the suburbs, then to the areas just outside the ghettos that had previously been inaccessible to them.

In North Long Beach, with its moderately priced housing, its generally better physical condition and its comparative safety, working and middle-class blacks have found one such haven.

Generally, they've moved there from central Long Beach and parts of Compton. Their influx, which began about five or six years ago, did not take place, however, without the familiar pattern of block busting on the part of some real estate dealers and home sellers on the part of whites.

Jeri Cezigliaro, a resident of College Square, a housing tract in the northwest corner of Long Beach, recalls the technique of one real estate dealer.

"He told me, on the doors of homes in the area, asking us whether we'd seen our neighbors on such-and-such street," she says.

It's hard to pin down the precise number of black families in North Long Beach, which has an overall population of 60,000. But if the relative use of the North Long Beach Facilities Center is any indication, the area's black population may be 10 per cent of the total.

Crime, of course, cuts across racial lines: there are white criminals preying on North Long Beach residents just as there are black ones. But police statistics indicate that, not only in North Long Beach, but in the city as a whole, the proportion of street crime committed by blacks is higher than the ratio of blacks in the city's population.

Of the robbery arrests in the city during the month of March, for example, 47 per cent of the suspects were black, according to Deputy Police Chief Maurice Wilson. (About 1 per cent of the city's population is black.)

In one area of North Long Beach, according to a police spokesman, street muggings committed by blacks ran as high as 80 per cent of the total.

The worry of the blacks' migration to North Long Beach is that, having left the ghetto partly to escape its crime, many of them now find themselves face to face with it again.

Herbert Levi, assistant affirmative-action officer for the city, says federal figures show that about 70 per cent of the crime committed by blacks is committed against other blacks. As one North Long Beach white woman said of her black neighbors: "They're every bit as afraid as we are."

Tim Glass, a black man, agrees. Glass is co-chairman of the College Square Neighborhood Association, an interracial citizens group that was formed specifically to combat the high crime rate in its area.

Partly because blacks are as concerned about crime as whites, and partly because many of the blacks moving into North Long Beach fit a middle class mold, the crime phenomenon there seems all the more puzzling to many people.

A number of observers believe one explanation may lie in North Long Beach's proximity to Compton. According to Long Beach Police Sgt. Melvin Bailey, many of the youthful offenders who are caught in North Long Beach actually come from Compton.

The fact that North Long Beach is now an integrated area apparently makes it easier for black criminals to operate there without seeming conspicuous. In effect, the integration of the area has provided black offenders with a certain degree of protective cover.

Although crime is more apparent today in North Long Beach than it was several years ago, police point out it is also more apparent in other parts of the county, as well — and that North Long Beach's situation may not be unusual.

They also acknowledge, however, that a certain number of young blacks who have moved to North Long Beach are responsible for some of the burglaries in the area, as well as some of the thefts and assaults.

And it's that aspect of the situation that seems hardest to understand — a though a number of blacks are convinced that, in ways that are difficult perhaps for whites to appreciate, the young blacks are responding to white prejudice.

They're also responding, the blacks say, to its economic by-product: fewer black incomes, fewer jobs and, in the case of young blacks, an extraordinarily high unemployment rate — far higher than the white rate.

A number of observers see an

(Turn to Page D-4, Col. 1)



JEERI CEZIGLIARO
A Nite On The Door



HERBERT LEVI
"They Resegregate"



Use of tokens on buses to be discontinued

Sole of bus tokens by Long Beach Public Transportation

INDEPENDENT

TUESDAY, MAY 18, 1976 • SECTION B—Page B 1

As of 2018, North Long Beach is home to "one of the most diverse neighborhoods in all of Southern California, with sizable populations of African-Americans, Cambodians, and Latinos."³⁰

According to current census figures broken out for North Long Beach, with a population of approximately 95,000, 54 percent of residents are Hispanic, 21 percent African-American, 11 percent Asian, and 8.7 percent are non-Hispanic white.³¹

This broad diversity in North Long Beach seems to have emerged early. For example, as of 1970, Addams Elementary School, just southwest of Grant Neighborhood in North Long Beach, was said by a teacher at the school to be "the most diverse elementary [school] in the district."³² (A preliminary look at available reverse City Directories shows that, overall, in terms of an increase in diversity reflected through family names, the Hispanic community does not appear to have had a substantial presence until the 1970s. Further research is needed in this area in order to ascertain patterns of ethnic settlement.)

Also in the 1970s, the Cambodian population in North Long Beach saw a notable increase, in particular during the reign of the Khmer Rouge in Cambodia. With the exodus out of Cambodia during the Khmer Rouge's brutal dictatorship, North Long Beach's Cambodian community became sizable in the 1970s and remains a vital part of the community.

³⁰ Sonksen, Mike, 24 July 2015, "LA Letters, On Location: North Long Beach." KCET, Los Angeles. Available at: <https://www.kcet.org/history-society/on-location-north-long-beach>.

³¹ Sonksen, 2015.

³² Sonksen, 2015.

5 Framework for Evaluation³³

The purpose of the HCS is to provide a context-based framework for future historic resource evaluations in Grant Neighborhood, including a potential evaluation and landmark nomination for a stretch of Walnut Avenue between 60th and 61st Streets.

This HCS focuses on themes of significance related to residential development. For additional themes, including regarding commercial and industrial development, see the *City of Long Beach Historic Context Statement*.

In addition, given the cohesive character of large portions of Grant Neighborhood, in particular in the western portion, themes of significance focus primarily on resources at the district and neighborhood level. Resources might also be eligible individually, pending intensive-level research. The themes of significance and eligibility standards included in the *City of Long Beach Historic Context Statement*, as well as building-specific research, would factor into any evaluations weighing potential individual eligibility.

Grant Neighborhood has been impacted by not just one but most of the significant patterns of development in Long Beach in the first half of the twentieth century. The following themes of significance describe the most salient themes and catalysts that affected Grant Neighborhood, all considered under the context of residential development and suburbanization.

Context: Residential Development and Suburbanization, 1887 to 1970

- Theme #1: Automobile Suburbanization, 1920 to 1960
- Theme #2: Oil Boom Town
- Theme #3: New Deal and the FHA “Minimum House,” 1934-1945
- Theme #4: Military Boom Town: Defense-Related Housing
- Theme #5: Ethnic Enclaves, 1968 to 1980

The first theme, Automobile Suburbanization, would have the widest applicability within the neighborhood. The other themes might apply to smaller pockets within the neighborhood, based on research carried out in the course of evaluations. As additional information is available, this HCS is intended to be easily expandable, to continue documenting and compiling the unique history of Grant Neighborhood and North Long Beach.

As noted earlier, the overall construction history for Grant Neighborhood, as seen through its extant buildings, is primarily from the 1920s through the 1940s. Among 2,200 parcels, approximately 78 percent had been constructed by 1949. An additional 12 percent of the extant properties were constructed in the 1950s, commonly known as a decade with a phenomenal level of growth throughout Long Beach. The limited amount of growth in Grant Neighborhood reflects the fact that, as of 1950, the neighborhood had already largely filled in.

³³ These themes of significance mirror and expand on those included in the *City of Long Beach Historic Context Statement*, 2009, Sapphos Environmental, Inc. Where appropriate, themes and property types presented here also draw on the MPD framework used in the City of Los Angeles undertaking, SurveyLA.

Theme #1: Automobile Suburbanization, 1920 to 1960

Property Type: Concentration of single-family residences
Area of Significance: Community Planning and Development; Transportation
Criteria: A/1/1
Period of Significance: 1920 to 1960

Eligibility Standards:

- Retains a cohesive collection of related single-family residences and related properties constructed during the period of significance
- Conveys a strong visual sense of a residential neighborhood, with shared planning features, such as setbacks, sidewalks, street trees and other related features
- Consists primarily of lots developed over time with single-family residences dating to the period of significance
- A geographically definable area with separate tracts developed separately but linked over time through a shared period of development

Character-Defining Features:

- May include related institutional properties, such as churches, schools, fire stations, club houses, and other civic properties
- Recognizable as a cohesive neighborhood with unified scale, character, and mass, as well as shared planning features and development history
- Retains the essential character-defining features from the period of significance
- Shared and uniform character of street improvements, such as sidewalks, street trees and parkways, historic light standards
- Streetscape and contributing buildings display original features designed to accommodate automobile use and access, such as garages and driveways
- Rectilinear street grid and lot configuration
- Single-family residences set back from street and framed by front and back yards, with side driveway and garage
- Associated neighborhood commercial/retail buildings may include automotive support structures, such as garages, car washes, and auto-related stores
- May also be significant within themes relating to ethnic/cultural history

Integrity Considerations:

- Some degree of alterations would be expected (such as nonoriginal windows and doors, additions, and other changes). Contributors should be recognizable examples of their original architectural style and should retain the overall form dating to the original construction date.
- Taken as a whole, the neighborhood should retain integrity of Feeling, Setting, Design, Location, and Association
- In-fill development would be permissible if it does not detract from the cohesiveness and character of the surrounding neighborhood
- Some original streetscape features, such as street trees and lights, may have been removed

Theme #2: Oil Boom Town

Property Type: Concentration of single-family residences and associated features

Area of Significance: Industry; Social History

Criteria: A/1/1

Period of Significance: 1920 to 1930

Eligibility Standards:

- Cohesive collection of single-family residences and related properties and planning features with a clear, demonstrable link to the discovery of oil and early development of oil industry in Long Beach, constructed during the period of significance

Character-Defining Features:

- A collection of single-family residences that is recognizable as a cohesive grouping, with unified scale, character, and mass, as well as shared planning features and development history
- Retains the essential character-defining features from the period of significance

Integrity Considerations:

- Some degree of alterations would be expected, such as nonoriginal windows and doors, additions, and other changes. Contributors should be recognizable examples of their original architectural style and should retain the overall form dating to the original construction date
- Taken as a whole, the historic district should retain integrity of Feeling, Setting, Design, Location, and Association

Theme #3: New Deal and the FHA "Minimum House," 1934-1945

Property Type: Single-family residence; concentration of resources and related properties

Area of Significance: Politics/Government; Social History

Criteria: A/1/1

Period of Significance: 1934 to 1945

Eligibility Standards:

- Cohesive collection of single-family "Minimum Houses" or "Minimal Traditional," residences and related properties and planning features, constructed during the period of significance

Character-Defining Features:

- A collection of single-family residences that are recognizable as a cohesive grouping, with unified scale, character, and mass, as well as shared planning features and development history
- Retains the essential character-defining features from the period of significance

Integrity Considerations

- Some degree of alterations would be expected, such as nonoriginal windows and doors, additions, and other changes. Contributors should be recognizable examples of their original architectural style and should retain the overall form dating to the original construction date.
- Taken as a whole, the historic district should retain integrity of Feeling, Setting, Design, Location, and Association

Theme #4: Military Boom Town: World War II and Defense-Related Residential Settlement

Property Type: Concentration of single-family residences and associated features

Area of Significance: Military; Social History

Criteria: A/1/1

Period of Significance: 1941 to 1945

Eligibility Standards:

- Cohesive collection of single-family residences and related properties and planning features with a clear, demonstrable link to the World War II-era defense industry and expansion, constructed during the period of significance

Character-Defining Features:

- A collection of single-family residences that are recognizable as a cohesive grouping, with unified scale, character, and mass, as well as shared planning features and development history
- Retains the essential character-defining features from the period of significance

Integrity Considerations:

- Some degree of alterations would be expected, such as nonoriginal windows and doors, additions, and other changes. Contributors should be recognizable examples of their original architectural style and should retain the overall form dating to the original construction date.
- Taken as a whole, the historic district should retain integrity of Feeling, Setting, Design, Location, and Association

Theme #5: Ethnic Enclaves, 1968 to 1980

Property Type: Residential properties; concentration of single-family residences and associated features and properties

Area of Significance: Ethnic Heritage; Social History

Criteria: A/1/1

Period of Significance: 1968 to 1980

Eligibility Standards:

- Single-family residences and related properties that have a demonstrated, strong association with the settlement and/or migration of one or more ethnic/cultural groups over time

Character-Defining Features:

- As a whole, retains most character-defining features from the period of significance
- May include properties significant for individual contributions to ethnic/cultural history by community members and leaders (as evaluated under Criteria B/2/2)
- Is important for a demonstrated and direct association with a number of important individuals who lived in the community or neighborhood and contributed to ethnic/cultural history
- May include individual buildings or resources that have a direct, strong association with the contributions of ethnic/cultural groups over time; these buildings might include educational facilities, churches, social halls, commercial properties or cultural landscapes
- Retains the essential character-defining features from the period of significance

Integrity Considerations:

- Some degree of alterations would be expected, such as nonoriginal windows and doors, additions, and other changes. Contributors should be recognizable examples of their original architectural style and should retain the overall form dating to the original construction date.
- Taken as a whole, the historic district should retain integrity of Feeling, Setting, Design, Location, and Association

6 Conclusion

This Historic Context Statement is intended to provide a context-driven framework for historic evaluations in Grant Neighborhood. For consistency, the study drew extensively on the City's 2009 *City of Long Beach Historic Context Statement*. For ease of use, this study also follows the MPD-format, offering themes of significance and related property types for possible designation. This HCS is intended as a living document that can be easily expanded as additional information is available.

Research conducted to date has not definitively answered the question of how and when Grant Neighborhood grew to be the diverse neighborhood it is today. During its early years of settlement, the neighborhood was subject to exclusionary deed restrictions, through which potential residents were excluded on the basis of their race. Subsequent research and intensive-level survey will provide further information on this question.