



Barrio Logan Historical Resources Survey

Prepared by:

City of San Diego
City Planning & Community Investment
Community Planning & Urban Form Divisions
202 C Street, MS 5A
San Diego, California 92101

In conjunction with

Brian F. Smith and Associates
14010 Poway Road, Suite A
Poway, California 92064

February 01, 2011

National Archaeological Data Base Information

Author(s): Brian F. Smith
Melanie D. Lytle
Larry J. Pierson
Sara Clowery-Moreno
Tracy Stropes

Consulting Firm: Brian F. Smith and Associates
14010 Poway Road, Suite A
Poway, California 92064
(858) 484-0915

Report Date: February 01, 2011

Report Title: Barrio Logan Historical Resources Survey

Prepared by: City of San Diego
City Planning & Community Investment
Community Planning & Urban Form Divisions
202 C Street, MS 5A
San Diego, California 92101

Lead Agency Identifier: N/A

USGS Quadrangle: *Point Loma*, California (7.5 minute)

Study Area: Approximately 1,000 acres

Key Words: USGS *Point Loma* Topographic Quadrangle (7.5 minute); Barrio Logan Community Plan Update; historic context; historic resources reconnaissance level survey; potentially significant individual buildings; prehistoric assessment; Native American consultation; archaeological records search.

Table of Contents

	<u>Page</u>
1.0 Executive Summary	1
2.0 Project Overview and Methodology	3
2.1 Background of the Barrio Logan Community Plan Update	3
2.2 Methodology	3
2.3 City of San Diego Criterion for the Evaluation of Barrio Logan Historical Resources	6
3.0 Background Research.....	11
3.1 Historic Literature Review	11
3.2 Archaeological Records Search	11
4.0 Historic Context.....	15
4.1 Prehistory (Pre-1796).....	15
4.2 Spanish Period (1769-1821).....	19
4.3 Mexican Period (1822-1846).....	19
4.4 American Period (1846-Present).....	22
4.4.1 Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s).....	23
4.4.2 Early Industrial Bayfront Development (1880s-1930s)	35
4.4.3 Residential and Commercial Development in the Era of Minority Migration/ Immigration and Euro-American Exodus (1920s-1950s).....	42
4.4.4 Later Industrial and Naval Bayfront Development (1940s-1950s).....	49
4.4.5 Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-Present)	52
4.5 Property Types	59
4.6 Architectural Styles.....	66
5.0 Survey Results	74
5.1 Survey Overview.....	74
5.2 Identification of Integrity Thresholds	78
5.3 Identification of Potentially Significant Properties.....	80
5.4 Identification of Historic Districts	85
5.5 Archaeology and Native American Consultation	85
6.0 Recommendations	88
7.0 Bibliography	91
Appendix A – Native American Consultation Response	
Appendix B – Barrio Logan Community Plan Area Subdivision Maps	
Appendix C – Surveyed Buildings	
Appendix D – Barrio Logan Street Name and Number Changes	
Appendix E – Notable Places, People, and Groups Identified by the Logan Heights Historical Society	

Appendix F- Logan Heights Historical Society “Memory Album”

List of Figures

		<u>Page</u>
Figure 1	The Barrio Logan Community Plan Area showing Historical Resources Survey Boundary	10
Figure 2	Map of the Port of San Diego, 1825	21
Figure 3	Approximate boundaries of the East End from the 1870s to circa 1905.....	23
Figure 4	Map of Railroad Lands, ca. 1870	24
Figure 5	Historical subdivision boundaries within the Barrio Loan Community Plan Area ...	26
Figure 6	Approximate boundaries of Logan Heights from circa 1905 to 1963.....	28
Figure 7	USGS San Diego Quadrangle, 1902	29
Figure 8	1906 Sanborn Fire Insurance Map of commercial district.....	31
Figure 9	1921 Sanborn Fire Insurance Map with bungalow court	32
Figure 10	1921 Sanborn Fire Insurance Map of commercial district.....	33
Figure 11	1921 Sanborn Fire Insurance Map illustrated fish cannery wharfs	37
Figure 12	USGS San Diego Quadrangle, 1930	41
Figure 13	1946 Sanborn Fire Insurance Map of commercial district.....	46
Figure 14	1946 Sanborn Fire Insurance Map of residential construction types	47
Figure 15	1946 Sanborn Fire Insurance Map selection showing canneries	50
Figure 16	1946 Sanborn Fire Insurance Map selection showing Kelco Co. plant	51
Figure 17	Approximate boundaries of Barrio Logan after 1969	53
Figure 18	Historical properties included in the historical resources survey	76
Figure 19	Historical Resources Inventory Map.....	90

List of Plates

Plate 1	An Indian ranchería from 1879	19
Plate 2	San Diego Electric Railway Car, ca. 1898, Logan and National Avenue route.....	27
Plate 3	Residences designed by architects Hebbard and Gill in 1887	29
Plate 4	Early 20 th century examples of multiple-family dwellings	30
Plate 5	An example of a mixed-use building, built 1911	34
Plate 6	Normandie Sea Food drying and frying, no date	38
Plate 7	Aerial photograph of BLCPA, 1928	39
Plate 8	Aerial photograph of BLCPA bayfront, Mar. 28, 1937.....	40
Plate 9	Street views, BLCPA, 1920s	43
Plate 10	Examples of commercial buildings in BLCPA	45

Plate 11	Street view, Newton and Cesar Chavez, 1940s.....	47
Plate 12	Close-up aerial photograph of BLCPA during World War II, facing north.....	48
Plate 13	National Iron Works (later NASSCO), ca. 1939.....	49

List of Plates, cont.

		<u>Page</u>
Plate 14	Coronado Bridge construction over Barrio Logan in 1969, facing east.....	53
Plate 15	Chicano Park Protest, 1970	54
Plate 16	Chicano Park Takeover Mural	56
Plate 17	Personalized fenced front yard in use by its residents, 2679 Newton Ave.	56
Plate 18	Bright paint on a commercial building, 2185-95 Logan Ave.	57
Plate 19	Store with murals at 2001 National Ave.; Chicano Park shrine.....	57
Plate 20	Single-Family Vernacular/Folk, 1685 Logan Ave.....	59
Plate 21	Single-Family Worker’s Cottage, 1019 S. Evans St.....	59
Plate 22	Single-Family Architect-Designed, 2073-75 Logan Ave.....	59
Plate 23	Apartment/Apartment Flats, 2230 Logan Ave.	60
Plate 24	Duplex, 1831-33 National Ave.	60
Plate 25	Bungalow Court/Court Apartments, 1853-63 National Ave.....	60
Plate 26	Retail Storefront, 2181 Logan Ave.	61
Plate 27	Restaurant, 2184-96 Logan Ave.	62
Plate 28	Market, 1852 National Ave.	62
Plate 29	Mixed Use Building, 940-50 S. 26 th St.	63
Plate 30	Industrial Loft, 2380 Main St.	63
Plate 31	Production Shed/Warehouse, 3561 Dalbergia St.	63
Plate 32	Railroad Facilities	64
Plate 33	Wharf/Dock	64
Plate 34	Quonset Hut, 2647 Main St.	64
Plate 35	Church, 1861 Logan Ave.....	64
Plate 36	Recreational, Chicano Park	65
Plate 37	False-Front Commercial Style, 2215 Logan Ave.	66
Plate 38	Italianate Style, 2981 Boston Ave.....	66
Plate 39	Queen Anne Style, 2080 Newton Ave.....	67
Plate 40	Folk Victorian Style, 2168 National Ave.	67
Plate 41	Colonial Revival, 2168 Newton Ave.	68
Plate 42	Mission Revival, 2161-63 Logan Ave.	68
Plate 43	Spanish Eclectic, 2759 Newton Ave.....	69
Plate 44	Craftsman Bungalow Style, 1028 S. Evans St.	69
Plate 45	Streamline Moderne Style, 2632 National Ave.	70

Plate 46	Block Style, 2078 Logan Ave.	71
Plate 47	Quonset Hut Style, 2647 Main St.	71
Plate 48	Minimal Traditional Style, 1205-13 S. 31 st St.....	72
Plate 49	Ranch Style, 1234 S. 26 st St.	73

List of Plates, cont.

		<u>Page</u>
Plate 50	Contemporary Style, 2697 Main St.	73
Plate 51	Utilitarian Industrial Style, 3520 Main St.	74

List of Tables

		<u>Page</u>
Table 1	SCIC Records Search Results, Previously Recorded Prehistoric and Historic Resources in Barrio Logan	12
Table 2	Property Types Identified	77
Table 3	Architectural Styles Identified	79
Table 4	Distribution of Properties by Barrio Logan Historic Themes	80
Table 5	Architectural Integrity Thresholds Applied in Survey	81
Table 6	California Historical Resources Status Codes Applied in Survey	82
Table 7	Significant and Potentially Significant Individual Buildings Based on Good Architectural Integrity Status (City of San Diego Criterion C)	83
Table 8	Significant and Potentially Significant Individual Properties Based on QQ (City of San Diego Criterion A)	87

1.0 EXECUTIVE SUMMARY

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program and Barrio Logan Planned District Ordinance Zoning regulations). As part of the update effort, the city commissioned a historical resources reconnaissance survey of the Barrio Logan Community Plan Area (Barrio Logan) in order to prepare the historic preservation element of the Community Plan. Brian F. Smith and Associates, Inc. (BFSA) conducted the survey of Barrio Logan from 2008 to 2009.

The survey included a literature review, a records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning," National Register of Historic Places Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes," and also benefited from the guidance of City staff. CEQA analysis was not conducted.

Previously identified archaeological resources within the study area were considered as part of the study. The South Coastal Information Center records search result listed 33 previously recorded archaeological resources within the boundaries of Barrio Logan, six prehistoric (two also containing historic resources) and the remainder historic. Historic archaeological deposits within the study area have been located where projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible during a field reconnaissance within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the survey would not include attempts to locate such deposits.

BFSA historians conducted the field reconnaissance of Barrio Logan in July and August of 2008. The survey boundaries included the Barrio Logan plan area, with the exception of the area southwest of Harbor Boulevard. The survey was focused on buildings constructed before 1965 and those visible from the street. A total of 484 properties were included in the survey. In addition, Chicano Park, which was established in 1970, was reviewed. One hundred and seven properties were found to be potential significance based the City of San Diego significance criterion and were assigned a California status code of 5S3. A complete list of the properties surveyed is provided in the appendices of the report.

The survey results indicate there are no concentrations of buildings representing a single architectural style or a particular period of time or that relate to an identified historic theme in a significant way. Because of the zoning changes begun in the 1950s that allowed for mixed uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the historic setting and the integrity of the plan area. The majority of residential and commercial structures have been altered compromising the architectural integrity of individual structures. Consequently, no historic districts were identified within Barrio Logan. The modifications made by Mexican-American residents to structures

that may have compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant.

Native American representatives were consulted regarding the community plan update process. Clint Linton of Red Tail Monitoring and Research, Inc, a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to Barrio Logan, and agreed with the recommendations for Native American consultation proposed by BFSA.

Based on the results of the historic resources survey, it is recommended that the City conduct additional research on buildings receiving a 5S3 status code as part of future project review, identify additional buildings that may have been missed during the survey, commission a Mexican American Cultural Landscape and Oral History Study, and conduct project-specific Native American consultation as warranted during future project review.

This historic study was conducted by BFSA under the direction of Brian F. Smith, with the assistance of Melanie D. Lytle, Historian, and Larry J. Pierson, Senior Archaeologist and Historian. Sara Clowery-Moreno and Tracy Stropes, Project Archaeologists, drafted the archaeology section of the report. Surveyors included Andrew Hoge, Ms. Lytle, Mr. Smith, and Matthew Smith. Dylan Amerine and Nora Thornbury edited the report, Adrián Moreno created the graphics, and Jenni Kraft produced and distributed the copies.

2.0 PROJECT OVERVIEW AND METHODOLOGY

The Barrio Logan Community Plan Area (Barrio Logan) occupies approximately 1,000 acres of land immediately east of downtown San Diego and adjacent to San Diego Bay. Barrio Logan is bordered by National City and the United States Naval Base San Diego to the southeast, Interstate 5 to the northeast, and the San Diego Unified Port District and bay to the southwest (**Figure 1**). The mostly Mexican-American neighborhood currently includes approximately 3,600 residents in a mixed-use area of residential, commercial, and industrial properties. Barrio Logan is a neighborhood with a rich cultural history, as exemplified by Chicano Park, which contains one of the finest and largest collections of Chicano murals in the country and serves as a gathering place for the region's Mexican-American and Mexican populations.

Historically, Barrio Logan was part of the neighborhood of Logan Heights, one of the oldest urban areas of the city. When Logan Heights was bisected by the construction of Interstate 5 in 1963, the community was divided into two distinct neighborhoods; to the east of Interstate 5 continued to be known as Logan Heights, and the area on the west of the interstate became known as Barrio Logan. Logan Heights and Barrio Logan shared a common history until the separation of the two communities by the construction of Interstate 5. Since the early 1960s, the two neighborhoods have continued to maintain strong cultural and social bonds even though the communities have evolved different identities. Barrio Logan has been more influenced by its proximity to the industrial operations of the bayfront, railroad, and military installations than Logan Heights, and consequently, represents an environment of mixed residential and industrial activities.

2.1 BACKGROUND OF THE BARRIO LOGAN COMMUNITY PLAN UPDATE

In 2008, the City of San Diego, in conjunction with the Barrio Logan community, began preparing a comprehensive update of the Barrio Logan Community Plan (1978 Barrio Logan/ Harbor 101 Community Plan and Local Coastal Program) and the Barrio Logan Planned District Ordinance Zoning regulations. Once adopted, the community plan will implement the city's updated General Plan and will include the following ten elements: land use and community planning; mobility; urban design; economic prosperity; public facilities, services and safety; recreation; historic preservation; noise; housing; and implementation. As part of the update effort, the city commissioned a historical resources reconnaissance survey of Barrio Logan in order to prepare the historic preservation element of the Barrio Logan Community Plan Update (plan update). The results of that reconnaissance survey are provided in this document.

2.2 METHODOLOGY

Brian F. Smith and Associates, Inc. (BFS&A) conducted the historical resources survey of Barrio Logan from 2008 to 2009. The survey complied with the City of San Diego Historic Resource Survey Guidelines (July 2008), National Register of Historic Places Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning," National Register of Historic Places Bulletin 18, "How to Evaluate and Nominate Designed Historic Landscapes," and also benefited from the guidance of City staff.

Native American representatives were consulted during the process and were requested to present any comments or concerns regarding the plan update. Clint Linton of Red Tail Monitoring and Research, Inc,

a representative of the Kumeyaay Nation, submitted a brief statement describing Native American concerns relative to the plan update. Those comments are provided in Appendix A of this report.

The survey boundaries include the entire plan update area, with the exception of the area southwest of Harbor Boulevard (**Figure 1**). The survey focused on buildings constructed before 1965 and those visible from the street. Areas or structures that were not accessible, such as along alleys or areas shielded from view by dense landscape vegetation were not included in the survey. The reconnaissance survey was conducted from a vehicle rather than on-foot due as a safety procedure approved by City staff.

The study included a literature review, an archaeological records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and report preparation. Specific research questions used to guide this study include:

- Can historic archaeological deposits be located that will aid in the understanding of the process of community development since the late 1800s? The influence of successive waves of ethnic groups in a neighborhood over time has been well documented in San Diego, notably in the East Village area. At the Padres Ballpark (Petco Park), archaeological excavations were able to trace several different ethnic groups over 80 years of residential occupation in the blocks within the Ballpark footprint.
- Can archaeological deposits associated with the prehistoric occupation around the bay for over 8,000 years retain the potential to answer questions regarding the distinction between Archaic and Late Prehistoric occupations and subsistence patterns along the bay?
- What is the evolving plan and character of the community that can be seen from the pattern of streets as laid out and modified, and in the location of transportation systems, industries, institutions, commercial and residential areas, and reserved public spaces and parks?
- How do the kinds, size, and scale of buildings and structures, methods, and materials of construction, and architectural forms and styles define the character of the community?
- How did the location of natural resources, soil types, availability of power and fuel, and accessibility to transportation systems contribute to the development?
- What properties are associated with the community's history and cultural diversity?
- What property types are present and how do they have relevance and importance in illustrating the historic contexts?

Procedurally, the study began with the literature review and archaeological records search. The literature review included an examination of previous surveys of the area. The archaeological records search was requested from the South Coastal Information Center. The records search results were assessed to determine if any cultural resources have been recorded or previous studies have been conducted within the boundaries of the Plan Area. The results of the search served as the basis for the discussion of the plan area's historical and archaeological potential (Section 5.5).

Archival research was conducted at the San Diego Historical Society Research Archives and Photograph Collection, San Diego Public Library, the Historical Resources Board Library, San Diego County Assessor's Office, San Diego State University, and the Logan Heights Historical Society. The targeted archival research resources included:

- aerial photographs (historic and current)
- historic and recent maps (Fire Insurance Maps, historic USGS quadrangles)

- city plans
- subdivision maps
- parcel maps
- Assessor's estimated dates of construction (provided by the city)
- historic newspaper articles

Secondary sources such as dissertations, theses, research papers, published books, scholarly journal articles, and online sources were referenced to supplement the archival information.

The results of the archival research were compiled into the historic context statement. The National Register of Historic Places defines a historic context statement as an “organizational framework of information based on theme, geographical area, and period of time...Historical contexts may be based on the physical development and character, trends and major events, or important individuals and groups that occurred at various times in history or prehistory of a community or other geographical unit” (National Register Bulletin 24). Under the direction of City staff, the Barrio Logan historic context statement was arranged into chronological periods and corresponding historic themes, from prehistory to present-day, and included a description of common property types and architectural styles in the plan area.

The field reconnaissance was conducted as a “windshield survey,” due to limitations noted in Section 2.2. The report documents the types of properties within the boundaries of the plan area, the methods used to inspect the area, including notes as to any areas given special attention or not inspected at all, the general street plan of the area, and general observations on the area's visual, cultural, economic, and social characteristics. All buildings constructed before 1965 (based on Assessor's records) and visible from the street were photographed. A thorough photographic record was created to document the field reconnaissance.

The records searches and data analysis has been combined with the survey results in the text of this report to present the information used to identify potentially significant structures, and to make recommendations for future study. The consultant team met with City staff regularly to come to a consensus regarding architectural style descriptions and integrity thresholds, and criterion for potentially significant individual buildings and districts. As a result of working with City staff experts, BFSA was able to assign each potentially historic property an architectural style, architectural integrity, estimated date of construction (based on a Assessor's estimated dates of construction provided by the city), and a California Historical Resource Status Code. The data was stored in a digital spreadsheet (Excel format) that also included Assessor's Parcel Number (APN), address, other locational information, and ownership. The appendix of the report includes a simplified table of all historical properties included in the survey. Department of Parks and Recreation (DPR) Forms 523A can be generated for each property from the spreadsheet through application of the CHRID software program.

Study Limitations

For this reconnaissance-level survey, City Staff instructed that integrity assessments for structures built before 1965 should be based on the architectural information available from the photographs gathered during the reconnaissance. Focused research on individual structures was beyond the scope of this reconnaissance. Where the archival research completed for the Context Statement indicated any particular property or type of architecture might be potentially significant based on criterion other than architecture, it has been noted in the results section of this report with recommendations for future research. Additionally, there were numerous properties that were not visible because they were obscured by heavy vegetation or fencing. In those cases, surveyors gathered as much information as possible and recorded the architectural styles and integrity as “undetermined.”

Archaeological resources previously recorded within the study area were considered as part of the plan update. Archaeological sites in the records searches were identified as either historic or prehistoric. Historic archaeological deposits within the study area have been found when projects are graded and reveal buried refuse deposits, wells, cisterns or privies. These types of resources are not typically visible on a field reconnaissance, especially within an urban setting such as Barrio Logan. Likewise, prehistoric deposits in this area are characterized as shell and midden deposits often revealed during trenching or grading when modern and historic soil layers are removed. Due to the unlikelihood of encountering evidence of either historic or prehistoric archaeological deposits during a reconnaissance survey, the City directed that the field reconnaissance would not include attempts to locate such deposits.

2.3 CITY OF SAN DIEGO CRITERION FOR THE EVALUATION OF BARRIO LOGAN HISTORIC RESOURCES

The following section provides the framework for the future identification, evaluation, and designation of historically significant resources in Barrio Logan. This section also includes a discussion of historic integrity thresholds and the process for determining whether or not a resource retains sufficient integrity.

City of San Diego Criterion

The City’s historic preservation program provides for the designation of individually significant resources and historic districts. The Historical Resources Guidelines of the Land Development Manual states that any improvement, building, structure, sign, interior element, fixture, feature, site, place, district, or object may be designated as historical by the City of San Diego Historical Resources Board if it meets one or more of the following criterion:

- A. Exemplifies or reflects special elements of the City’s, a community’s or a neighborhood’s historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development.
- B. Is identified with persons or events significant in local, state, or national history.
- C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship.
- D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.
- E. Is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the California State Office of Historic Preservation for listing on the California Register of Historical Resources.

- F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represents one or more architectural periods or styles in the history and development of the city.

City Historic District Nomination Guidelines

Potential historic districts may be identified as a result of a reconnaissance survey; however, a reconnaissance level survey does not involve a sufficient amount of research, documentation, or evaluation to establish a historic district. A historic district is defined by the City's municipal code as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are united historically, geographically, or aesthetically by plan or physical development and that have a special character, historical interest, cultural or aesthetic value, or that represent one of more architectural periods or styles in the history and development of the City."

The "Guidelines for Preparing a Historic District Nomination in Consultation with Staff" (implemented July 14, 2008) have been prepared to encourage and facilitate community-lead efforts to survey and nominate historic districts identified in a reconnaissance level survey.

Integrity Thresholds

A City of San Diego Register-eligible property or contributor to a district must retain sufficient integrity to convey its significance. Although it is important for the resource to reflect its primary period of significance, it should be recognized that some properties may have multiple periods of significance and that alterations to a resource or changes in its use over time may have their own historical, cultural, or architectural significance. In general, when assessing historic integrity of a resource, it must retain enough of its historic integrity components to be recognizable as representing its period of significance and the character-defining elements which provide its contextual significance.

The seven aspects of historic integrity, as recognized by the National Park Service ("National Register Bulletin on Historic Residential Suburbs" and "National Register Bulletin 15: How to Apply National Register Criterion for Evaluation") are:

1. Location: the place where a 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. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of a place in which the property played its historical role.
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: the 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.

It is not necessary that all seven aspects of historical integrity are present in order for a property to be considered significant. Certain integrity aspects are more relevant to some criterion than others. The relevant aspects of integrity for the most commonly applied City of San Diego Register Criterion (A-D) are provided below (City of San Diego 2001):

- A. A property significant because it reflects a special element of development ideally might retain some features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance, depending upon the aspect of development that the resource reflects. For instance, a property that is significant as a reflection of special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important development aspect.
- B. A property important for association with an event or person(s) ideally might retain some features of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Integrity of design and workmanship, however, might not be as important to the significance, and would not be relevant if the property were a site. A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event or person(s).
- C. In the case of a property important for its architecture, retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important; however, for those properties whose design is a reflection of their immediate environment. A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique (character-defining features). A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.
- D. A property important as a representative example of the work of a Master must retain most of the physical features and design quality attributable to the Master. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the feature that once characterized its style and identified it as the work of a Master.

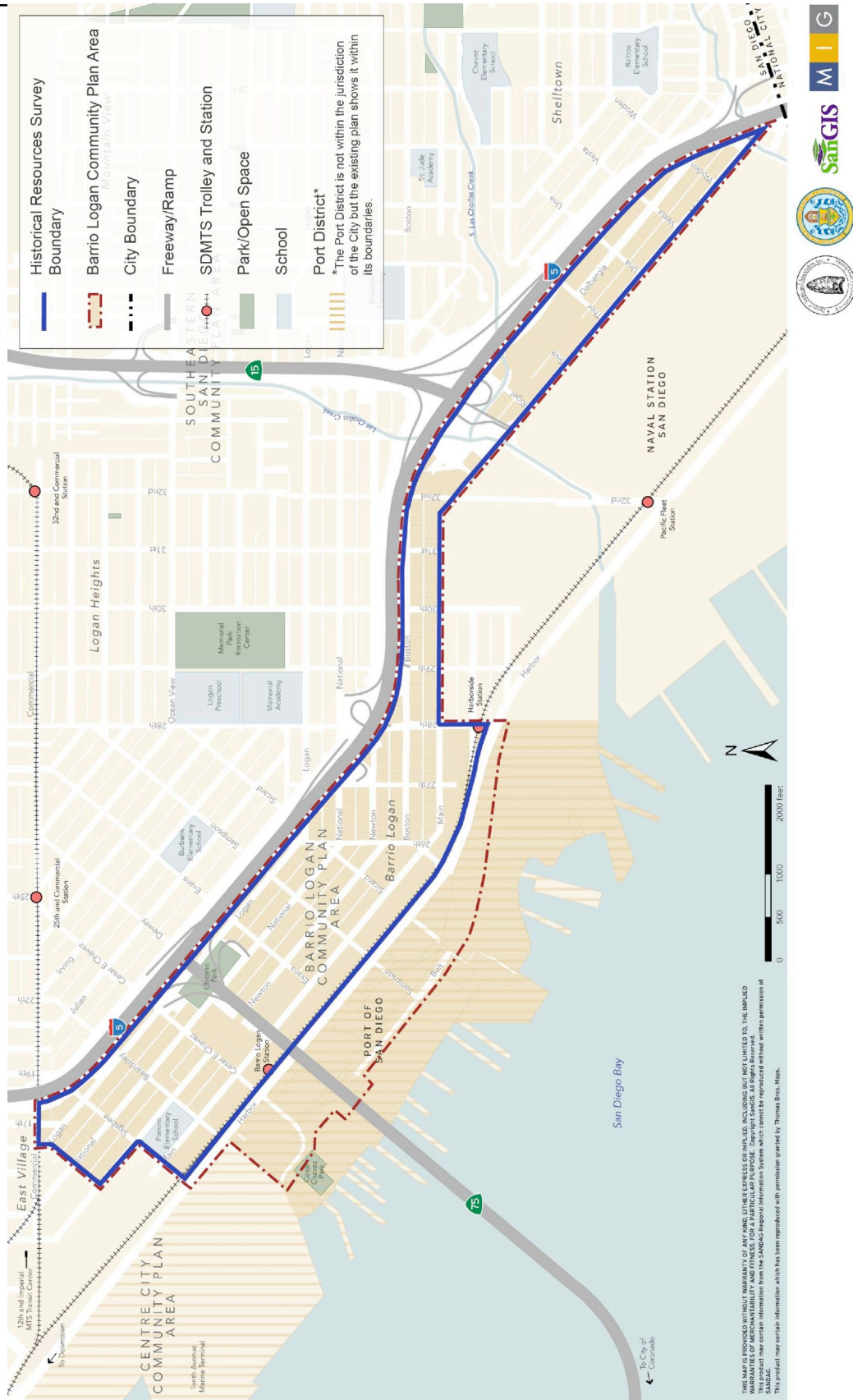


Figure 1. The Barrio Logan Community Plan Area showing Historical Resources Survey Boundary

3.0 BACKGROUND RESEARCH

3.1 HISTORIC LITERATURE REVIEW

The literature review for the historical resources survey of Barrio Logan included the examination of previous survey reports, professional papers, theses, dissertations, books, journal articles, and online sources that were specific to Barrio Logan and Logan Heights. The three previously completed historical resource survey reports are listed below and the remaining resources used as reference materials are cited throughout the Historic Context (Section 4.0).

- City of San Diego, Planning Department
1980 *Barrio Logan and Western Southeast San Diego Historical Survey*. On file at the Historic Resources Board Library, City of San Diego.
- City of San Diego, Planning Department
1990 *Barrio Logan Redevelopment Area Historic and Urban Resource Survey*. On file at the Historic Resources Board Library, City of San Diego.
- Brandes, Ray, ed.
1983 *Proposed East End Historic and Planned Districts*. University of San Diego, Public History 175/275. On file at the Historic Resources Board Library, City of San Diego.

The three previous surveys had different boundaries though all included at least a portion of Barrio Logan. The surveys were biased towards architectural criterion and did not include other types of cultural resources. Only the 1983 and 1990 surveys made any historic district recommendations though their findings were based on the inclusion of many buildings that have since been demolished. Because of the limitations of the previous surveys, overall they were not very informative beyond providing a record of some buildings that have been demolished since those reports were prepared.

3.2 ARCHAEOLOGICAL RECORDS SEARCH

An archaeological records search was completed by the South Coastal Information Center. The records search provides a summary of known archaeological resources within a one-mile radius of Barrio Logan. This data has been used to assess the potential to discover historic and prehistoric resources (primarily deposits) within the project (see Section 4.0). The records search results included listings for 315 archaeological studies, 1,220 historic addresses, and 250 previously recorded prehistoric and historic archaeological resources within a one-mile radius of Barrio Logan.

Relatively few of the reported resources noted in the records search (250 recorded sites, excluding the 1,220 historic addresses) are comprised of, or include, materials representative of the prehistoric cultures that occupied the coastal region (N=14; 5.6%). Table 1 identifies the 33 previously recorded archaeological resources situated within the boundaries of Barrio Logan. The small number of recorded prehistoric sites in Barrio Logan is a correlation to the intensity of the development of this neighborhood since the late 1800s, which has apparently resulted in the disturbance, capping, or destruction of much of the evidence of the prehistoric occupation of the shoreline area encompassed within Barrio Logan. The

reported prehistoric resources in the records search (Table 1) consist of five temporary camps, five shell middens/heaps, three shell/artifact scatters, and one isolated artifact that are generally located along the bay shoreline and along Chollas Creek and its tributaries. Specifically, six prehistoric resources, two of which also contained historic resources, are reported at least partially within Barrio Logan.

The majority of reported historic resources within a one-mile radius of Barrio Logan consist of visible structures such as residences, commercial buildings, and industrial buildings (N=176; 70.4%). Twenty visible structures are reported within the plan area (Table 1); these include ten residences (four have been demolished), four commercial buildings, an institutional building (demolished), one industrial building (demolished), the San Diego-Coronado Bay Bridge, the Chicano Park, the Chicano Park murals, and portions of the San Diego and Arizona Railroad and the Coronado Railroad. Chicano Park and its murals (HRB#143), the George Kostakos Commercial Building (1701-1715 National Ave.) (HRB #799), and the artwork from the demolished industrial building (Aztec Brewery) (HRB #223) are listed in the City of San Diego Register of Historical Resources. Chicano Park and its murals are eligible for inclusion in the California Register of Historical Resources and the National Register of Historic Places.

The remaining 63 (25.2%) historic resources within one-mile radius of the plan area are characterized as historic deposits or features discovered during grading and excavation of private and public development or capital improvement projects. Recorded historic sites listed as deposits or features consist of cisterns, wells, privies, foundations, deposits (trash deposits/scatters), and isolated artifacts. Specifically, eight recorded historic sites containing deposits or subsurface features are located in Barrio Logan (Table 1). In addition to the recorded sites within Barrio Logan, SDI-15,118 is a large deposit of historic refuse located approximately three-quarters of a mile to the northwest of the project which is associated with garbage collection and disposal into the bay in late 1800s. There remains a high possibility that elements of this site or sites with a similar function may be found where the old shoreline passed along the project area but is now buried beneath the filled tidelands area behind the existing pierhead.

Table 1
SCIC Records Search Results
Previously Recorded Prehistoric and Historic Resources within Barrio Logan

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
P-37-016280/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park
P-37-016281/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park Murals
P-37-016282		Historic	San Diego-Coronado Bay Bridge
P-37-017271		Historic	3622 Dalbergia St, Residence
P-37-017272		Historic	3628 Dalbergia St., Residence
P-37-023905		Historic	Savage Tire Co./Aztec Brewery (demolished)
P-37-028094	Local Register (HRB# 799)	Historic	1701-1715 National Ave., George Kostakos Commercial Building

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
P-37-028155		Historic	1629 National Ave., Residence (demolished)
P-37-028391		Historic	1809 National Ave., Neighborhood House (demolished)
P-37-028392		Historic	1894 Main St., E.J. Dailey Roofing/Chuey's Restaurant
P-37-028393		Historic	2185-2195 Logan Ave., Charles Swallow Commercial Building/Logan Department Store
P-37-028394		Historic	2184-2196 Logan Ave., Bank of Italy/Porkyland Tortilla Factory
P-37-028395		Historic	2154 Logan Ave., Dobler Residence/El Carrito Restaurant
P-37-028396		Historic	2174 Logan Ave., S. and Hannah Johnston House
P-37-028403		Historic	2073-2077 Logan Ave., John B. Osborn House
P-37-028404		Historic	2085 Logan Ave., Residence
P-37-028405		Historic	1951 National Ave., John P. Treahy Residence (demolished)
P-37-028407		Historic	1915-1917 National Ave., Franklin and Martha Davis Home (demolished)
P-37-028408		Historic	1921 National Ave., Aillaud House (demolished)
P-37-025680		Historic*	San Diego and Arizona Railroad
SDI-13073H		Historic*	Portion of historic Coronado Railroad
SDI-16690		Historic*	Glass and ceramic household artifacts
SDI-12454H	Local Register (HRB# 223) (Aztec Brewery Artwork)	Historic*	Features associated with Savage Tire Factory including brick and cement foundations, machinery mounts, fuel storage tanks, vulcanization vats, cisterns, elevator shaft and associated machinery, and rubber processing areas. Features associated with Aztec Brewing Company including concrete fermentation vat foundations, portion of bottling plant, concrete tanks, and piping.
SDI-17430		Historic*	Trash scatter
SDI-18107		Historic*	Refuse deposits
SDI-18349		Historic*	Artifact surface scatter
SDI-18588		Historic*	Cistern and seven subsurface deposits
SDI-55		Prehistoric	Refuse heap, shells (Ranchería de las Chollas)

Primary or Site Number	Listed on the Local/ State/ National Register	Type	Description
SDI-5931		Prehistoric	Flakes, flaking waste, hammerstone-pounder, blade fragment
SDI-12092		Prehistoric	Cobble hearths, shell, and charcoal, core tool, flakes
SDI-12093		Prehistoric	Temporary camp or habitation shell midden
SDI-12090		Prehistoric & Historic	Shell midden; historic glass, ceramic, metal fragments
SDI-17428		Prehistoric & Historic	Shell midden; historic trash scatter

*denotes historic sites containing deposits or subsurface features

4.0 HISTORIC CONTEXT

The Barrio Logan Community Plan Area embodies several important historic contexts, some of which are citywide and others that are unique to the plan area. A historic context may be based on chronology, geographic area, or social and cultural change. For the Barrio Logan plan area, the contexts will focus on chronology and corresponding significant historic themes. The chronology of the plan area and the identified historic themes within the American Period are shown below in order. Some of the historic themes overlap in time and some have sub-themes that are described in the text below.

Barrio Logan Community Plan Area **Chronology and Historic Themes**

- Prehistory (Pre-1769)
- Spanish Period (1769-1821)
- Mexican Period (1822-1846)
- American Period (1846-Present)
 - Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)
 - Early Industrial Bayfront Development (1880s-1930s)
 - Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)
 - Later Industrial and Naval Bayfront Development (1940s-1950s)
 - Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present)

4.1 PREHISTORY (PRE-1769)

The proximity of Barrio Logan to San Diego Bay suggests that this area was likely included in the subsistence patterns of the prehistoric inhabitants of the region with some regularity as early as the Paleo-Indian Period (8,500-6,000 BC). Patricia M. Masters' (1988) study of the San Diego Bay states that San Diego Bay took shape as late as 5,000 B.C. Her data concluded that prior to the formation of the bay, the Point Loma drainage, Chollas Creek, Sweetwater River, and Otay River all reached the open coast. These waterways and the secondary resources (flora and fauna) surrounding them would have provided a range of valuable resources throughout the prehistoric occupation of coastal San Diego, including the project area.

In general, the prehistoric record of San Diego County has been documented in many reports and studies, several of which represent the earliest scientific works concerning the recognition and interpretation of the archaeological manifestations present in this region. Geographer Malcolm Rogers initiated the recordation of sites in the area during the 1920s and 1930s, using his field notes to construct the first cultural sequences based upon artifact assemblages and stratigraphy (Rogers 1966). Subsequent scholars expanded the information gathered by Rogers and offered more academic interpretations of the prehistoric record. Moriarty (1966, 1967, 1969), Warren (1964, 1966), and True (1958, 1966) all produced seminal works that critically defined the various prehistoric cultural phenomena present in this

region (Moratto 1984). Additional studies have sought to further refine these earlier works (Cárdenas 1986; Moratto 1984; Moriarty 1966, 1967; True 1970, 1980, 1986; True and Beemer 1982; True and Pankey 1985; Waugh 1986). In sharp contrast, the current trend in San Diego prehistory has also resulted in a revisionist group that rejects the established cultural historical sequence for San Diego. This revisionist group (Warren et al. 1998) has replaced the concepts of La Jolla, San Dieguito, and all of their other manifestations with an extensive, all encompassing, chronologically undifferentiated, cultural unit that ranges from the initial occupation of southern California to around 1,000 A.D (Bull 1983, 1987; Ezell 1983, 1987; Gallegos 1987, Kyle 1990, Stropes 2007). For the present study, the prehistory of the region is divided into four major periods including Early Man, Paleo-Indian, Archaic, and Late Prehistoric. At the conclusion of the Late Prehistoric period, a brief period of time correlating to the transition to the historic period is referred to as the Ethnohistoric Period. These major periods of prehistory are described below:

The Early Man Period (Prior to 8500 BC)

At the present time there has been no concrete archaeological evidence to support the occupation of San Diego County prior to 10,500 years ago. Some researchers such as Carter (1957, 1980) and Minshall (1976) have been proponents of early man occupation of the region as early 100,000 years ago. However their evidence for such claims is sparse at best and has lost much support over the years as more precise dating techniques have become available for skeletal remains thought to represent early man in San Diego. In addition, many of the “artifacts” initially identified as products of early man in the region have since been rejected as natural products of geologic activity. Some of the local proposed early man sites include the Texas Street, Buchanan Canyon and Brown sites, as well as Mission Valley (San Diego River Valley), Del Mar and La Jolla (Bada et al. 1974; Carter 1957, 1980; Minshall 1976, 1989; Moriarty and Minshall 1972; Reeves 1985; Reeves et al. 1986).

Paleo-Indian Period (8500-6000 BC)

For the region, it is generally accepted that the material remains of the Paleo-Indian Period San Dieguito Complex represents the earliest identifiable culture in the archaeological record. The San Dieguito Complex was thought to represent the remains of a group of people who occupied sites in this region between 10,500 and 8,000 years before the present (YBP), and who were related to or contemporaneous with groups in the Great Basin. As of yet, no absolute dates have been forthcoming to support the age attributed to this cultural phenomenon. The artifacts recovered from San Dieguito sites duplicate the typology attributed to the Western Pluvial Lakes Tradition (Moratto 1984; Davis et al. 1969). These artifacts generally include scrapers, choppers, large bifaces, and large projectile points, with few milling tools. Tools recovered from sites of the San Dieguito Complex, along with the general pattern of their site locations, led early researchers to believe that the San Dieguito were a wandering, hunting, and gathering society (Moriarty 1969; Rogers 1966).

The San Dieguito Complex is the least understood of the cultures that have inhabited the San Diego County region. This is due to an overall lack of stratigraphic information and/or datable materials recovered from sites identified as San Dieguito. Currently, controversy exists among researchers that centers upon the relationship of the San Dieguito and the subsequent cultural manifestation in the area, the La Jolla Complex. Firm evidence has not yet been discovered to indicate whether the San Dieguito “evolved” into the La Jolla Complex, or if the La Jolla Complex moved into the area and assimilated the

San Dieguito people, or if the San Dieguito retreated from the area due to environmental or cultural pressures. Another view is that the San Dieguito merged with the Paleo-coastal tradition to produce the Archaic La Jolla Complex. No sites attributed to the San Diego complex have been identified in Barrio Logan.

Archaic Period (6000 BC-AD 0)

Based on evidence suggesting climatic shifts and archaeologically observable changes in subsistence strategies, a new cultural pattern is believed to have spread into the San Diego region around 6000 BC. This Archaic Period is believed by archaeologists to have evolved from or replaced the San Dieguito culture resulting in a pattern referred to as the Encinitas Tradition. In San Diego, the Encinitas Tradition is believed to be represented by the coastal La Jolla Complex and its inland manifestation, the Pauma Complex. The La Jolla Complex is best recognized for its pattern of shell middens and grinding tools closely associated with marine resources, and flexed burials (Shumway et al. 1961; Smith and Moriarty 1985; Welty 1913). Increasing numbers of inland sites have been identified as dating to the Archaic Period and focused on terrestrial subsistence (Cárdenas 1986; Smith 1996; Raven-Jennings and Smith 1999; Raven-Jennings, and Smith et al. 1999).

The tool typology of the La Jolla Complex displays a wide range of sophistication in the lithic manufacturing techniques used to create the tools found at their sites. Scrapers, the dominant flaked tool type, were created either by splitting cobbles or by finely flaking quarried material. Evidence suggests that after about 8,200 YBP, milling tools begin to appear in La Jolla sites. Inland sites of the Encinitas Tradition (Pauma Complex) exhibit a reduced quantity of marine-related food refuse and contain large quantities of milling tools and food bone. The lithic tool assemblage shifts slightly to encompass the procurement and processing of terrestrial resources, suggesting seasonal migration from the coast to the inland valleys (Smith 1986). At the present time, the transition from the Archaic Period to the Late Prehistoric Period is not well understood. Many questions remain concerning cultural transformation between periods, possibilities of ethnic replacement, and/or a possible hiatus from the western portion of the county. At the present time, insufficient research has been conducted on the recorded prehistoric sites within Barrio Logan to confirm whether or not multi-component Archaic and Late Prehistoric occupation sites may exist in the project. Future studies incorporating radiocarbon dating would provide the necessary information to establish the prehistoric chronology for sites in the project area.

Late Prehistoric Period (AD 0-1769)

The transition into the Late Prehistoric Period in the project area is primarily represented by a marked change in archaeological patterning known as the Yuman Tradition. This tradition is primarily represented by the Cuyamaca Complex that is believed to have derived from the mountains of southern San Diego County or the lower Colorado River basin. The people of the Cuyamaca Complex are considered ancestral to the ethnohistoric Kumeyaay (Diegueño). Although several archaeologists consider the local Native American tribes to be relatively latecomers, the traditional stories and histories passed down through oral tradition by the local Native American groups both presently and ethnographically speak to their presence here since the creation of all things.

The Kumeyaay Indians were a seasonal hunting and gathering people, with cultural elements that were very distinct from the La Jolla Complex. The noted variations in Kumeyaay material culture include

cremations, the use of bows and arrows, and adaptation to the use of the acorn as a main food staple (Moratto 1984). Along the coast, the Kumeyaay made use of marine resources by fishing and collecting shellfish for food. Plant food resources (including acorns) that were seasonally available and game were sources of nourishment for the Kumeyaay. By far the most important food resource for these people was the acorn. The acorn represented a storable surplus, which in turn allowed for seasonal sedentism and its attendant expansion of social phenomena.

Firm evidence has not been recovered to indicate whether the La Jolla Complex was present when the Kumeyaay Indians migrated into the coastal zone. However, stratigraphic information recovered from Site SDI-4609 in Sorrento Valley may suggest a hiatus of 650 ± 100 years between the occupation of the coastal area by the La Jolla Complex ($1,730 \pm 75$ YBP is the youngest date for the La Jolla Complex at SDI-4609) and Late Prehistoric cultures (Smith and Moriarty 1983). More recently a reevaluation of two prone burials at the Spindrift site excavated by Moriarty (1965) and radiocarbon dates of a pre-ceramic phase of Yuman occupation near the San Diego suburb of Santee suggests a commingling of the latest La Jolla survivors and the earliest Yuman arrivals about 2,000 years ago (Kyle and Gallegos 1993). As noted previously, the potential of the sites with multi-component elements, in this case during the transitional period between the Archaic and Late Prehistoric periods, is unknown because insufficient use of radiocarbon dating has not identified any sites that were occupied during the transitional period.

Ethnohistoric Period

On his arrival in 1769, Father Francisco Palou observed an active Kumeyaay Indian settlement on the bayside, known as Ranchería de Choyas, at the mouth of Chollas Creek that had existed for hundreds, perhaps thousands of years (Palou 1926, Figure 2). The first formal marine chart of San Diego Bay, produced by Juan Patoja in 1782, identified the Ranchería de Chollas, which coincides with the “Indian Point” place name on current topographic quadrangles. During this time of the first European colonization and for a period of time thereafter, Native American people used resources of the bay and adjacent wetland areas (Gallegos and Kyle 1988). According to Mission records, the ranchería existed as a permanent settlement until as late as the mid-1820s and is shown on a map of the area in 1825 (Palou 1926, Figure 2). In the early 20th century, H. O. Welty, employed by Robert F. Heizer to explore the coastal zone of San Diego for the presence of archaeological sites, identified a shell midden that was associated with the Native American use of the area he designated location number 55 (Site SDI-55; Welty 1913).

The marshy tideland on the bay was left to the Native Americans who used the area intermittently as late as the 1880s or 1890s (Tabler 1978, **Plate 1**). Early urban development of the area precluded any accurate assessment of prehistoric human use of this part of San Diego, but recent studies around the bay present a glimpse of what the settlement pattern might have been (Carrico 1991; Smith 1993). The studies of the Naval facilities on Point Loma and in the back bay areas in Chula Vista have documented patterns of prehistoric occupation. The trend of subsistence patterns seems to indicate that more Late Prehistoric sites are present in the back bay areas near the confluence of the bay and the Sweetwater, Otay, and Tijuana Rivers (Smith 1993), while the Archaic sites seem more focused on the deep water areas of the bay adjacent to Point Loma (Carrico 1991). In sufficient information is currently available to discern how sites within Barrio Logan fit within the Archaic and /or Late Prehistoric subsistence patterns.



Plate 1. An Indian *ranchería* from 1879 located near present-day Logan Avenue and 22nd Street, on the northeast side of Interstate 5 (Bradley 2009).

4.2 SPANISH PERIOD (1769-1821)

Spanish colonization of San Diego began in 1769, when a Spanish expedition of soldiers and missionaries established a presidio (fort) and the Mission San Diego de Alcalá in the area near present-day Old Town. The first chapel and shelters were built of wooden stakes and brush, with roofs of tule reeds. The mission was moved to its present location six miles up the San Diego River valley (modern Mission Valley) in August 1774. The first chapel at that location was built of willow poles, logs, and tule. After it was burnt down in the Kumeyaay uprising of November 5, 1775, the first adobe chapel was completed in October 1776 and construction on the present church began in 1777 (City of San Diego 2008b).

Life for the new settlers at the San Diego Presidio was isolated and difficult. The arid desert climate and bad feelings between the Native American population and the soldiers made life hard for the Spanish settlers. The settlers raised cattle and sheep, gathered fish and seafood and did some subsistence farming in the San Diego River Valley to generate enough food to sustain the fledgling community of a few hundred Spaniards and hundreds of Native American neophytes (City of San Diego 2008b).

The focus of the Spanish foothold in San Diego throughout the period of Spanish occupation was the presidio and the mission north of the plan area along the San Diego River in current day Mission Valley. The bayside to the south, where downtown San Diego and Barrio Logan are located, was characterized by shallow mud flats that were of little importance to the European colonizers. No extant historical resources from this period are expected to be located within Barrio Logan.

4.3 MEXICAN PERIOD (1822-1846)

In 1822, Mexico declared its independence from Spanish rule, and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign ships, and a healthy trade soon developed of the region's fine California cattle hides in exchange for the manufactured goods of Europe and the eastern United States (**Figure 2**). As the hide trade grew, so did the need for more grazing lands. The Mexican government began issuing private land grants in the early 1820s, creating the rancho system

of large agricultural estates. Much of the land came from the Spanish missions, which the Mexican government secularized in 1833 (City of San Diego 2008b).

During the Mexican Period, the presidio declined as the civilian pueblo rose in importance. Sometime after 1800, soldiers from the San Diego presidio began to move themselves and their families from the presidio buildings to the tableland down the hill near the San Diego River. Historian William Smythe noted that Don Blas Aguilar, who was born in 1811, remembered at least 15 such grants below Presidio Hill by 1821 (Smythe 1908:99). Of these 15 grants, only five within the boundaries of what would become Old Town had houses in 1821. By 1827, as many as 30 homes existed around the central plaza and in 1835, Mexico granted San Diego official pueblo (town) status. At this time the town had a population of nearly 500 residents (Killea 1966:9-35). Adobe bricks were the primary building material during the Mexican Period because wood was scarce and dirt and labor were plentiful (City of San Diego 2008b). No extant historical resources from this period are expected to be discovered in Barrio Logan.

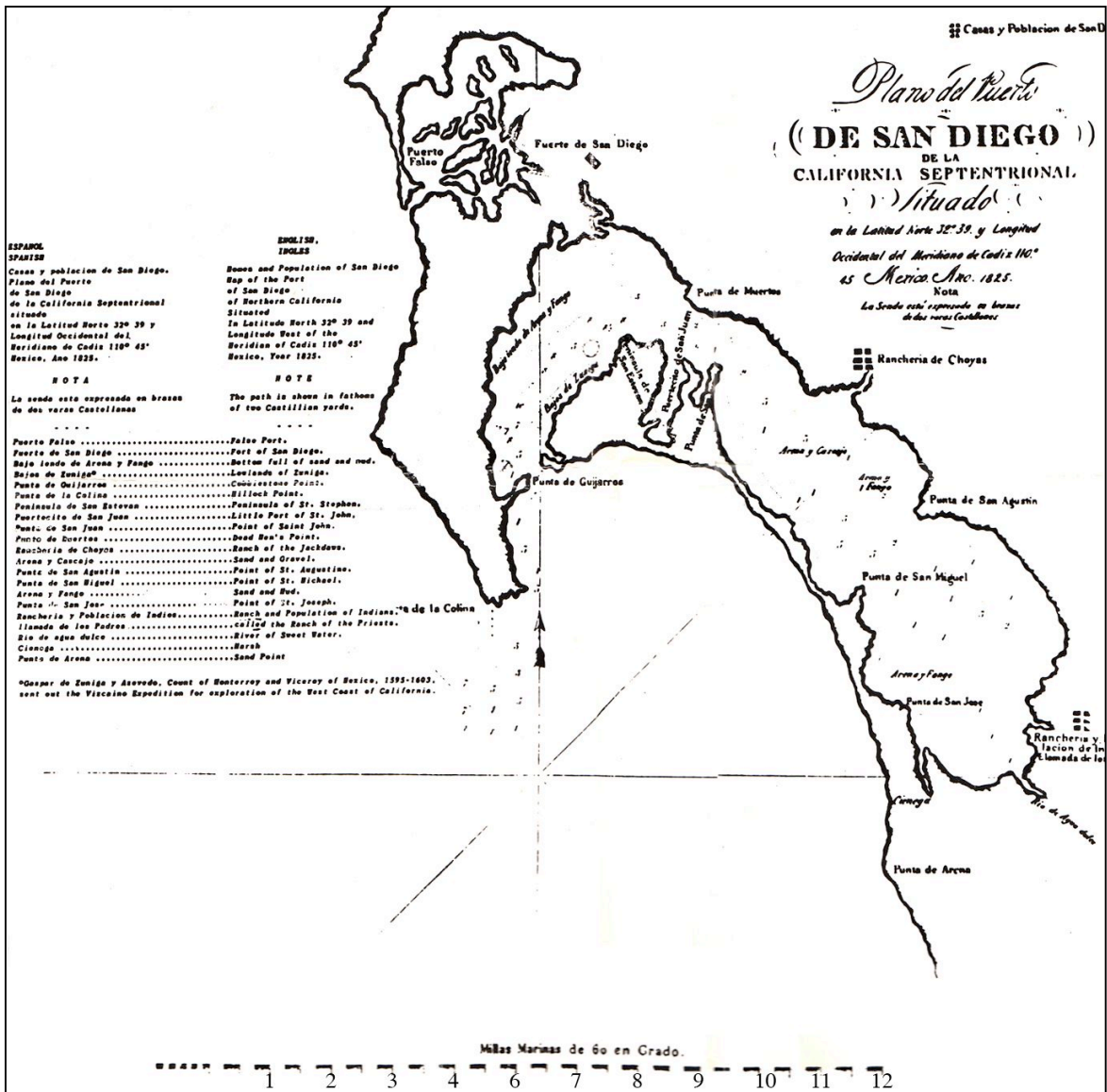


Figure 2. Map of the Port of San Diego, 1825.

This map was completed soon after San Diego became part of the Mexican Republic and the region commenced a booming trade in cattle hides, the main product of San Diego's economy during the Mexican Period. Note the location of the Native American village Rancheria de Choyas, which was situated at the head of the Chollas Creek.

4.4 AMERICAN PERIOD (1846 - PRESENT)

At the conclusion of the Mexican-American War of 1846, California (actually *Alta California*) was ceded to the United States by the Treaty of Guadalupe Hidalgo in 1848. The transfer of control of California from Mexico to the United States would represent an obviously significant turning point in the development of San Diego. Prosperity, however, would be elusive for the city for many years, as

American interests after 1850 were focused more on the gold fields in the Sierra Nevada and better opportunities for enterprise in San Francisco and Los Angeles. As a measure of the environment for growth or improvement of conditions, or lack thereof, following the Mexican-American War, the state of the city's condition is reflected in census data for that period. In 1846, a census was taken that recorded 248 Whites, 483 Converted Indians, 1,550 "Wild" Indians, 3 Negroes, and 3 Sandwich Islanders (Harris 1974:2). By the 1860 census San Diego's population was reduced to 731 individuals and by 1865, at the end of the Civil War, only about 200 people remained in San Diego (Harris 1974:2).

With the advent of American control, interest grew in the use of the bay and the need for a commercial wharf. In 1850, William Heath Davis purchased the land situated near the original Spanish landing point in the bay known as "*La Punta de los Muertos*." Davis began the construction of a deep water wharf and imported prefabricated houses for some lots to spur land sales for New Town San Diego. Unfortunately Davis' enterprise failed, due in part to economic difficulties of the early 1850s (Rolle 1968). By 1856, only eight structures remained standing in New Town. During the winter of 1861-62, the United States Army contingent in San Diego actually dismantled parts of Davis' Wharf and some abandoned structures for firewood during the unusually cold and damp winter that year.

The development of New Town was stymied until 1867, when Alonzo Horton acquired 800 acres of present-day downtown. Horton laid out streets, subdivided lots, and offered land for sale in the area he termed "New Town San Diego" (MacMullen 1969). Horton's money and enthusiasm was bolstered by an upswing in the economy of California, and by 1870, 2,300 people lived in New Town San Diego. Even before the Boom of the 1880s, New Town already supported 800 buildings, a flourmill, warehouses, six hotels, two breweries, a shoe factory, a bank, and two newspapers (Harris 1974:3). Before the end of the 1880s, three major wharves were in operation, including Culverwell Wharf, Babcock and Story Wharf, and the Spreckels Wharf (MacMullen 1969). The success of New Town led to an overall increase in population and spurred the pursuit of a railroad terminus (Tabler 1978).

4.4.1 Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)

As the development of New Town gained momentum, signs of prosperity were on the horizon throughout the City. City leaders anticipated that in addition to a major wharf, rail transportation would be necessary for the City to continue to grow. Land to the south, known then as the East End (**Figure 3**) and encompassing the area of present-day Barrio Logan and Logan Heights, was seen as the ideal location for a west coast transcontinental railroad terminus. The city leaders set aside large portion of the East End for that purpose (Norris 1983, **Figure 4**). At the time, the East End was only a sparsely vegetated series of hills sloping gently to the marshy tidelands of the bay. The city first gave the land to the San Diego and Gila Railroad in the 1860s, but when the company failed, the city gave the land to the Texas and Pacific Railroad in 1872 (Norris 1983). That company also failed and the land reverted to the city in both cases (Norris 1983). The promise of dedicated railroad land and a deep water port failed to induce a railroad company to locate its terminus in San Diego. Instead, the first transcontinental railroad to reach southern California bypassed San Diego for Los Angeles in 1876 (Harris 1974).

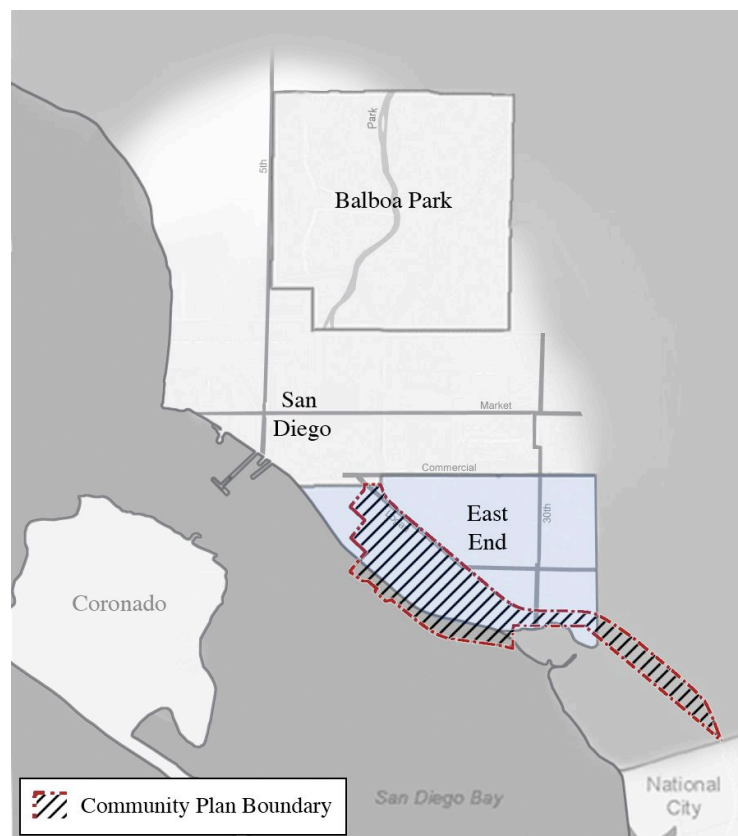


Figure 3. Approximate boundaries of the East End from the 1870s to circa 1905 (Norris 1983, Brandes 1983)

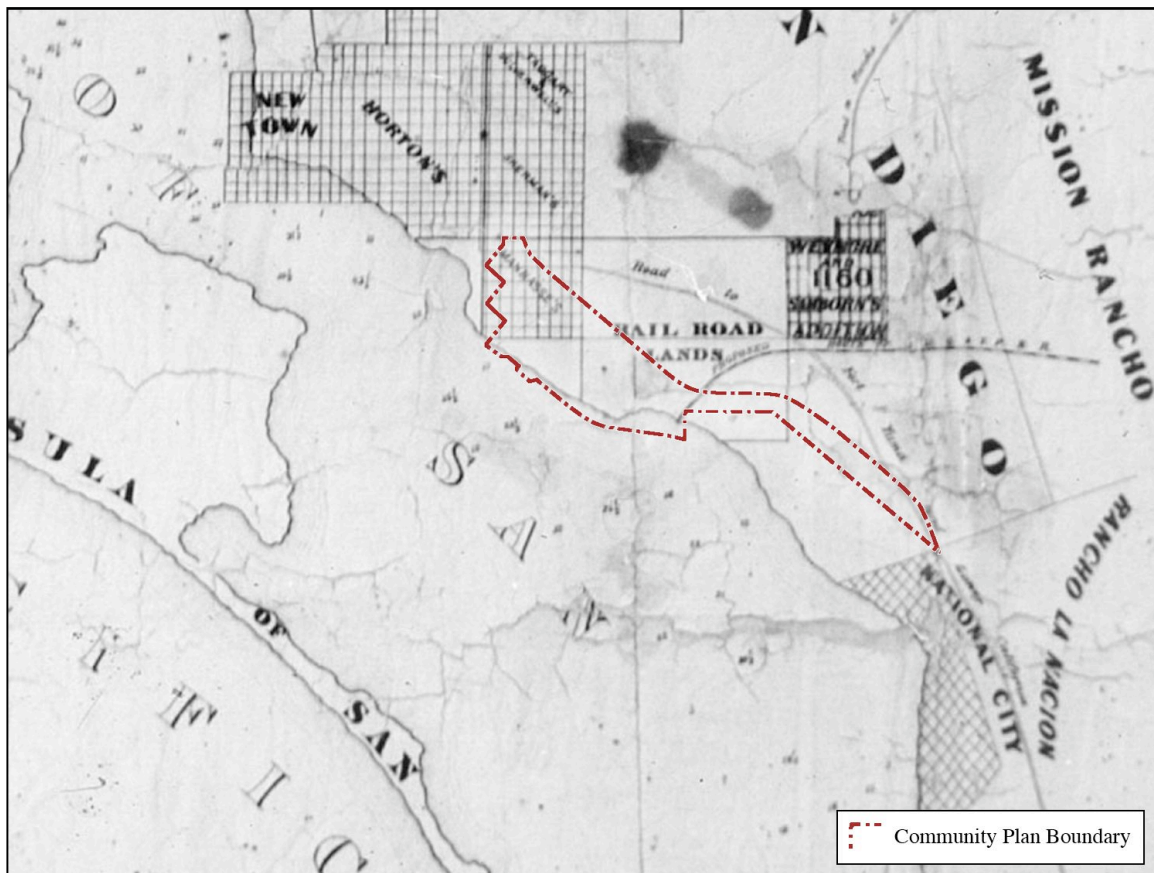


Figure 4. Map of Railroad Lands, ca. 1870. The “Rail Road Lands” marked to the southeast of Horton’s New Town was the portion of land the City leaders set aside to induce a railroad company to build a west coast terminus in San Diego.

Though early efforts to attract a railroad failed, real estate speculation continued in San Diego. Joseph Manasse and Marcus Schiller filed the first subdivision in the plan area in 1870, directly south of Horton’s Addition and north of the railroad land (**Figure 5**). Manasse and Schiller organized the streets diagonally to those in Horton’s Addition, so as to take advantage of the view of the bay (Tabler 1978, **Appendix B**). Three years later, Dr. C. Hoel recorded a subdivision (Hoel’s Subdivision) just north of National City (on the eastern end of the plan area), opening up another portion of the area for development (**Appendix B**). These subdivisions were the foundation for the development of Logan Heights and Barrio Logan.

The 1880s were a period of substantial growth, construction booms, and real estate speculation in San Diego. During this period, city crews paved streets, gas and electricity were introduced, street car tracks were laid down and water mains were constructed. The boom times spread into the plan area as well, with the construction of the California Southern Railroad between San Diego and National City (Brandes 1983). Although San Diego still did not have a direct link to an east coast line, Frank Kimball of National City negotiated with the Santa Fe Railroad in 1880 to bring a line into San Diego by way of San Bernardino (Harris 1974).

In the boom years between 1886 and 1888, most of the land within the plan area was organized into subdivisions, as outlined below. The configuration of the subdivisions as these relate to plan area is illustrated in **Figure 5**.

- In 1886, the San Diego Land and Town Company, a subsidiary of the Santa Fe Railroad, purchased vacant railroad land in the plan area and subdivided it. The streets within the San Diego Land and Town Company subdivision were laid diagonally to meet those in the Manasse and Schiller subdivision to the west.
- Also in 1886, D.C. Reed and O.S. Hubbell subdivided the land south of the Land and Town Company's Addition in a north/south-east/west configuration, creating the street connections now present in the neighborhood.
- H. P. Whitney's Addition was subdivided in 1886.
- San Diego Land and Town Company subdivided "South Chollas" in 1887.
- James H. Guion subdivided a portion of Barrio Logan in 1887.
- The final subdivision in Barrio Logan was made by E.E. Bergins in 1888.

The main thoroughfare through the San Diego Land and Town Company 1886 addition, Logan Avenue, was named after U.S. Congressman at Large John A. Logan. He never lived in San Diego (he was from Illinois) yet early in the development of the East End, Logan successfully arranged passage of a railroad bill (Texas and Pacific bill in 1871) to provide Federal government land grants and subsidies to the Texas and Pacific Railway for the establishment of a west coast terminus in San Diego. The railway company failed, however, and the terminus was never constructed using the funds Logan had secured. When the San Diego Land and Town Company laid out their subdivision in 1886, they honored Logan's failed attempts by naming the main road in his honor (Brandes 1983, Norris 1983, Crane 1972).

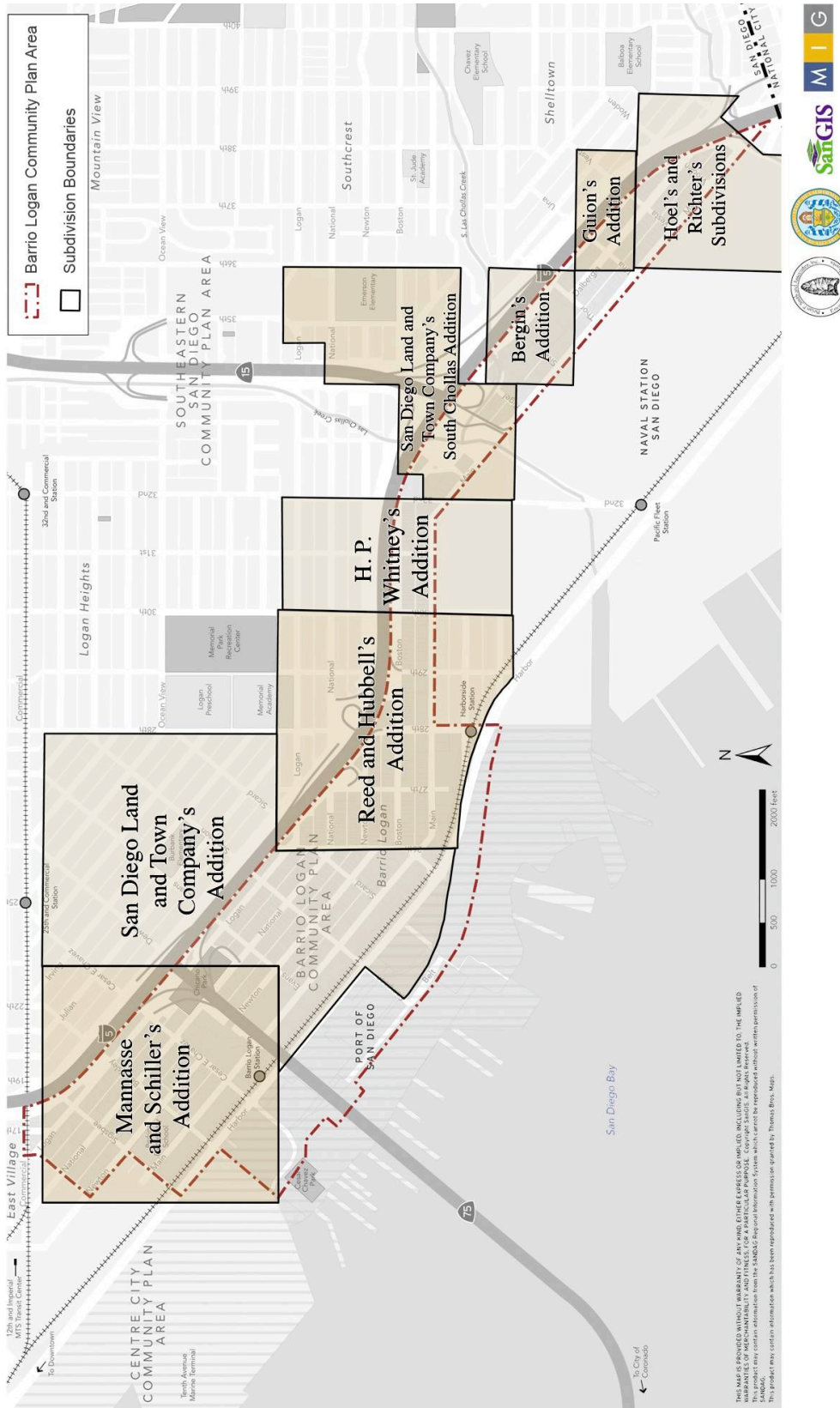


Figure 5. Historical subdivision boundaries within the Barrio Logan Community Plan Area

While investors and speculators moved forward with the creation of subdivisions during the boom years of the 1880s, the actual progression of settlement in the plan area proceeded slowly. By the end of 1887, only twelve houses and a school were under construction in the entire East End (Norris 1983). Almost all settlement occurred in the Mannasse and Schiller subdivision due to its proximity to downtown. A single church was built in the Land and Town subdivision in 1888, which was paid for by the subdivider (perhaps to encourage nearby settlement) (Norris 1983). In addition to the formal settlements, a “squatter town” of shacks and stilt houses occupied the tidelands along the water’s edge in the 1880s (Norris 1983).

Improvements in the local transportation system encouraged development in the plan area. Transportation allowed residents to live comfortably in the East End but still have easy and inexpensive access to the commercial center of downtown. In 1887, the National City and Otay Railway began local steam service along 28th Street (later rerouted to Newton Avenue) (Norris 1983). In 1891, a horse- and mule-drawn rail car line was extended into the plan area along National Avenue that provided service from downtown to 16th Street (16th and Logan) then east on National Avenue to 31st Street (Norris 1983; Tabler 1978). The line was replaced in 1892 by San Diego Electric Railway Company cars (**Plate 2**).



Plate 2. San Diego Electric Railway Car, ca. 1898, Logan and National Avenue route.
Courtesy of SDHS (#92:18836)

The boom of the 1880s crashed almost as quickly as it has started. Speculators who had gambled on the arrival of the west coast railroad terminus and the major commerce that would accompany it were foiled by the Santa Fe Railroad’s choice to place its terminus in San Bernardino instead of San Diego (Norris 1983). The population of the city tumbled from 40,000 in 1887 to 16,000 by 1890. Despite the collapse of the real estate boom in 1888, the East End continued to grow, albeit slowly, because of its proximity to downtown, access to the bay, local railway line, and the railroad.

Residents of the East End included some of San Diego’s most prominent families, but many middle and lower-income families also settled in this neighborhood (Norris 1983). The ethnic composition at the turn

of the century was mostly European American and European immigrants, though Mexican Americans and immigrants, African Americans, and Asian immigrants were scattered throughout the area (Norris 1983).

By 1905, the East End was known as Logan Heights, after the main thoroughfare through the area, Logan Avenue (**Figure 6**). It is unclear if this signified an official city name change (Brandes 1983, Norris 1983, Crane 1972).

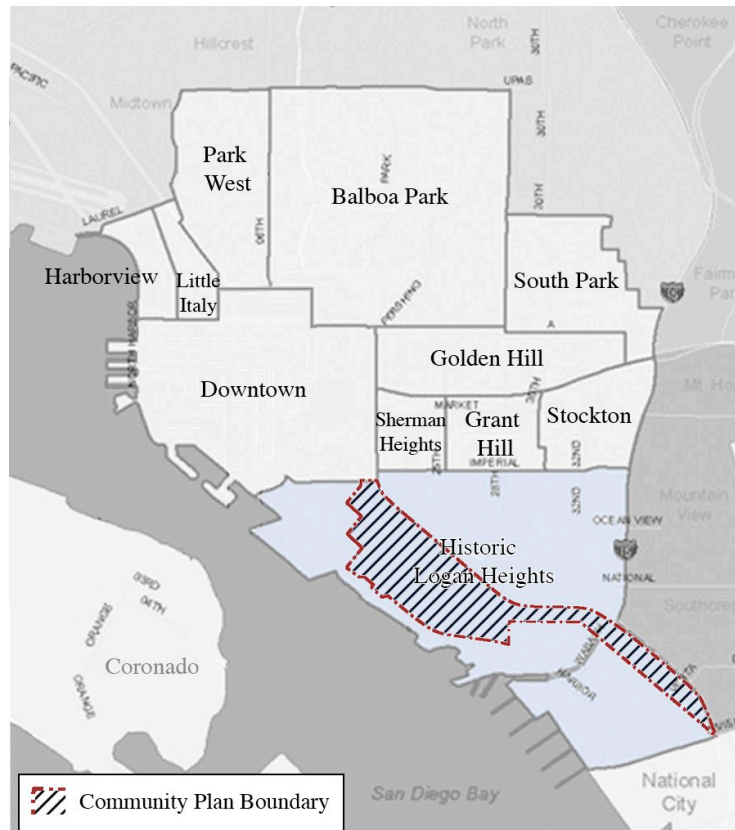


Figure 6. Approximate boundaries of Logan Heights from circa 1905 to 1963 (Norris 1983, Brandes 1983)

At the start of the 20th century, Logan Heights was primarily residential and the configuration of streets was complete (**Figure 7**). Improvements to Logan Heights at this time included buried water lines and fire hydrants. Fire Insurance Maps published in 1906 illustrate residential development within the plan area, including 248 residences, six flats (apartment buildings), nine stores, a Chinese laundry, three warehouses, and several buildings marked as “hay and grain storage.” The area southwest of the Southern California Railroad tracks was tideland and the area around the mouth of Chollas Creek at the bay was an estuary, both locations were unsuitable for permanent structures. Due to lack of development, the future residential areas south of Main and east of 30th Street were not included in the 1906 Fire Insurance Maps.

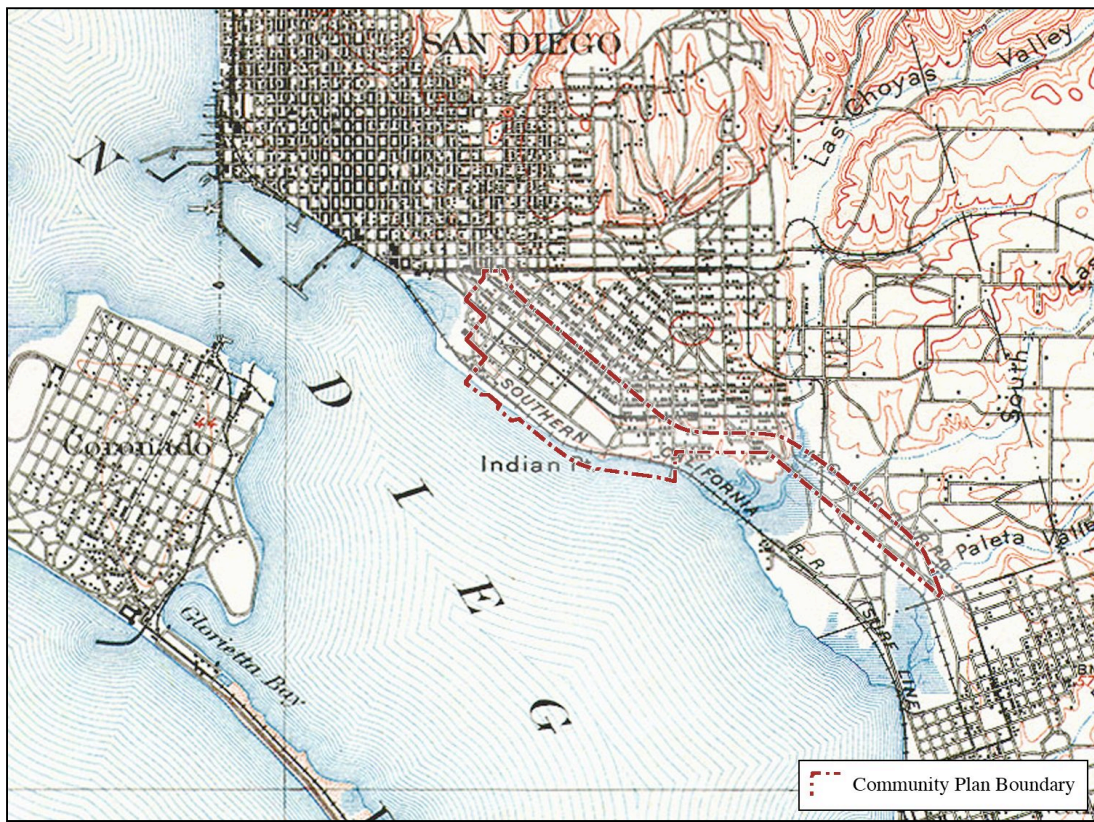


Figure 7. USGS San Diego Quadrangle, 1902. The small black squares define buildings present in 1902. Note the Southern California Railroad tracks running along the bay and the lack of development east of Chollas Creek.

Homes in the plan area at the turn of the century were nearly all single-family residences, one to a lot, most with outhouses and a stable. Logan Avenue between South 16th Street and 26th Street and National Avenue from South 16th Street to 27th Street contained the highest density. A smaller number of homes were present on Newton Avenue, Main Street, and Boston Avenue. Popular residential architectural styles during this period included Craftsmen, Folk Victorian, and Colonial Revival. The prominent San Diego architectural firm of Hebbard and Gill, designed two Barrio Logan residences on Logan Avenue, both completed in 1897 (**Plate 3**).



Plate 3. Residences designed by architects Hebbard and Gill in 1897. 2073-77 Logan Avenue (left) and 2085 Logan Avenue (right).

By 1906, an emerging commercial district appeared on Logan Avenue between Beardsley and Sampson Streets (**Figure 8**). Logan Avenue contained six businesses including a drug store, a meat and produce shop, two offices, a grocery, hay, and grain store, and two warehouses. The San Diego Soda Works, the single industrial building shown on the 1906 map, was on the north side of Logan between Beardsley and Cesar Chavez. One street to the east, on National Avenue between Beardsley and Cesar Chavez, was a Chinese Laundry, and on Sigsbee and Newton, a hay and grain warehouse stood at the corner. Commercial buildings were built in a variety of architectural styles including False-Front Commercial and Folk Victorian. Some of the business structures were mixed-use, with residential units above the retail store fronts (**Plate 4**).



Plate 4. Early 20th century examples of a multiple-family dwellings (1831-1833 National Avenue, built 1903) and a commercial storefront (2215 Logan Avenue, built 1907) in the plan area.

With the onset of residential construction and the germination of a business core area in the early 1900s, the community began to develop social venues as well. Logan Heights (Barrio Logan and Logan Heights) had a rural character at the turn of the century, yet there were many opportunities for social activities. Residents waded, swam, dug for clams, and sailed at the 28th Street Pier; hunted rabbits; and attended the traveling circuses in the lot neighboring the Benson Lumber Company (Norris 1983). The earliest intercity baseball park, Bay View Park (at the intersection of Beardsley Street and National Avenue), offered hours of amusement for children and adults alike from the early 1890s to the turn of the century (Norris 1983). The park also operated as a bicycle track. A new ballpark, Athletic Park, was built in 1900 at South 26th and Main Streets. City teams played there until 1912 (Norris 1983). The Armory Hall (National Avenue (between 29th and 30th Streets) was used for dances, charades, and concerts through the first decade of the 20th century (Norris 1983).

No schools, churches, or civic buildings were located within the plan area boundaries at the turn of the century, although these did exist within Logan Heights northeast of Logan Avenue. The Baptist Mission (north side of Newton Avenue between South 29th and 30th Streets), the Second Congregational Church (corner of Sampson and Kearney Avenues), the Central Methodist Episcopal Church (southwest corner of Sampson and Harrison Avenues), and an unnamed church (northeast side of Kearney Avenue between Evans and Sampson) all served the community. The Logan Heights Public School (also known as the East School) was located at Marcey and Sicard Streets.

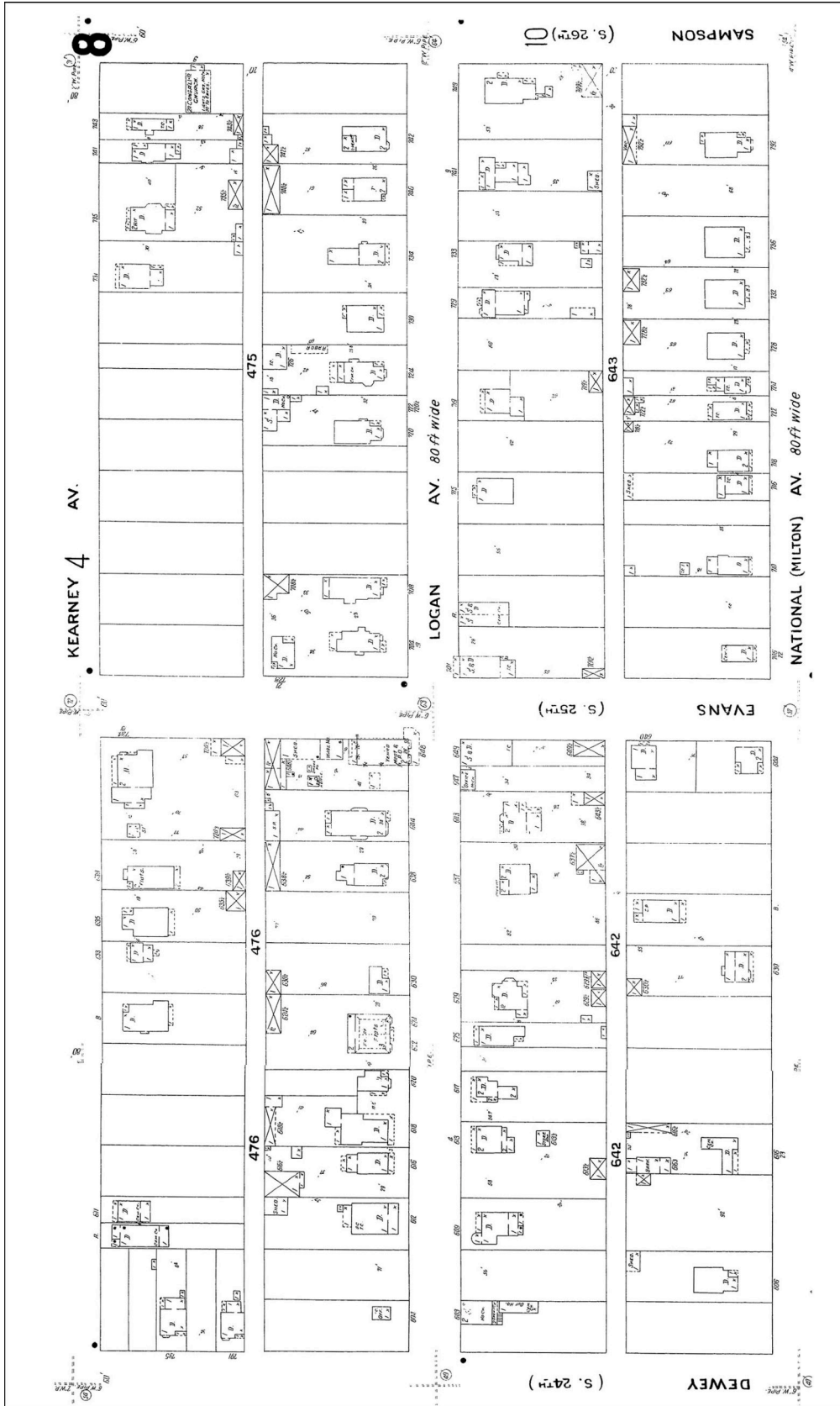


Figure 8. 1906 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district on Logan Avenue between Dewey and Sampson. "S" indicates "store" and "D" identifies a "dwelling."

The city's decision in 1909 to host the 1915 Panama-California Exposition spurred growth throughout the city, including Logan Heights and the plan area. The 1921 Fire Insurance Maps illustrate that the plan area had changed during this period from a sparsely settled neighborhood, as it had been at the turn of the century, to a high density urban neighborhood. Development spanned from South 16th Street and Logan Avenue southwest to Main Avenue and southeast to 32nd Street. A booming industrial district was also established along the bayfront that is discussed in more detail in the following section. Residential development included single-family and multiple-family dwellings. Homes continued to be built in a variety of architectural styles including Folk Victorian and Colonial Revival, though by 1921, the Craftsman Bungalow had become the dominant style. Many of the outhouses on the rear of properties had disappeared, and were replaced by auto garages, demonstrating expanding automobile ownership and the presence of sewer service.

During this period of the Exposition and World War I, a variety of multiple-family dwellings were built, including the first bungalow court in the plan area (2245-2249 Logan Avenue, **Figure 9**), numerous duplexes, and worker's housing for the employees of the bayfront industries. Worker's housing took the shape of workman cottages (1026-1114 Beardsley, 1703-1729 Main Street, and 1007-1045 South Evans Street) and dormitory style lodging on the wharfs (**Figure 11**). This evolution in the residential housing pattern in the plan area appears to reflect the increase in workers employed in industrial businesses along the bay.

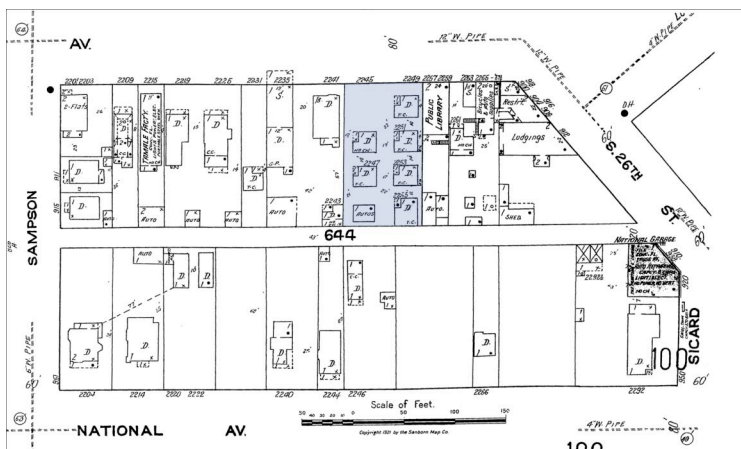


Figure 9. 1921 Sanborn Fire Insurance Map with bungalow court at 2245-2249 Logan Avenue (highlighted).

By 1921, the commercial district, then concentrated on Logan Avenue between Dewey and South 26th Streets, had diversified to meet the demands of the growing community (**Figure 10**). Commercial businesses in 1921 included grocers, confectioners, drug stores, a baker, a tamale factory (2215 Logan Avenue), the Saratoga Chip Factory (1846 Logan Avenue), and hardware suppliers. The increasing popularity of the automobile is evident in the presence of various auto-related businesses including a full-service gas station (910-938 South 26th Street), two auto repair shops (1845 Logan Avenue and 1628 National Avenue), a bicycle and auto parts shop (2266 Logan Avenue), and an auto painting shop (834 South Evans Street). Some of the new commercial buildings were mixed use, with residential units above, but most were one-story retail storefronts in National Folk or Mission Revival architectural styles.

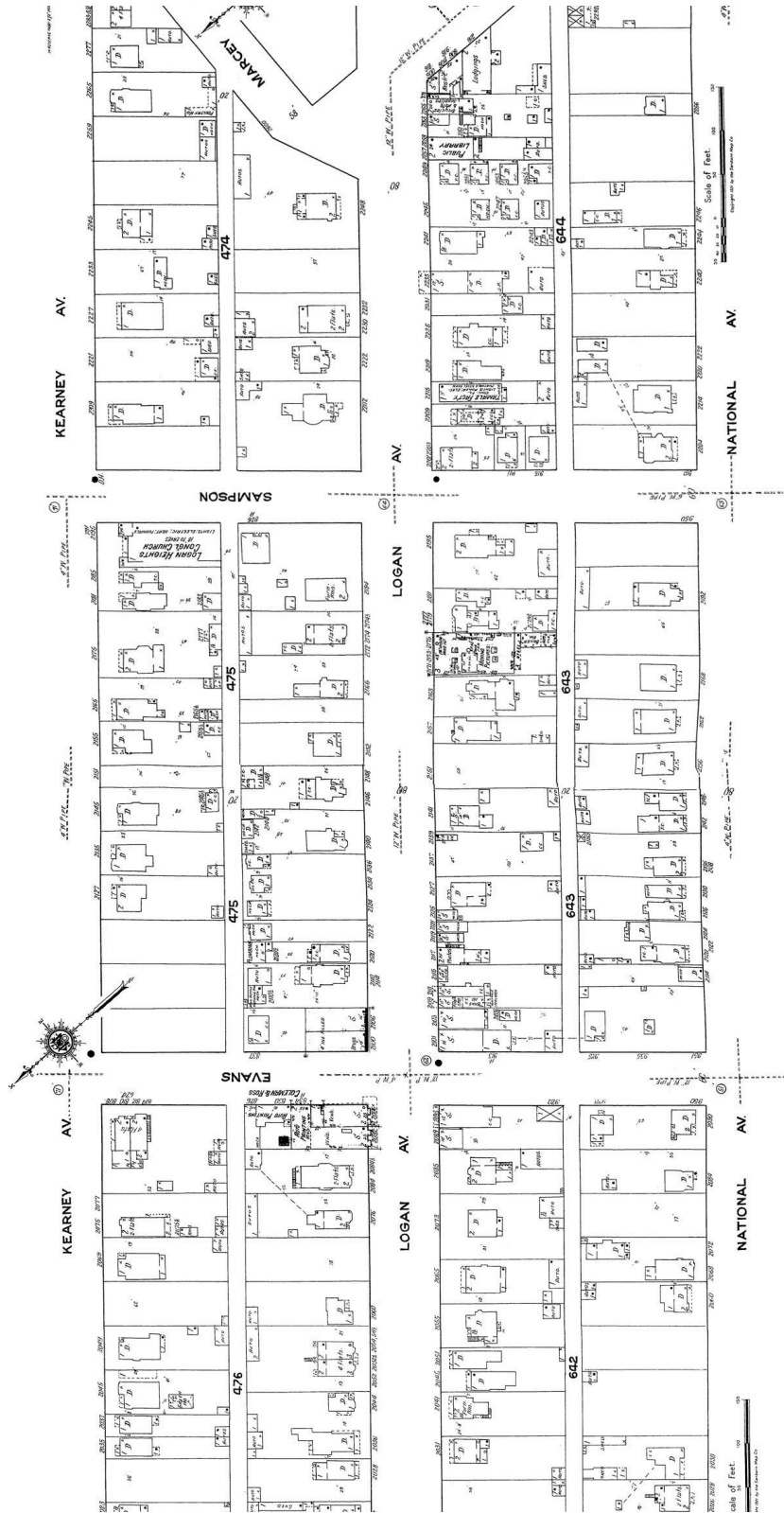


Figure 10. 1921 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district from Logan Avenue between Dewey and South 26th Streets. "S" indicates "store" and "D" identifies a "dwelling."



Plate 5. An example of a mixed-use building, containing a store below and residential units above (940-950 S. 26th Street), built 1911.

By 1921, there were a number of new social services in the community including a public library (2257-2259 Logan Avenue), a second fire station (Fire Department Engine Company Number 7 at 1890 National Avenue), another school (the San Diego Free Industrial School at 1801-1809 National Avenue), and a home for the elderly (The Hebron Home for Aged People at 1819-1826 Newton Avenue). Residents also had eight nearby churches to attend, although none within the plan area. For entertainment, a picture house showed films at 2171-2175 Logan Avenue (within the plan area). Diners could enjoy a meal at the restaurant located at 904 South 26th Street (within the plan area).

A small number of industrial facilities were established by 1921 within the portion of the plan area to the east of the railroad tracks. They included the G. Navarro Olive Works (1756-1758 Newton Avenue), a concrete block factory (1900 Logan Avenue), a Coca-Cola Bottling Works (1772 Main Avenue), and the Munger Laundry Company (933 South 16th Street). These businesses were the precursor of industrial facilities that would move into the area in the first half of the 20th century.

4.4.2 Early Industrial Bayfront Development (1880s-1930s)

In the late 1880s and early 1900s, commercial and industrial development in the plan area was generally focused along the railroad right-of-way with neighborhood businesses serving the residential communities. However, in 1911, the City was awarded the tidelands from state control. After obtaining control of the tidelands the City initiated the construction of a pierhead line around the bay and the dredging of bay sediments to fill in the former tidelands behind the pierhead to create new useable land. The combination of a pierhead line and dredging of the bay provided additional opportunities for transportation, created new commercial land, and enticed bay-related development. While residential and neighborhood related businesses continued to expand in the plan area during the first part of the 20th century, the development of the waterfront for commercial and industrial uses exploded in the period between 1880 and 1930.

Pre-1910

The bayfront within the Barrio Logan plan area provided an ideal location for industrial development due to its proximity to downtown San Diego and its railway connections. An 1889 map of the shoreline shows all of the land to the west of Harbor Drive as railroad depot grounds (Map of the Water Front of San Diego on San Diego Bay 1889). H.P. Whitney built a wharf at the base of 28th Street in the late 1880s (Whitney's Wharf or the 28th Street Pier) (Tabler 1978). The San Diego Land and Town Company had a large wharf that could berth several ships in the late 1880s, which extended into the bay from the bases of Sampson and Sicard Streets.

By the turn of the century, several industrial companies had been established along the Barrio Logan bayfront. The Benson Lumber Company operated along the bay between Cesar Chavez and Sigsbee. Nearby, Dobler's Brewery (later San Diego Brewery), San Diego's first locally brewed beer, and the associated Brewery Hotel operated at the foot of 32nd Street (now within the bounds of the Naval Training Base). The Standard Oil Company also established a location in the plan area at this time. Other industrial business located on the plan area bayside in 1906 included Campbell Brothers Machine Shop and the California Iron Works (Tabler 1978).

The bayfront associated with the plan area benefited from three key developments in the first decade of the 20th century. In 1907, near the foot of 28th Street the San Diego and Arizona Railway broke ground for their line to Imperial Valley. The new rail line was not completed for twelve years, but it served as an impetus to continued industrial growth (Tabler 1978). Second, in 1908, landscape architect John Nolen designed a plan for the City in which he called for the "development of commercial facilities, wharves, docks, and piers South of E Street, extending farther and farther as business demands" (Nolen 1908). Though Nolen's plan was not adopted, the City followed his plan closely for industry along the bayfront east of downtown. Third, the City acquired use of the bayfront land from the state in 1911 and subsequently constructed the pierhead that transformed the useless tidelands along the bayfront to prime commercial property.

Post 1910

The commercial fishing industry had a significant presence in the plan area following the construction of the pierhead. The growth of the fishing industry in the early 1900s attracted Japanese immigrants. Many Japanese had migrated to San Diego between 1885 and 1887 to work on the railroads. Some who stayed

eventually became successful businessmen and farmers over the following twenty years and some were involved in small-scale commercial fishing (Estes 1982). The wealth of experience and knowledge about fishing and canneries represented by the Japanese immigrants was applied to the demand for fish products. Japanese involvement in the San Diego's abalone fishing industry began in earnest around 1908 when San Diego resident Kikuchi Jioichi began to catch abalone off the coast of Baja with his small crew (Estes 1978). The same year, Kondo Masaharu, who had trained at the Imperial Fisheries Institute in Tokyo in fisheries and oceanography, traveled from Japan to Mexico to invest in Baja's abalone industry (Estes 1977). Japanese fishermen began to arrive in large numbers to San Diego during the 1910s to work on the Baja abalone crews (Estes 1978).

The abalone industry grew until 1918, at which time it was estimated that fifty percent of San Diego's fishing crews were Japanese. Most of the crews were based out of Logan Heights. The fishermen would work during the season from March until November and would return to San Diego to live in the fishery warehouses or stay in Baja during the rest of the year. Housing for Japanese workers was located on present-day Cesar Chavez Boulevard and on the wharfs of the Lower California Fisheries Co. Tuna and the International Packing Corporation (1921 Sanborn Map, **Figure 11**). Many of the wives of the Japanese fishermen, most of whom were also first-generation immigrants, worked in the canneries and drying operations (Estes 1978).

In addition to the expanding abalone industry, San Diego experienced a tuna and sardine fishing boom after 1910. Initially, this commercial fishing industry was developed by Japanese fishermen who caught tuna off of Baja California, where the fish was dried and subsequently shipped to warehouses in San Diego and exported to Asia (Estes 1977). Once canning technology advanced to the point of commercial use, the fishing community adapted to this process and product was returned to San Diego for canning and export (**Plate 6**). By 1919, ten canneries were operating in San Diego, most of which were situated in the reclaimed tidelands area within the plan area. Japanese immigrants primarily operated the tuna fleets and canneries (Tabler 1978).

Beginning in 1919 a series of anti-Japanese bills were introduced to the California legislature that had a negative affect on Japanese involvement in the fishing industry. The legislation called for citizenship qualification in order for a person to receive a commercial fishing license. Citizenship for the Japanese was not possible at the time because the United States immigration law stated that Japanese were not eligible for naturalization. All the legislation introduced to reduce Japanese fishing interests failed until 1933, when the legislature amended Section 990 of the State Fish and Game Code to require all non-citizen applicants for a commercial fishing license prove they have resided in the United States for a year prior to the application. The amendment also required all those involved in the fishing business to hold a commercial fishing license. Because so many of the fishing fleets spent significant time out of the United States, fishing and living along Baja during the season, many Japanese were immediately disqualified. The amendment was appealed in 1935 though it severely handicapped the involvement of the Japanese in the tuna fishery because of the continued attempts to control foreign fishing companies.

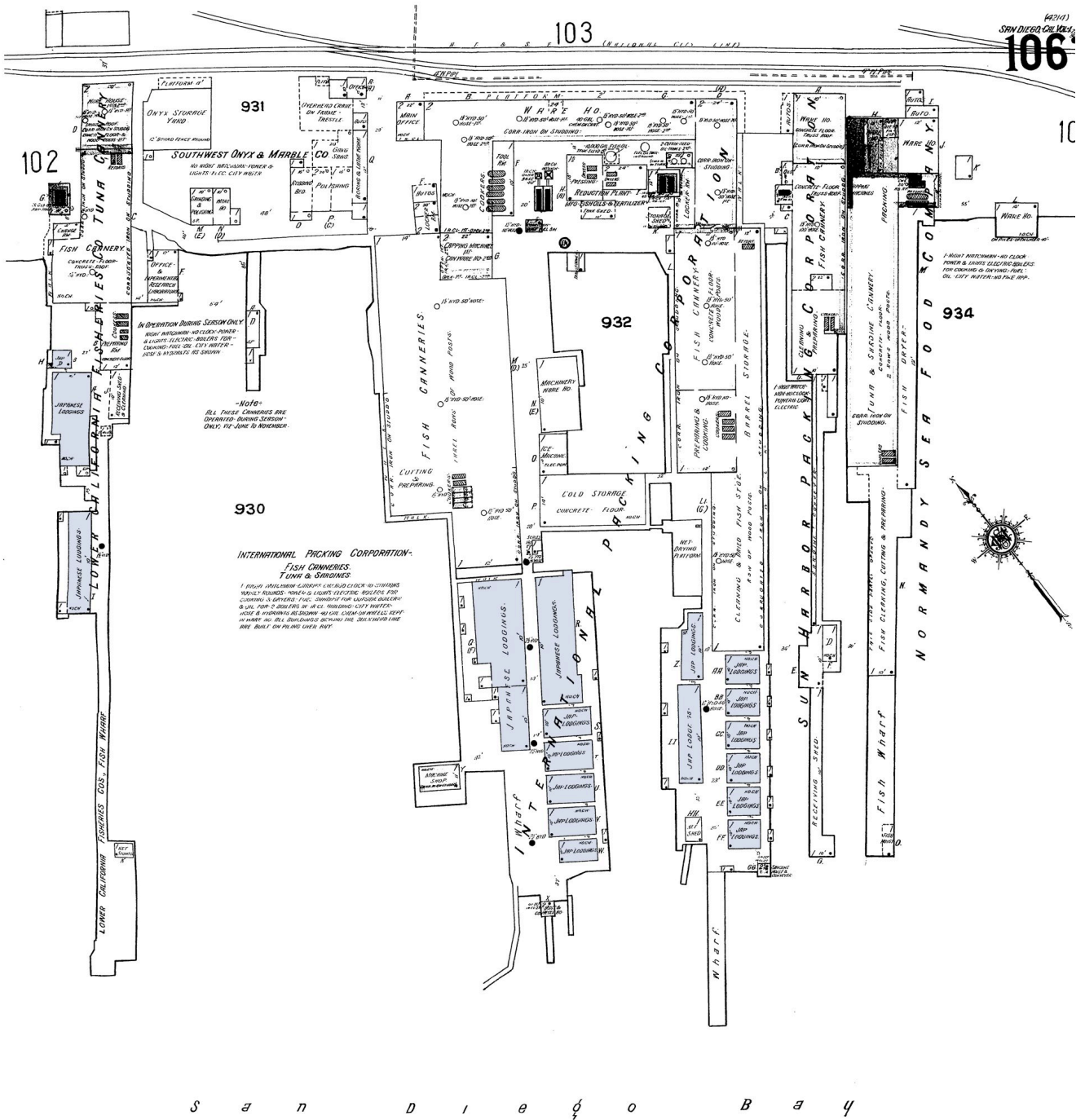


Figure 11. The 1921 Sanborn Fire Insurance Map illustrating the fish cannery wharfs on the Barrio Logan bayfront. The cannery wharfs stretched from approximately Beardsley to Dewey. Many activities took place on the wharfs from unloading and storage to packing and shipping. They even contained residences. The housing for the Japanese employees, who represented a large part of the tuna fishery workers, is highlighted.



Plate 6. Normandie Sea Food drying and frying, no date. Courtesy of SDHS (#20259-11).

In 1926, John Nolen published his second city plan for San Diego: *A Comprehensive Plan for San Diego, California*. Nolen recommended that the bay area of Logan Heights (in and around the plan area) be developed as the future industrial and commercial outlet of San Diego, with “railroad belt line facilities and connections to adequate piers for shipping” (Nolen 1926). Nolen also recommended recreational facilities, and he set aside Whitney’s 28th Street pier for recreation such as swimming and boating. Harbor Drive was to be a wide avenue lined with trees and landscaped. Nolen’s 1926 plan was officially adopted by the city though the recreation and “beauty” elements of the plan were not completed in the plan area over the subsequent decades. In the period between the adoption of the Nolen Plan and the 1960s, most waterfront development in the city was directed to Barrio Logan’s bayfront as Nolen had planned.

Along with the fishing industry, beginning in the 1920s, prominent businesses along the bay in the plan area included the Benson Lumber Company (west of Harbor Drive roughly between South 16th and Beardsley Streets) (**Plates 7 and 8**). Benson Lumber Company maintained a sawmill, planing mill, and lumberyards, as well as its own company wharf to catch the lumber that had been cut in northern California and then floated down the California coast. Southeast of the Benson Lumber Company was the Standard Oil Works, with its large fuel tanks, machinery shops, and oil loading dock, the Bolivar Packing Company (corner of Harbor and Beardsley), as well as the Chas. R. McCormick Lumber Company (between Cesar Chavez and Sampson) with its planing mill, sash and door factory, and lumber yards, and the San Diego Marine Construction Company (on a wharf at the end of Sampson). To the northwest of Benson Lumber Company, fish canneries and wharfs were located on the bayside of Harbor, between Beardsley and Dewey. In 1921, fishing businesses operated from this location, including West Coast Crab & Lobster Company, Southern Reduction Company, Lower California Fisheries Company Tuna Cannery, the International Packing Corporation Fish Canneries, the Sun Harbor Packing Corporation, and the Normandy Sea Food Company. Tucked in between the canneries was the Southwest Onyx and Marble Company. The Standard Oil Company of California was located on the bay between Sicard and Schley (**Figure 12**).

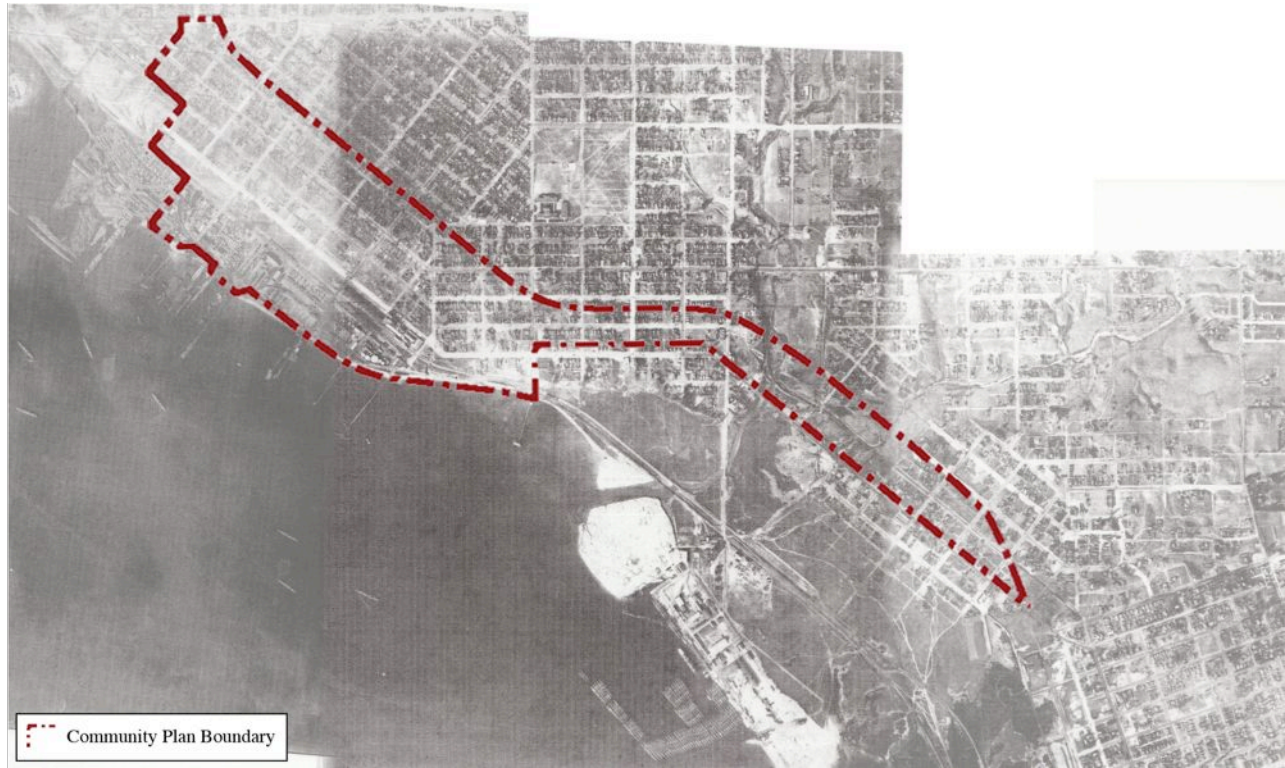


Plate 7. Aerial Photograph of plan area, 1928. In 1928, the bayfront was an active place, with many wharfs and industries. The Navy Destroyer Base is visible in the center bottom of the photograph (now the Naval Station San Diego). San Diego was the Navy's home base for the Pacific Fleet.

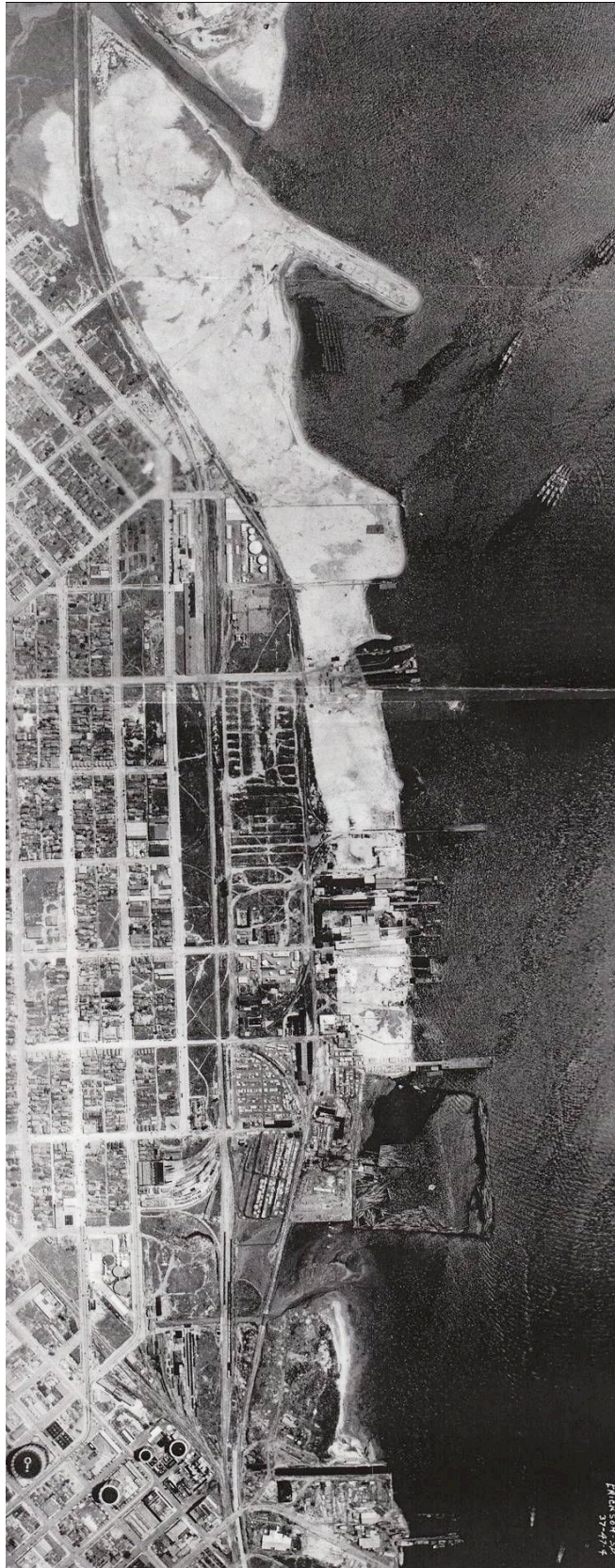


Plate 8. Aerial photograph of plan area bayfront, Mar. 28, 1937. The Benson Lumber Company wharf and the square-shaped restraint to its left were for holding the lumber that was floated down from the lumber camps in the northwest (left center). The fish cannery wharfs are visible near the center of the photograph. The light colored land along the bay is reclaimed tideland. Courtesy of SDHS.

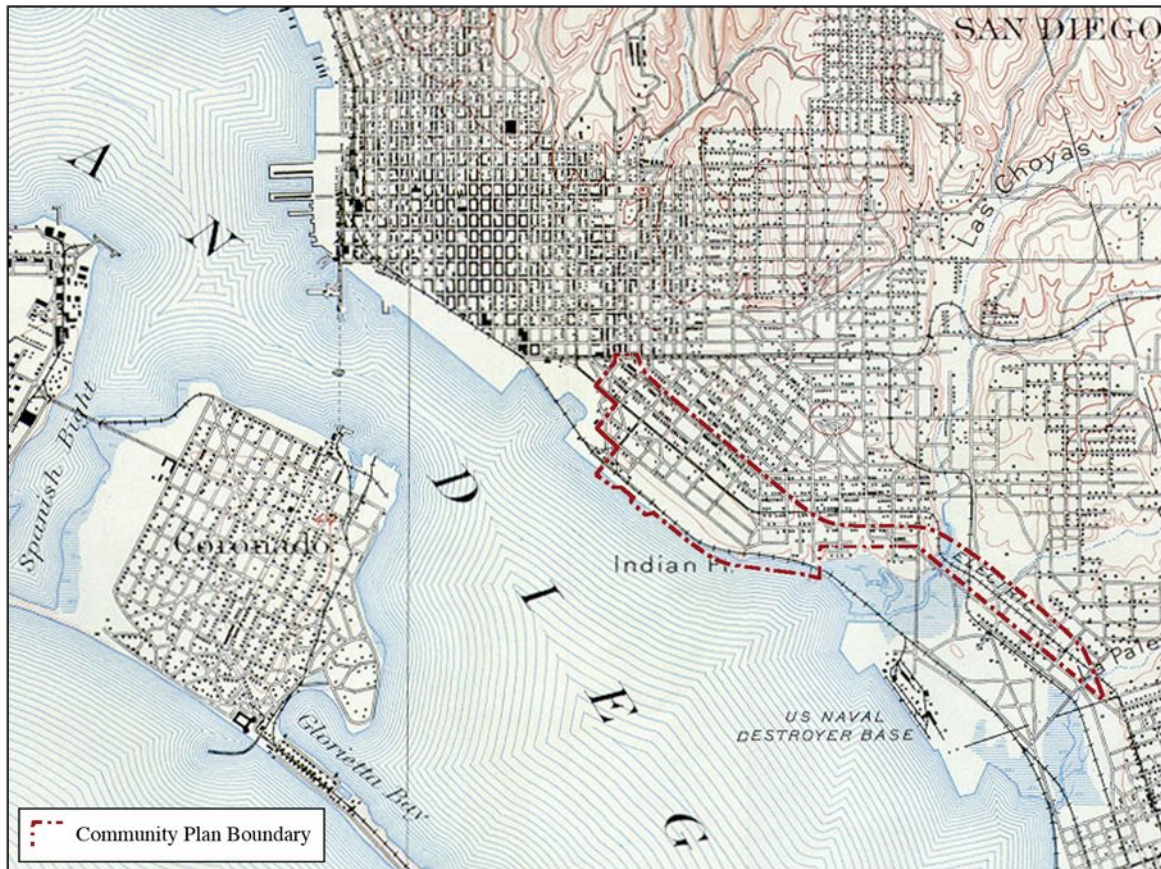


Figure 12. USGS San Diego Quadrangle, 1930.

Note the density of development near the Chollas Creek drainage (undeveloped in the 1902 USGS map) and the concentration of buildings on the northern end of the bayfront representing the lumberyards, canneries, and other bayfront industries.

4.4.3 Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)

The 1920s to the 1950s was a period of significant change in Logan Heights, both in the ethnic composition of its residents and in the increase of residential and commercial growth. Several factors, both local and international, affected the commercial and residential composition of the plan area over the span of these decades. In the 30 years that transpired between 1920 and 1950, the country as a whole contended with the end of World War I, the Mexican Revolution (1910-1920), the Great Depression, and World War II. The country also witnessed the advent of the automobile and eventually the interstate highway system that allowed for unprecedented mobility of Americans. Factors particularly relevant to the plan area during this period was the importance of the bayfront access and commercial business associated with the US Navy during and after World War II, and the dynamics of ethnicity related to increased opportunities for improved standards of living and relocation. As people became more mobile and could commute greater distances and were no longer dependent upon fixed transportation (i.e., trolley systems), the opportunity for those who could afford to move to outlying areas for better housing in attractive neighborhoods became a reality. Upward social movement, the start of the escape to suburbia, and the evolution of a strong commercial core associated with the bayfront would be factors in the composition of the plan area prior to other changes associated with the division of the Logan Heights neighborhood by Interstate 5 construction in the 1960s.

During this period from the 1920s to the 1950s, Mexican Americans, African Americans, and Asians moved into Logan Heights because it offered low-cost housing left in the wake of Anglo-Americans moving to other areas, and proximity to bayfront and railroad jobs. As community member Evelyn Mitchell remembered, “Barrio Logan was a very diverse community in the past with Japanese, Italians, Syrians, and Mexicans living together” (Evelyn Mitchell, Interview, September 2009). Even if these minorities had the means to move to newer neighborhoods, restrictive clauses in real estate deeds (particularly against African Americans and Asians) and racial discrimination from real estate agents, bankers, developers, and owners kept most non-whites from living anywhere but the older areas of the city (Harris 1974). “By the late 1920s, Logan Heights was considered “the residential section of the negroes, Mexicans and Orientals” (Norris 1983).

Mexican Immigrants and Mexican Americans

At the turn of the 20th century, the Mexican American community was scattered through downtown, the harbor, and present-day northwestern Barrio Logan (Harris 1974). The population of the Mexican American community swelled in the 1920s as increasing numbers of immigrants fled to the United States following the Mexican Revolution (1910-1920) and many settled in Logan Heights (Harris 1974:113). Immigrants were attracted by available housing, social and cultural familiarity, and the availability of unskilled occupations such as railroad construction, commercial fishing, local agriculture, building construction, and other commercial businesses and military-related industry (Harris 1974:75, 87). After World War I, the Federal government restricted European and Asian immigration, leaving many open positions in agriculture, railroad maintenance, and mining that Mexican immigrants filled. A survey by the Women’s Club of San Diego in 1914 found that “Few Mexicans were found in skilled trades. For the most part they worked with pick and shovel for the gas company, street railway, and on water works, or for general contractors...other Mexicans were employed as teamsters” (Harris 1974).

Immigration declined drastically during the 1930s as the Immigration and Naturalization Service and American Federation of Labor encouraged local governments to round up undocumented Mexicans and harass them and others into moving back to Mexico (Griswold del Castillo 2007). Many Mexican states offered incentives and transportation for residents to return to Mexico and thousands reversed the migration by going back home (Harris 1974: 77). During these decades, especially prior to World War II, life for Mexican immigrants in Logan Heights could be very difficult because of social issues and job availability. A report written in 1928 describes the community as having “a multitude of undesirable conditions” including substandard housing, malnutrition, unemployment, lack of education, disease, and high infant mortality rate (Griswold del Castillo 2007). The Neighborhood House was established downtown in 1916 to provide assistance to those in need in the Logan Heights community, as part of a countrywide movement to reach out to immigrants and the working classes who were being affected by industrialization and modernization (Griswold del Castillo 2007). The Neighborhood House moved into Logan Heights in the 1920s, occupying the property that had housed the San Diego Free Industrial School at 1809 National Avenue. Well-known San Diego architects Richard S. Requa and Herbert L. Jackson remodeled the Neighborhood House at this time.

The Neighborhood House was operated by European Americans and served Mexican Americans and Mexican immigrants, African American migrants and European immigrants. While this charity was open to all, the mission of the organization was essentially focused on Mexican immigrants and Mexican Americans. By the 1930s, 90 percent of the Neighborhood House clientele were Mexican American or Mexican immigrants (Griswold del Castillo 2007). During the 1930s in particular, when City and national governments were openly hostile to Mexican Americans and were attempting to deport many of them, the Neighborhood House provided health care, cooking classes, game nights, and dancing lessons. Community members, Norene and Natalia Riveroll, spoke of the significance of the Neighborhood House, saying, “It was a recreational place, a social place where all the people would go. During that time the entire community was in a low socio-economic position and [the Neighborhood House] was the only place to go. They provided this healthy supportive environment for something they never would have experience” (Norene and Natalia Riveroll, Interview, September 2009).

During World War II there was a need for agricultural and industrial labor to fill the gap left by deployed forces (Harris 1974:77) and Mexican immigration to the United States rose at this time as a result of the government-backed Bracero program, between 1942 and 1947, which allowed thousands of Mexican workers to come into the country to work. Throughout the 1940s and into the 1950s, Logan Heights contained fifteen percent of San Diego's Spanish-speaking population. The Bracero program was reconstituted in 1951 and operated until 1964, resulting in a large number of immigrants settling in Logan Heights.

By 1946, five of the seven churches in Logan Heights served the Mexican and Mexican American residents: the First Mexican Baptist Church (1895 Kearney), the Mexican Presbyterian Church (1902 Irving), Mexican Free Methodist Church (1902 Irving), the First Seventh Day Adventist Spanish American Church (1861 Logan), and an unnamed Mexican church (2001 Ocean View) (1946 Sanborn).



Plate 9. Street views, plan area, 1920s
(left) Logan Avenue, *courtesy of SDHS (Sensor 8-91)*
(right) 32nd St at Main, looking north, 1920s, *courtesy of SDHS (Sensor 8-12, 84:14998-1013)*

Summary of Trends: Between 1920 and 1950

Throughout the period, the ethnic composition of the neighborhood changed, as Logan Heights witnessed increased residential and commercial growth. A study undertaken in 1930 described what Logan Heights looked like that year:

Mexicans live in San Diego under conditions that are, possibly, more than usually favorable. Most of them are in the southwestern portion of the city along the waterfront close to the factories and canneries. The streets are wide; sanitation is moderately good. Mexican stores, churches, pool halls, and the Neighborhood House are part of the district. Living conditions are reasonably good. There is little or no serious congestion. The cottage type of house prevails. There are no slum tenements (Griswold del Castillo 2007).

During the Depression, new construction came almost to a standstill with the exception of military infrastructure. In 1934, only seven building permits were issued for the entire city (Harris 1974:22). The 1935 California International Exposition at Balboa Park and continued military spending helped turn the situation around, however, by encouraging construction and Logan Heights soon rebounded.

By 1946, Logan Heights was densely settled with a variety of community services (1946 Sanborn). Motorbus service had generally replaced streetcars (Harris 1974:17). There were four schools: Luther Burbank Public School (replaced the Logan Heights Public School at the corner of Sicard and Marcey), the Memorial Junior High School (2800-2864 Marcey), the Roman Catholic Guadalupe School (1700-1714 Kearney), and the Lowell School (1775-1779 Newton). Lowell School was the first within the plan area. The expanded Logan Heights Public Library had relocated to 2801 Marcey from its 1921 location on Logan Avenue. Fire Department No. 7 continued to served the neighborhood from 1896 National Avenue. The neighborhood also had a post office (2635-2637 Marcey, outside the plan area). Twelve churches were present in Logan Heights in 1946, two of which were located within the plan area: the

Pentecostal Free Mission (1846 Logan) and the First Seventh Day Adventist Spanish American Church (1861 Logan).

Other community services constructed by 1946 included the Neighborhood House (1801-1809 National), a doctor's office (2088 Logan), and the Guadalupe Health Center operated by Our Lady of Guadalupe Church (1724 Kearney, outside the plan area) (1946 Sanborn). Two veterinarian hospitals also operated within the plan area: the Dog and Cat Hospital (2773-2775 Main) and the Small Animal Hospital (1930 Main).

Although the commercial center of Logan Heights continued to expand along Logan Avenue (it was most concentrated between Dewey and South 26th Streets [**Figure 13**]), businesses were scattered throughout the community. By 1946, the Barrio Logan plan area contained twenty-two restaurants (in comparison to only one in 1921), three drugstores, a bank, a hotel (1819-25 Newton), a laundry, and a nursery. A second movie house (1796-1798 Logan) showed films several blocks northwest from the original movie house at 2171-2175 Logan. Numerous car-related businesses within the plan area served the needs of the neighborhood's automobile owners including thirteen gas stations, nine auto repair shops, and a used car sales lot. Prominent commercial buildings were built in the simple and inexpensive Block style, though some were also built in the Mission Revival or Streamline Moderne styles (**Plate 10**).



Plate 10. Examples of commercial buildings in the plan area.
(left) 1894 Main Street, built 1930, designed by Charles and Edward Quayle (Quayle Brothers Architects).
(right) 1701-1715 National Avenue, George Kostakos Building, built 1925, builder Bert Nobel, City of San Diego Historic Landmark.

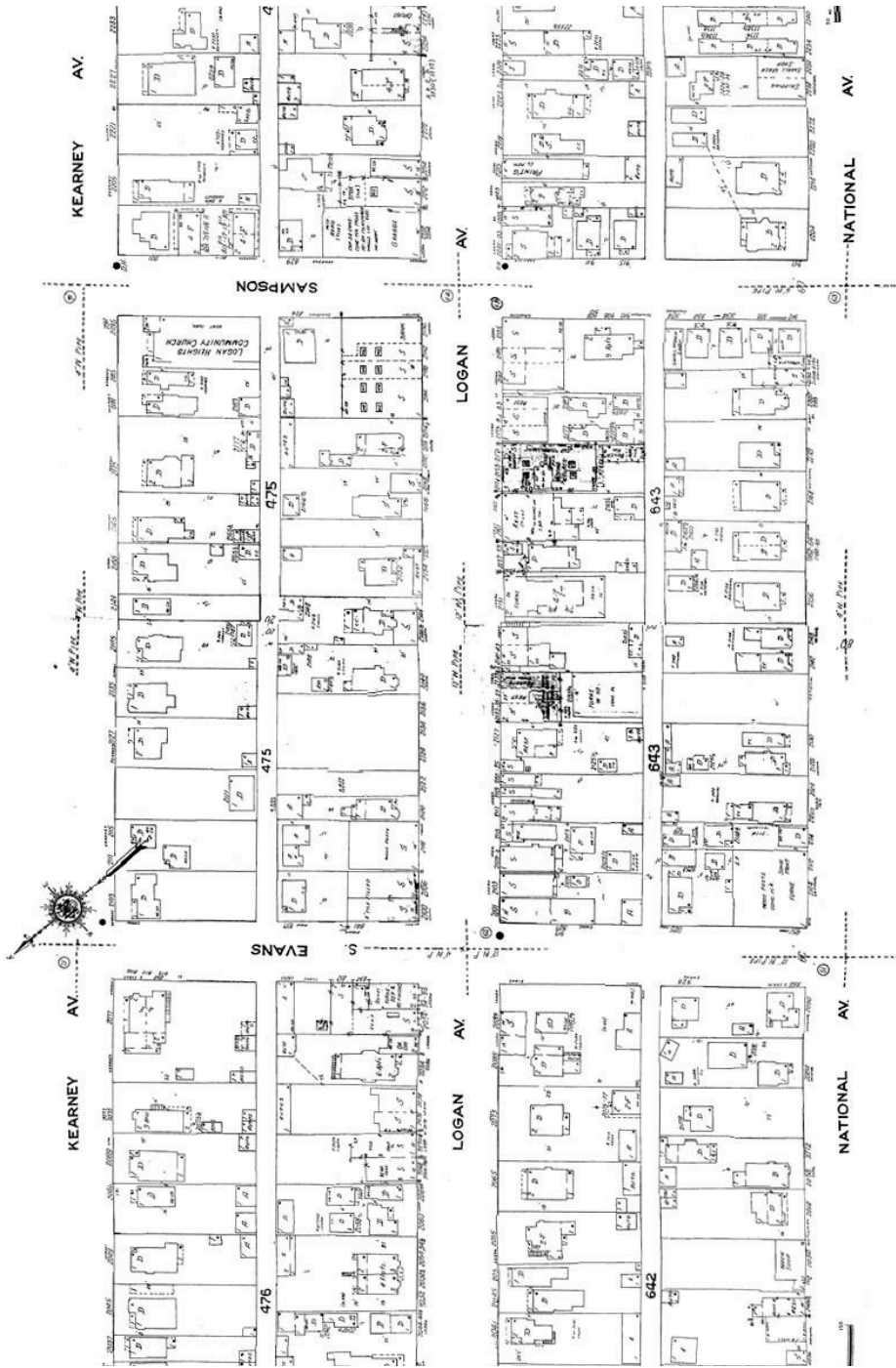


Figure 13. 1946 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district on Logan Avenue between Dewey and South 26th Streets. "S" indicates "store" and "D" identifies a "dwelling."

The increase in the number of residents in the plan area between 1920 and 1950 raised the demand for inexpensive, small, and multiple-family housing units. Apartment buildings, duplexes, and bungalow courts, apartment courts, and half courts were built to accommodate the new residents. Additionally, many small single-family residences were constructed on the rear of lots, behind larger and older homes (Figure 14). The new residential construction was built in a variety of architectural styles including Spanish Colonial Revival, Mission Revival, and Minimal Traditional.



Plate 11. Street View, Newton and Cesar Chavez, 1940s
Courtesy of SDHS (Sensor 8-48)

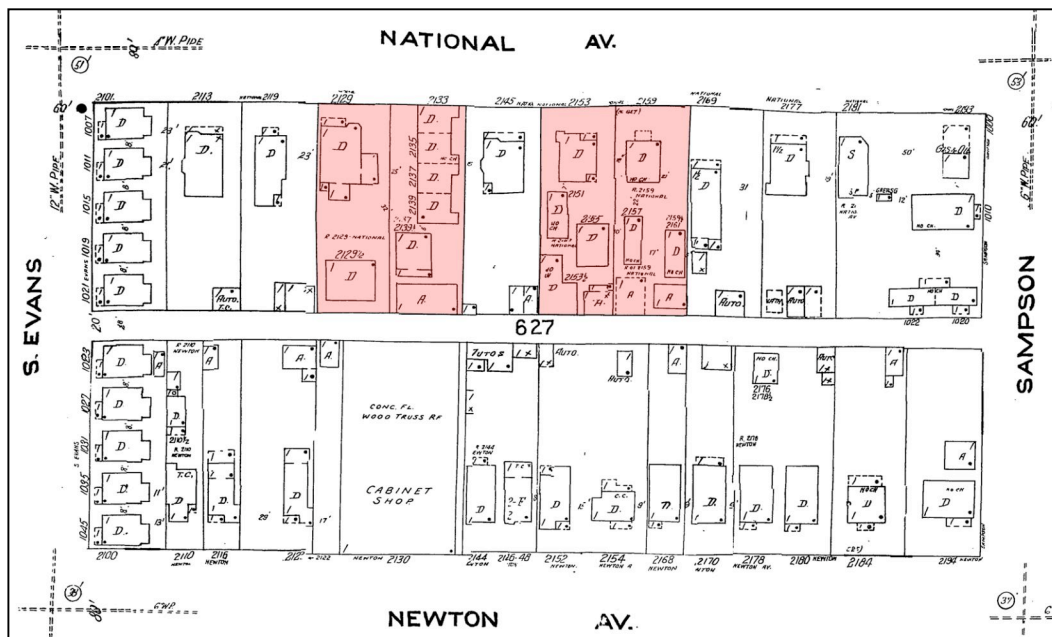


Figure 14. 1946 Sanborn Fire Insurance Map selection. The highlighted lots illustrate some of the varying types of residential construction of the period. From left to right: older dwelling with new house behind, half court with apartments on the alley that replaced a single-family dwelling, grouping of numerous small dwellings behind an older residence, and a new collection of small residences on a single lot.

There were a few industrial facilities east of the railroad tracks at the beginning of the 1920s, but by 1946 industrial encroachment into the residential and commercial areas dramatically increased. Six junkyards, auto wrecking, and salvage yards had taken over lots in the plan area (1610, 1684, and 1960 Logan; 1972 and 2075 National; and 2701 and 3330 Main). There were numerous manufacturers interspersed within residences and businesses including door and cabinet shops, a retinning plant, a floor tile manufacturer, several iron works, furniture manufacturing, battery manufacturing, bottling works, and a manufacturer of small cars (2687 National).



Plate 12. Close-up aerial photograph of the plan area during World War II, facing north. The railroad tracks are on the left side of the frame (left of Main Street). The dirt track to the left of the railroad tracks is Harbor Drive. Note the denseness of development at that time. Many of the buildings had outbuildings or second residences behind. *Courtesy of SDHS.*

4.4.4 Later Industrial and Naval Bayfront Development (1940s-1950s)

Prior to World War II, the federal government increased its military presence along the bayfront. The Destroyer Base was established at the foot of 32nd Street in 1919. In 1941, the Destroyer Base was officially changed to the U.S. Naval Repair Base. On September 15, 1946, the U.S. Naval Repair Base was redesignated as the United States Naval Station, San Diego, California. The Naval Station facility occupies over 1,100 acres southwest of the plan area.

While San Diego's small shipbuilding industry was focused on fishing vessel construction in the period between 1900 and 1940, prior to World War II companies began to bid on the construction of large naval and commercial shipping crafts (Harris 1974:55). The National Iron Works (later NASSCO), the Harbor Boat and Yacht Company and the San Diego Marine Construction Company were established or expanded on the Barrio Logan bayfront in the mid-1940s and 1950s (**Plate 13**). The San Diego Marine Construction Company with its wharfs and machinery shops at the base of Sampson Street and National Iron Works (then called Lynch Ship Building Company) and its large overhead crane were located at the base of S. 28th Street (1946 Sanborn). The end of World War II led to a plunge in employment for those working in war-related industries but the outbreak of the Korean War as well as increasing tension between the United States and the Soviet Union once again stimulated the shipbuilding industries in the bayfront in the early 1950s.



Plate 13. National Iron Works (later NASSCO), ca. 1939. The jetty was a Navy landing strip for the U.S. Naval Station planes. Courtesy of SDHS (#83:14578-17).

The tuna and sardine canning industry continued to be a substantial presence on the bayfront during this period though it had consolidated into two major companies by 1946: the Van Camp Seafood Company and the Sun Harbor Packing Company (**Figure 15**). The Van Camp facility was connected to the American Can Company and warehouse by a bridge over the railroad tracks. The nearby American Processing Company manufactured fish oils and poultry feed to the north of the cannery wharfs. The Kelco Company, a manufacturer of kelp products, had a large facility and wharf south of the canneries (**Figure 16**).

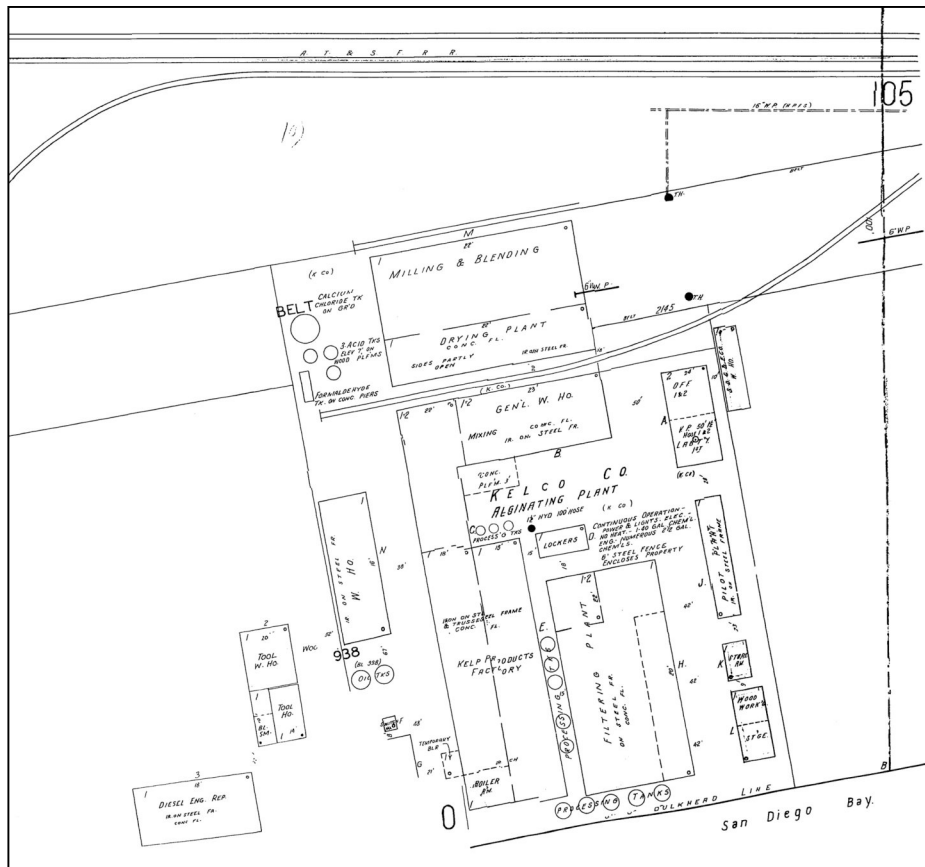


Figure 16. 1946 Sanborn Fire Insurance Map selection showing Kelco Co. plant on the plan area bayfront.

By 1946, a number of industrial uses were present in Barrio Logan including shipbuilding, canning, oil, lumber, and general warehouses. Two grocery warehouses were located east of the railroad tracks at Harbor Drive: the Safeway Stores warehouse (Main between Dewey and S. Evans), and the Alfred M. Lewis Grocers (Main between S. Evans and Sampson) (1946 Sanborn). Numerous oil suppliers such as the General Petroleum Corporation of California, the Texas Company Oil Depot, the E. Johnson Oil Company, the Richfield Oil Corporation Oil Depot, and Standard Oil Company of California operated from the bayfront on lots with large fuel tanks and oil tanks. A new arrival was the Altes Brewing Company and its massive facilities that stretched along Main from Sampson to Schley and included everything from bottling facilities and storage to a coopering workshop and cellars. San Diego Gas and Electric Company operated two facilities along the bayfront, the Silver Gate Power Plant (west of Harbor between S. Evans and Sampson) and a substation (southwest corner of Harbor and Sampson). Other industrial businesses at the time included the Standard Iron Works (1821-1845 Harbor), the McCormick

Steamship Wharf (between the canneries and Kelco Company), the Southwest Onyx and Marble Company, and, just outside the plan area, the San Diego Arizona Eastern Railroad Company shops (west side of Newton between S. 16th and Sigsbee).

4.4.5 Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-Present)

The neighborhood of Barrio Logan achieved its identity as a consequence of its separation from Logan Heights due to the construction of Interstate 5 in 1963 and the San Diego-Coronado Bay Bridge in 1969, as well as the rezoning of the area from strictly residential to mixed use. The constricting effect of the highway and bridge construction, coupled with commercial uses that multiplied in the midst of residential housing, induced a period of dramatic physical change in Barrio Logan from the 1960s to the 1970s. These changes prompted drastic population decline but also inspired a local Chicano movement that advocated for the rights of the community's residents. Prior to the highway construction that bisected Logan Heights and essentially created Barrio Logan, this community contained the largest Mexican-born and "Spanish surnamed" community in San Diego (Bonilla 2007) though its ethnic makeup also contained a minority of African Americans, European Americans, and Asian Americans (Bonilla 2007:7).

Zoning and Mixed Use Development

During the 1950s, the City rezoned Barrio Logan from primarily residential to a mixed use classification. Subsequently, over the next twenty years, the neighborhood experienced a massive influx of automotive scrap yards, particularly along Main, National, Newton, and Logan as well as numerous other industrial businesses housed in large industrial lofts and warehouses (Brandes 1983). According to a Planning Department Non-Residential Land Use Inventory, less than ten percent of the acreage in the plan area was residential by 1963 (Tabler 1978). As a result of the mixed use zoning by the City, significant changes in land use occurred to the neighborhood, with commercial businesses now located adjacent to residences.

Highway and Bridge Construction

The completion of Interstate 5 through the heart of Logan Heights in 1963 rewrote the boundaries of the neighborhood. The interstate splintered Logan Heights in two, with the area to the southwest of Interstate 5 becoming known as Barrio Logan and the area to the northeast known as Logan Heights. "Barrio Logan" likely evolved from the Spanish speaking residents' practice of referring to Logan Heights as the *barrio*, or neighborhood (Bonilla 2007:7). The City officially initiated the use of Barrio Logan to describe the area southwest of the Interstate 5 in the 1970s (Bonilla 2007:7).

The construction of Interstate 5 displaced families and businesses and resulted in the destruction of all the structures in the path of the new freeway (Brandes 1963). It also cut off the neighborhood to the northeast of the interstate from the commercial center on Logan Avenue and made it difficult for those in Barrio Logan to reach the churches and schools on the opposite side (**Figure 17**). Construction of Interstate 5 took place prior to the implementation of National Environmental Policy Act, the California Environmental Quality Act, and the National Uniform Relocation Act that today protect communities from the potentially damaging effect of major public improvement projects (Rosen and Fisher 2001).

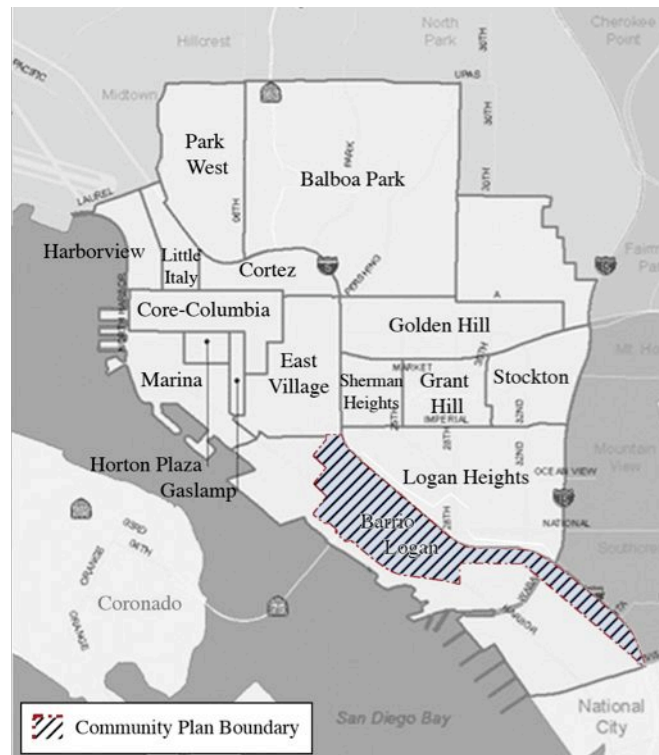


Figure 17. Approximate boundaries of Barrio Logan after 1969 (Norris 1983, Brandes 1983)

The completion of the San Diego-Coronado Bay Bridge in 1969, which towered over Barrio Logan with its on-ramps and support pylons, displaced more families and businesses, creating a dramatic visual change to the neighborhood (**Plate 14**). The residents were not aware of their rights to protest against the bridge and many felt they had no choice but to leave (Delgado 1998). Barrio Logan's population dropped from 20,000 to 5,000 between 1969 and 1979 and many of the older homes and buildings were razed for industrial structures (Delgado 1998).



Plate 14. Coronado Bridge construction over Barrio Logan in 1969, facing east.
Courtesy of SDHS (#UT-85-08564-2)

Political Activism

During the 1960s and early 1970s the Chicano movement became a powerful force for change and promoted a social movement within the Mexican American community of Barrio Logan and Logan Heights. United by a concern for equal rights, Mexican Americans adopted the terms Chicano and Chicana to identify them not just of Mexican heritage but also of mestizo ethnicity. An important element of the movement was its association with the cultural mythology of Aztlán (Bonilla 2007:64). The Chicano community joined forces to promote political goals such as increasing the number of Chicano candidates, promoting broad-scale voter registration, and passing supportive legislation. Economic goals of the movement including upgrading occupations, creating private businesses, and the United Farm Workers' movement led by Cesar Chavez. Chicano educational goals included reducing school drop-out rates, development of bilingual bicultural programs, and the creation of university courses and programs in Chicano studies (Pitti et al. 1988). The movement also generated a renaissance in art, music, literature, and theatre throughout the Hispanic community (Pitti et al. 1988).

The first Chicano activity in Barrio Logan occurred in the late 1960s when young college students and veterans of the Vietnam War, inspired by the national Chicano movement, instituted some small clean-up projects in the area. Yet it was the 1970 takeover of a 1.8-acre plot of land beneath the San Diego-Coronado Bay Bridge that propelled the movement into the consciousness of the larger San Diego community. In April 1970, a young Chicano activist, Mario Solis, alerted the community to the commencement of construction of a California Highway Patrol station beneath the bridge on the land that City officials had promised as a park. Word spread quickly, and protesters successfully stopped the earth moving activities and occupied the park (**Plate 15**). The occupation lasted twelve days, after which the City agreed to grant the community the land and surrounding property totaling 7.4 acres (Bonilla 2007:66-70). When it came time to choose a name for the park, the residents chose "Chicano Park" in recognition of the Chicano movement that had been so influential in inspiring the protest. The creation of the park has been cited as the defining event in Barrio Logan's recognition as a Chicano community (Bonilla 2007; Rosen and Fisher 2001).



Plate 15. Chicano Park Protest, 1970.
Courtesy of SDHS (#UT-86-14677-41)

The Chicano movement revived the Mexican tradition of murals, and many examples of the art are visible in Chicano Park today (Rosen and Fisher 2001). In 1973 and 1974, two teams of Chicano artists, Los Toltecas en Aztlán and El Congreso de Artistas Chicanos en Aztlán, began to paint the murals in the park on the concrete abutments of the bridge. More murals were completed between 1974 and 1975 and Chicano artists from all over the country were involved. Between 1977 and 1981, many of the murals that were painted depicted how industry and industrial pollution in the neighborhood contributed to the low quality of life in Barrio Logan. In 1993 the Kelco Historical Community Mural, on the corner of

Cesar E. Chavez and Harbor Drive, was completed by Salavador and Gloria Torres. Salavador Torres was one of the creators of Chicano Park. Torres writes, “This mural represents the history and future of the people, ocean and waterfront industries of our community”(Salavador and Gloria Torres, The Kelco Community Mural Draft Outline). The murals in Chicano Park continue to be modified as new murals are added and older murals are restored. Today the park serves as a cultural center for the Chicano community of San Diego. The City’s Historical Resources Board designated Chicano Park and its large murals as a local landmark in 1980 (HRB #143). The park and its murals were found eligible for the National Register and placed on the California Register on January 31, 2007 (Rosen and Fisher 2001).

Following the establishment of Chicano Park, a series of community and political organizations formed to support the revitalized Chicano community and provide social services to the residents. Barrio Station (2175 Newton Ave) was established in 1970 to provide educational, artistic, and athletic programs for Barrio Logan youth (Bonilla 2007:98-99). The Chicano Free Clinic, established in the old Neighborhood House building during the takeover of Chicano Park, provided medical services and counseling. By the late 1970s, the clinic became the Logan Heights Family Health Center, which still operates today as a member of the Family Health Care Centers of San Diego (Bonilla 2007:99-100). The organization Developing Unity through Resident for Organizing mobilized at the turn of the 21st century against the potential for gentrification of the neighborhood (Bonilla 2007:101). Additionally, the Chicano Federation of San Diego County was established in 1968 with the purpose of improving living conditions, expanding cultural significance, and increasing political power throughout San Diego County. The Federation moved to Sherman Heights in the early 1980s and continues to provide social services and assistance to Barrio Logan residents (Bonilla 2007:97).

The Mexican American residents of Logan Heights have used the word *barrio*, Spanish for “neighborhood,” to describe the area from the early years. Here in the United States, *barrio* has taken on a loaded meaning, and it is often used to describe an urban Mexican American, poor, and dangerous neighborhood. In its most positive connotation, outsiders and Mexican Americans alike refer to predominantly Mexican American urban neighborhoods as *barrios*. *Barrios* exist in nearly all major United States cities. After Interstate 5 divided the Logan Heights neighborhood in two in 1963, the northeastern side continued to be known as Logan Heights, but “Barrio” (with a capital B) was used to refer to the southwestern side. Many residents embraced the cultural association that came with the capital “B,” claiming Barrio Logan as a Chicano space. Kelsey Barnum Bonilla discusses this concept as the “barrioization” of Logan Heights (Bonilla 2007). She writes that:

Residents and Chicano activists actively participated in the racialization of Barrio Logan as a Chicano space. Through the takeover of Chicano Park, the establishment of community service organizations, long-standing political struggle over social and physical control of the neighborhood, and cultural expressions ranging from low riding to mural painting, residents seized this place and gave it meaning as a Chicano space (Bonilla 2007).

Nowhere is this “barrioization” more visible than in the landscape of Barrio Logan. The landscape of the Mexican American *barrio* is an intriguing one. Planner James Rojas and geographer Daniel D. Arreola have found a convincing number of similarities of the *barrio* landscape throughout the west and

southwest that are also evident in Barrio Logan. Alone, elements of the *barrio* landscape may appear in any neighborhood regardless of its ethnic composition; it is the combination of them that makes them distinct to the *barrio* and sets it apart as a Mexican American neighborhood.

Even though new residential construction was rare during this period, the landscape of Barrio Logan transformed to reflect the ethnic identification of its residents. A building or structure in Barrio Logan generally looks like a building or structure in any of the early downtown San Diego neighborhoods, consistent with the popular property types and architectural styles of its time. Under closer examination, it is evident that the prominent Mexican American and Chicano residents have contributed to the character of the landscape by introducing elements that have historic validity as specialized patterns of the Mexican American and *barrio* culture (Rojas 1991; Arreola 1988). Several elements of the Mexican American landscape that are visible in Barrio Logan include enclosed and personalized front yards (fences and specialized uses), the use of color to fill blank walls (bright colors, murals, advertising, and graffiti), and religious shrines.

Planner James Rojas based his study of the *barrio* landscape (Rojas uses the word “environment”) on East Los Angeles, considering both the tangible and intangible characteristics that illustrate the way residents have created an open-air culture out of streetscapes, buildings, and public facilities from an environment that was not intended for them (Rojas 1991). East Los Angeles has many similarities to Barrio Logan, primarily because of its location in southern California and the fact that it is an urban neighborhood of homes and buildings built by European Americans that have been adapted by Mexican



Plate 16.
Chicano Park Takeover Mural

Americans and immigrants. Rojas presents three ways Mexican Americans have contributed to create the *barrio* environment: the people (intangible), the props (tangible), and a unique vernacular form (tangible). Similarities to Rojas’ props (the front yard fence, personalized yards, and the lack of blank wall space), and the East Los Angeles Vernacular house type (extroverted housescape, multi-purpose driveway, and outgoing porch) can also be found in Barrio Logan.

Geographer Daniel Arreola, in his many studies of housescapes in urban *barrios* of the Southwest, has identified three characteristics of the Mexican American housescape: fence-enclosed front properties, exterior house color, and an occasional religious shrine in the front yard. He also considers the place of murals as an element of the landscape. Examples of these neighborhood elements can be seen in **Plates 16 through 19**. He describes these elements as “part of a complex historic code” derived from the Spanish Christian influences from Iberia that are blended with the Spanish Colonial, Mexican Indian, and Anglo-American traditions in Mexico and the American Southwest (Arreola 1988).



Plate 17. Personalized, fenced front yard in use by residents. 2679 Newton Ave.

Not all the physical manifestations of the historic Mexican American culture offered by Rojas and Arreola are present in Barrio Logan. The omission of some elements serves to illustrate Barrio Logan's individual character, a result of the people that have lived there and the events that have occurred there. Observations in Barrio Logan led to identification of several character-defining elements of the Mexican American historic vernacular cultural landscape in Barrio Logan: enclosed and personalized front yards, the use of color to fill blank walls (bright colors, murals, advertising, and graffiti), and a religious shrine. There are surely other elements that contribute to the Barrio Logan's complex and rich cultural landscape that were not discovered; nonetheless, these elements can serve as a foundation for further research.



Plate 18. Bright paint on a commercial building, 2185-95 Logan Ave.

Fencing that extends to the very edges of the front yard is the most common of the characteristics identified by Arreola and Rojas and the most frequent element observed in Barrio Logan (**Plate 17**). Of the nearly 500 properties included in the recent historic resources survey of Barrio Logan, nearly 90 percent of the single-family and multiple-family homes had an enclosure of some type around the front yard. Residents personalize their front yards with gardens, shrines, garden furniture, and personal effects.

The use of color is common throughout Barrio Logan, as is the decoration of space so that there are "no blank walls" as Rojas describes it. The use of bright colors is common on Mexican American houses as well as commercial structures in Barrio Logan (**Plate 18**). Murals can be found throughout Barrio Logan on the sides of commercial buildings (**Plate 19**), new multiple-family residences, and, most prominently, in Chicano Park. Many stores in Barrio Logan are decorated with original art, mixed with advertising text style known as *amontonado* (stacking). Graffiti, known as *placas* in the barrio, is another form of color that is used by gangs to mark off space.



Plate 19. Store with murals at 2001 National Ave.; Chicano Park shrine

Shrines, far less common than the use of enclosures and color in *barrios* according to Arreola and Rojas, are still usually found in front yards in Mexican American neighborhoods. No yard shrines were observed in Barrio Logan, but one communal shrine is

present in Chicano Park, which is devoted to the Virgin of Guadalupe, the patron saint of Mexico (**Plate 19**).

New construction in Barrio Logan during this period was primarily limited to industrial buildings, though in 1981 the San Diego trolley service began stopping along Harbor Drive, on a route that was built over the defunct San Diego and Arizona Eastern Railroad tracks. A second park, Cesar Chavez Park, was completed in 1990, providing the neighborhood residents with their only access to the bayfront. Higher density residential complexes and commercial centers have been built in the last decade and plans for new commercial centers are in place to promote the economic revitalization of the community.

4.5 PROPERTY TYPES

Each historic context identified in the American Period is associated with several property types. The property types listed below are those that would be expected to be present in Barrio Logan based on the historic context. Some may no longer be present because they have been demolished.

- Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)
Associated Property Types:
 - Residential Building
 - Commercial Building
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)
 - Recreational

- Early Industrial and Naval Bayfront Development (1880s-1930s)
Associated Property Types:
 - Industrial Building/Structure

- Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)
Associated Property Types:
 - Residential Building
 - Commercial Buildings
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)

- Later Industrial and Naval Bayfront Development (1940s-1950s)
Associated Property Types:
 - Industrial Building/Structure

- Community Response to Rezoning and Infrastructure Projects / Chicano Political Activism (1950s-Present)
Associated Property Types:
 - Residential Building
 - Commercial Building
 - Industrial Building/Structure
 - Institutional (Municipal, Church, School, Healthcare facility, etc.)
 - Recreational

The following listing of property types provides descriptions and photo examples to illustrate the different types and subtypes. The descriptions of property types are based on accepted types in American architecture, the National Register Bulletin 15: How to Apply the National Register Criterion for Evaluation (Washington D.C.: National Park Service), and consultation with City staff.

Property Type: Residential Building



**Plate 20. 1685
Logan Ave.**

Single-Family Dwellings

Single-family residences account for the majority of residential buildings in Barrio Logan and have been constructed from the earliest settlements in the 1880s to the present. They are categorized as either vernacular/folk or architect-designed. Although some architectural historians consider the terms vernacular and folk to be distinct from each other, for the purposes of this study they are used interchangeably. Vernacular/folk (**Plate 20**) refers to architecture that is derived from forms of popular culture such as magazine, plan books, and builder's guides, as well as architecture from wholly traditional, informally transmitted sources such as cultural knowledge from one generation to the next. They are generally not architect-designed. Traditional National Folk styles and Craftsman style homes are very well represented within the project area and are scattered throughout. Structures in the Folk Victorian and Italianate styles are represented primarily in Barrio Logan northeast of S. 26th Street and north of Main Street. Few Spanish Colonial Revival styles are present.



**Plate 21. 1019 S.
Evans St.**

Worker's Cottage

The Worker's Cottage type (**Plate 21**) retains similar characteristics of a one-story, single-family home, but on a smaller scale, and were built during the first half of the 20th century in Barrio Logan, primarily between 1920 and 1950. A worker's cottage may not have been originally constructed with a bathroom or kitchen. They may have been any type of architectural style of the early twentieth century such as Queen Anne, Neoclassical, Italianate, Craftsman, or National Folk and were built southwest of National between Sigsbee and S. 27th Streets. Extant worker's cottages identified in Barrio Logan on Evans Street are in the Craftsman style.



**Plate 22. 2073-75
Logan Ave.**

Architect-Designed

The architect-designed single-family residence is a custom-built detached residential structure designed by a licensed architect or building designer for a specific client and a specific site. Architect-designed residences (**Plate 22**) may incorporate any architectural style. It is not known how many architect-designed properties may be present in Barrio Logan, though at least two have been identified on Logan Avenue (2073-75 and 2085 Logan Ave.), which were designed by the architectural firm of Hebbard and Gill in the Neoclassical and Colonial Revival styles in 1897.

Between 1920 and 1950 and continuing to the present, Mexican-American modifications to residential buildings, such as fencing, bright color paints, and shrines, have contributed significantly to the Mexican-American character of Barrio Logan.

Multiple Family Dwellings

Apartment/Apartment-Flats



**Plate 23. 2230
Logan Ave.**

Apartment buildings in the late nineteenth and early twentieth centuries were common in Barrio Logan along Logan Avenue. They rarely rose above two or three stories and were wood-frame buildings anywhere from six to twelve units. Some apartments/apartment-flats were actually single-family residences that had been modified for multiple-family living. The highest concentration of apartments/ apartment flats (**Plate 23**) was along Logan Avenue and were built between 1900 and 1920 (most have been demolished). A small number of apartments were built between 1920 and 1950 and were scattered throughout the area. The architectural styles likely varied and may have included Queen Anne, Neoclassical, Italianate, Craftsman, or National Folk styles.



**Plate 24. 1831-33
National Ave.**

Duplex

Duplexes are not very common in Barrio Logan, although some are present that date from the first half of the 20th century (**Plate 24**). A duplex is two separate residences, usually attached side-by-side and sometimes stacked one above the other. They normally have two separate entries and share only a wall/floor and the common areas outside. A duplex may appear to be a single-family home from the exterior. Often, a duplex may have originally been a single-family home that has been adapted for a multiple-family dwelling. Duplexes were built in a variety of architectural styles, most commonly Folk Victorian and National Folk.



**Plate 25. 1853-63
National Ave**

Bungalow Court/Court Apartments

The Bungalow Court housing type is common in Barrio Logan (**Plate 25**). The property type was first introduced in Pasadena in 1909, reportedly an innovation of architect Sylvanus Marston. Marston built St. Francis Court, eleven full-sized bungalows organized in a courtyard arrangement (Curtis and Ford 1988). The style featured a landscaped central courtyard, often with a water feature that provided a communal space for the residents but was semi-private from the street. The bungalow courts usually occupied two city lots. The first bungalow courts were apparently built to accommodate tourists who were wintering in southern California but did not wish to stay in a hotel.

Following World War I, the bungalow court style was popular because it met the growing demand for low-income housing. A large number of working class people moved to southern California to take advantage of the Mediterranean climate. The courts were seen as the ideal compromise between the privacy and pride of individual home ownership and communal living, while offering the convenience of being located in close proximity to the city commercial and business centers. The style remained popular until the beginning of World War II, after which the major emphasis in residential building turned to single-family homes in the suburbs and larger apartment buildings.

The Apartment Court variation of this style is usually arranged in a similar fashion, around a central courtyard, but instead of each of the residences standing alone, the apartments in these courts share at least one wall. A common arrangement is a U-shaped court with one building on each side, all housing several units each.

Bungalow courts became common in Barrio Logan during the 1920 to 1950 period and were built along Boston and Main Avenues between S. 26th Street and Woden Avenue and on National and Newton Avenues between Sampson and Beardsley. The first known bungalow court built in Barrio Logan about 1921 is at 2245-2249 Logan Avenue.

The bungalow court was built in a variety of architectural styles, Spanish Colonial Revival or Mission Revival being the most popular in southern California (Historic Resources Group 1996), although those built in the 1930s or 1940s were often in the Minimal Traditional style. Those built in Barrio Logan represent a variety of styles.

Property Type: Commercial Building



**Plate 26. 2181
Logan Ave.**

Retail Storefront

The retail storefront is characterized by its direct relationship to the street. It was the dominant small-scale commercial building in late nineteenth and early twentieth century Barrio Logan (**Plate 26**). The retail storefront type is most common on Logan, National, and Newton Avenues, the major commercial thoroughfares. Typically, the retail storefront is a detached single-use structure, though it may align with adjacent buildings giving the appearance of being attached. The storefront is set at the sidewalk and features large display windows and a prominent pedestrian entrance. Parking, if any, is dedicated and occurs at the rear. In this case, the building may also feature a rear entrance. These structures are of neighborhood scale, designed to provide goods and services to the surrounding community. In Barrio Logan, this property subtype is most often associated with block style (popular between 1920 and 1950) although the façade is sometimes designed in one of the popular architectural styles of the early to mid-20th century period such as Mission Revival or Streamline Moderne. Several buildings in Barrio Logan on Logan Avenue were designed in the late-19th/early 20th century False-Front Commercial style.



**Plate 27. 2184-96
Logan Ave.**

Restaurants in Barrio Logan occupied a variety of commercial buildings and converted residential buildings (**Plate 27**). Likewise, markets in Barrio Logan occupied a variety of commercial buildings and converted residential buildings (**Plate 28**). Both of these commercial uses are typically of neighborhood scale and designed to serve the surrounding community and are associated with a variety of architectural styles. Restaurants and markets were common in Barrio Logan beginning during the 1920 to 1950 period.



**Plate 28. 1852
National Ave.**

Mixed-Use Building

A Mixed-Use Building is a property that contains both residential and commercial space (**Plate 29**). Usually the ground floor is devoted to commercial use and the upper floors house apartments or a single-family residence. This property subtype is associated with any variety of architectural styles and was commonly built from the late 19th century to the present throughout Barrio Logan.



**Plate 29. 940-50 S.
26th St.**

Property Type: Industrial Building/Structure

Industrial Loft

An industrial loft is a large, multi-story industrial building with large windows and door openings (**Plate 30**). It is built of a wide variety of materials and may include wood framing on the interior and exteriors of stone or brick walls, wood framing sheathed with wood siding or shingles, or iron and steel framing enclosed with masonry walls. Exterior features include raised loading platforms, loading bays, hoistways, fire escapes, and service/storage yards. The industrial loft has a flat roof with various types of architectural detailing styles. This type houses the entire works or could be adapted to office and administrative facilities or storehouses (Bradley 1999). Industrial lofts have been built since the 19th century, though in Barrio Logan, most date from the mid-20th century to the present. They are scattered throughout Barrio Logan, with a higher concentration to the west of Newton and to the south of S. 26th Street.



**Plate 30. 2380
Main St.**

Production Shed/Warehouse



**Plate 31. 3561
Dalbergia St.**

Historically, Production Sheds have been called “shops,” a shortened version of the word “workshop.” Production sheds were one-story, rectangular structures of considerable width and of any length (**Plate 31**). Most were tall enough and strong enough to support overhead traveling cranes. The sheds were built of various materials with an interior frame of wood, iron, or steel and exterior walls of brick, most commonly. Roofs were often distinctive and sculptural in form. The center bay usually would support a crane, while two galleries on either side (or perhaps just one gallery on one side) would have bays devoted to different parts of the manufacturing process, with a mezzanine level above. Production sheds served a wide variety of purposes, including machine, forge, welding, and



Plate 32. View of railroad tracks from San Diego-Coronado Bay Bridge

erecting shops as well as foundries (Bradley 1999). Production sheds/warehouses are scattered throughout Barrio Logan, with a higher concentration to the west of Newton and south of S. 26th Street.

Railroad Facilities

Railroad-related buildings and structures such as stations, tracks, spurs, section houses, and signs are considered railroad facilities (**Plate 32**) (Bradley 1999). In Barrio Logan, railroad facilities are concentrated along Harbor Drive and beside the bay. They are represented by tacks, spurs, and signs first installed in the late 19th century and which are used today by freight trains and the San Diego trolley. Remnants of late 19th century/early 20th century trolley tracks that ran along Newton and Logan Avenues are no longer present.



Plate 33. View of wharfs/docks from San Diego-Coronado Bay Bridge

Wharf/Dock

A wharf/dock is a fixed platform, supported by pilings, where ships are loaded and unloaded or from which ship construction takes place (**Plate 33**). They may be constructed adjacent to the line of the shore or project out over the water. Some wharves/docks contain warehouses for cargo storage (Bradley 1999). The first wharf was constructed in Barrio Logan in the late 1880s (Whitney's Wharf or the 28th Street Pier). Wharves and docks have been constructed, demolished, and replaced in Barrio Logan regularly since the 1880s to accommodate the business needs of their occupants. It is unclear if the wharves and docks present today retain any of their historic material.



Plate 34. 2647 Main St.

Quonset Hut

The Quonset Hut was conceived during World War II when the American military needed a prefabricated, lightweight shelter that could be easily shipped and quickly assembled (**Plate 34**). After the war, the sliced tube of corrugated metal was adapted to non-military uses such as, warehouses, manufacturing facilities, and even residences (Chiel and Decker 1991). Quonset Huts were first constructed in Barrio Logan during World War II and those that are extant are primarily found on Main Street between Cesar Chavez Boulevard and Woden Street.



Plate 35. Church at 1861 Logan Ave.

Property Type: Institutional

Institutional buildings in Barrio Logan such as churches, community centers, schools, and healthcare facilities may have occupied any type of commercial building, converted residential building, or buildings built particularly for worship or community meetings (**Plate 35**). This property subtype is associated with any variety of architectural styles and is common throughout Barrio Logan from the 1880s to the present, particularly to the north of S. 26th Street and east of Main

Avenue.



**Plate 36. Chicano
Park**

Property Type: Recreational

Recreational property types such as parks, ballparks, and tracks date to the early 1890s in Barrio Logan. The earliest intercity baseball park and bicycle track, Bay View Park, was located at the intersection of Beardsley Street and National Avenue. A new ballpark, Athletic Park, was built in 1900 at South 26th and Main Streets. Neither are still present. Parks in urban areas are generally designed landscapes, as is the case with Barrio Logan's Chicano Park and Cesar Chavez Park (**Plate 36**). Parks may have many landscape elements including walls, walkways, statuary, plantings, grace headstones, restrooms, and buildings. Barrio Logan's parks have been created relatively recently; Chicano Park was created in 1970 and the Cesar Chavez Park was completed in 1980.

4.6 ARCHITECTURAL STYLES

A wide range of architectural styles is exhibited in Barrio Logan. The following section, presented chronologically, describes the prominent styles and their character-defining features. The descriptions of architectural styles are based upon accepted styles in American architecture and the following main sources: Virginia and Lee McAlester's *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1988), City of San Diego's *San Diego Modernism Historic Context Statement* (2007), and consultation with City staff.

False-Front Commercial

The False-Front Commercial style was common in late 19th and early 20th century settlements in the western United States for commercial properties (**Plate 37**). It was economical for the business owner to devote more money to the façade of the building than to the less visible sides. By extending the front of the building beyond the roofline, a storeowner, businessman, or hotel proprietor could also project an image of stability to prospective customers until he could afford a more substantial and permanent structure. The building was usually built of wood with a front gable roof. It could be one or two stories. Its most distinguishing feature was a front wall that extended above the roof and the sides of the building to form a parapet. The façade was usually constructed from better materials and was more ornamental than the other three sides (Heckendorn 2007).



Plate 37.
False-Front
Commercial Style,
2215 Logan Ave.

Character-Defining Features:

- Front gable roof
- Large store-front style windows on ground floor
- Wood clapboard or plain board cladding
- Façade parapet extending above roof, elaborate cornice
- One to two stories
- Symmetrical façade

Victorian Era

Victorian architecture generally refers to the styles popular during the last decades of Britain's Queen Victoria's reign, from about 1860 to 1900. During this period, rapid industrialization and the growth of railroads led to dramatic changes in American house design and construction. The balloon frame made up of light two-inch boards and held together by wire nails was rapidly replacing heavy-timber framing as the standard building technique. This, in turn, freed houses from their traditional box-like shapes by greatly simplifying the construction of corners, wall extensions, overhangs, and irregular ground plans. In addition, growing industrialization permitted many complex house components—doors, windows, roofing, siding, and decorative detailing—to be mass-produced in large factories and shipped throughout the country at relatively low cost on the expanding railway network. Victorian styles clearly reflect these changes through their extravagant use of complex shapes and elaborate detailing. Three Victorian styles prevalent in Barrio Logan include: Italianate, Queen Anne, and Folk Victorian (McAlester and McAlester 1988).



Plate 38.
Italianate Style,
2981 Boston Ave.

Italianate

The Italianate style was common between 1860 and 1880 (**Plate 38**). It began in England as part of the Picturesque movement, a reaction to the formal classical ideals in art and architecture that had been fashionable for about two hundred years. The movement emphasized rambling, informal Italian farmhouses, with their characteristic square towers, as models for Italian-style villa architecture. Italianate houses built in the United States generally follow the informal rural models of the Picturesque movement. The style was popularized by the influential pattern books of Andrew Jackson Downing. The decline of the Italianate style began with the financial panic of 1873 and the subsequent depression.

Character-Defining Features:

- Low-pitched roof with widely overhanging eaves and decorative brackets
- Tall and narrow windows that are commonly arched or curved above
- Windows frequently with elaborated crowns, usually of inverted U shape

Queen Anne

This style was dominant in the United States from 1880 until 1900 (**Plate 39**). The Queen Anne style was modeled loosely on Medieval Elizabethan and Jacobean architecture. The style was a reaction to the classical symmetry of earlier styles, and is characterized by its frank internal expression of an interior asymmetrical floor plan. In Barrio Logan, craftsman added their own touches with intricate spindles and other stylized wooden details. The Queen Anne style features can be found mixed with other Victorian and Colonial Revival styles.



Plate 39.
Queen Anne Style,
2080 Newton Ave.

Character-Defining Features:

- Steeply pitched roof of irregular shape with a dominant front-facing gable
- Patterned shingles
- Cutaway bay windows
- Partial or full-width porch which is usually one story high and extended along one or both side walls

Folk Victorian

This style was most popular in the United States between 1870 and 1910, primarily in residential properties and less commonly in commercial properties (**Plate 40**). The Folk Victorian style is characterized by the National Folk style house form ornamented with Victorian detailing. The details were often inspired by Italianate, Queen Anne, and sometimes Gothic Revival styles. The popularity of the style was made possible by the railroads, which provided transportation of pre-cut detailing from lumber yards to anywhere in the country. The pieces were relatively inexpensive, and many house owners simply attached the detailing to their present homes to update to the more stylish appearance (McAlester and McAlester 1988)



Plate 40. Folk
Victorian Style,
2168 National

Character-Defining Features

- National Folk house form

- Façades with patterned wood shingles, cornice-line brackets and porches with spindle work detailing or flat, jigsaw cut trim
- Asymmetrical façade



Plate 41.
Colonial Revival,
2168 Newton Ave.

Colonial Revival

The Colonial Revival style was a dominant style for domestic building throughout the United States during the first half of the twentieth century. **(Plate 41)**. In Southern California, it was predominantly popular from 1895 through World War II for residential properties. The Colonial Revival style is closely related to both the Greek Revival and Neoclassical styles. Hallmarks of the style are a rectangular building form, marked by a double height front portico with Ionic or Corinthian columns, and a symmetrically balanced façade. The one-story cottage forms of the style have a prominent portico. The Neoclassical style is primarily distinguished from the Greek Revival or Colonial Revival styles by its ornate detail. The style was popularized as a result of the Columbian Exposition of 1893, which took a classical theme in its architecture. The exposition received wide publicity, and its “classical” pavilions, which in reality mixed classical and colonial revival architectural elements, created a national interest in the style. The Colonial Revival style can often be found mixed with Neoclassical elements (McAlester and McAlester 1988).

Character-Defining Features:

- Accentuated front door, normally with decorative crown and supported by pilasters
- Doors commonly have overhead fanlights or sidelights
- Façade normally shows symmetrically balanced windows and center door
- Windows in adjacent pairs and double-hung sashes



Plate 42.
Mission Revival
Style, 2161-63
Logan Ave.

Mission Revival

The Mission Revival style emerged in California in the late 1880s/early 1890s, around the same time that the Neoclassical and Colonial Revival movement was becoming popular in the eastern United States **(Plate 42)**. Instead of returning to the Georgian styles of the early United States period, however, the Mission Revival style took inspiration from the Spanish history of the area, particularly the architecture of the missions. The Mission Revival style was popular in southern California for both residential and commercial properties.

The Mission Revival style can be distinguished by its mission-shaped dormer or roof parapet and symmetrical façade. The roof is usually flat (sometimes gabled), with a decorative, arched entry hood or a porch on residences. The porch or hoods are supported by square piers and have a red tile roof covering. The exterior is clad with stucco. Windows are often three-part or paired, symmetrically placed on either side of the entry. Elements of the Mission Revival style may be found mixed with the Spanish Eclectic style.

Character-Defining Features:

- Flat or hipped roof with red clay tile
- Three-part or paired windows placed on either side of entry; Windows that have

- arched/curved tops or rectangular tops; single-pane; decorative crowns
- Stucco-clad exterior
- Mission shaped dormer or roof parapet
- Decorative, arched entry hood or porch
- Symmetrical façade
- One story



Plate 43. Spanish Eclectic Style, 2759 Newton Ave.

Spanish Eclectic

The Spanish Eclectic style became popular in San Diego following the 1915 Panama-California Exposition (**Plate 43**). Bertram Grosvenor Goodhue oversaw the architecture of the exposition and was inspired by the Spanish colonial architecture of Mexico.

Spanish Eclectic, most popular from 1915 to the beginning of World War II, was a more simplified version of that seen at the exposition and was applied to all property types. The style is distinguished by its variety of roof shapes covered with red clay tiles and stucco-clad exterior. Large, decorative, three-part windows or three grouped windows dominate the front of many of the residences built in this style. Other elements that may be incorporated are second-story porches and red tile clad towers or porticos over entryways.

Character-Defining Features:

- Various roof shapes with red clay tiles
- Three-part windows or three grouped windows
- Stucco-clad exterior
- Second story porches, red clay tile clad towers and porticos over entries

Craftsman Bungalow

The Craftsman Bungalow, also referred to as the “California Bungalow” in other areas of the country, was popular in the early 1900s for use on residential properties (**Plate 44**). It emerged out of the Arts and Crafts movement, the proponents of which desired to return to traditional building materials and techniques. The principles of honest design, often characterized by exposure of structural building elements, were applied to small homes (bungalows), many available from house-kit companies and pattern books to create the Craftsman Bungalow. The bungalow, with its simple structure and popular styling, made home ownership possible for many Americans at the beginning of the 20th century. The style is typically one to one-and-a-half stories, with a low-pitched, gabled roof, has oversized eaves with exposed rafters, and windows placed in groups or bands (City of Los Angeles 2003; McAlester and McAlester 1988).



Plate 44. Craftsman Bungalow Style, 1028 S. Evans St.

Character defining features:

- Low-pitched, hipped or gable-front roof with oversized eaves and exposed decorative rafters
 - Windows arranged in bands or singly; three-over-one or one-over-one; rectangular top
 - Clad with clapboard, shingles, stone, or brick

- Porch, either large or small, supported by columns or piers that begin either at porch floor or from porch balustrade



Plate 45, Streamline Moderne Style, 2632 National Ave.

Streamline Moderne

Influenced by the Cubism and Modern movements taking place in between the two World Wars in Europe, Streamline Moderne (Art Moderne) structures are characteristically smooth walled and asymmetrical, with little unnecessary ornamentation and simple aerodynamic curves of concrete, plaster, and glass block (**Plate 45**). The popularization of this modern style was reinforced by the government during the Depression as government funded New Deal projects such as the 1836-38 San Diego Civic Center (now the County Administration Center) adopted the style as the embodiment of government efficiency. This new streamline style was a stark contrast to the lavishly ornamented Art Deco and Period Revival buildings of the pre-Depression years that had come to represent government waste and excess. Examples of the Streamline Moderne style can be found on almost every building type including commercial, multiple family residential apartments, and some single family residences (adapted from City of San Diego 2007).

Character-Defining Features:

- Flat roofs with coping or flat parapet
- Asymmetrical façade
- Horizontal massing and emphasis
- Smooth stucco or concrete exterior finish
- Horizontal accents, or “speedlines,” and restrained detailing

Block

The Block style was used primarily for commercial properties constructed between the 1920s and 1950s in Barrio Logan (**Plate 46**). The style was economic and simple to construct, and it could be easily adapted to different uses. The most distinguishing feature of the Block style is its plain exterior that lacks any decorative elements. Buildings in this style have a flat roof and either a rectilinear or square footprint. The Block style is commonly seen in a one-story building, although two stories also exist. The exterior is typically clad with stucco, and in some cases may be covered with masonry or wood siding. Large storefront style windows are typically present on the ground floor. In many cases, owners have personalized buildings in the Block style by painting them bright colors, painting their business name on the façade, or applying murals.

Character-Defining Features

- Flat roof
- Large store-front style windows on ground floor
- Stucco-clad exterior or, less commonly, masonry or wood siding
- One or two stories
- Asymmetrical façade

Quonset Hut

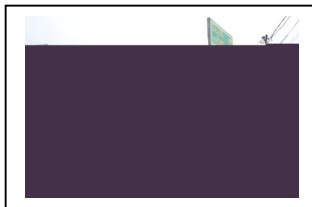


Plate 46, Block Style, 2078 Logan Ave.

The Quonset Hut, based on the Nissen Hospital hut designed by the British military during World War I, was designed at the Quonset Point Naval Air Station in Rhode Island in 1941 by the George A. Fuller Company (Plate 47). The Quonset Hut met the military's needs during World War II for a prefabricated, lightweight shelter that could be used in the war effort. Over 153,000 of the half-cylindrical framework structures were built for the war and then were adapted to postwar use. The huts were simple to assemble and their kits contained everything needed including doors, windows, and tools. They were placed on a slab foundation and covered in corrugated metal or other sheet siding. The huts were used for temporary warehousing, defense worker housing, offices, and even residences. Their primary use is industrial properties.



Plate 47.
Quonset Hut Style,
2647 Main St.

The basic hut was redesigned several times and manufactured by different companies during and after the war in different sizes and configurations, but it maintained its arched roof and corrugated metal siding even if the arch did not continue all the way to the foundation in some cases. The Multiple Building version was a hut that could expand on both sides, a feat made possible by using a rectilinear steel frame instead of an arched one on which the arched roof segments were joined to each other with a shallow gutter at their meeting (Chiel and Decker 2005). Technically, the term Quonset Hut refers only to the first design by the Fuller Company, but later redesigns and productions by other companies have also been categorized under the original name.

Character-Defining Features:

- Steel structure with a continuous arch so that wall and roof were one (redesigned version had a lighter I-shaped steel arch with four-foot vertical side walls)
- Corrugated metal surface
- Metal arches bolted to a concrete slab or grade-beams

Minimal Traditional

Minimal Traditional style buildings, most popular between the two World Wars, reflect traditional architectural forms and eclectic styles, but generally display simpler and less extensive decorative architectural detailing than revival styles that came previously (**Plate 48**). Minimal Traditional houses are usually modest in scale with one level, although there are some two-story examples. Common decorative features include small, simple porches, chimneys, and low pitch, shallow eave roofs. Pre-

World War II examples reference Streamline Moderne and older styles, and usually have a detached garage. Post-World War II examples often integrate the garage and reflect the emerging Contemporary trends. Though sometimes employing brick or stone materials, this was the first style to typically delete these expensive treatments from the side and rear facades, reflecting the frugal times.

The Minimal Traditional style is most prevalent in residential construction, but it is also common in small-scale commercial, retail, and office uses. Minimal Traditional style houses are usually clustered together, especially in 1940s residential neighborhoods, although they can also be found separately as later infill in previously developed



Plate 48. Minimal
Traditional Style,
1205-13 S. 31st St.

neighborhoods (adapted from City of San Diego 2007).

Character-Defining Features:

- Compact size, usually single-story
- Low-pitch gabled or hipped roofs with shallow overhangs
- Simplified details of limited extent, reflecting traditional or modern themes
- Traditional building materials (wood siding, stucco, brick, and stone) emphasizing the street façade

May also have:

- Small front porches
- Simple floor plan with minimal corners
- Modestly sized wood framed windows, occasionally one large picture window
- Detached or attached front-facing garages, frequently set back from the house

Ranch

Tract Ranch style houses proliferated in San Diego and other cities across the country as they experienced rapid growth of the suburbs post World War II (**Plate 49**). Suburban expansion meant larger lots and bigger houses with prominent attached garages and generous front and rear yards. They were also used as infill in older areas of the city.

Tract Ranch houses are characterized by rambling, single-story floor plans with low-slope, hipped or gabled roofs. The strong horizontality is accentuated by horizontal fenestration and deep roof overhangs. Exterior materials and detailing are typically traditional. Wall materials used included horizontal wood siding, wood board and batten siding, stone, and brick. Roofs are generally finished with wood shingles.

Tract Ranch style design variations include Storybook/Chalet Style, Colonial, Contemporary, Spanish Hacienda, and Western Ranch. In general, Tract Ranch houses are relatively conservative in design, with revival styles features such as paneled wood doors, divided-lite windows, and wood shutters. Ranch tract homes include a variety of forms from relatively modest to large floor plans (adapted from City of San Diego 2007).

Character-Defining Features:

- Low sloped gabled roofs with deep overhangs
- Horizontal massing
- Usually single-story

May also have:

- Attached carports and garages
- Traditional details emphasizing street façade (wood shutters, wood windows, and wide brick or stone chimneys)
- Traditional building materials (wood shingle roofing, wood siding, brick stucco and stone)

Contemporary

The Contemporary style was used for residential and commercial buildings in San Diego during the 1950s and 1960s (**Plate 50**). Contemporary style buildings display features



Plate 49 Ranch Style
1234 S 27th St.



Plate 50.
Contemporary
Style, 2697 Main St.

such as angular massing, varied materials use, and unusual roof forms, especially on freestanding commercial buildings. Signage for store front commercial buildings in the Contemporary styles was generally large, with bold free-standing letters attached to building façades that were frequently lighted in order to attract passing motorists. Exterior finishes may be vertical wood siding, concrete block, stucco, flagstone, or even mullion-free glass (adapted from City of San Diego 2007).

Character-Defining Features:

- Strong roof forms including flat, gabled, shed, or butterfly, typically with deep overhangs
- Large windows, often aluminum framed
- Non-traditional exterior finishes include vertical wood siding, concrete block, stucco, flagstone, and mullion-free glass

May also have:

- Angular massing
- Sun shades, screens, or shadow block accents
- Attached garages and carports for homes
- Split-level design, especially on sloped residential sites
- Horizontally oriented commercial buildings
- Distinctive triangular, parabolic, or arched forms
- “Eyebrow” overhangs on commercial buildings
- Integrated, stylized signage on commercial buildings

Utilitarian Industrial

Utilitarian Industrial refers to buildings whose architecture is significantly determined by the use of the building (**Plate 51**). For instance, a utilitarian industrial style manufacturing facility may have a particular roof built to accommodate the interior crane. Utilitarian style structures are of various sizes, roof styles and clad in different materials (often corrugated metal or masonry), but what distinguishes them is that the builder has made no attempt to impose any detailing or ornamentation besides those that are deemed necessary for the business of the building. Utilitarian buildings include factories, warehouses, and storage sites and usually are industrial structures (Bradley 1999). Most industrial buildings built from the mid-20th century to the present are utilitarian.

Character-Defining Characteristics:

- Various roof types
- Various window types
- Corrugated metal or masonry
- No ornamentation
- Design based on the use of the building



Plate 51.
Utilitarian Industrial
Style, 3520 Main St.

5.0 SURVEY RESULTS

The following section presents results of the survey, the integrity thresholds for properties included in the survey (Section 5.2), potentially significant individual buildings (Section 5.3) and potential for historic districts (Section 5.4), and archaeology results and Native American consultation (Section 5.5). No designations of individual properties were part of the scope of work though preliminary significance determinations were made based on initial research and architectural integrity.

5.1 SURVEY OVERVIEW

BFSA conducted the historical resources survey of Barrio Logan in July and August of 2008, according to the methodology discussed in Section 2.0. The survey included the review of 484 properties built before 1965 (the general threshold date for consideration of a historic structure) (**Figure 18**). In addition, the survey also reviewed Chicano Park, which was established in 1970. Ninety-eight properties were found to have potential significance based on City of San Diego significance criterion, which are discussed in more detail in Section 5.3. A complete list of the properties surveyed is provided in **Appendix C**.

The survey revealed that Barrio Logan's character has evolved from a residential neighborhood in the late 1800s to a mixed-use residential, commercial, and industrial hub today, a process that has been shaped by trends in transportation systems and the natural resources of the bay. The residential and commercial development of Barrio Logan between the 1870s and the early 1920s was driven by railroad speculation and the need for residential housing near downtown along the planned railroad route. This combination encouraged land speculations and subdividers to open the land for development. After rail arrived, the residential and commercial areas of Barrio Logan benefited from the jobs the railway provided as well as the availability of local electric railway and streetcars to downtown's commercial center and the harbor.

The spurt of growth along the bayfront in the 1910s and 1920s was facilitated by construction of the new pierhead and filling of the tidelands in the 1910s, which created the bayfront commercial area that was occupied by the growing fishing industry and the military contractors/fabricators. The neighborhood around the bayfront industrial uses saw changes that were born out of the proximity to the industries, which was reflected in the changing ethnic composition and economic status of the evolving neighborhood. Many residential and commercial buildings were constructed between 1920 and 1950 to accommodate the new residents and growing community.

With the rezoning of Barrio Logan in the 1950s, industrial uses became entrenched within the residential, commercial, and institutional uses. In the 1960s, the construction of freeways required the destruction of the streets in the path of Interstate 5 and the new San Diego-Coronado Bay Bridge. The street plan has remained the same since the 1870s otherwise. The public parks in Barrio Logan (Chicano Park and Cesar Chavez Park) were established after the construction of the bridge as a result of Barrio Logan residents' Chicano activism.

Of the 485 properties included in the survey, the majority (N=312, 64%) are residences. Commercial buildings account for the second largest group of properties (N=133, 27%). Industrial (N=36, 7%), institutional (N=4, 0.8%), and recreational (N=1, 0.2%) account for the remaining properties (Table 2). Seventeen architectural styles were observed (Table 3). Craftsman (N=80) and Folk Victorian (N=44) styles were the most common residential styles, and Block was the most common commercial style (N=66). Both styles date to the early 20th century, which is when the majority of the properties included in the survey (N=271) are estimated to have been constructed, between circa 1920 and the late 1950s, more specifically. That period in Barrio Logan is associated with the Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s – 1950s) theme and Later Industrial and Naval Bayfront Development (1940s – 1950s) theme (Table 4).

Table 2
Property Types Identified

Property Type	No. Identified
Residential	312
Commercial	133
Industrial	35
Institutional	4
Recreational	1
Total:	485

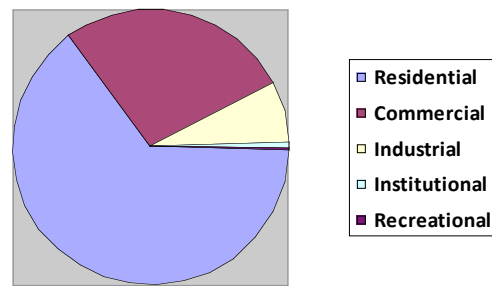


Table 3
Architectural Styles Identified

Architectural Style	No. Identified
Block	66
Colonial Revival	34
Contemporary	11
Craftsman	80
False-Front Commercial	5
Folk Victorian	44
Italianate	8
Minimal Traditional	15
Mission Revival	16
Queen Anne	11
Quonset Hut	6
Ranch	3
Second Empire	1
Spanish Eclectic	5
Streamline Moderne	18
Utilitarian	16
Undetermined	145
Total:	484*

*Chicano Park not included in the architectural style listing

Table 4
Distribution of Properties by Barrio Logan Historic Themes

Barrio Logan Historic Theme	Estimated Construction Dates	No. Identified
<ul style="list-style-type: none"> • Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s) 	1870 - 1879	4
	1880 - 1889	19
<ul style="list-style-type: none"> • Early Industrial Bayfront Development (1880s-1930s) 	1890 - 1899	11
	1900 - 1909	33
	1910 - 1919	62
<ul style="list-style-type: none"> • Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s) • Later Industrial and Naval Bayfront Development (1940s-1950s) 	1920 - 1929	101
	1930 - 1939	26
	1940 - 1949	144
Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present)	1950 - 1959	34
	1960 - 1969	46
	1970	1
	Undetermined	4

The survey indicated that there are no areas of large concentrations of single architectural style or concentrations of a particular period of historical buildings. Property types (residential, commercial, industrial, institutional, and recreation) are dispersed throughout Barrio Logan. Many residences have other structures behind or attached that constitute additional single-family residences or apartments. This is a trend in property use that occurred during the 1920s to 1950s period (during the period of Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus [1920s-1950s]). Because of the zoning changes of the 1950s that allowed for mixed uses, the industrial/commercial in-fill and wide-scale demolition of residences over the past fifty years has changed the setting of the neighborhood and affected the architectural integrity of the historic residential area (Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism [1960s-present]).

The majority of the residential and commercial structures have been altered from their historic state, which has compromised the architectural integrity of those structures. Nevertheless, the modifications made by Mexican-American residents to structures which may have compromised the architectural integrity may still have historic validity as cultural contributions to the landscape and may be considered historically significant in relation to the themes of Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s) and Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present).

The survey for Barrio Logan did not include the review of building records, and therefore, the researchers did not have the opportunity to determine how many of the structures might be associated with identifiable architects. Previous surveys and recorded sites did reveal the architects responsible for some structures; however, very few architects were associated with any of the surveyed buildings.

Four buildings appear to have been moved to Barrio Logan from elsewhere, judging by their early architecture but late appearance on historic Sanborn maps. The properties identified as potential “*move-ons*” are the streetcar at 2154 Logan Avenue, and the residences at 2080-2082 Newton Avenue, 2981 Boston Avenue, and 1020 S. 26th Street. It is likely that there are other *move-ons* that were not identified in this reconnaissance survey, but which would be revealed with focused research.

5.2 IDENTIFICATION OF INTEGRITY THRESHOLDS

Due to general nature of the reconnaissance survey, no CEQA evaluations of properties were undertaken as part of the current effort; however, the City requested that preliminary architectural integrity assignments and California Historic Resources Status Codes be applied to the properties identified during the survey to form as a basis for future study. Table 5 describes the types of modifications seen in Barrio Logan buildings and how they impacted the architectural integrity of the buildings.

Table 5
Architectural Integrity Thresholds Applied in Survey

	Modifications that <u>Mildly</u> Impair Architectural Integrity	Modifications that <u>Moderately</u> Impair Architecture Integrity	Modifications that <u>Significantly</u> Impair Architectural Integrity
General Characteristics	<ul style="list-style-type: none"> • Easily reversed • Minimal • Does not modify or result in loss of original historic fabric • Restoration easily achieved through Mills Act conditions • Minimal cost and effort 	<ul style="list-style-type: none"> • Somewhat easily reversed • Minimal to moderate impact to the resource • May slightly modify or result in loss of some original fabric • Restoration may be achieved through Mills Act conditions • Moderate cost and effort 	<ul style="list-style-type: none"> • Not easily reversed • Moderate to significant impact to the resource • Modified or resulted in the loss of original historic fabric • Architectural style difficult to detect. • Would require restoration prior to designation • More significant cost and effort
Types of Modifications	<ul style="list-style-type: none"> • Wrought iron security bars • Inappropriate awnings • Non-historic paint • Landscape features and overgrowth • In-kind replacement of roofing • Window screens 	<ul style="list-style-type: none"> • Windows replaced within the same opening • Inappropriate roofing • Replacement of Porch Railings and Posts • Added veneers (i.e. brick, stone) • Inconsistent stucco texture 	<ul style="list-style-type: none"> • Windows replaced in new or altered openings • Replacing one siding type with another (i.e. wood to stucco) • Additions which do not respect scale, spatial relationships, and character defining features
Integrity	Good	Fair	Poor

The table below provides the California Historical Resources Status Codes used in the current effort and their meanings.

Table 6
California Historical Resources Status Codes Applied in Reconnaissance Survey

Status Code	Meaning
5S1	Individual property that is listed or designated locally.
5S2	Individual property that is eligible for local listing or designation.
5S3	Appears to be individually eligible for local listing or designation through survey evaluation.
7R	Identified in Reconnaissance Level Survey: not evaluated.

5.3 IDENTIFICATION OF POTENTIALLY SIGNIFICANT PROPERTIES

During the survey, buildings were identified that may be considered individually significant are based on City of San Diego Criterion C and the architectural integrity thresholds discussed above. Table 7 lists potentially significant properties, other properties may be determined to be potentially significant with additional research. **Appendix C** includes a full listing of the properties surveyed and the integrity findings.

An additional group of properties were identified that have the potential of being significant because they may exemplify or reflect special elements of the community or neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development (City of San Diego Criterion A). These are listed in Table 8. The majority of the properties listed in Table 8 are associated with the theme Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s), which was the period in which the Mexican American community became the dominant population group in Barrio Logan. It was also the period during which Barrio Logan's residential and commercial growth was most substantial. One property (2174 Logan Ave.) is associated with the period of earliest residential and commercial development in Barrio Logan (Residential and Commercial Development in the Era of Railroads and Streetcars [1870s-1920s]). Chicano Park is recognized as an important historic site associated the theme of Chicano Political Activism (1960s-present).

The properties identified as potentially significant have been assigned a "5S3" California Historical Resources Status Code as shown in Figure 19. Those already locally listed have been assigned a "5S1" Status Code including Chicano Park and Murals (HRB# 143), 1701 - 1715 National Ave. (HRB# 799), and Aztec Brewery (HRB #223). Because the buildings listed below represent the results of a reconnaissance level survey, additional intensive level analysis will be required before any determination of significance is made.

Table 7
Potentially Significant Individual Buildings
Based on City of San Diego Criterion C

Property Address	Architectural Style	Est. Date of Construction	Integrity
951-961 S. 16th	Streamline Moderne	1924	Good
1008 S. 26 th St.	Craftsman Bungalow	1935	Good
1219 S 30 th St.	Undetermined	1914	Good
1205-1215 S. 31 st St.	Minimal Traditional	circa 1945	Fair
1220 S. 31 st St.	Craftsman Bungalow	circa 1945	Good
1032 Beardsley St.	Craftsman Bungalow	1918	Good
2901 Boston	Colonial Revival	1906	Good
2981 Boston	Italianate	1881-1887	Good
2836-3838 Boston Ave.	Craftsman Bungalow	1918	Good
2939-2941 Boston Ave.	Mission Revival	1927	Good
1016 Cesar Chavez	Craftsman	1920	Fair
1102 Cesar Chavez	Queen Anne	1887	Fair
3554 Dalbergia	Block	1950s	Good
3561 Dalbergia	Utilitarian	1960s	Good
3586 Dalbergia	Utilitarian	1960s	Good
3611 Dalbergia	Block	1960s	Good
3645 Dalbergia	Block	1960s	Good
3647 Dalbergia	Block	1960s	Good
3665 Dalbergia	Block	1960s	Good
3683 Dalbergia	Block	1960s	Good
3715 Dalbergia	Block	1960s	Good
3768 Dalbergia	Contemporary	circa 1960	Good
3781 Dalbergia	Block	1950s	Good
925 S. Evans	Craftsman Bungalow	1920	Good
1021 S. Evans	Craftsman Bungalow	1918	Good
1028 S. Evans St.	Craftsman Bungalow	1913	Good
1032 S. Evans St.	Craftsman Bungalow	1918	Good
2295 Harbor Dr.	Block	circa 1945	Good
1667 Logan Ave.	Queen Anne	1880	Good
1673 Logan Ave.	Queen Anne	1880	Good
1681 Logan Ave.	Colonial Revival	circa 1920	Good
1684 Logan Ave.	Utilitarian	1950s	Good

Property Address	Architectural Style	Est. Date of Construction	Integrity
1685 Logan Ave	Colonial Revival	1931	Good
1695 Logan Ave	Colonial Revival	1931	Good
2075 Logan Ave.	Colonial Revival	1897	Good
2085 Logan Ave.	Italianate	1880	Good
2107 Logan Ave.	False Front Commercial	1905	Fair
2166 Logan Ave.	Folk Victorian	1910	Fair
2174 Logan Ave.	Queen Anne	1893	Good
2201 Logan Ave.	Colonial Revival	1909	Good
2215 Logan Ave.	False-Front Commercial	1907	Good
2225 Logan Ave.	Folk Victorian	1915	Fair
2250 Logan Ave.	Block	1950s	Good
1709 Main St.	Utilitarian	1940s	Good
1894 Main St.	Block	1930	Good
1979 Main St.	Utilitarian	1960s	Good
2646 Main St.	Utilitarian	1960s	Good
2647 Main St.	Quonset Hut	circa 1945	Good
2697 Main St.	Contemporary	1960s	Good
2704 Main St.	Utilitarian	1960s	Good
2940 Main St.	Craftsman Bungalow	circa 1920	Good
3078-3080 Main St.	Colonial Revival	circa 1920	Good
3086-3088 Main St.	Craftsman	circa 1920	Good
3520 Main St.	Utilitarian	1960s	Good
3592 Main St.	Block	1960s	Good
1600-1616 National Ave.	Block	circa 1930	Good
1603 National Ave.	Utilitarian	circa 1945	Good
1659 National Ave.	Block	circa 1945	Good
1724 National Ave	Folk Victorian	1900	Fair
1744 National Ave.	Folk Victorian	1906	Fair
1752 National Ave	Italianate	1880	Fair
1822 National Ave	Colonial Revival	1924	Fair
1832 National Ave	False-Front Commercial	1905	Fair
1831-1833 National Ave.	Italianate	1903	Good
1864 National Ave.	Block	1960s	Good

Property Address	Architectural Style	Est. Date of Construction	Integrity
1897 National Ave.	Streamline Moderne	circa 1945	Good
2021 National Ave.	Colonial Revival	1913	Good
2084 National Ave.	Craftsman	1920	Fair
2090 National Ave.	Folk Victorian	1890	Fair
2119 or 2121 National Ave.	Colonial Revival	circa 1920	Good
2129 National Ave.	Colonial Revival	1925	Good
2136 National Ave.	Contemporary	1960s	Good
2148 National Ave.	Folk Victorian	1900	Fair
2168 National Ave.	Folk Victorian	circa 1915	Good
2177 National Ave.	Craftsman	1910	Good
2255 National Ave.	Block	circa 1960	Good
2285 National Ave.	Colonial Revival	1913	Good
2292 National Ave.	Utilitarian	circa 1950	Good
2632 National Ave.	Streamline Moderne	circa 1945	Good
2644 National Ave.	Folk Victorian	circa 1920	Good
2652 National Ave.	Folk Victorian	circa 1887	Good
2029-2031 National Ave.	Folk Victorian	1880	Fair
2059-2061 National	Craftsman	1918	Fair
2234-2238 National	Minimal Traditional	1940	Fair
2616-2618 National	Mission Revival	1923	Fair
1865 Newton Ave.	Craftsman	1920	Fair
1869 Newton Ave.	Craftsman	1920	Fair
1875 Newton Ave.	Block	circa 1960	Fair
2022 Newton Ave.	Block	1960s	Good
2046 Newton Ave.	Contemporary	1960s	Good
2080-2082 Newton Ave.	Queen Anne	circa 1890s	
2109 Newton Ave.	Utilitarian	circa 1950	Good
2152 Newton Ave.	Colonial Revival	1920	Fair
2168 Newton Ave.	Colonial Revival	circa 1920	Good
2170 Newton Ave.	Colonial Revival	circa 1920	Good
2205 Newton Ave.	Contemporary	1960s	Good
2240 Newton Ave.	Colonial Revival	circa 1920	Good
2272 Newton Ave.	Block	circa 1965	Good
2618 Newton Ave.	Colonial Revival	1912	Good
2619 Newton Ave.	Queen Anne	1898	Fair

Property Address	Architectural Style	Est. Date of Construction	Integrity
2653 Newton Ave.	Folk Victorian	1910	Fair
2701 Newton Ave.	Craftsman	1920	Fair
2759 Newton Ave.	Mission Revival	1925	Good
2080-2082 Newton Ave.	Queen Anne	1890	Good
2658-2662 Newton Ave.	Craftsman	1920	Fair
1531 Rigel St.	Utilitarian	circa 1960	Good
934 Sampson St.	Craftsman Bungalow	circa 1945	Good
938 Sampson St.	Craftsman Bungalow	circa 1945	Good
1025 Sicard St.	Contemporary	circa 1960	Good
1028 Sicard St.	Craftsman Bungalow	circa 1920	Good
1030 Sicard St.	Craftsman Bungalow	1914	Good
1034 Sicard St.	Craftsman Bungalow	1914	Fair
1038 Sicard St.	Craftsman Bungalow	1914	Good

Table 8
Significant and Potentially Significant Individual Properties
Based on City of San Diego Criterion A

Property Address	Additional Information (Brandes 1983; City of San Diego 1990; Logan Heights Historical Society)	Est. Date of Construction	California Historic Resource Status Code
1786 Beardsely St.	This property was bought in 1926 and housed the New Mexico Tortilla factory which had one of the first electric tortilla makers in the city. The store delivered food to Old Town and also sold food to cannery workers. In the 1980s the New Mexico Café moved to the adjacent property on the corner of Newton and Beardsely. The family-owned restaurant is still in business today.	1929	5S3
1935 Harbor Dr.	The Kelco Historical Community Mural was created by Salvador and Gloria Torres. This mural represents the history and future of Barrio Logan, including the people, waterfront industries, and sea life.	1993	5S2
1800 Logan Ave.	The Corona Outfitting Co. occupied this building between 1943 and 1948. It may have housed Amador's Market previously. Corona Furniture Co. moved to 1816 Logan (no longer standing) in the late 1940s and is now located at 3161 National Ave.	circa 1940	5S3
1857 Logan Ave.	This tortilleria and Mexican restaurant was established in 1933 at this location by Nativada and Petra Estudillo and is still operated by the family today.	circa 1933	5S3
2154-2158 Logan Ave.	This lot contains a Victorian style residence, which is partly hidden by a streetcar that is situated on the front of the lot. The streetcar was purchased by a former owner after World War II when the local line was shut down in 1947. He converted it for use as a restaurant.	1895/1930	5S3
2171-2177 Logan Ave.	This building was used as a movie theatre throughout the 1920s and 1930s. Part of the building was occupied by a cigar store in at least 1925. The building also housed apartments.	1915	5S3
2174 Logan Ave.	This Folk Victorian home was occupied by C. Clarence Park in at least 1907. Park and business partner Sherman Grable founded the Park-Grable Investment Co., which was active in the development of real estate in Barrio Logan.	1910	5S3
2184-2196 Logan Ave.	The building was built for the San Diego Trust and Commerce Bank in the Mission Revival style. It was joined by a dry goods store (1925-1933), electrical repair shop (1925-1933), and a Safeway grocery store (1925-1954) two years later. In 1927, the Bank of Italy absorbed San Diego Trust and Commerce Bank, which was subsequently reorganized as the Bank of America in 1931, serving the area until 1958. The property became a tortilla factory in 1977.	1923	5S3
Chicano Park	Currently listed in the City of San Diego (HRB# 143) and California Register. Eligible for listing in National Register.	1970	5S1

5.4 IDENTIFICATION OF HISTORIC DISTRICTS

Barrio Logan represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses. In particular, industrial infill and wide-scale demolition, which began in earnest in the 1950s, has resulted in a low concentration of geographically continuous historical properties. Furthermore, the low architectural integrity of most of the extant properties has exempted them from consideration as contributors to a district. No historic districts were identified within Barrio Logan as a result of the survey, although a concentration of potentially significant buildings was found between Logan Ave and Newton Ave, generally bounded by Chicano Park on the northwest and S 26th on the southeast.

Although two of the previous historic resources surveys (Brandes 1983 and City of San Diego 1990) made historic district recommendations, those recommendations are not considered relevant based on the findings of this study. The previous surveys' recommendations for districts were based on the inclusion of many buildings that have since been demolished or significantly altered. Additionally, the districts included areas outside of Barrio Logan.

5.5 ARCHAEOLOGY AND NATIVE AMERICAN CONSULTATION

Historic archaeological deposits have been identified within Barrio Logan, notably in those locations where archaeological monitoring has been required for large development projects. Discoveries associated with the historic period include cisterns, privies, trash deposits, and foundations. The ability of any of these features to provide the types of data necessary to address research questions related to the residents and the development of the community over time is dependent upon the presence of historic artifacts that represent the material cultural of the occupants of this particular location. Several examples exist from recent archaeological monitoring programs that indicate that the potential is very high within the community area to discover features with associated historic artifacts that reflect the local population. One example is a cistern discovered at the Mercado de Barrio project in 1998 that produced a substantial quantity of bottles, containers, clothing, newspapers from World War I, and a wide spectrum of personal items and manufactured goods dating from the early 1900s until the 1950s. As development projects materialize in the future, similar discoveries are anticipated that will help to advance our understanding of the economic development of the area and the changes in the ethnicity of the neighborhood as reflected in the archaeological stratigraphy.

The potential to discover prehistoric sites or deposits within Barrio Logan is highest in those areas near Chollas Creek (Near "Indian Point") or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric cultures focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Chollas Creek (on the southeastern portion of Barrio Logan) are examples of the importance of fresh water and marine resources needed to sustain a large prehistoric population over time. The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high; however, the existence of

sites further away from Chollas Creek or the bay is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development. Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties (TCP's) within the community plan boundaries. The records search data from the archaeological study of the plan area was shared with Mr. Clint Linton of the Santa Ysabel Reservation. Based upon the record search data, the project area is considered to have minimum research potential, except in those areas on the southeast side of the community plan area where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Mr. Linton has expressed the Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts. These recommendations are included in Section 6.0.

6.0 RECOMMENDATIONS

Based on the findings of the Barrio Logan Historical Resources Survey, the following recommendations have been proposed for the treatment and preservation of the community's historical resources.

- **Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City of San Diego Historical Resources Register.**

These buildings were identified as potentially significant because they may exemplify or reflect special elements of the community or neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development (City of San Diego Criterion A) or because they embody distinctive characteristics of a style, type, period or method of construction (City of San Diego Criterion C). Additional research would provide the information necessary to evaluate whether they are eligible for listing in the City of San Diego Register.

- **Identify additional buildings that may have been missed during the survey.**

The Barrio Logan survey only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there are potentially a considerable number of buildings older than 1965 that were constructed behind older residences that were not covered by the current survey. The study of these obscured or inaccessible structures could provide a more complete understanding of Barrio Logan's development history.

- **Commission a Mexican American Cultural Landscape and Oral History Study**

Most historic resources surveys, including the current one, identify architecturally significant or important historic districts. Yet in a community that has a strong cultural history such as that of the predominantly Mexican American community of Barrio Logan, the group's impacts to the landscape are more complex than a list of individual buildings or districts. The Mexican American's contribution to the "sense of place" in Barrio Logan should be considered a historic vernacular landscape, worthy of study and preservation measures. The characteristics of this landscape may not be immediately evident to an untrained surveyor or may have not been previously recognized as a significant manifestation of the Mexican American culture on the landscape, although some preliminary observations have been introduced in the historic context (Section 4.0). A preservation initiative such as a cultural landscape study should contain an oral history element to learn of the properties important to the community for their cultural value and elements of the landscape that had historic significance to the Mexican American community in particular.

There has been no systematic effort in the United States to identify the cultural landscapes that mark the contributions of Mexican Americans to the nation's development as has been done with African Americans, women, and labor history (Alanen and Melnick 2000). The National Park Service has published some guidance for the preservation of cultural landscapes in *Preservation Brief 36: Protecting Cultural Landscapes, Planning, Treatment and Management of Historic Landscapes* and the more

complete *Secretary of the Interior's Standards for Treatment of Historic Properties Guidelines for the Treatment of Cultural Landscapes*. Nevertheless, the guidelines emphasize primarily historic designed landscapes (such as parks and estates) or historic sites (such as battlefields and president's house properties) and not historic vernacular landscapes such as the one in Barrio Logan. Efforts in mainly Asian American and African American historic communities may be more useful as examples.

Key to a successful preservation will be choosing the type of preservation action that should be applied to the landscape. The most ideal approach to protecting the Barrio Logan cultural landscape will likely be a combination of preservation and rehabilitation. Of the many Mexican American contributions to Barrio Logan, murals and shrines are likely to be the ones best treated by preservation. Rehabilitation is the approach that will likely be best applied to other elements of the landscape such as enclosed and personalized front-yards and the use of color to fill blank walls. In the case of enclosure, for instance, rehabilitation would likely have less emphasis on the actual historic fabric itself (such as the age of the fencing material) than on the concept of enclosure itself. The same may be true of the use of bright colors, advertising, and graffiti. Those elements would remain but would be free to evolve over time.

- **Conduct project-specific Native American consultation**

BFSA consulted with Mr. Clint Linton of the Santa Ysabel Reservation to form the following recommendations concerning cultural resources within Barrio Logan to express the Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts. Mr. Linton also submitted a brief letter stating his agreement (**Appendix A**).

For future undertakings within Barrio Logan the City should consult, or mandate applicant consultation, with the Native American Heritage Commission (NAHC) early in the project planning, design and environmental compliance process by notifying the NAHC and concerned Native American parties of the following:

- a. The exact location of the undertaking.
- b. The nature and extent of the proposed project (i.e., road widening, parcel development, and its proposed impact on the environment.
- c. Results obtained from the cultural resources inventory, including descriptions of, and National Register eligibility determinations for, sites affiliated with Native American occupation or use.
- d. The potential of the project to impact significant sites and/or those localities of cultural or religious significance.
- e. As early in the project planning and development process as possible, the lead agency should acknowledge the presence of specific sites or areas deemed by as Traditional Cultural Properties (TCPs) and/or Sacred Sites.
- f. As required by city ordinance, it is recommended that sensitive information provided by the NAHC or concerned parties be protected and not released in a public forum without the express written consent of the NAHC or its representative.

Treatment

Projects that may impact cultural resources should allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community, as follows:

- a. It is recommended that wherever feasible, the cultural resource should be avoided by the proposed activity and preserved.
- b. Where avoidance is not a feasible alternative and this determination has been documented accordingly, treatment should be carried out in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, coupled with guidelines established by CEQA and local ordinances.
- c. It is recommended that a Native American monitor be present for all phases of archaeological investigations or construction activities that may affect significant cultural resources within the plan area.

Native American Graves

In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative.

Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters. In addition, if human remains are uncovered, it is recommended that no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains. It is recommended that the following actions be taken directly upon discovery of human remains:

- a. All work in the area of the discovered human remains shall stop immediately and the County Coroner shall be contacted.
- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the NAHC.
- c. The NAHC will immediately notify the person it believes to be the MLD of the deceased Native American.
- d. The MLD has 48 hours to make recommendations to the owner or representative, for treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the owner does not accept the descendant's recommendations, the MLD may request mediation by the NAHC.

7.0 BIBLIOGRAPHY

- Alanen, Arnold R. and Robert Z. Melnick
2000 *Preserving Cultural Landscapes in America*. Baltimore: The Johns Hopkins University Press.
- Anguiano, Marco
2000 The Battle of Chicano Park: A Brief History of the Takeover. *Chicano Park Steering Committee website*, <http://chicano-park.org>, accessed July 14, 2008.
- Arreola, Daniel D.
1984 Mexican American Exterior Murals. *Geographical Review*, Volume 74, Number 4 (409-424).

1988 Mexican American Housescapes. *Geographical Review*, Volume 78, Number 3 (299-315).
- Bada, Jeffrey L., Roy A. Schroeder, and George F. Carter
1974 New Evidence for the Antiquity of Man in America Deduced from Aspartic Acid Racemization. *Science* 184:791-793.
- Bonilla, Kelsey Hannah Barnum
2007 *Barrio Logan: the Racialization of Logan Heights*. Unpublished Master's thesis, San Diego State University, San Diego.
- Bradley, Betsy H.
1999 *The Works: The Industrial Architecture of the United States*. Oxford University Press.
- Bradley, Donna
2009 *Native Americans of San Diego County*. Arcadia Publishing, Mount Pleasant, South Carolina.
- Brandes, Ray, ed.
1983 *Proposed East End Historic and Planned Districts*. University of San Diego, Public History 175/275. On file at the Historic Resources Board Library, City of San Diego.
- Bull, C.
1983 Shaking the Foundations: The Evidence for San Diego Prehistory. *Cultural Resource Management Casual Papers* 1(3):15-64. Department of Anthropology, San Diego State University.

1987 A New Proposal: Some Suggestions for San Diego Prehistory. In: *San Dieguito-La Jolla: Chronology and Controversy*, edited by Dennis Gallegos, pp. 35-42. San Diego County Archaeological Society Research Paper No. 1.
- Cardenas, D. Sean
1986 Avocado Highlands: An Inland Late La Jolla and Preceramic Yuman Site from Southern San

- Diego County. *Cultural Resource Management Casual Paper 2(2)*. Department of Anthropology, San Diego State University.
- Carrico, Richard L.
1991 *Archaeological Survey, Monitoring and Testing Report for the AT&SF Railway Company Crosby Street TOFC Yard*. Report on file at the South Coastal Information Center, San Diego State University.
- Carter, George F.
1957 *Pleistocene Man at San Diego*. Johns Hopkins Press, Baltimore.

1980 *Earlier than You Think: A Personal View of Man in America*. Texas A&M University Press, College Station.
- Chiel, Chris and Julie Decker
2005 *Quonset Hut: Metal Living for the Modern Age*. Princeton Architectural Press.
- City of Los Angeles, Department of City Planning, Office of Historic Preservation
2003 *Preservation Plan Workbook*. Website, <http://www.preservation.lacity.org/hpoz/plan>.
- City of San Diego, Planning Department
1978 *Barrio Logan/Harbor 101 Community Plan*. Electronic document, <http://www.sandiego.gov/planning/community/profiles/barriologan/plan.shtml>, accessed June 9, 2008.

1980 *Barrio Logan and Western Southeast San Diego Historical Survey*. On file at the Historic Resources Board Library, City of San Diego.

1990 *Barrio Logan Redevelopment Area Historic and Urban Resource Survey*. On file at the Historic Resources Board Library, City of San Diego.

2001 *Historical Resources Guidelines*. Land Development Code, San Diego Municipal Code.

2007 *San Diego Modernism Historic Context Statement*. Electronic document, <http://ohp.parks.ca.gov/pages/1054/files/San%20Diego%20Modernism%20Context.pdf>, accessed July 2008.

2008a *Historic Resource Survey Guidelines*. Electronic document, <http://www.sandiego.gov/planning/programs/historical/pdf/surveyguidelines.pdf>, accessed July 2008.

2008b *City of San Diego General Plan 2008*. Electronic document, <http://www.sandiego.gov/planning/genplan/index.shtml>, accessed July 2008.

Crane, Clare

- 1972 Matthew Sherman: Pioneer San Diegan. *The Journal of San Diego History* 18, no. 4 (Fall).
<http://www.sandiegohistory.org/journal/72fall/sherman.htm>.

Curtis, James R. and Larry Ford

- 1988 Bungalow Courts in San Diego: Monitoring a Sense of Place. *The Journal of San Diego History*, Volume 34, Number 2. San Diego Historical Society.

Davis, E. L., C. W. Brott and D. L. Weide

- 1969 The Western Lithic Co-Tradition. *San Diego Museum Papers* (No. 6). San Diego Museum of Man, San Diego.

Delgado, Kevin

- 1998 A Turning Point: The Conception and Realization of Chicano Park. *The Journal of San Diego History*, Volume 44, Number 1. San Diego Historical Society.

National Park Service

- 1985 *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning*. U.S. Department of the Interior, National Park Service, Interagency Resources Division. Electronic document, <http://www.nps.gov/history/NR/publications/bulletins/nrb24/>, accessed June 9, 2008.

Estes, Donald H.

- 1977 In Places Men Reject: Chinese Fisherman at San Diego, 1870-1893. *The Journal of San Diego History*, Volume 23, Number 4. San Diego Historical Society.
- 1978 Before the War: The Japanese in San Diego. *The Journal of San Diego History*, Volume 24, Number 4. San Diego Historical Society.
- 1982 "Offensive Stupidity," and the Struggle of Abe Tokunoske. *The Journal of San Diego History*, Volume 28, Number 4. San Diego Historical Society.

Ezell, Paul H.

- 1983 A New Look at the San Dieguito Culture. *Cultural Resource Management Casual Papers* 1(3):103-109. Department of Anthropology, San Diego State University, San Diego.
- 1987 The Harris Site - An Atypical San Dieguito Site, or am I Beating a Dead Horse? In: *San Dieguito-La Jolla: Chronology and Controversy*, edited by Dennis Gallegos, pp. 15-22. San Diego County Archaeological Society Research Paper No. 1.

Gallegos, Dennis R.

- 1987 A Review and Synthesis of Environmental and Cultural Material for the Batiqitos Lagoon Region. In *San Dieguito-La Jolla: Chronology and Controversy*, Edited by D. Gallegos. San Diego County Archaeological Society Research Paper 1:23-34.

Gallegos, Dennis, R. Phillips and Carolyn Kyle

- 1988 *Five Thousand Years of Maritime Subsistence at Ballast Point Prehistoric Site SDI-48 (W-164), San Diego, California*. Prepared for the Department of the Navy by Westec Services, Inc., San Diego.

Griswold del Castillo, Richard

- 2007 *Chicano San Diego: Cultural Space and the Struggle for Justice*. University of Arizona Press.

Harris, Leroy E.

- 1974 *The Other Side of the Freeway: A Study of Settlement Patterns of Negroes and Mexican Americans in San Diego, California*. Unpublished dissertation, Carnegie-Mellon University, Department of History and Philosophy.

Heckendorn, Dale

- 2007 *The Camera and Clipboard, Historic Architectural Survey Newsletter*, January 2003, Number 2. National and State Register Programs, Office of Archaeology and Historic Preservation, Colorado Historical Society. Electronic document, <http://coloradohistory-oahp.org/programareas/infoman/CameraClipboard15.pdf>, accessed July 7, 2008.

Historic Resources Group

- 1996 Pasadena Bungalow Courts National Register of Historic Places Multiple Property Documentation Form. Electronic document, <http://www.nr.nps.gov/multiples/64000063.pdf>, accessed June 9, 2008.

Killea, Lucy L.

- 1966 The Political History of a Mexican Pueblo: San Diego from 1825-1845. *Journal of San Diego History* 12 (July):5-35.

Kyle, C., A. Schroth and D. Gallegos

- 1990 *Early Period Occupation at the Kuebler Ranch, Site SDI-8654*. Otay Mesa, San Diego County, California. ERCE, San Diego, California, 6-5.

Kyle, Carolyn E. and Dennis R. Gallegos

- 1993 *Data Recovery Program for a Portion of Prehistoric Site CA-SDI-10148, East Mission Gorge Pump Station and Force Main, San Diego, California*. On file at the South Coastal Information Center, San Diego State University, San Diego, California

Logan Heights Historical Society

- 2000 *Memory Album*. On file at the Historic Resources Board Library, City of San Diego.

Masters, P.

- 1988 Paleo-Environmental Reconstruction of San Diego Bay, 10,000 Years BP to Present. Five Thousand Years of Maritime Subsistence at Ballast Point Prehistoric Site SDI-48 (W-164) San Diego, California, edited by D. Gallegos, pp. 4.1-4.22. Manuscript on file, South Coastal Information Center, San Diego State University, San Diego, California.

MacMullen, Jerry

- 1969 *They Came by Sea, A Pictorial History of San Diego Bay.* Ward Ritchie Press.

Minshall, Herbert L.

- 1976 *The Broken Stones.* Copley Books, San Diego.
- 1989 *Buchanan Canyon: Ancient Human Presence in the Americas.* Slawson Communications, San Marcos, California.

Moratto, Michael J.

- 1984 *California Archaeology.* Academic Press, New York.

Moriarty, James R., III

- 1965 The Discovery and Early Exploration of the Gulf of California. *Journal of the San Diego Historical Society* XI(1):1-17.
- 1966 Culture Phase Divisions Suggested by Topological Change Coordinated with Stratigraphically Controlled Radiocarbon Dating in San Diego. *Anthropological Journal of Canada* 4(4):20-30.
- 1967 Transitional Pre-Desert Phase in San Diego, California. *Science* 155(3762):553-336. Scripps Institution – UCSD Contribution NO. 2278.
- 1969 San Dieguito Complex: Suggested Environmental and Cultural Relationships. *Anthropological Journal of Canada* 7(3):2-18.

Moriarty, James Robert, III, and Herbert L. Minshall

- 1972 A New Pre-Desert Site Discovered near Texas Street. *Anthropological Journal of Canada* 10(3):10-13.

McAlester, Virginia and Lee McAlester

- 1988 *A Field Guide to American Houses.* Alfred A. Knopf, New York.

National Park Service

- 1985 *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning.* U.S. Department of the Interior, National Park Service, Interagency Resources Division. Electronic document, <http://www.nps.gov/history/NR/publications/bulletins/nrb24/>, accessed June 9, 2008.

- N.d. *National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes*. U.S. Department of the Interior, National Park Service, Interagency Resources Division. Electronic document, <http://www.nps.gov/history/nR/publications/bulletins/nrb18/>, accessed June 9, 2008.
- Nolen, John
1926 *San Diego, a Comprehensive Plan for Its Improvement*. Boston: Geo. H. Ellis Co., Printers.
- Norris, Frank
1983 Logan Heights: Growth and Change in the Old "East End." *The Journal of San Diego History*, Volume 29, Number 1. San Diego Historical Society.
- Palou, Fray Francisco
1926 *Historical Memoirs of New California*. Edited by Herbert Eugene Bolton (4 Volumes). University of California Press, Berkeley.
- Pigniolo, Andrew
1996 Lithic Material Types as a Chronological Indicator in the Archaeological Record of San Diego County. *Proceedings of the Society for California Archaeology* 9:209–220.
- Pitti, Jose, Antonia Castaneda, and Carlos Corte
1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Office of Historic Preservation
- Raven-Jennings, Shelly and Brian F. Smith
1999a *Final Report for Site SDI-8330/W-240 'Scraper Hill,' Escondido, California*. Unpublished report on file at the South Coastal Information Center.
- Raven-Jennings, Shelly, Brian F. Smith, et al.
1999b *Report of Excavations at CA-SDI-4608: Subsistence and Technology Transitions during the Mid-to-Late Holocene in San Diego County (Scripps Poway Parkway)*. Report on file at the South Coastal Information Center.
- Reeves, Brian O. K..
1985 *Early Man in the Americas: Who, When, and Why*. In: *Woman, Poet, Scientist: Essays in New World Anthropology Honoring Dr. Emma Louise Davis*, edited by Thomas C. Blackburn, pp. 79-104. Ballena Press Anthropological Papers No. 29. Los Altos, California.
- Reeves, Brian, John M. D. Pohl, and Jason W. Smith.
1986 *The Mission Ridge Site and the Texas Street Question*. In: *New Evidence for the Pleistocene Peopling of the Americas*, edited by Alan Lyle Bryan, pp. 65-80. Center for the Study of Early Man, University of Maine, Orono.

Rogers, Malcolm

- 1966 *Ancient Hunters of the Far West*. Edited with contributions by H. M. Worthington, E. L. Davis, and Clark W. Brott. Union Tribune Publishing Company, San Diego.

Rojas, James Thomas

- 1991 *The Creation of "Place" by Mexicans and Mexican Americans in East Los Angeles*. Unpublished Master's thesis, Department of Urban Studies and Planning, Massachusetts Institute of Technology, Cambridge. Electronic document, <http://dspace.mit.edu/bitstream/handle/1721.1/13918/24882093.pdf?sequence=1>, accessed September 30, 2008.

Rolle, Andrew F.

- 1969 *California: A History* (Second Edition). Thomas Y. Crowell Company, New York.

Rosen, Martin D. and James Fisher

- 2001 Chicano Park and the Chicano Park Murals: Barrio Logan, City of San Diego, California. *The Public Historian*, Volume 23, Number 4. University of California Press.

San Diego State University

- N.d.(a) Chicano Park, Barrio Logan, San Diego. *The History of Chicano Park website*, <http://www.chicanoparksandiego.com/>, accessed July 14, 2008. San Diego State University, MAS 350B: Mexican American Studies - Chicano History.

- N.d.(b) San Diego Mexican and Chicano History. <http://www-rohan.sdsu.edu/dept/mas/chicanohistory/index.html>, accessed July 14, 2008. San Diego State University.

Sanborn Map Company, Various Dates

Showley, Roger

- 2005 Golden Hill Home a Craftsman Showcase. *San Diego Union Tribune*. January 2.

Shumway, George, Carl L. Hubbs and James R. Moriarty

- 1961 Scripps Estate Site, San Diego, California: A La Jolla Site Dated 5,460-7,370 Years Before the Present. *Annals of the New York Academy of Sciences* 93(3).

Smith, Brian F.

- 1986 *The Excavations at Site SDI-5594/W-1746, A Sampling Program for the Mitigation of Potential Impacts at Rancho Santa Fe Farms Golf Club*. Report on file at the County of San Diego, Environmental Analysis Division.

- 1993 *A Cultural Resources Study for the Sewer Pump Station No. 5 Project*. Report on file at the South Coastal Information Center, San Diego State University.

- 1996 *The Results of a Cultural Resource Study at the 4S Ranch*. Report on file at the South Coastal Information Center, San Diego State University, San Diego.

Smith, Brian F., and James R. Moriarty

- 1983 *An Archaeological Evaluation of a Drainage Channel Project at the South Sorrento Business Park*. Environmental impact report on file at the City of San Diego.

- 1985 *The Archaeological Excavations at Site W-20, Sierra Del Mar*. Report on file at the South Coast Information Center.

Stropes, Tracy A.

- 2007 *Nodule Industries of North Coastal San Diego: Understanding Change and Stasis in 10,000 Years of Lithic Technology*. Submitted to San Diego State University. Thesis/Dissertation on file at SCIC at SDSU.

Smythe, William E.

- 1908 *History of San Diego 1542 to 1908: An Account of the Rise and Progress of the Pioneer Settlement on the Pacific Coast of the United States*.

Tabler, Joseph

- 1978 *A General Historical Researching of the Barrio Logan*. TMS TABJ. On file at the San Diego Historical Society Research Archives.

Torres, Salvador

- 1993 *The Kelco Historical Community Mural*. On file at the Historic Resources Board Library, City of San Diego.

True, Delbert L.

- 1958 *An Early Complex in San Diego County, California*. *American Antiquity* 23(3).
- 1966 *Archaeological Differentiation of the Shoshonean and Yuman Speaking Groups in Southern California*. Unpublished doctoral dissertation, University of California at Los Angeles.
- 1970 *Investigations of a Late Prehistoric Complex in Cuyamaca Rancho State Park, San Diego County, California*. Archaeological Survey Monograph. University of California, Los Angeles.
- 1980 *The Pauma Complex in Northern San Diego County: 1978*. *Journal of New World Archaeology* 3(4):1-39.
- 1986 *Molpa, a Late Prehistoric Site in Northern San Diego County: The San Luis Rey Complex, 1983*. In: *Symposium: A New Look at Some Old Sites*, edited by Gary S. Breschini and Trudy Haversat, pp. 29-36. Coyote Press, Salinas.

True, D. L., and Eleanor Beemer.

- 1982 Two Milling Stone Inventories from Northern San Diego County, California. *Journal of California and Great Basin Anthropology* 4:233-261.

True, D. L., and R. Pankey.

- 1985 Radiocarbon Dates for the Pauma Complex Component at the Pankey Site, Northern San Diego County, California. *Journal of California and Great Basin Anthropology* 7:240-244.

University of San Diego, History Department

- N.d. Barrio Logan in San Diego. *University of San Diego History Department website*, <http://history.sandiego.edu/gen/projects/178/barriologan00.html>, accessed July 14, 2008.

- N.d. Barrio Logan. *University of San Diego History Department website*, <http://history.sandiego.edu/gen/local/logan/barrio.com/index.html>, accessed July 14, 2008.

Various dates Barrio Logan Maps. *University of San Diego History Department website*, <http://history.sandiego.edu/gen/projects/178/barriologan-maps.html>, accessed July 14, 2008.

Warren, Claude N.

- 1964 Cultural Change and Continuity on the San Diego Coast. Unpublished Doctoral dissertation on file at the University of California, Los Angeles.

- 1966 The San Dieguito Type Site: Malcolm J. Roger's 1938 Excavation on the San Dieguito River. *San Diego Museum Papers* (6).

Warren, Claude L., Gretchen Siegler, and Frank Dittmer

- 1998 Paleindian and Early Archaic Periods, In *Prehistoric and Historic Archaeology of Metropolitan San Diego: A Historical Properties Background Study (draft)*. Prepared for and on file, ASM Affiliates, Inc., San Diego, California.

Waugh, Georgie

- 1986 Intensification and Land-use: Archaeological Indication of Transition and Transformation in a Late Prehistoric Complex in Southern California. Unpublished Ph.D. dissertation, Department of Anthropology, University of California, Davis

Welty, H. O.

- 1913 Correspondence between H.O. Welty and A.L. Kroeber. Bancroft Library.

Wilson, Holly

- 2003 New Architectural Styles/Types Added to the Lexicon, House with Canopy Gas Station. *The Camera and Clipboard, Historic Architectural Survey Newsletter*, January 2003, Number 2. National and State Register Programs, Office of Archaeology and Historic Preservation, Colorado Historical Society. Electronic document, <http://coloradohistory-oahp.org/programareas/infoman/CameraClipboard2.pdf>, accessed July 7, 2008.

APPENDIX A

Native American Consultation Response



Red Tail Monitoring & Research, Inc.

Memorandum of Record

Re: Barrio Logan Community Plan Amendment.

To Whom It May Concern,

4-23-09

After review of the above reference document, Red Tail Monitoring & Research, Inc. agrees with the recommendations outlined by Brian F. Smith and Associates. Further we agree to provide Native American Monitoring/Consulting services as needed for the duration of this endeavor.

Please feel free to contact me directly with any questions or concerns,

Thank you,

Sincerely,

Clint Linton
Kumeyaay, Tribal Consultant

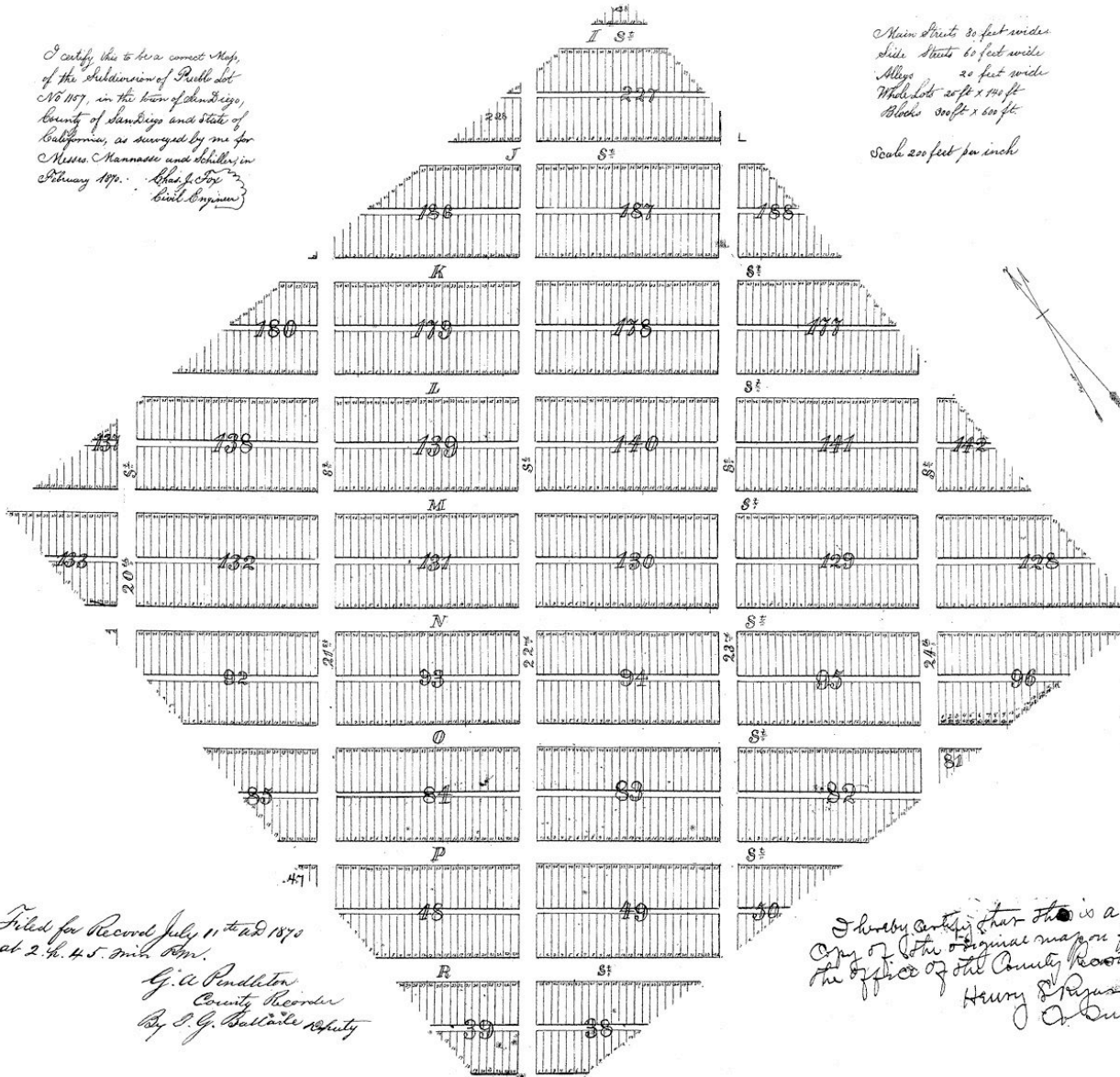
Red Tail (760) 803-5694 P.O. Box 507 Santa Ysabel, CA 92070

APPENDIX B

**Barrio Logan Community Plan Area
Subdivision Maps**

I certify this to be a correct Map,
of the Subdivision of Public Lot
161147, in the town of Landridge,
County of Stankins and State of
California, as surveyed by me for
Messrs. Manasse and Schiller, in
February 1870. *Geo. J. Fox*
Civil Engineer

Main Streets 30 feet wide
Side Streets 60 feet wide
Alleys 20 feet wide
Whole Lot 25 ft x 104 ft
Blocks 30 ft x 100 ft
Scale 200 feet per inch

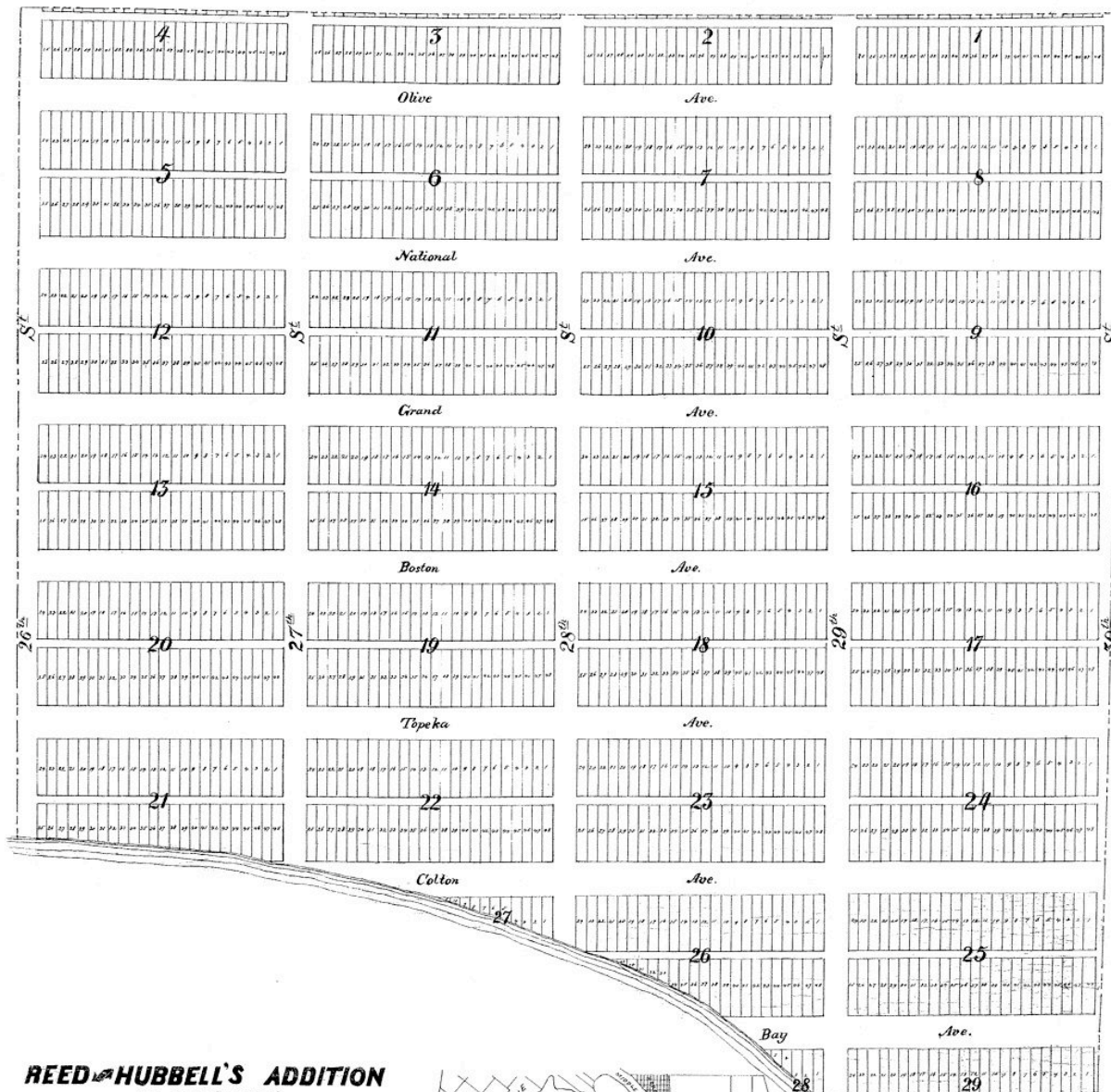


Filed for Record July 11th ad 1870
at 2.45. P.M.

G. W. Pendleton
County Recorder
By J. G. Basile's Deputy

I hereby certify that this is a correct
Copy of the original map on file in
the office of the County Recorder
Henry S. Rogers
J. A. Cur.

Manasse and Schiller's Addition



**REED & HUBBELL'S ADDITION
TO SAN DIEGO,
CALIFORNIA.**

Being a subdivision of W 1/2 Pueblo Lot 1162
and E 1/2 Pueblo Lot 1163

AS SURVEYED BY
O. N. Sanford
County Surveyor
1886.

Scale: 1 inch = 200 feet

We approve the above
plan of D. C. Reed
& H. Hubbell

Filed June 30th 1886
at 5th PM
S. A. McDowell
County Recorder

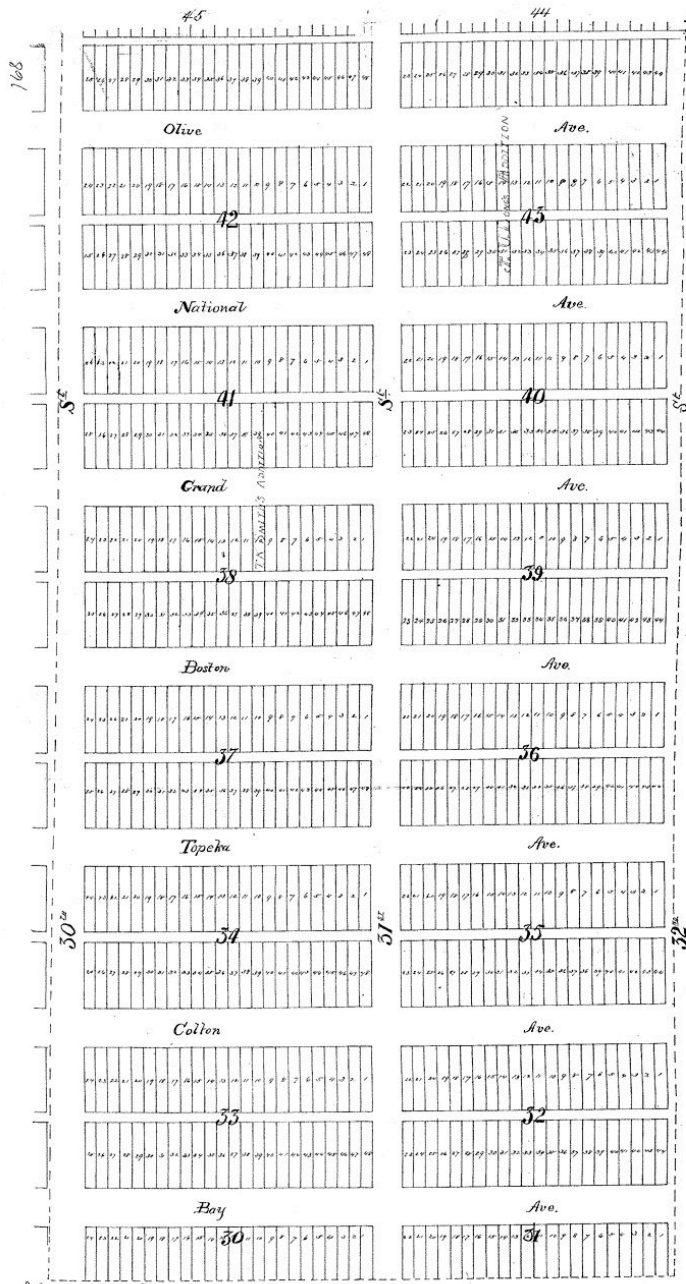
EXPLANATION:
Dotted lines show
streets 60 ft wide
Dashed lines show
streets 40 ft wide
Solid lines show
lots 20 ft wide
Lots 20 ft wide



MARGINAL MAP
SHOWING LOCATION OF REED & HUBBELL'S
ADDITION TO SAN DIEGO

I hereby certify that this is a correct
copy of the original map on file in the
County Recorder's office Henry A. Brown
Recorder

Reed and Hubbell's Addition



I hereby certify that this is a correct copy of the original map on file in the County Recorder's Office
Henry J. Jones
 Clerk

H.P. WHITNEY'S ADDITION
TO SAN DIEGO,
 CALIFORNIA.

We hereby approve
 of the above plan
 of H.P. Whitney
 of San Diego
 J. M. Living
 by Affirmation
 July 27th 1886

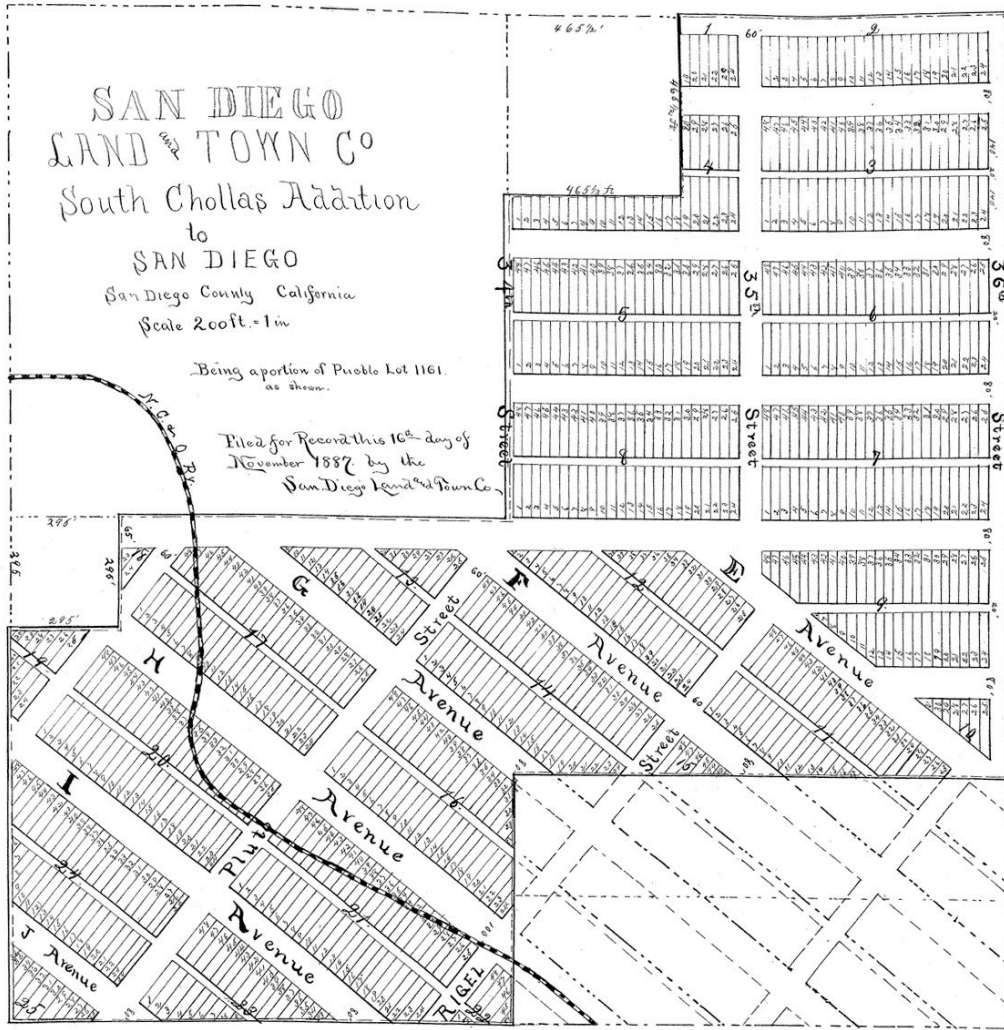
Being the East 1/2 of Pueblo Lot 1152
 AS SURVEYED BY
 O.N. Sanford
 COUNTY SURVEYOR
 July 1886

T.K. SMITH'S ADDITION
TO SAN DIEGO
J. G. LONG'S ADDITION
TO SAN DIEGO.

Received for record July 28th 1886
 at 11h. & 10 min. A.M. at W. H. Gordon
 request of H. P. Whitney & N. Smith
 and J. M. Living

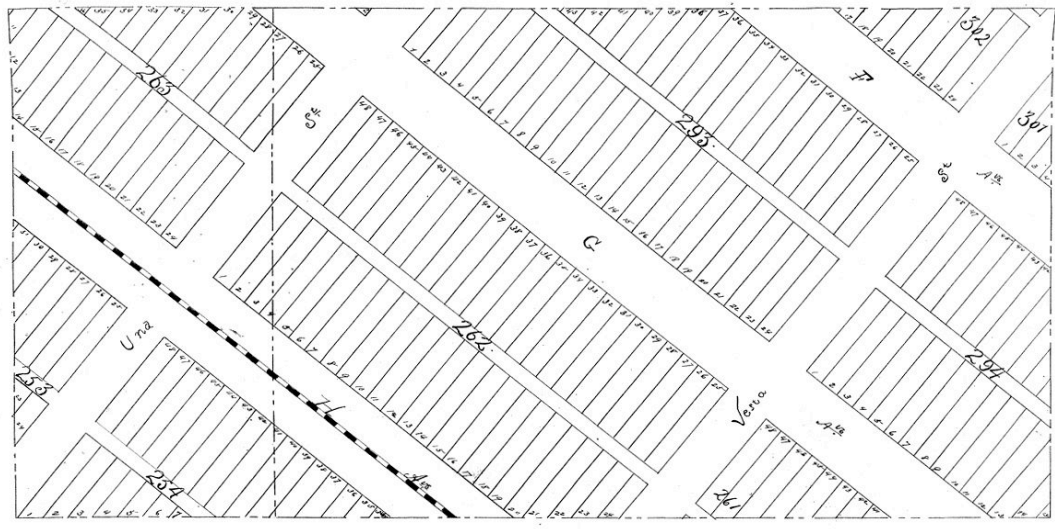
J. A. M. Dowell
 County Recorder

H. P. Whitney's Addition



*Witness Nov. 16th 1887
 E. C. Hurler County Recorder
 P. M. B. Moore Deputy*

San Diego Land and Town Company South Chollas Addition



GUION'S
 ADDITION TO SAN DIEGO

Being the S 1/2 of the NW 1/4 of P.L. 1342

Surveyed By
 O N SANFORD
 CIVIL ENGINEER
 April 1887

Recorded by Request of
 J. H. Guion.

*I hereby certify that this is a correct
 copy of the original map on file in
 the County Recorder's office
 Henry D. Ryan
 Recorder*

*Filed Apr 18 1887
 at Haight
 Co. Recorder
 By B. F. Moore
 Clerk*

Guion's Addition

45%



Scale 1/32 inch per foot

Streets, 60.00 feet wide
 Alleys 20 " "
 Blocks - 300 x 600 feet.
 Lots 25 x 100 "

Subdivided 25th day of May 1891
 in 6 blocks subdivided into lots of
 the 25th of the 25th 1891. By Walter
 Hoel

PLAT
 OF
 HOELS SUBDIVISION
 61st 1/2
 WEST 1/4 OF THE SOUTH 1/4 OF PUEBLO LOT 192.
 14-20
 RICHTER'S SUBDIVISION
 2nd
 WEST 1/4 OF PUEBLO LOT 121
 SAN DIEGO
 CHAS. A. FRANCE
 1871.

Hoel's and Richter's Subdivisions

APPENDIX C

Surveyed Buildings

Appendix C: Surveyed Buildings

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
951-961	16TH	1924	STREAMLINE MODERNE	GOOD	5S3
915	26TH	1930s	BLOCK	FAIR	7R
925	26TH	1910	FALSE FRONT COMMERCIAL	FAIR	7R
1006	26TH	CA 1945	CRAFTSMAN	FAIR	7R
1008	26TH	1935	CRAFTSMAN	GOOD	5S3
1010	26TH	1935 (AEY 1935)	CRAFTSMAN	FAIR	7R
1020	26TH	1935 (AEY 1935)	CRAFTSMAN	FAIR	5S3
1028	26TH	CA 1920 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
1029	26TH	1921 (AEY 1921)	CRAFTSMAN	FAIR	7R
1038	26TH	1925 (AEY 1925)	UNDETERMINED	POOR	7R
1048	26TH	CA 1920	UNDETERMINED	POOR	7R
1119	26TH	1950S	UNDETERMINED	UNDETERMINED	7R
1177	26TH	1935	UNDETERMINED	POOR	7R
2602-2606	26TH	CA 1915	UNDETERMINED	POOR	7R
940-950	26TH	1911	FOLK VICTORIAN	GOOD	5S3
1204	27TH	1926 (AEY 1926)	UNDETERMINED	POOR	7R
1234	27TH	1930	RANCH	FAIR	7R
UNKNOWN	27TH	CA 1930	FOLK VICTORIAN	FAIR	7R
1219	29TH	CA 1920 (AEY 1920)	UNDETERMINED	POOR	7R
1212	30TH	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1216	30TH	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1219	30TH	1914 (AEY 1914)	UNDETERMINED	GOOD	5S3
1220	30TH	CA 1945	FOLK VICTORIAN	POOR	7R
1204	31ST	1953 (AEY 1953)	RANCH	POOR	7R
1216	31ST	CA 1922 (AEY 1922)	CRAFTSMAN	FAIR	7R
1217	31ST	1923 (AEY 1923)	UNDETERMINED	POOR	7R
1220	31ST	CA 1945	CRAFTSMAN	GOOD	7R
1205-1215	31ST	CA 1945 (AEY 1900/2000)	MINIMAL TRADITIONAL	FAIR	5S3
1208	32ND	1935 (AEY 1935)	SPANISH ECLECTIC	UNDETERMINED	7R
1211	32ND	CA 1945	UTILITARIAN	UNDETERMINED	7R
1212	32ND	1925 (AEY 1900/2000)	SPANISH ECLECTIC	UNDETERMINED	7R
1214	32ND	CA 1945	UNDETERMINED	FAIR	7R
1216	32ND	1925 (AEY 1925)	SPANISH ECLECTIC	UNDETERMINED	7R
1249	32ND	CA 1945	UNDETERMINED	UNDETERMINED	7R
930	BEARDSLEY	CA 1945	MISSION REVIVAL	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
933	BEARDSLEY	1957 (AEY 1957)	MINIMAL TRADITIONAL	FAIR	7R
1012	BEARDSLEY	CA 1920	UNDETERMINED	POOR	7R
1018	BEARDSLEY	CA 1920	CRAFTSMAN	POOR	7R
1020	BEARDSLEY	CA 1920	CRAFTSMAN	POOR	7R
1026	BEARDSLEY	1924 (AEY 1924)	CRAFTSMAN	POOR	7R
1032	BEARDSLEY	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
1036	BEARDSLEY	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1786	BEARDSLEY	1926	MISSION REVIVAL	GOOD	5S3
2626	BOSTON	1890s	FOLK VICTORIAN	FAIR	7R
2644	BOSTON	CA 1880S (AEY 1919)	FOLK VICTORIAN	FAIR	7R
2659	BOSTON	CA 1945	MINIMAL TRADITIONAL	POOR	7R
2662	BOSTON	CA 1906 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2684	BOSTON	1925 (AEY 1925)	CRAFTSMAN	POOR	7R
2708	BOSTON	CA 1945	UNDETERMINED	POOR	7R
2817	BOSTON	CA 1945 (AEY 1900/2000)	MISSION REVIVAL	FAIR	7R
2818	BOSTON	1940 (AEY 1940)	CRAFTSMAN	POOR	7R
2826	BOSTON	CA 1930 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2841	BOSTON	1904 (AEY 1904/2004)	QUEEN ANNE	POOR	7R
2854	BOSTON	CA 1945	UNDETERMINED	POOR	7R
2865	BOSTON	CA 1945 (AEY 1900/2000)	SPANISH ECLECTIC	POOR	7R
2901	BOSTON	1906	COLONIAL REVIVAL	GOOD	5S3
2917	BOSTON	1920 (AEY 1920)	CRAFTSMAN	POOR	7R
2925	BOSTON	1926 (AEY 1926)	CRAFTSMAN	FAIR	7R
2969	BOSTON	CA 1880s (AEY 1919)	FOLK VICTORIAN	POOR	7R
2981	BOSTON	1881-1887 (AEY 1906/2006)	ITALIANATE	GOOD	5S3
3005	BOSTON	1920s	CRAFTSMAN	FAIR	7R
3043	BOSTON	CA 1920 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
3045	BOSTON	1923 (AEY 1923)	CRAFTSMAN	POOR	7R
3067	BOSTON	1955 (AEY 1955)	CONTEMPORARY	FAIR	7R
3143	BOSTON	CA 1940 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3145	BOSTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3151	BOSTON	CA 1945 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
3159	BOSTON	1940 (AEY 1940)	UNDETERMINED	POOR	7R
3165	BOSTON	1940 (AEY 1940)	UNDETERMINED	POOR	7R
3171	BOSTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2666-2668	BOSTON	1945 (AEY 1945)	UNDETERMINED	POOR	7R
2674-2680	BOSTON	1945 (AEY 1945)	UNDETERMINED	POOR	7R
2836-2838	BOSTON	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
2842-2844	BOSTON	1938 (AEY 1938)	UNDETERMINED	POOR	7R
2939-2941	BOSTON	1927	MISSION REVIVAL	GOOD	5S3
2947-2949	BOSTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3019-3021	BOSTON	1908 (AEY 1908)	UNDETERMINED	POOR	7R
3025?	BOSTON	1944 (AEY 1944)	UNDETERMINED	UNDETERMINED	7R
3061-3063	BOSTON	1955 (AEY 1955)	UNDETERMINED	UNDETERMINED	7R
3103-3105	BOSTON	CA 1940	MINIMAL TRADITIONAL	POOR	7R
3121-3123	BOSTON	CA 1947 (AEY 1947)	MINIMAL TRADITIONAL	FAIR	7R
1014	CESAR E CHAVEZ	CA 1900	FOLK VICTORIAN	POOR	7R
1016	CESAR E CHAVEZ	1920S	FOLK VICTORIAN	FAIR	5S3
1028	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1042	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1044	CESAR E CHAVEZ	1920S	UNDETERMINED	POOR	7R
1102	CESAR E CHAVEZ	1887 (AEY 1887)	QUEEN ANNE	FAIR	5S3
1118	CESAR E CHAVEZ	1887 (AEY 1887)	ITALIANATE	FAIR	7R
1122	CESAR E CHAVEZ	1889 (AEY 1889/1989)	FOLK VICTORIAN	FAIR	7R
3554	DALBERGIA	1950S	BLOCK	GOOD	5S3
3561	DALBERGIA	1960S	UTILITARIAN	GOOD	5S3
3586	DALBERGIA	1960S	UTILITARIAN	GOOD	5S3
3593	DALBERGIA	1960 (AEY 1960)	UNDETERMINED		7R
3608	DALBERGIA	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3611	DALBERGIA	1960S	BLOCK	GOOD	5S3
3625	DALBERGIA	1960S	BLOCK	UNDETERMINED	7R
3645	DALBERGIA	1960S	BLOCK	GOOD	5S3
3647	DALBERGIA	1960S	BLOCK	GOOD	5S3
3665	DALBERGIA	1960S	BLOCK	GOOD	5S3
3683	DALBERGIA	1960S	BLOCK	GOOD	5S3
3704	DALBERGIA	CA 1945	CRAFTSMAN	POOR	7R
3712	DALBERGIA	1926 (AEY 1926)	CRAFTSMAN	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
3715	DALBERGIA	1960S	BLOCK	GOOD	5S3
3724	DALBERGIA	CA 1945	UNDETERMINED	FAIR	7R
3732	DALBERGIA	1957 (AEY 1957)	MINIMAL TRADITIONAL	POOR	7R
3747	DALBERGIA	1949 (AEY 1949)	CRAFTSMAN	POOR	7R
3750	DALBERGIA	1960S	BLOCK	FAIR	7R
3756	DALBERGIA	1953 (AEY 1953)	UNDETERMINED	POOR	7R
3763	DALBERGIA	1960S	BLOCK	GOOD	5S3
3768	DALBERGIA	CA 1960	CONTEMPORARY	GOOD	5S3
3781	DALBERGIA	1950S	BLOCK	GOOD	5S3
3657-3669	DALBERGIA	1950S	MINIMAL TRADITIONAL	FAIR	7R
3718-3720	DALBERGIA	CA 1920 (AEY 1952)	UNDETERMINED	UNDETERMINED	7R
3725-3743	DALBERGIA	CA 1945	CRAFTSMAN	FAIR	7R
925	EVANS	CA 1920 (AEY 1960)	CRAFTSMAN	GOOD	5S3
1007	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1011	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1012	EVANS	CA 1940 (AEY 1952)	UNDETERMINED	POOR	7R
1014	EVANS	1870 (AEY 1901/2001)	ITALIANATE	FAIR	7R
1015	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1016	EVANS	CA 1960	UNDETERMINED	UNDETERMINED	7R
1019	EVANS	1918 (AEY 1918)	CRAFTSMAN	FAIR	7R
1021	EVANS	1918 (AEY 1918)	CRAFTSMAN	GOOD	5S3
1023	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1027	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1028	EVANS	1913 (AEY 1913)	CRAFTSMAN	GOOD	5S3
1031	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1032	EVANS	1918 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1035	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1045	EVANS	1918 (AEY 1918)	CRAFTSMAN	POOR	7R
1129	EVANS	1940 (AEY 1940)	UNDETERMINED	POOR	7R
1107-1115	EVANS	1915-1920 (AEY 1940)	CRAFTSMAN	FAIR	5S3
928	EVANS	1914 (AEY 1914)	FOLK VICTORIAN	FAIR	7R
1935	HARBOR	CA 1945	STREAMLINE MODERNE	GOOD	5S2
2295	HARBOR	CA 1945	BLOCK	GOOD	5S3
2405	HARBOR	CA 1930S-1940S	STREAMLINE MODERNE	FAIR	5S3
1641	LOGAN	1923 (AEY 1923)	CRAFTSMAN	POOR	7R
1661	LOGAN	1920 (AEY 1920)	UNDETERMINED	POOR	7R
1667	LOGAN	CA 1880 (AEY 1880)	QUEEN ANNE	GOOD	5S3
1673	LOGAN	CA 1880 (AEY 1918)	QUEEN ANNE	GOOD	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
1679	LOGAN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
1681	LOGAN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
1684	LOGAN	1950S	UTILITARIAN	GOOD	5S3
1685	LOGAN	1931 (AEY 1931)	COLONIAL REVIVAL	GOOD	5S3
1695	LOGAN	1931 (AEY 1931)	COLONIAL REVIVAL	GOOD	5S3
1703	LOGAN	CA 1906	UNDETERMINED	POOR	7R
1705	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
1800	LOGAN	CA 1940	STREAMLINE MODERNE	POOR	7R
1824	LOGAN	1870 (AEY 1906)	FOLK VICTORIAN	FAIR	7R
1827	LOGAN	1950S	BLOCK	POOR	7R
1830	LOGAN	CA 1906 (AEY 1925)	UNDETERMINED	POOR	7R
1835	LOGAN	CA 1945	BLOCK	FAIR	7R
1835	LOGAN	1906 (AEY 1906/2006)	CRAFTSMAN	UNDETERMINED	7R
1836	LOGAN	CA 1906 (AEY 1925)	UNDETERMINED	POOR	7R
1846	LOGAN	CA 1945	UNDETERMINED	POOR	7R
1849	LOGAN	1901	FALSE-FRONT COMMERCIAL	POOR	7R
1857	LOGAN	CA 1933	STREAMLINE MODERNE	FAIR	7R
1861	LOGAN	CA 1945	UNDETERMINED	POOR	7R
2075	LOGAN	1897 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2076	LOGAN	CA 1945	BLOCK	FAIR	7R
2078	LOGAN	CA 1945	BLOCK	FAIR	7R
2085	LOGAN	1880 (AEY 1901/2001)	ITALIANATE	GOOD	5S3
2100	LOGAN	CA 1945	BLOCK	POOR	7R
2107	LOGAN	CA 1905	FALSE FRONT COMMERCIAL	FAIR	5S3
2120	LOGAN	1905-1915 (AEY 1901/2001)	COLONIAL REVIVAL	UNDETERMINED	7R
2133	LOGAN	1910S	MISSION REVIVAL	FAIR	7R
2151	LOGAN	CA 1945	STREAMLINE MODERNE	POOR	7R
2156	LOGAN	1950S	BLOCK	POOR	7R
2166	LOGAN	1910 (AEY 1910)	FOLK VICTORIAN	FAIR	5S3
2168	LOGAN	CA 1945	BLOCK	FAIR	7R
2174	LOGAN	1893-1897 (AEY 1910)	QUEEN ANNE	FAIR	5S3
2181	LOGAN	1920S	MISSION REVIVAL	FAIR	7R
2201	LOGAN	1909 (AEY 1909)	COLONIAL REVIVAL	GOOD	5S3
2205	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2209	LOGAN	CA 1880 (AEY 1900/2000)	SECOND EMPIRE	UNDETERMINED	7R
2215	LOGAN	1907	FALSE-FRONT COMMERCIAL	GOOD	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2219	LOGAN	1910S (AEY 1930)	FOLK VICTORIAN	FAIR	5S3
2225	LOGAN	CA 1915 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2229	LOGAN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2230	LOGAN	CA 1910 (AEY 1910)	COLONIAL REVIVAL	FAIR	7R
2240	LOGAN	CA 1945	UNDETERMINED	POOR	7R
2244	LOGAN	CA 1945 (AEY 1900/2000)	BLOCK	POOR	7R
2250	LOGAN	1950S	BLOCK	GOOD	5S3
2255	LOGAN	CA 1920 (AEY 1900/2000)	BLOCK	UNDETERMINED	7R
2261	LOGAN	CA 1920	UNDETERMINED	UNDETERMINED	7R
2267	LOGAN	1910S	UNDETERMINED	FAIR	7R
2602	LOGAN	1950S	UNDETERMINED	UNDETERMINED	7R
2605	LOGAN	CA 1920	MISSION REVIVAL	POOR	7R
2611	LOGAN	CA 1920	MISSION REVIVAL	POOR	7R
2625	LOGAN	1960S	UNDETERMINED	UNDETERMINED	7R
1659-1661	LOGAN	CA 1920 (AEY 1897/1997/2007)	UNDETERMINED	POOR	7R
2117-2121	LOGAN	CA 1905	FOLK VICTORIAN	FAIR	7R
2141-2143	LOGAN	CA 1945	BLOCK	POOR	7R
2154-2158	LOGAN	1895/1930	COLONIAL REVIVAL	POOR	7R
2157-2159	LOGAN	CA 1870-1880/CA 1945	ITALIAN TATE	GOOD	7R
2161-2163	LOGAN	CA 1915	MISSION REVIVAL	FAIR	7R
2171-2177	LOGAN	1915 (AEY 1915)	UNDETERMINED	POOR	7R
2184-2196	LOGAN	1923	MISSION REVIVAL	FAIR	5S3
2185-2195	LOGAN	CA 1945	STREAMLINE MODERNE	FAIR	7R
2241-2249	LOGAN	CA 1906 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
2257-2259	LOGAN	CA 1906	UNDETERMINED	POOR	7R
1709	MAIN	1940s	UTILITARIAN	GOOD	5S3
1815	MAIN	CA 1945	BLOCK	FAIR	7R
1835	MAIN	1960s	BLOCK	POOR	7R
1837	MAIN	CA 1945	BLOCK	FAIR	7R
1861	MAIN	1960s	BLOCK	FAIR	7R
1878	MAIN	CA 1945	STREAMLINE MODERNE	FAIR	7R
1894	MAIN	1930	BLOCK	GOOD	5S3
1961	MAIN	1960S	BLOCK	FAIR	7R
1979	MAIN	1960S	UTILITARIAN	GOOD	5S3
1991	MAIN	CA 1945	QUONSET HUT	UNDETERMINED	7R
2015	MAIN	CA 1920S	BLOCK	FAIR	7R
2102	MAIN	CA 1945	BLOCK	FAIR	7R
2120	MAIN	1960S	BLOCK	FAIR	7R
2146	MAIN	CA 1945	BLOCK	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2190	MAIN	CA 1950	QUONSET HUT	FAIR	7R
2191	MAIN	CA 1945	BLOCK	FAIR	7R
2212	MAIN	CA 1945	CONTEMPORARY	UNDETERMINED	7R
2286	MAIN	CA 1960	UTILITARIAN	UNDETERMINED	7R
2380	MAIN	CA 1945	BLOCK	FAIR	7R
2646	MAIN	1960S	UTILITARIAN	GOOD	5S3
2647	MAIN	CA 1945	QUONSET HUT	GOOD	5S3
2680	MAIN	1917 (AEY 1917)	UNDETERMINED	POOR	7R
2694	MAIN	CA 1945	STREAMLINE MODERNE	UNDETERMINED	7R
2697	MAIN	1960S	CONTEMPORARY	GOOD	5S3
2704	MAIN	1960S	UTILITARIAN	GOOD	5S3
2734	MAIN	CA 1920	UNDETERMINED	POOR	7R
2740	MAIN	1945 (AEY 1945)	FOLK VICTORIAN	FAIR	7R
2761	MAIN	1960S	CONTEMPORARY	UNDETERMINED	7R
2940	MAIN	CA 1920 (AEY 1900/2000)	CRAFTSMAN	GOOD	5S3
2994	MAIN	CA 1945	UNDETERMINED	POOR	7R
3004	MAIN	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
3012	MAIN	CA 1915 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	5S3
3036	MAIN	CA 1945 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3042	MAIN	CA 1920	COLONIAL REVIVAL	FAIR	7R
3048	MAIN	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3054	MAIN	CA 1920 (AEY 1931)	CRAFTSMAN	POOR	7R
3062	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
3066	MAIN	CA 1915 (AEY 1900/2000)	UNDETERMINED	POOR	7R
3094	MAIN	CA 1880s	FOLK VICTORIAN	POOR	7R
3120	MAIN	CA 1945	MISSION REVIVAL	FAIR	5S3
3202	MAIN	CA 1945	BLOCK	POOR	7R
3388	MAIN	1950S	UTILITARIAN	FAIR	7R
3478	MAIN	CA 1945	BLOCK	FAIR	7R
3494	MAIN	CA 1945	MINIMAL TRADITIONAL	POOR	7R
3504	MAIN	CA 1945	UNDETERMINED	POOR	7R
3512	MAIN	CA 1950	QUONSET HUT	UNDETERMINED	7R
3520	MAIN	1960S	UTILITARIAN	GOOD	5S3
3576	MAIN	1950S	STREAMLINE MODERNE	POOR	7R
3586	MAIN	CA 1945	MISSION REVIVAL	FAIR	7R
3592	MAIN	1960S	BLOCK	GOOD	5S3
3600	MAIN	1950S	STREAMLINE MODERNE	POOR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
3616	MAIN	CA 1945	BLOCK	UNDETER	7R
3626	MAIN	CA 1945	BLOCK	POOR	7R
3636	MAIN	CA 1945	BLOCK	FAIR	7R
3644	MAIN	1960S	CONTEMPORARY	FAIR	7R
3660	MAIN	1950S	UNDETERMINED	POOR	7R
3666	MAIN	CA 1945	MINIMAL TRADITIONAL	POOR	7R
3676	MAIN	CA 1950	UNDETERMINED	UNDETERMINED	7R
3698	MAIN	CA 1960	UTILITARIAN	UNDETERMINED	7R
3704	MAIN	CA 1945	BLOCK	UNDETERMINED	7R
3704	MAIN	CA 1945	QUONSET HUT	UNDETERMINED	7R
3712	MAIN	CA 1945	UNDETERMINED	POOR	7R
3716	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
3724	MAIN	CA 1945	BLOCK	FAIR	7R
3736	MAIN	CA 1945	BLOCK	FAIR	7R
3738	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2604-2614	MAIN	CA 1945	UNDETERMINED	UNDETERMINED	7R
2902-2916	MAIN	CA 1945	MINIMAL TRADITIONAL	FAIR	7R
3078-3080	MAIN	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
3086-3088	MAIN	CA 1920 (AEY 1880/1980)	CRAFTSMAN	GOOD	5S3
2141	MAIN	CA 1945	STREAMLINE MODERNE	UNDETERMINED	7R
1603	NATIONAL	CA 1945	UTILITARIAN	GOOD	5S3
1619	NATIONAL	CA 1945	BLOCK	FAIR	7R
1659	NATIONAL	CA 1945	BLOCK	GOOD	5S3
1665	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1667	NATIONAL	CA 1945	BLOCK	FAIR	7R
1673	NATIONAL	CA 1945 (AEY 1950)	UNDETERMINED	POOR	7R
1678	NATIONAL	CA 1880-1905	FOLK VICTORIAN	FAIR	7R
1694	NATIONAL	1930S	STREAMLINE MODERNE	POOR	7R
1791	NATIONAL	1940S	BLOCK	FAIR	7R
1719	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
1724	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
1727	NATIONAL	1920s (AEY 1937)	SPANISH ECLECTIC	POOR	7R
1728	NATIONAL	CA 1908 (AEY 1908/2008)	COLONIAL REVIVAL	UNDETERMINED	7R
1744	NATIONAL	CA 1906 (AEY 1918)	FOLK VICTORIAN	FAIR	5S3
1752	NATIONAL	CA 1880	ITALIANATE	FAIR	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
1754	NATIONAL	CA 1945	MISSION REVIVAL	POOR	7R
1786	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1789	NATIONAL	CA 1945	BLOCK	FAIR	7R
1792	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1818	NATIONAL	1890S (AEY 1915)	FOLK VICTORIAN	UNDETERMINED	7R
1822	NATIONAL	1924 (AEY 1924)	COLONIAL REVIVAL	FAIR	5S3
1828	NATIONAL	CA 1920	FOLK VICTORIAN	UNDETERMINED	7R
1832	NATIONAL	CA 1905-1920	COMMERCIAL	FAIR	5S3
1841	NATIONAL	1960S	BLOCK	FAIR	7R
1852	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
1864	NATIONAL	1960S	BLOCK	GOOD	5S3
1875	NATIONAL	1940 (AEY 1940)	UNDETERMINED	POOR	7R
1882	NATIONAL	CA 1906 (AEY 1930)	FOLK VICTORIAN	POOR	7R
1884	NATIONAL	1887 (AEY 1922)	CRAFTSMAN	UNDETERMINED	7R
1885	NATIONAL	CA 1887/1960S	QUEEN ANNE	POOR	7R
1897	NATIONAL	CA 1945	STREAMLINE MODERNE	GOOD	5S3
2001	NATIONAL	CA 1945	BLOCK	POOR	7R
2021	NATIONAL	1913 (AEY 1913)	COLONIAL REVIVAL	GOOD	5S3
2039	NATIONAL	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2051	NATIONAL	CA 1915 (AEY 1935)	COLONIAL REVIVAL	POOR	7R
2055	NATIONAL	CA 1930	UNDETERMINED	POOR	7R
2074	NATIONAL	1919 (AEY 1919)	UNDETERMINED	UNDETERMINED	7R
2084	NATIONAL	CA 1920 (AEY 1928)	CRAFTSMAN	FAIR	5S3
2085	NATIONAL	1884 (AEY 1884/1984)	UNDETERMINED	POOR	7R
2090	NATIONAL	1890s (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2104	NATIONAL	1960S	UNDETERMINED	UNDETERMINED	7R
2113	NATIONAL	1923 (AEY 1923)	FOLK VICTORIAN	POOR	7R
2126	NATIONAL	CA 1923 (AEY 1923)	COLONIAL REVIVAL	GOOD	7R
2130	NATIONAL	CA 1925 (AEY 1884/1984)	UNDETERMINED	UNDETERMINED	7R
2136	NATIONAL	1960S	CONTEMPORARY	GOOD	5S3
2139	NATIONAL	1937 (AEY 1937)	UNDETERMINED	POOR	7R
2142	NATIONAL	1901 (AEY 1901/2001)	FOLK VICTORIAN	POOR	7R
2148	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2153	NATIONAL	CA 1928	UNDETERMINED	POOR	7R
2156	NATIONAL	CA 1930 (AEY 1946)	UNDETERMINED	POOR	7R
2159	NATIONAL	1928 (AEY 1928)	UNDETERMINED	POOR	7R
2168	NATIONAL	CA 1915 (AEY 1900/2000)	FOLK VICTORIAN	GOOD	5S3
2169	NATIONAL	1950S	UNDETERMINED	UNDETERMINED	7R
2177	NATIONAL	1910 (AEY 1910)	CRAFTSMAN	GOOD	5S3
2190	NATIONAL	CA 1910	QUEEN ANNE	POOR	7R
2214	NATIONAL	CA 1920 (AEY 1904/2004)	UNDETERMINED	POOR	7R
2220	NATIONAL	CA 1918 (AEY 1918)	UNDETERMINED	UNDETERMINED	7R
2222	NATIONAL	1953 (AEY 1953)	UNDETERMINED	UNDETERMINED	7R
2243	NATIONAL	CA 1920	BLOCK	UNDETERMINED	7R
2244	NATIONAL	1960S	UNDETERMINED	UNDETERMINED	7R
2255	NATIONAL	CA 1960	BLOCK	GOOD	5S3
2260	NATIONAL	CA 1945	BLOCK	POOR	7R
2268	NATIONAL	1913 (AEY 1913)	CRAFTSMAN	UNDETERMINED	7R
2276	NATIONAL	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
2285	NATIONAL	1913 (AEY 1913)	COLONIAL REVIVAL	GOOD	5S3
2292	NATIONAL	CA 1950	UTILITARIAN	GOOD	5S3
2303	NATIONAL	CA 1945	BLOCK	POOR	7R
2309	NATIONAL	CA 1945	BLOCK	FAIR	7R
2311	NATIONAL	1930 (AEY 1930)	UNDETERMINED	UNDETERMINED	7R
2629	NATIONAL	1880s	FOLK VICTORIAN	UNDETERMINED	7R
2632	NATIONAL	CA 1945	STREAMLINE MODERNE	GOOD	5S3
2640	NATIONAL	1913 (AEY 1913)	CRAFTSMAN	POOR	7R
2644	NATIONAL	CA 1920	FOLK VICTORIAN	GOOD	5S3
2652	NATIONAL	CA 1887 (AEY 1947)	FOLK VICTORIAN	GOOD	5S3
2653	NATIONAL	CA 1945	UNDETERMINED	UNDETERMINED	7R
2687	NATIONAL	CA 1950	STREAMLINE MODERNE	FAIR	7R
1600-1616	NATIONAL	CA 1930	BLOCK	GOOD	5S3
1701-1709	NATIONAL	1925	BLOCK	GOOD	5S1
1736 OR 1738	NATIONAL	1945 (AEY 1945)	CRAFTSMAN	POOR	7R
1776?	NATIONAL	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
1825-1827	NATIONAL	CA 1920	UNDETERMINED	UNDETERMINED	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
1831-1833	NATIONAL	1903 (AEY 1903/2003)	ITALIANATE	GOOD	5S3
1853-1863	NATIONAL	CA 1945 (AEY 1900/2000)	CRAFTSMAN	POOR	7R
2017-2019	NATIONAL	CA 1905-1915	COLONIAL REVIVAL	POOR	7R
2029-2031	NATIONAL	1880s (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2043-2045	NATIONAL	1914 (AEY 1914)	CRAFTSMAN	POOR	7R
2059-2061	NATIONAL	1918 (AEY 1918)	CRAFTSMAN	FAIR	5S3
2075?	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
2119 OR 2121	NATIONAL	CA 1920 (AEY 1937)	COLONIAL REVIVAL	GOOD	5S3
2145-2147	NATIONAL	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	POOR	7R
2162?	NATIONAL	CA 1890S	FOLK VICTORIAN	FAIR	7R
2188?	NATIONAL	CA 1945	UNDETERMINED	POOR	7R
2234-2238	NATIONAL	CA 1940	MINIMAL TRADITIONAL	FAIR	5S3
2265-2267	NATIONAL	CA 1890S (AEY 1900/2000)	COLONIAL REVIVAL	UNDETERMINED	7R
2616-2618	NATIONAL	CA 1923	MISSION REVIVAL	FAIR	5S3
2626-2628	NATIONAL	CA 1945	MISSION REVIVAL	FAIR	7R
1750	NATIONAL	1900 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
2129	NATIONAL	CA 1925 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2194	NATIONAL	CA 1945	BLOCK	POOR	7R
1700	NEWTON	CA 1950	UNDETERMINED	UNDETERMINED	7R
1746	NEWTON	CA 1945	UNDETERMINED	POOR	7R
1843	NEWTON	CA 1940 (AEY 1900/2000)	UNDETERMINED	POOR	7R
1853	NEWTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
1855	NEWTON	1919 (AEY 1919)	COLONIAL REVIVAL	UNDETERMINED	7R
1858	NEWTON	CA 1945	UNDETERMINED	UNDETERMINED	7R
1861	NEWTON	CA 1940 (AEY 1955)	UNDETERMINED	FAIR	7R
1865	NEWTON	1920s	CRAFTSMAN	FAIR	5S3
1869	NEWTON	1920s-1940s	CRAFTSMAN	FAIR	5S3
1870	NEWTON	CA 1945 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
1875	NEWTON	CA 1960	BLOCK	GOOD	5S3
1878	NEWTON	1912 (AEY 1912)	UNDETERMINED	UNDETERMINED	7R
1886	NEWTON	1950S	CONTEMPORARY	FAIR	7R
1896	NEWTON	1924 (AEY 1924)	UNDETERMINED	POOR	7R
1896	NEWTON	1924 (AEY 1924)	UNDETERMINED	UNDETERMINED	7R
1896	NEWTON	1955 (AEY 1955)	UNDETERMINED	UNDETER	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2016	NEWTON	CA 1945	MINIMAL TRADITIONAL	FAIR	7R
2022	NEWTON	1960S	BLOCK	GOOD	5S3
2040	NEWTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2044	NEWTON	1940S	UNDETERMINED	POOR	7R
2046	NEWTON	1960S	CONTEMPORARY	GOOD	5S3
2060	NEWTON	1930 (AEY 1930)	UNDETERMINED	UNDETERMINED	7R
2062	NEWTON	CA 1945 (AEY 1950)	FOLK VICTORIAN	FAIR	7R
2072	NEWTON	CA 1920 (AEY 1925)	FOLK VICTORIAN	POOR	7R
2074	NEWTON	CA 1945 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
2096	NEWTON	CA 1960	BLOCK	UNDETERMINED	7R
2107	NEWTON	CA 1920 (AEY 1950)	CRAFTSMAN	UNDETERMINED	7R
2109	NEWTON	CA 1950	UTILITARIAN	GOOD	5S3
2116	NEWTON	1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2121	NEWTON	CA 1920 (AEY 1957)	UNDETERMINED	POOR	7R
2122	NEWTON	1920 (AEY 1920)	COLONIAL REVIVAL	UNDETERMINED	7R
2130	NEWTON	CA 1945	QUONSET HUT	UNDETERMINED	7R
2144	NEWTON	CA 1920 (AEY 1930)	CRAFTSMAN	POOR	7R
2146	NEWTON	1885 (AEY 1940)	ITALIANATE	FAIR	7R
2152	NEWTON	CA 1920 (AEY 1930)	COLONIAL REVIVAL	FAIR	5S3
2154	NEWTON	CA 1920 (AEY 1970)	CRAFTSMAN	POOR	7R
2168	NEWTON	CA 1920 (AEY 1935)	COLONIAL REVIVAL	GOOD	5S3
2170	NEWTON	CA 1920 (AEY 1930)	COLONIAL REVIVAL	GOOD	5S3
2175	NEWTON	CA 1950	STREAMLINE MODERNE	FAIR	7R
2178	NEWTON	CA 1905 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	7R
2205	NEWTON	1960S	CONTEMPORARY	GOOD	5S3
2220	NEWTON	CA 1910 (AEY 1925)	FOLK VICTORIAN	FAIR	7R
2224	NEWTON	1900 (AEY 1900/2000)	UNDETERMINED	UNDETERMINED	7R
2232	NEWTON	CA 1905-1915 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2240	NEWTON	CA 1920 (AEY 1900/2000)	COLONIAL REVIVAL	GOOD	5S3
2250	NEWTON	CA 1910	UNDETERMINED	UNDETER	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2256	NEWTON	CA 1920 (AEY 1920)	UNDETERMINED	POOR	7R
2272	NEWTON	CA 1965	BLOCK	GOOD	5S3
2280	NEWTON	CA 1920 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	7R
2284	NEWTON	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	7R
2328	NEWTON	CA 1935 (AEY 1935)	UNDETERMINED	UNDETERMINED	7R
2340	NEWTON	CA 1945	UNDETERMINED	UNDETERMINED	7R
2614	NEWTON	1912 (AEY 1912)	CRAFTSMAN	POOR	7R
2615	NEWTON	1925 (AEY 1925)	FOLK VICTORIAN	UNDETERMINED	7R
2618	NEWTON	1912 (AEY 1912)	COLONIAL REVIVAL	GOOD	5S3
2619	NEWTON	1898 (AEY 1898/1998)	QUEEN ANNE	FAIR	5S3
2622	NEWTON	1912 (AEY 1912)	CRAFTSMAN	POOR	7R
2625	NEWTON	1911 (AEY 1911)	FOLK VICTORIAN	POOR	7R
2628	NEWTON	1925 (AEY 1925)	CRAFTSMAN	POOR	7R
2631	NEWTON	1911 (AEY 1911)	UNDETERMINED	POOR	7R
2635	NEWTON	CA 1920 (AEY 1901/2001)	UNDETERMINED	FAIR	7R
2641	NEWTON	1913 (AEY 1913)	UNDETERMINED	UNDETERMINED	7R
2647	NEWTON	1912 (AEY 1912)	CRAFTSMAN	FAIR	7R
2653	NEWTON	CA 1910 (AEY 1900/2000)	FOLK VICTORIAN	FAIR	5S3
2661	NEWTON	CA 1920 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2667	NEWTON	CA 1920 (AEY 1923)	CRAFTSMAN	POOR	7R
2668	NEWTON	1913 (AEY 1913)	UNDETERMINED	UNDETERMINED	7R
2676	NEWTON	1960S	UNDETERMINED	UNDETERMINED	7R
2679	NEWTON	CA 1890S	FOLK VICTORIAN	FAIR	7R
2685	NEWTON	CA 1910	FOLK VICTORIAN	FAIR	5S3
2686	NEWTON	CA 1925	CRAFTSMAN	FAIR	7R
2691	NEWTON	CA 1950	RANCH	POOR	7R
2696	NEWTON	1900 (AEY 1900/2000)	UNDETERMINED	POOR	7R
2701	NEWTON	CA 1920 (AEY 1908/2008)	CRAFTSMAN	FAIR	5S3
2709	NEWTON	CA 1960	UNDETERMINED	UNDETERMINED	7R
2744	NEWTON	CA 1960	UNDETERMINED	UNDETERMINED	7R
2749	NEWTON	CA 1906 (AEY 1919)	UNDETERMINED	POOR	7R
2755	NEWTON	CA 1930 (AEY 1900/2000)	QUEEN ANNE	FAIR	7R

Address Number	Street Name	Year Built	Architectural Style	Integrity	NRHP Status
2759	NEWTON	1925 (AEY 1925)	MISSION REVIVAL	GOOD	5S3
2777	NEWTON	CA 1945	BLOCK	FAIR	7R
1809	NEWTON	CA 1945 (AEY 1900/2000)	MINIMAL TRADITIONAL	FAIR	7R
1879-1885	NEWTON	CA 1946 (AEY 1955)	STREAMLINE MODERNE	FAIR	7R
2080-2082	NEWTON	CA 1890S (AEY 1930)	QUEEN ANNE	GOOD	5S3
2141-2143	NEWTON	CA 1960	BLOCK	FAIR	7R
2180-2182	NEWTON	CA 1905 (AEY 1900/2000)	COLONIAL REVIVAL	FAIR	7R
2266-2270	NEWTON	CA 1945 (AEY 1955)	MINIMAL TRADITIONAL	UNDETERMINED	7R
2658-2662	NEWTON	CA 1920 (AEY 1900/2000)	CRAFTSMAN	FAIR	5S3
2032	NEWTON	1941 (AEY 1941)	MINIMAL TRADITIONAL	POOR	7R
2056	NEWTON	CA 1920	UNDETERMINED	POOR	7R
1531	RIGEL	CA 1960	UTILITARIAN	GOOD	5S3
911	SAMPSON	1913 (AEY 1913)	UNDETERMINED	POOR	7R
924	SAMPSON	CA 1920	UNDETERMINED	UNDETERMINED	7R
934	SAMPSON	CA 1945	CRAFTSMAN	GOOD	5S3
938	SAMPSON	CA 1945	CRAFTSMAN	GOOD	7R
942	SAMPSON	CA 1945	CRAFTSMAN	FAIR	7R
1027	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	GOOD	5S3
1037	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	GOOD	5S3
1043	SAMPSON	CA 1945 (AEY 1950)	CRAFTSMAN	FAIR	7R
1025	SICARD	CA 1970s	CONTEMPORARY	GOOD	5S3
1028	SICARD	CA 1920 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1030	SICARD	1914 (AEY 1930)	CRAFTSMAN	GOOD	5S3
1034	SICARD	1914 (AEY 1935)	CRAFTSMAN	FAIR	5S3
1038	SICARD	1914 (AEY 1914)	CRAFTSMAN	GOOD	5S3
1915	UNA	UNDETERMINED	UNDETERMINED	UNDETERMINED	7R
1929	VESTA	CA 1920S	CRAFTSMAN	FAIR	7R
1931	VESTA	1940S	UNDETERMINED	POOR	7R
2004	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2010	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2011	VESTA	1930 (AEY 1930)	UNDETERMINED	POOR	7R
2016	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2019	VESTA	1930 (AEY 1930)	UNDETERMINED	POOR	7R
2020	VESTA	CA 1940S (AEY 1900/2000)	UNDETERMINED	POOR	7R
2107	WODEN	CA 1950	MISSION REVIVAL	POOR	7R
3803	WODEN	CA 1950	UNDETERMINED	POOR	7R

APPENDIX D

Barrio Logan Street Name and Number Changes

Barrio Logan Street Name Changes*

Through time, many street names have changed in Barrio Logan since they were first laid out in the 1870s and 1880s. The following table provides the past and current street names for reference purposes.

Current Street Name	Original Street Name
National Ave.	Milton
16 th St.	S. 20 th St.
Sigsbee St.	21 st St.
Beardsley St.	S 22 nd St.
Cesar Chavez Pkwy.	S. 23 rd , later Crosby
Dewey St.	S. 24 th St.
Evans St.	S. 25 th St.
Sampson St.	S. 26 th St.
Newton Ave.	Grand
Harbor Dr.	Colton
Sicard St.	S. 27 th St.

* compiled from Sanborn Fire Insurance Maps

Barrio Logan Street Number Changes*

In 1914, the City of San Diego made changes to street numbers throughout the city. The following table presents the calculations to determine the differences between 1912-1913 and 1914-1915 addresses.

Street	To determine 1914-1915 Numbers:
16 th St.	Add 100 to 1912-1913 numbers
Beardsley St.	Add 100 to 1912-1913 numbers
Boston Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Cesar Chavez Pkwy.	Add 100 to 1912-1913 numbers
Dewey St.	Add 100 to 1912-1913 numbers
Evans St.	Add 100 to 1912-1913 numbers
Harbor Dr. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Logan Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Logan Ave. southeast of S. 26 th St.	Add 1500 to 1912-1913 numbers
Main Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Main Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
National Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
National Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Newton Ave. northwest of S. 26 th St.	Add 1400 to 1912-1913 numbers
Newton Ave. southeast of S. 26 th St.	Add 2500 to 1912-1913 numbers
Rigel St.	Add 1500 to 1912-1913 numbers
Sampson St.	Add 100 to 1912-1913 numbers
Sicard St.	Add 100 to 1912-1913 numbers
Sigsbee St.	Add 100 to 1912-1913 numbers
Siva St.	Add 100 to 1912-1913 numbers
S. 26 th St.	Add 100 to 1912-1913 numbers
S. 27 th St.	Add 1500 to 1912-1913 numbers
S. 28 th St.	Add 1500 to 1912-1913 numbers
S. 29 th St.	Add 1500 to 1912-1913 numbers
S. 30 th St.	Add 1500 to 1912-1913 numbers
S. 31 st St.	Add 1500 to 1912-1913 numbers
S. 32 nd St.	Add 1500 to 1912-1913 numbers
Thor St.	Add 1500 to 1912-1913 numbers
Una St.	Add 1500 to 1912-1913 numbers
Vesta St.	Add 1500 to 1912-1913 numbers
Woden St.	Add 1500 to 1912-1913 numbers

* compiled from Sanborn Fire Insurance Maps and Brandes 1983

APPENDIX E

**Notable Places, People, and Groups Identified by the
Logan Heights Historical Society**

**Notable Places, People, and Groups Identified by the
Logan Heights Historical Society**

The Logan Heights Historical Society *Memory Album*, compiled in 2000, contains a list of Logan Heights places, people, and groups from the early 20th century to the present. Although the list is not specific to Barrio Logan (it includes the entire neighborhood of Logan Heights), the list has been reproduced below for reference.

Businesses		
ABC Brewery	El Porvenir Tortilleria	Molina Transmission
Agundes Auto Repair	Fed-Mart	Montez Market
Amador Market	Firestone Tire	Moreno Market
Anita's Café	Food Roofing Supply	Neighborhood Café
Benson's Lumber	Fornaca Bakeries	Pepsi-Cola
Campos Market	Galloway Pharmacy	Potts Second Hand
Carlos Cleaners	Gamboa Barber Shop	Pragers Department Store
Charlie's Cleaners	George Ruiz Liquor	Roth Department Store
Chief's Gas Station	Goldstar Taco	Safeway
Chiquitas Bakery	Gomez Gas Station	Sam's Market
Chuey's	Harbor Bay Co.	Santos Restaurant and Tortilla Shop
Clancy's Bay & Café	Hikel's Liquor Store	Sawaya Brothers
Colmenero's Market	Holiday Market (1 st drive-thru and self-serve gas in Logan)	Shannon Restaurant
Corona Furniture	Joe's Baber Shop	Slim's Gas Station
Cuatro Milpas	Johnson's Printing	Stiver's Jewelry Store
Dickenson Auto Parts	La Central Market	Tom's Market
Dominguez Restaurant	Langendorf Bread	Universal Furniture Store
Doria Pharmacy	Louie's Transmission Repair	Valenzuela's Market
Eastside Brewery	Main Street Surplus	Weber's Bread
Ed Taylor Cleaners	Maio Bros. Shoe Repair	Wright's Party Supply
El Carrito	New Mexico Café	Ye Copper Kettle
	Maya Tortilleria	

Artists	
Jose Diaz	Richard Romio
Cantinflas Ortiz	Salvador & Gloria Torres

Singers/Musicians		
Steve Andrews	Benny Hollman	Penny Brothers
Preston Bradley	Gloria Hurtado	Horace "Tati" Pina
Leonard Elston	Leroy Kenniston	Floyd Richardson
Manuel Estrada	Clyde Lamar	Junior Robles
Proncell Foster	Peggy Yancy Meniffee	Chato Ruiz
Larry Green	Ronnie Montoya	Charlie Tinker "Tinkerbell"
	Rachael Ortiz	

Personalities		
Frank, The Educated Wino	Horobado-Pool Hall	Robert "Baba" Martinez
Chuey Garcia	Pelon Johnston	Manuel "Tortilla" Ojeda
Hobo Joe	Kikiriki	Mosquito
Al Holloway	Lupita	Merlin Pinkerton
	Margarita	

Boxers		
Ernie (Dido) Cuadras	Archie Moore	Johnny "The Bandit" Romero
King Arthur Gonzalez	Charlie Powell	George Stamos
	Yrenio (Jr.) Robles	

Bars		
10-20 Club	Hi-Ho Club	Pete's Place
19 th Street Club	Honest Louie's	Pistol Two
38 th Street Club	Jack's Island	Porky's Place
Circus-Circus	La Bamba	Silver Slipper
El Sarape	Logan Inn	Two Roses
	Lucky Lady	

Police		
Rosario Jose Colmenero (reserve)	Manuel Guaderrama	Jr. Washington
Ron Collins	Manuelito Smith	Johnny Williams
	Manuel Smith, Jr. (Sukey)	

Theaters		
The Coronet	The Metro	The Victory

Doctors		
Dr. Ching	Dr. Singleton	Dr. Teske
Dr. Hara	Dr. Francis Tanaka	Dr. Tully
	Dr. Roy Tanaka	

Schools		
Anthony Home – School	Logan Elementary	San Diego High
Burbank Elementary	Lowell Elementary	Sherman Elementary
Emerson Elementary	Memorial Jr. High	Snyder Continuation
Juvenile Hall – School	Our Lady of Angels	Stockton Elementary
	Our Lady of Guadalupe	

Educators	
Armando Rodriguez	Rene Nunez

Sports		
Dick Delgado	Pinkerton	Chickie Rodriguez
Augie Escamilia	Charlie and Art Powell	Ezell Singleton
H.D. Murphy	Floyd Robinson	Robert Thorpe
Neighborhood House		William J. Oakes Boys Club

Icons		
Calvary Baptist	Cliquot Club	Metodista Libre
Christ the King	Golden Arrow Dairy	St. Ann's
	Guadalupe Church	

Gangs/Clubs		
25 th Street Gang	Chuckers (formerly Black Angels)	Little Valle
Los Amigos	The Counts	Los Lobos
Be Bops	The Demons	Madonnas
Bean Bandits	The Drifters	Nightriders
Black Angels	El Valle	Red Steps
The Blue Velvets	Los Gallos	Shebas
Caballeros	The Jr. Levi Gang	Southeast Youth Council
The Cherry Gang	The Levi Gang	Talons
Los Chicanos		Yellow Jackets

APPENDIX F

**Logan Heights Historical Society
“MEMORY ALBUM”**



Figure 19. Historical Resources Inventory (February 2011)

