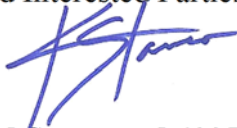


CITY OF SAN DIEGO
M E M O R A N D U M

DATE: January 14, 2016

TO: Historical Resources Board and Interested Parties

FROM: Kelley Stanco, Senior Planner 

SUBJECT: **ITEM 6 – 2360-2388 Linwood Street and 4005 Arista Street**

This item was previously considered by the Historical Resources Board at the July 23, 2015 meeting. At that time, staff recommended against designation (Attachment 1). Following public testimony and Board deliberation, the following motion was passed with a vote of 7-0-0:

Motion by Boardmember Berge to send Item 6 – 2360-2388 Linwood Street and 4005 Arista Street back for additional information; in particular, under Criterion A for community development within the historic context of Old Town. But not limited to the arbitrary lines in the draft survey of Old Town so that we can see how it fits into, particularly, the pattern of the automobile and tourists. Also under Criterion C to look at type for form and function which would include not only the actual construction of board and batten and the wooden bungalow; but the function, the intent, of the original builders. Also, look into Donald Willard as a builder.

The applicant has prepared an Addendum to the Historical Resource Research Report to address the items identified in the Board's motion (Attachment 2). In regard to Criterion A, the Addendum found no association with tourism in Old Town, with all evidence pointing to the cottages as longer-term rental residences. In regard to Criterion C, the Addendum found that the buildings, which exhibit basic residential construction techniques, are not significant as a building typology. Further, the Addendum found that the buildings are not "a rare or an important example of building practices, construction innovations or technological advances during a specific time in history", as required to find that a building is eligible under Criterion C for its method of construction. Lastly, in regard to Criterion D, the Addendum found little information regarding Donald Willard, and no information to suggest he should be considered a Master Builder.

Based upon the information in the Historical Resource Research Report and the Addendum, the staff recommendation to not designate under any HRB Criteria remains unchanged.

Attachments: 1.) Staff Report HRB-15-027, dated July 9, 2015
2.) Historical Resource Research Report Addendum for the 2360-2386 Linwood Street Residences, December 2015 (under separate cover)



THE CITY OF SAN DIEGO
Historical Resources Board

DATE ISSUED: July 9, 2015 REPORT NO. HRB-15-027

ATTENTION: Historical Resources Board
Agenda of July 23, 2015

SUBJECT: **ITEM #6 – 2360-2388 Linwood Street and 4005 Arista Street**

APPLICANT: Dean Wilson Living Trust represented by Scott A. Moomjian

LOCATION: 2360-2388 Linwood Street and 4005 Arista Street, Old Town San Diego
Community, Council District 3

DESCRIPTION: Consider the designation of the property located at 2360-2388 Linwood
Street and 4005 Arista Street as a historical resource.

STAFF RECOMMENDATION

Do not designate the property located at 2360-2388 Linwood Street and 4005 Arista Street under any adopted HRB Criteria.

BACKGROUND

This item is being brought before the Historical Resources Board in conjunction with a proposed building modification or demolition of a structure of 45 years or more, consistent with San Diego Municipal Code Section 143.0212. The site contains a collection of 9 detached vernacular bungalows and two carport structures on a sloping lot (APN 443-511-20) on the north side of Linwood Street in the Old Town community. The applicant's report identifies the address range as 2360-2388 Linwood Street; however, City records indicate that site also includes the address of 4005 Arista Street. This is further supported by the water and sewer permit records (Attachment 1), which provide an address of 4005 Arista Street (note that the legal description of Lot 1, Block 508 is consistent with the subject site).

The property was identified in the 2012 Draft Old Town Survey and given a Status Code of 5S3, "Appears to be individually eligible for local listing or designation through survey evaluation." The date of construction at the time of the survey evaluation was unknown; however the survey identified the site as potentially significant within the theme of "Early American Development and Industrialization (1873-1929)" thereby indicating that the survey presumed that the buildings were older than their 1941 date of construction.

ANALYSIS

A Historical Resource Research Report was prepared by Scott A. Moomjian, which concludes that the property is not significant under any HRB Criteria, and staff concurs. This determination is consistent with the *Guidelines for the Application of Historical Resources Board Designation Criteria*, as follows.

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.

The subject property at 2360-2388 Linwood Street and 4005 Arista Street was constructed in 1941 and 1942. The 2012 Draft Old Town Historic Context and Survey discusses this period in Old Town's history within the theme of "Great Depression and World War II (1930-1945)" (Attachment 2). The theme is also discussed and expanded upon in the applicant's report. As the build-up to World War II was under-way, the influx of defense workers significantly strained San Diego's housing supply. Restrictions on rooming houses and other temporary housing were lifted as San Diego struggled to keep up with the demand. New housing was constructed in small subdivisions within Old Town, and old trolley cars were re-purposed as temporary housing.

The Draft Old Town Historic Context Statement identifies the property types associated with this theme and the eligibility thresholds. There is no discussion of eligibility under Criterion A related to this theme. Review of City Directories reveals that, while some military and defense industry workers lived at several cottages during the first few years, there does not appear to be any significant link between the subject property and nearby defense employment. While the subject property did provide needed housing in the immediate pre-War period, it is no more unique in this regard than any other housing unit constructed during that time. There is no information to indicate that the property exemplifies or reflects special elements of the City's or Old Town's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development; and therefore, staff does not recommend designation under HRB Criterion A.

CRITERION B - Is identified with persons or events significant in local, state or national history.

Research into the owners and tenants of the property at 2360-2388 Linwood Street and 4005 Arista Street did not reveal any individuals who could be considered historically significant in local, state or national history. Furthermore, no events of local, state or national significance are known to have occurred at the subject property. Therefore, the property is not eligible for designation under HRB Criterion B.

CRITERION C - Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of natural materials or craftsmanship.

The subject property at 2360-2388 Linwood Street and 4005 Arista Street contains a collection of 9 vernacular bungalows and two carport structures. The bungalows, each of standard wood frame construction, were built in 1941, with the exception of 2360 Linwood, which was built in 1942. They are vernacular in nature, with no explicit styling. All of the bungalows exhibit gable roofs and various forms of wood siding and windows, with few other design features or elements. No significant modifications of note are identified in the applicant's report, which

describes each bungalow in detail. The primary character defining features of each bungalow are summarized in the table below.

ADDRESS	YEAR BUILT	ROOF FORM & DETAIL	SIDING	WINDOWS	OTHER DETAILS
2360 Linwood	1942	Moderately pitched, side gabled, little eave overhang.	Wood board and batten.	Wood multi-lite casement.	Entry stoop with small projecting roof cover.
2370 Linwood	1941	Moderately pitched, side gabled, little eave overhang with exposed rafters.	Wood board and batten.	Wood multi-lite casement.	Entry with small projecting roof cover.
2372 Linwood	1941	Moderately pitched, side gabled, moderate eave overhang.	Wood shingles over horizontal wood siding.	Wood multi-lite casement.	Small entry stoop.
2374 Linwood	1941	Moderately pitched, side gabled, moderate eave overhang.	Wood board and batten.	Wood multi-lite casement.	Small entry deck.
2676 Linwood	1941	High pitched, front gabled, little eave overhang.	Horizontal wood siding and wood board and batten.	Wood multi-lite casement and diamond-pane.	Entry stoop with small projecting roof cover.
2380 Linwood	1941	Moderately pitched, side gabled, little eave overhang with exposed rafters.	Beveled wood siding.	Wood multi-lite casement and double-hung.	
2382 Linwood	1941	High pitched, side gabled, moderate eave overhang with exposed rafters.	Wood board and batten above horizontal wood siding.	Wood multi-lite casement.	
2384 Linwood	1941	High pitched, front gabled, moderate eave overhang with exposed rafters.	Wood board and batten and horizontal wood siding.	Wood multi-lite casement and double-hung.	Entry stoop with small projecting roof cover that wraps around the west elevation.
2386 Linwood	1941	High pitched, front gabled, moderate eave overhang with exposed rafters.	Wood board and batten and horizontal wood siding.	Wood multi-lite casement.	

The bungalows exhibit some Craftsman-like detailing but were constructed well outside of the period of significance for Craftsman architecture and lack other decorative features such as brackets and prominent porches. In addition, despite their 1941-1942 date of construction, the buildings do not express a clear Modernist design influence either. They are best categorized as simple vernacular bungalows, and do not embody the character defining features of a particular style, type, period or method of construction. Therefore, staff does not recommend designation under HRB Criterion C.

CRITERION D - Is representative of a notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman.

Research into the construction of the property at 2360-2388 Linwood Street and 4005 Arista Street failed to conclusively identify a builder, designer or architect. Therefore, the property is not eligible for designation under HRB Criterion D.

CRITERION 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 State Historical Preservation Office for listing on the State Register of Historical Resources.

The property at 2360-2388 Linwood Street and 4005 Arista Street has not been listed on or determined eligible for listing on the State or National Registers. Therefore, the property is not eligible for designation under HRB Criterion E.

CRITERION 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 represent one or more architectural periods or styles in the history and development of the City.

The property at 2360-2388 Linwood Street and 4005 Arista Street is not located within a designated historic district. Therefore, the property is not eligible for designation under HRB Criterion F.

OTHER CONSIDERATIONS

If the property is designated by the HRB, conditions related to restoration or rehabilitation of the resource may be identified by staff during the Mills Act application process, and included in any future Mills Act contract.

CONCLUSION

Based on the information submitted and staff's field check, it is recommended that the property located at 2360-2388 Linwood Street and 4005 Arista Street not be designated under any adopted HRB Criteria. Designation brings with it the responsibility of maintaining the building in accordance with the Secretary of the Interior's Standards. The benefits of designation include the availability of the Mills Act Program for reduced property tax; the use of the more flexible Historical Building Code; flexibility in the application of other regulatory requirements; the use of the Historical Conditional Use Permit which allows flexibility of use; and other programs which vary depending on the specific site conditions and owner objectives.



Kelley Stanco
Senior Planner/HRB Liaison

KS

Attachments:

1. Water and Sewer Permits
2. Excerpt from Context Statement for the 2012 Draft Old Town Survey
3. Applicant's Historical Report under separate cover

CITY OF SAN DIEGO, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

SEWER CONNECTION ORDER

No 43129

Location 4005 Ariata St

Make P.P. Connection

Lot 1 Blk. 508 Addn. C.S.D.

Owner Don Willard

Issued by [Signature] Fee \$ 5.00

SERVICE TAPS MAIN

53 Ft. E From M.H.W. Line of

Street

SERVICE ENTERS PROPERTY

Ft. From Line of

Street

Not valid for purpose
stated unless stamped
"PAID" in this space.

1-27-41

OFFICE COPY (Win Shop)

CITY OF SAN DIEGO, CALIFORNIA
WATER DEPARTMENT

A 39529

SERVICE ORDER AND RECEIPT

21 1A 192
Payment Having Been Made By Ron Willard
Of Fourth Fine Dollars (\$ 4500)
Install 1 Service and 1" Meter at 4005 Sprague St
Lot 1 Block 506 Addition OT
Map Book 5 Page 521 P. C. Location Top end of 2" main in SD area

The undersigned hereby subscribes to and agrees to be bound by terms of agreement printed below.

Owner Ron Willard By _____
Mail Water Bills _____ Issued _____
To Address 401 Sprague St By RW.

THIS SPACE FOR USE OF WATER FOREMAN ONLY

Service Location 200 Ft. E of E. Line of 4005 Sprague Ave. Street on San Diego Ave Street N.
Size of 1" Laid Meter No. 5891655 Meter Rdg. _____ Size and Kind of Pipe Used 1" copper
Kind of Paving _____ Date Installed 1-30 1941 Signed: Ramell

Foreman

GalvinPreservationAssociates



City of San Diego Old Town San Diego Community Plan Area Historic Resources Reconnaissance Survey Historic Context & Survey Report

Prepared for:
City of San Diego
Development Services Department, Planning Division
1222 First Avenue
San Diego, CA 92101

Prepared by:
Galvin Preservation Associates Inc.
231 California Street
El Segundo, CA 90245



March 2012



The Gila House Site Block 483 is the location of an early residence constructed in the 1850s. It has since been demolished and a historical marker has been placed at its original location at 3940 Harney Street. It was designated as a Historic Resource by the San Diego Historical Resources Board in 1970.

The Cobblestone Jail Site is the location of Haraszthy Jail constructed in 1851. Agoston Haraszthy, the namesake of the jail, was the first sheriff in San Diego County. The building also served as San Diego County's first hospital. It has since been demolished and a historical marker has been placed at its original location at 2360 San Diego Avenue. It was designated as a Historic Resource by the San Diego Historical Resources Board in 1970.

Theme: Early American Development and Industrialization (1873-1929)

Since the 1830s, the citizens of San Diego had attempted to establish a direct rail link to the east. This was an integral component to the vision Alonzo Horton held of San Diego as a modern city and a major seaport. 1868 and 1869 were boom years, with steady growth over the next four years until the economic panic of 1873. The population dropped to 1,500 in 1875, but then rebounded. However, San Diego's civic leaders continued to focus on the development of the railroad. By 1876 both San Francisco and Los Angeles had direct rail links to the East Coast and for San Diego to establish itself as one of California's top destinations it needed one as well. Frank Kimball represented San Diego in its venture to establish a transcontinental rail link to the East and by the 1870s he had struck a deal with the Atchison, Topeka and Santa Fe Railroad.⁴³ In July of 1881, the newly formed California Southern began building a line from San Diego to San Bernardino, via Oceanside and Fallbrook, which neared completion in September of 1882.⁴⁴ However, the Southern Pacific prevented San Diego's upstart line to cross their already established line at Colton. This interference allowed only local trains to run from San Diego to Colton, until, November 26, 1885, when the first transcontinental train arrived in San Diego.



Figure 9: San Diego's Santa Fe Depot, 1887.

Source: <http://www.sandiegohistory.org/journal/85fall/railroadimages.htm>

⁴³ James N. Price. "The Railroad Stations of San Diego County: Then and Now," *The Journal of San Diego History*, Vol. 34, No. 2, (Spring 1988). <http://www.sandiegohistory.org/journal/88spring/railroad.htm>; accessed April 1, 2010.

⁴⁴ Ibid.



Once a transcontinental line had been established, trade increased and San Diego's population boomed to 40,000. This expansion in trade brought an increase in the availability of building materials. Wood buildings gradually began to replace adobe structures. Some of the earliest buildings to be erected in the American Period were "kit" buildings, built on the East Coast of the United States and shipped in sections around Cape Horn and reassembled in San Diego.⁴⁵ During this period of time, the area of Uptown located immediately northeast of Old Town began to develop. Development during this period prior to the expansion of the railroads was slow in Old Town. Residences were constructed in the vicinity of the plaza, but much of the construction that occurred during these years occurred in New Town. Few resources from the 1870s and 1880s remain; one example is the Gatewood House at 2515 San Diego Avenue. It is a wood-framed residence that was constructed by *The Union* newspaper founder in 1873. It is designated as HRB Site #34 and is included within the Old Town State Historic Park designation of 1970.

Between 1885 and 1890 no fewer than five independent railroad lines were organized and constructed in response to the population boom. One of the first independent rail lines to be constructed was the San Diego & Old Town Railway, which began operation in 1887. However, as the line progressed toward its eventual terminus in La Jolla in 1894 its name changed to: the San Diego, Old Town & Pacific Beach in 1888, and the San Diego, Pacific Beach & La Jolla in 1894.⁴⁶ This line was also known as the "Abalone Limited".

Additional transportation advances at this time included the Santa Fe's construction of a new rail link from Oceanside to Orange County, called the "Surf Line". And on July 3, 1886, Elisha S. Babcock Jr. and Hampton L. Story launched the San Diego Streetcar Company, the city's first horse drawn trolley.⁴⁷ The following year, the Electric Rapid Transit Company debuted San Diego's first electric streetcar transit system. This line ran from Kettner Boulevard (then Arctic) to Old Town.⁴⁸ In conjunction streetcar transit franchises were handed out indiscriminately to keep up with the demand.⁴⁹ John D. Spreckels formed the San Diego Electric Railway Company in 1891. The line began in what is now downtown, eventually expanding into Balboa Park and Old Town after the turn of the century.

Despite the growing prosperity of the city, San Diego's boom quickly went bust in the 1890s as a general depression hit the U.S. In the decade that followed San Diego's population decreased by half and many of the smaller independent railroads were consolidated or literally washed away by heavy rains in 1892. However, as the turn of the century approached the city began to recover and new industries started to emerge. Although the majority of San Diego's industrial development was occurring outside of Old Town, there was limited industrial growth occurring within it. By 1900, Edward W. Akerman and Robert Alfred Tuffley brought the olive processing

⁴⁵ *San Diego Modernism Context Statement*, City of San Diego, Submitted to the State of California Office of Historic Preservation, (October 17, 2007), p. 18.

⁴⁶ Note: in 1906, the owners of the San Diego and Old Town line planned connecting service to the north and it became known as the Los Angeles & San Diego Beach Railroad, however it never went farther north than La Jolla.

⁴⁷ Gena Holle. "Transit in San Diego: ASCE Anniversary Project," *The Journal of San Diego History*, Vol. 48, No. 1, (Winter 2002). <http://www.sandiegohistory.org/journal/2002-1/holle.htm>; accessed April 1, 2010.

⁴⁸ Ibid.

⁴⁹ Ibid.



industry to Old Town, when they relocated their Old Mission Olive Works Company to the former Casa de Bandini. The two business partners remodeled the first floor to house offices and rooms for olive processing and packing. The second floor functioned as housing for family and close friends of Akerman and Tuffley.



Figure 10: Casa de Bandini as the Old Mission Olive Works processing plant, 1909.

Source: Copyright, The San Diego Historical Society No. 1136.



Figure 11: Workers labeling olive oil bottles at the Old Mission Olive Works, 1908.

Source: Copyright, San Diego Historical Society No. 5728

By 1910, San Diego had fully recovered from the 1890s depression and in 1911, Akerman and Tuffley announced plans to build a new modern olive processing plant. The plant was designed by a professional architect in the Mission Revival style and covered almost an entire square block at the base of Juan Street within Old Town block 409.⁵⁰ The building was completed in 1915.⁵¹ Akerman and Tuffley continued to run their business from their new plant until 1919 when the two retired and sold their company to a corporation with local and New York investors.⁵² Five years following the sale, the company was rebranded as Old Mission

Products Company and expanded into the packaging of other agricultural products. In 1951, the original 1915 Akerman and Tuffley processing plant was demolished.

As industry continued to grow in the 1910s, rail service throughout San Diego County was

⁵⁰ Carter, 150-151.

⁵¹ Ibid.

⁵² Ibid.



further consolidated. Following the 1890s and multiple rail line purchases, by 1917, only two railroad lines operated within San Diego County, the Santa Fe and John Spreckels' San Diego & Arizona. The San Diego Electric Railway line began in what is now downtown, eventually expanding around Balboa Park by 1909 and into the park by 1912.⁵³ In 1910, the San Diego Electric Railway was expanded into Old Town on India Street at Winder Street, to California Street up La Jolla Avenue (now part of San Diego Avenue), crossing northeast to San Diego Avenue to Mason Street in the plaza.⁵⁴ The San Diego and Old Town Railroad discontinued its service in 1917. Two years later its tracks were taken up and eventually became part of John Spreckels' holdings when he constructed a San Diego Electric line to La Jolla in 1923, using much of the same rail bed.⁵⁵ Rail service flourished in the 1920s with 1924 being a peak year of trolley ridership. However, the invention and popularity of the automobile began to significantly impact rail line service.

The Pacific Highway was one of the first paved roads through the area. At one time, it was part of Highway 101. While the southern terminus of Highway 101 is now Los Angeles, it used to travel all the way south through San Diego to the Mexican border in San Ysidro. However, this portion was decommissioned and replaced in the late 1960s by Interstate 5. Significant portions of Highway 101 were historically part of El Camino Real, the route that connected Alta California's missions, presidios, and pueblos. It served as the main north-south road in California until the 1920s. Highway 101 was one of the first highways designated by the Bureau of Public Roads in 1925. Existing sections of roadway were designated routes and marked by signs so that motorists could find their way from one town to the next. Long distance automobile runs became a popular form of amusement, and soon auto camps were developed to provide over night accommodations.

The expansion of rail lines to Old Town at the turn of the 20th century likely encouraged commercial, residential, and institutional development in the area, though the pace of development was moderate, with single- and multi-family residences constructed, largely along Harney and Congress Streets. Light commercial development occurred, but it remained scattered along Congress Street and San Diego Avenue. The institutional development during the period included the construction of the Immaculate Conception Church on San Diego Avenue between Twiggs and Harney Streets.

Associated Property Types

While the early transportation improvements during the late 19th and early 20th centuries influenced the later development of the plan area, there are no directly related property types remaining. Industrial development within Old Town during this period was limited to the Old Mission Olive Works, which relocated its olive processing plant to Casa de Bandini (HRB Site #14-C) in 1900. Casa de Bandini is already listed and more reflective of the Mexican Period. The

⁵³ Richard V. Dodge, *Rails of the Silver Gate: The Spreckels San Diego Empire* (San Marino, CA: Pacific Railway Journal, 1960), 19.

⁵⁴ Dodge, 43.

⁵⁵ Price, <http://www.sandiegohistory.org/journal/88spring/railroad.htm>; accessed April 1, 2010.



larger plant building Akerman and Tuffley constructed in 1915 was demolished in 1951. Although Old Town as a whole was subdivided in 1870, a small pocket subdivision known as the Hinton Subdivision was laid out between 1900-1920. This subdivision was located along Taylor Street, between Chestnut (currently Presidio Drive) and Whitman Streets. However, there are no buildings remaining from this subdivision's original development.⁵⁶ According to the reconnaissance survey, the other buildings remaining from this period are residential, commercial, and institutional buildings just outside Old Town's original core. This development likely occurred as a result of the construction of the San Diego and Old Town Railway and the expansion of the San Diego Electric Railway into the area. The construction of these building types was scattered and largely occurred on Harney and Congress Streets and San Diego Avenue.

Residential - Single-family Residences

New residents to Old Town constructed small houses just outside the already established core area in the early part of the 19th century. These residences are concentrated along the 2400-2500 blocks of Congress Street with smaller groupings constructed immediately to the southeast. These residences were primarily vernacular cottages, Craftsman bungalows, or Spanish Colonial Revival style residences. The vernacular cottages and Craftsman bungalows are typically one-story in height, sheathed in wood clapboard or shingles, and covered by gabled roofs. The Spanish Colonial Revival style residences are typically one-story in height, sheathed in smooth stucco, and covered by either gabled or flat roofs clad with terracotta tile.

Criteria: San Diego Register Criteria B & C

Evaluation of Individual Resources: Single-family residences may be individually significant under Criterion B if they were homes of persons significant in local history. Single-family residences may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (See Architectural Styles in Appendix A).

Essential Factors of Integrity: Under Criterion B, location, setting, feeling, and association must be strongly present. Setting, design, materials, and feeling must be retained in the evaluation under Criterion C. In both cases, the use of the building may have changed. It is assumed that the general setting will have changed since the period of significance; however, the immediate setting should remain intact.

Residential – Multi-family Residences

Similar in style to the small single-family residences constructed at this time, multi-family residences with two to four units were also built. These residences were located in close proximity to Casa de Bandini and the former location of the 1915 Old Mission Olive Works

⁵⁶ Subdivided Lands, City of San Diego Map 1900-1942. Historical Planning Maps, City of San Diego. <http://www.sandiego.gov/city-clerk/inforecords/historicalmaps.shtml>; accessed January 15, 2011.



plant. The occupants of these residences may have been employed at the Old Mission Olive Works Company. Most of these residences can be described as vernacular turn of the century duplexes and bungalow courts. They are typically one story in height, sheathed in wood clapboard or shingles, and covered by gabled roofs with separate exterior entrances for each unit. Examples of this type of resource can be found along Conde Street.

Criteria: San Diego Register Criteria B & C

Evaluation of Individual Resources: Multi-family residences may be individually significant under Criterion B if they were homes of persons significant in local history. Multi-family residences may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (See Architectural Styles in Appendix A).

Essential Factors of Integrity: Under Criterion B, location, setting, feeling, and association must be strongly present. Setting, design, materials, and feeling must be retained in the evaluation under Criterion C. In both cases, the use of the building may have changed. It is assumed that the general setting will have changed since the period of significance; however, the immediate setting should remain intact.

Commercial – Retail Stores

Although few commercial buildings were constructed within Old Town during this period, there are a couple remaining examples. These buildings are typically small, one-story, wood-framed buildings, sheathed in either clapboard siding or smooth stucco with Western False Front facades. The majority of surviving examples are concentrated near Old Town's original core and are interspersed along San Diego Avenue and Harney and Congress Streets. They can be generally described as early 20th Century commercial buildings. Example of this type of property can be found at 2505 and 2515 San Diego Avenue.

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Commercial buildings may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (See Architectural Styles in Appendix A). Considering the fact that few commercial buildings remain from the early American development and industrialization period, even representative examples of types and styles may qualify.

Essential Factors of Integrity: Under Criterion C setting, design, materials, and feeling must be retained in the evaluation. In both cases, the use of the building may have changed. It is assumed that the general setting will have changed since the period of significance; however, the immediate setting should remain intact. Signage may have changed unless it was an integral component of the architecture.



Institutional – Religious Properties

There is only one prime example of a religious property associated with this theme in the plan area, the Immaculate Conception Church. Constructed in 1917, the Immaculate Conception Church replaced the Old Adobe Church, as the primary place of worship for Catholics in Old Town. The church was dedicated in 1919, and has been in continuous operation since that time.

Criteria: San Diego Register Criteria A & C



Figure 12: Catholic Church of Immaculate Conception

Evaluation of Individual Resources: Religious buildings may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the development of Old Town San Diego during the early American Period. Examples of these property types may also be significant under Criterion C, if they embody the distinctive characteristics of a style, type, period, or method of construction. Good examples of religious buildings will reflect their original use, and layout from the era in which they were constructed. Related buildings such as parsonages, Sunday school buildings and social halls should also be

evaluated as a part of the properties if they were present during the period of significance and retain their physical integrity. Considering the fact that few religious buildings remain within the plan area, even representative examples may qualify.

Essential Factors of Integrity: Location, design, materials, and feeling must be retained in the evaluation under Criteria A and C. The primary character-defining features such as the exterior materials, roof forms, main entryway, and fenestration should remain intact.

Theme: Automobile, Early Tourism and Preservation in Old Town

In Old Town there were two distinct periods of development directly influenced by tourism and preservation. The first phase occurred from 1904 to 1939 and revolved around the impact of the automobile. This phase was characterized by early motorists' interest in buildings remaining from the Spanish and Mexican Periods in Old Town. The second phase was characterized more by the restoration, reconstruction, relocation, and recordation of existing resources that became tourist attractions in the first phase. Since there is a significant break in time between these two periods, as a result of World War II, they will be discussed separately below.

Phase 1: The Automobile, Early Tourism and Preservation (1904-1939)

In the early 1900s, the popularity of the automobile had led to auto touring as a recreational activity. By 1904 Southern California had been described as a "paradise" for car enthusiasts.



Commercial – Restaurants



Figure 16: 4620 Pacific Coast Highway

As a result of the tourism industry there are numerous restaurants in the plan area. There are two typical types of restaurants within the Old Town plan area. They are either one-story freestanding buildings surrounded by surface parking lots or they are located within commercial strips that are one to two stories in height at pedestrian level. These buildings were typically constructed in the Spanish Colonial

Revival style due to enforced design guidelines established with the Old Town Planned District. However, some examples remain of other styles that were popular during the post-war period. A good example of this property type can be found at 4620 Pacific Highway.

Criteria: San Diego Register Criterion C

Evaluation of Individual Resources: Restaurants may be individually significant under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style they represent (See Architectural Styles in Appendix A as well as the San Diego Modernism Historic Context Statement).

Essential Factors of Integrity: Under Criterion C setting, design, materials, feeling and workmanship must be retained in the evaluation. The use of the building may have changed and it is assumed that the general setting will have changed since the period of significance; however, the immediate setting should remain intact.

Theme: Great Depression and World War II (1930-1945)

Unlike most of the nation, San Diego did not immediately experience the effects of the 1929 stock market crash. The city experienced a much more gradual decline since its industrial base was still in its development stages. However in the years that immediately followed, real estate sales declined and development largely ceased. In order to generate economic development, state and federal government relief programs were created to fund a variety of infrastructure, civic, and residential construction projects in the 1930s.



Figure 17: FHA Demonstration House in Mesa AZ, 1936.

Source: National Register Bulletin: Historic Residential Suburbs p. 63.

During this period, focus shifted to the improvement of American domestic life, advocating home ownership and standardized construction practices. However, as housing construction continued to decline during the deepening depression, the



ideal of the small house took on new urgency. The 1931 President's Conference for the design of residential neighborhoods resulted in recommendations from the nation's foremost experts on how to stimulate the construction industry while improving the quality of housing for the average American family.⁷² This goal was largely achieved by the Federal Housing Administration (FHA) established in 1934. The FHA approved properties for mortgage insurance and published construction standards for housing.

In 1936 the FHA published its first guide to efficient comfortable living, titled *Planning Small Houses*. The publication featured five house types that would provide maximum accommodation within a minimum amount of space.⁷³ By 1940, the "FHA minimum house" originally presented in the 1936 guide, had been reworked to allow for expansion and the design could be influenced by individual style preferences with the addition of gables, porches, materials, roof types, windows, and shutters. During the 1930s and 1940s the minimum house was being expressed in the Streamline Moderne and Minimal Traditional styles.

Within Old Town, the ideals of the 1930s FHA publications emerged in the development of a residential neighborhood constructed in the Minimal Traditional style, along Jackson, Sunset, and Juan Streets, located just below the San Diego Presidio Site. This development spanned Block 450 and Lot 1 of Block 449 of the original Old Town San Diego plat map. The new subdivision map was filed on January 18, 1938 at the request of land owner, George W. Marston and Percy H. Broell.⁷⁴ Development within these two blocks began in 1938 and continued up through 1945.

However, this was not the only new subdivision George Marston was developing within Old Town during this period. In addition to his subdivision along Jackson, Sunset, and Juan Streets, he also began developing a new subdivision to the northwest eight years earlier. This subdivision included Block 423 of the Old Town San Diego plat map, and a portion of the Hinton subdivision. This section of Marston's land was re-mapped on June 12, 1930 to accommodate the continuation of Jackson Street. This subdivision was bounded by Taylor, Whitman, Chestnut (currently Presidio Drive) and Wallace Streets.⁷⁵

The latter half of the 1930s saw the continuation of the efforts in Old Town to preserve its early history. As a part of the Historic American Buildings Survey, the Casa de Bandini, Casa de Estudillo, and the Casa de Lopez were recorded in 1937. The Works Progress Administration (WPA) completed numerous projects in Old Town. WPA funds provided for the rebuilding of the Adobe Chapel of the Immaculate Conception near its original site in 1937.⁷⁶ WPA funding also allowed for the construction of a wall in Presidio Park, which was built to represent the

⁷² "Hoover Stresses Need for Easier Home Buying," *Los Angeles Times*, December 3, 1931, 1.

⁷³ "Booklets to Guide Home Building Offered," *Los Angeles Times*, June 28, 1936, E4.

⁷⁴ Record of Survey No. 631, Block 450 and Lot 1 of Block 449 of Old San Diego, San Diego California, January 18, 1938.

⁷⁵ Licensed Surveyors Map No. 409. Licensed Survey of Lots G, H, I, & J, Hinton Subdivision & Portions of Block 423 Old San Diego, San Diego California June 12, 1930.

⁷⁶ California Office of Historic Preservation, "California Historical Landmarks: San Diego County," http://www.parks.ca.gov/?page_id=21478 (accessed August 9, 2011).



eastern wall of the original presidio.⁷⁷ The agency also constructed an outlook structure at the head of the Franciscan garden and created trails and pathways within the park.⁷⁸

In the mid-1930s San Diego's economy began to recover and on October 20, 1935, the city received a huge industrial economic boost when Ruben H. Fleet relocated Consolidated Aircraft to the Midway area, just southwest of Old Town. Fleet came to San Diego with \$9 million in unfilled orders and 800 employees.⁷⁹ Shortly after the company's relocation, Consolidated Aircraft received one of its largest contracts from the Navy for 60 twin-engine PBV-1 patrol bombers.⁸⁰ As the Great Depression came to a close Consolidated Aircraft had 9,000 employees and by 1941 its workforce had jumped to 25,000 when the U.S. entered World War II.⁸¹

Following the bombing of Pearl Harbor on December 7, 1941, military bases along the Pacific Coast became prime strategic locations for the Pacific fleets. Between the recruitment of military personnel and defense contract workers, the population of San Diego soared. From 1940 through the summer of 1943, San Diego's growth far surpassed its ability to provide housing and services for thousands of defense workers.⁸² This increase in population impacted everything from housing, to transportation and schools.



Figure 18: Old trolley cars at the foot of Presidio Hill serving as temporary housing.

Source: <http://www.sandiegohistory.org/journal/93spring/suburbs.htm>

Within Old Town, during this period, circulation patterns were transformed to accommodate the construction of La Jolla Avenue (currently part of San Diego Avenue) and the Pacific Highway expansion, which resulted in the closure and remapping of a variety of Old Town's original streets and subdivision blocks.⁸³

The City attempted to assist in the search for homes by developing a Defense Housing Commission, which listed available vacancies within the area.⁸⁴ The City also lifted ordinances against rooming houses in residential zones, but

⁷⁷ James Mills, "A Spanish Wall," *The Journal of San Diego History* Vol. 2, No. 3 (July 1956), <http://www.sandiegohistory.org/journal/56july/wall.htm> (accessed August 9, 2011).

⁷⁸ Thomas L. Scharf, ed. "Presidio Park: A Statement of George W. Marston in 1942," *The Journal of San Diego History* Vol. 32, No. 2 (Spring 1986), <http://www.sandiegohistory.org/journal/86spring/presidio.htm> (accessed August 9, 2011).

⁷⁹ William Wagner. *Ryan, The Aviator: Being the Adventures and Ventures of Pioneer airman and Businessman, T. Claude Ryan*. (New York: McGraw-Hill, 1971), 182-183.

⁸⁰ *Ibid*, 185.

⁸¹ Mike Davis, Kelly Mayhew and Jim Miller. *Under the Perfect Sun: The San Diego Tourists Never See*. (New York: The New Press, 2003).

⁸² Mary Taschner, "Boomerang Boom: San Diego 1941-1942," *Journal of San Diego History*. Volume 28, Number 1. (Winter, 1982), <http://www.sandiegohistory.org/journal/82winter/boom.htm>; accessed April 1, 2010.

⁸³ Record of Survey Map No. 752, July 31, 1939; Record of Survey Map No. 929, June 13, 1941; Record of Survey Map 1799, April 22, 1943; Old San Diego, San Diego California.

⁸⁴ *Ibid*.



nothing could meet the continuous immigration of defense workers. Soon military and defense workers began to seek housing in Old Town due to its close proximity to the Midway area. Existing housing within the Old Town San Diego Community Plan Area had already become filled to capacity like most of San Diego. In an effort to provide temporary housing, old trolley cars were relocated to a vacant lot within Old Town, along Juan and present-day Taylor Streets. Auto-camps previously used for traveling motorists within Old Town also began to be utilized as temporary housing and the U.S. Navy took possession of the former Mrs. Hubbel's Western Bakery buildings, to aid in housing military operations and personnel.⁸⁵

Finally, in 1940, the Federal government passed the Lanham Act, which appropriated \$150 million to the Federal Works Agency to provide massive amounts of housing in congested defense industry centers. The development of defense housing units within the city would be located in undeveloped areas both east and north of the city's downtown.⁸⁶

Between 1940 and 1942 two smaller subdivisions were developed within Old Town. One was located just north of Taylor Street, along Juan and Gains Streets, and the other consisted of a section of government housing projects constructed along Calhoun and Juan Streets between Harney and Mason Streets. However, both areas have since been redeveloped with few buildings remaining from this period.⁸⁷

Associated Property Types

According to Sanborn maps, property types associated with this theme include the adaptive re-use of tourist motor courts, auto courts, and even old trolley cars as temporary housing for the influx in defense and military personnel. However no examples of this type of temporary housing remain. In addition to temporary residential accommodations, permanent single-family residences were constructed. A concentrated pocket of single-family residences constructed during this time is still present just below Presidio Hill. The only industrial development within Old Town during this period was the construction of Mrs. Hubbel's Bakery located along Pacific Highway.

Residential - Single-family Residences

The single-family residences constructed during this period are concentrated below Presidio Park along Sunset, Mason, Twiggs and Jefferson Streets. The majority of the homes were designed in the Minimal Traditional style with a few constructed in the Spanish Colonial Revival style. These residences tend to be one story to one and half stories in height depending on grading with moderate setbacks and landscaped front yards. Good examples of this property type can be found along the 2600 block of Sunset Street.

Criteria: San Diego Register Criteria B & C

⁸⁵ Sanborn 1940 cor. 1945.

⁸⁶ *San Diego Modernism Context Statement*, 33.

⁸⁷ Subdivided Lands, City of San Diego Map 1900-1942. Historical Planning Maps, City of San Diego. <http://www.sandiego.gov/city-clerk/inforecords/historicalmaps.shtml>; accessed January 15, 2011.



Figure 19: 4119-21 Mason Street

Evaluation of Individual Resources: Single-family residences may be individually significant under Criterion B if they were the homes of persons significant in local history. Single-family residences may also be eligible under Criterion C if they embody the distinctive characteristics of a style, type, period, or method of construction. These buildings will possess the character-defining features of the style it represents (see the Architectural Styles in Appendix A).

Evaluation of Historic Districts: A contiguous grouping of similar single-family residences from this period may be eligible for listing as a historic district under Criteria A-E. Once a district has been listed individual buildings may qualify as contributors under Criterion F. A contributing building should reflect the architectural style and form that it would have possessed at the time of construction. Historic districts must retain a substantial majority of buildings dating from the period of significance and collectively reflect a particular style or period.

Essential Factors of Integrity: Setting, location, feeling, and association must be strongly present. A contributing building to a historic district should reflect the architectural style and form that it would have possessed at the time of construction.

Theme: Post World War II (1946-1970)

Following World War II, San Diego experienced a continued population increase as veterans and defense workers began to permanently settle in the area. By 1950, San Diego's population had increased from 203,341 in 1940 to 334,387, creating a massive demand for permanent housing.⁸⁸ In response, developers began constructing large suburban tract homes along the city's outskirts. At the end of the 1940s the role of the developer had been transformed with the Housing Act of 1949. This act made it profitable for developers to construct multiple houses from stock plans rather than having the homeowner construct their own residence. The residences tended to be affordable, and modest in scale with simple floor plans.

Within Old Town, there was a surge of new development. Pockets of residential tract homes began to be constructed within the area's already existing housing developments. These homes were similar to the outlying suburban developments in their repetitive style however they were constructed on a smaller scale and varied between single- and multi-family residential units. Examples of this type of post-war housing can be seen along the 2200 block of Congress Street and the 2600 block of Juan Street.

⁸⁸ Oscar Kaplan, "A Housing Report on the San Diego Metropolitan Area," prepared for the San Diego Chamber of Commerce, August 1952.

*HISTORICAL RESOURCE RESEARCH REPORT ADDENDUM
FOR THE
2360-2386 LINWOOD STREET RESIDENCES
SAN DIEGO, CALIFORNIA 92110*

Project Number 413850

Submitted To:

The City of San Diego

Historical Resources Board (HRB)

1010 Second Avenue, 12th Floor

San Diego, California 92101

Prepared For:

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December 2015

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B10. Significance:

Background

In June 2015, a revised Historical Resource Research Report (HRRR) was prepared for the 2360-2386 Linwood Street property ("Property"). The HRRR determined that the Property consisted of nine (9) detached, Craftsman single-family residences as well as two detached carports, identified as 2360, 2370, 2372, 2374, 2376, 2380, 2382, 2384, and 2386 Linwood Avenue. With the exception of the 2360 Linwood Avenue residence and associated carport which were built in 1942, all of the other buildings were constructed in 1941 for original owners John E. Davidson and Ruth H. Davidson. The identities of the architect(s) and/or builder(s) were not known.

Based upon extensive historical research and analysis, the HRRR concluded that the Property was not eligible for designation under any Historical Resources Board (HRB) criteria. Specifically, no historical evidence was identified at the time that would suggest in any manner that the buildings (1) were ever used in conjunction with San Diego's Pre-World War II automobile-tourism industry; (2) were ever associated with San Diego's World War II defense effort or wartime housing, in any significant manner; and/or (3) ever derived any measure of architectural significance on the basis of their board and batten construction and/or their builder(s). Although the buildings were identified in the 2012 Draft Old Town Historic Context and Survey ("Draft Old Town Context"), statements of potential significance related to the buildings in terms of an "Early American Development and Industrialization" context were found to be thoroughly unjustified and could not be supported by the contextual information contained within the draft survey.

On July 9, 2015, City of San Diego, HRB Staff prepared a Staff Report for the Property (HRB Staff Report Number HRB-15-027) and recommended that the Property not be designated under any adopted HRB Criteria. On July 23, 2015, the Property was referred to the HRB for designation consideration. However, at this time, the HRRR was returned by the HRB for further information. Specifically, the Board requested additional information accordingly,

- (1) "Under Criterion A for community development within the historic context of Old Town. But not limited to the arbitrary lines in the draft survey of Old Town so that we can see how it fits into, particularly, the pattern of the automobile and tourists."
- (2) "Under Criterion C to look at type for form and function which would include not only the actual construction of board and batten and the wooden bungalow; but the function, the intent, of the original builders."

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(3) “Also, look into Donald Willard as a builder.”

The present HRRR Addendum was prepared in response to these requests.

Criterion A—Old Town Context: Automobile & Tourism

The development of the automobile resulted in major changes across the United States. Not just a more convenient form of transportation, the automobile revolutionized housing, commercial development, infrastructure design and transportation systems. Associated with the development of the interstate highway system in the 1920s, the creation of small, automobile related hotel complexes, known as “auto courts” or “motels,” proliferated along America’s highways. The need for inexpensive, overnight housing located very close to the major highways, easily accessible for a quick overnight stay before moving on, led to the development of motels in the 1920s. The use of motels grew with each decade, reaching its highest point in the mobile 1960s but declined in later decades. The auto court began to fade after the construction of freeways, which moved potential customers past their doors at a faster pace and the construction of larger, complexes that offered swimming pools, and other customer amenities.

The word “motel” entered dictionaries after World War II and was a combination of the words “motor” and “hotel.” The word originally was used for small hotels that usually consisted of a single building of connected rooms whose doors faced a parking lot, and often a common area, or a series of small cabins with common parking. Prior to the use of the word “motel,” other words described these small inexpensive complexes – motor inn, motor court, motor lodge, tourist lodge, tourist cabins, tourist camps, auto cabins, and auto court. A parking lot was essential as the guests were arriving by individually owned automobiles and the whole point of the operation was automobile access for overnight guests who were moving on in the morning.

Motor courts and motels, which evolved out of the earlier auto camps and cottage courts of the 1920s, were popular in the United States and San Diego between the 1930s and 1960s. This popularity was spurred by the increase in cross-country automobile travel prevalent in the United States in the mid-1900s. Most early motels were “Mom and Pop” style operations which were designed specifically to cater to travelers by car. Motel chains were developed in the 1930s and the first “modern” motor court was opened in San Diego by Scott King in 1935. He coined the term “Travelodge” and it became the first in a very successful chain of motels across the United States. Unfortunately, motels earned an unsavory reputation as many criminals used them to escape from the law. By 1940, the FBI issued warnings against them and waged a “war against motels,” so-called “camps of crime.” The warnings fell on deaf ears as Americans were taking to the roads in large numbers. Cars provided an inexpensive way to travel across the country and

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highway travel was here to stay. The peak of motel use was in the 1950s and 1960s. Motor inns, or motels, appeared in the 1950s and were generally located in metropolitan areas or near new freeway interchanges. The 1956 Highway Act added more freeways to the interstate transportation system, and during the 1960s, more freeways were built, shifting patterns of travel or removing whole sections of districts to accommodate the space needs of these massive transportation corridors.

Motel chains such as Holiday Inn, Best Western, Travelodge, and Howard Johnson's became increasingly popular destinations for travelers in the 1960s due to the brand name expectations that the facilities provided. However, by the 1970s, some cities did not welcome the construction of new motels, since, due to the lack of a central lobby (as with a hotel), like motels often symbolized a "no-tell, rental-by-the-hour" stigma spurred by the sexual revolution and drug culture occurring at the time. The 1970s and 1980s saw motel use decline. Large chains such as Motel 6 and Ramada Inn became popular, putting the older family-owned properties out of business. Many older motels found themselves no longer on major corridors due to the changes in the highway system and many were abandoned due to lost clientele. In order to access them quickly, motels needed to be very near to a convenient off-ramp. If they were not, travelers simply passed them by.

According to the Draft Old Town Context, within the Old Town community, there were two distinct periods of development which were directly influenced by tourism. The first phase occurred from 1904-1939 and revolved around the impact of the automobile, with early motorists' interest in buildings remaining from the Spanish and Mexican Periods in Old Town. The second occurred from approximately 1950-1970. This phase was characterized more by the restoration, reconstruction, relocation, and recordation of existing resources that became tourist attractions in the first phase. It has no applicability to the discussion and analysis at hand since the Property has never been regarded, nor is it now regarded, as a tourist attraction. The occurrence of the Second World War essentially broke the continuity of the two phases of development influenced by the automobile and tourism.

In the early 1900s, the popularity of the automobile led to auto touring as a recreational activity. By 1904, Southern California had been described as a "paradise" for car enthusiasts. Three years later, San Diego became a premiere automobile-touring destination. In 1915, Old Town became a featured sight-seeing destination when San Diego hosted the Panama-California Exposition. By 1919, the roads to San Diego had been greatly improved and during the 1920s auto touring reached new heights. *The San Diego Union* estimated that San Diego County had approximately 50,500 registered automobiles in a population of 202,000. In order to accommodate increasing automobile traffic the streetscapes of San Diego began to change. The city purchased traffic lights and businesses catering specifically to motorists began to emerge. In Old Town, motels, auto-courts,

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gas stations, and garages all began to be constructed in increasing numbers. Tourist camps and auto-courts started to line San Diego Avenue, and Taylor, Chestnut and Congress Streets near some of Old Town's most popular attractions. Property types associated with this theme in Old Town, were predominately a wide variety of commercial buildings, including motels, auto courts, gas stations, garages, small retail shops, and recreational and leisure properties. According to the Draft Old Town Context, "[m]otels, auto camps, gas stations and garages buildings may be individually significant under Criterion A as a rare surviving example of a property type that played an important role in the history of early tourism."

As an initial matter, the Property was developed between 1941-1942. The buildings were constructed prior to the United States' entry into the Second World War. Moreover, they were built in the years *after* the first identified phase of Old Town development (1904-1939), influenced by the automobile and tourism, and *before* the second identified phase of Old Town development (1950-1970), characterized by tourist attractions as a destination location (i.e. 1950-1970). In this regard, the buildings, therefore, do not relate chronologically to either identified phase of Old Town development. These facts notwithstanding, no historical evidence was identified to suggest that the Property was ever influenced or affected by the automobile and/or tourism.

First, it is well-established that each building which comprises the Property was built as an individual single-family dwelling. Inspection of the 1950 Sanborn Fire Insurance Map depicts each building as an individual, one-story "dwelling," loosely arranged around the property without apparent consideration for organization or orientation (See attached Sanborn Fire Insurance Maps). In addition, while early occupants rented individual units, they did so as tenants on a long-term basis (i.e. year to year) rather than as lodgers on a short-term basis (i.e. daily/weekly). This is supported by San Diego City Directories. Further, an examination of the 1940 United States Census indicates that several tenants who resided at the Property from approximately 1942-1950, were identified as individuals who were employed in San Diego either before or during this period (See attached City Directory and United States Census information). They were, therefore, not tourists or associated with tourism.

Second, Sanborn Fire Insurance Maps depict at least three "Tourist Camps" located in close proximity to the Property (See attached Sanborn Fire Insurance Maps). In appearance, these tourist camps look nothing like the Property as they are composed of very small dwellings with attached or associated garages, organized in horizontal and vertical linear groups. Some of them even have offices associated with the commercial activity. Had the Property functioned as a motor inn, motor court, motor lodge, tourist lodge, tourist cabin, tourist camp, auto cabin, or auto court, they would have been identified as such. In addition, the Property would have had a very different spatial relationship with the surrounding environment, including a location close to a major

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highway, and individual buildings with connected rooms facing a common parking lot. The Property does not possess any elements which would be indicative of a property type associated with the development of the automobile or tourism. Under the Draft Old Town Context, the Property does not qualify under Criterion A, as it is not a “rare surviving example of a property type that played an important role in the history of early tourism.”

Criterion C—Type & Method Of Craftsman (Board & Batten Bungalow) Construction

As stated previously, the Property is composed of nine (9) Craftsman style bungalows. The buildings are vernacular in nature and lack any explicit detailing. All of the buildings exhibit gable roofs and various forms of wood siding and windows. Three (3) of the buildings feature board and batten siding (2360, 2370 and 2374 Linwood Street); four (4) of the buildings feature a combination of horizontal wood siding and board and batten (2376, 2382, 2384 and 2386 Linwood Street); one (1) of the buildings features a combination of wood shingles and horizontal wood siding (2372 Linwood Street); and one (1) of the buildings consists of beveled wood siding (2380 Linwood Street). Thus, the majority of the buildings do not have exclusive board and batten siding.

With respect to HRB Criteria C, examined in conjunction with the type and method of construction, the criterion states that a property may be eligible for designation if it “Embodies distinctive characteristics of a style, type, period or method of construction....”

According to the *Guidelines for the Application of Historical Resources Board Designation Criteria*, Criterion C applies to resources significant for their physical design or method of construction. To embody the distinctive characteristics of a type or method of construction refers to the way in which a property was conceived, designed, or fabricated. Distinctive characteristics are those physical features or traits that commonly recur in individual styles, types of methods of construction. It is important to note that the Criteria state that a resource must embody the distinctive characteristics of a type or method of construction. It does not state that a resource must be a unique or distinguished example of a type or method of construction.

“Form and Function”—Type Of Construction

Guideline Standard—“The form and materials clearly demonstrate through the presence of essential physical features a specific purpose and/or function”

Historical research indicates that the Property was conceived, designed, and built as nine (9) individual Craftsman style single-family residences. Each building was constructed to be rented over time. Presumably, as with rental properties, the “intent” of the original owners (John E.

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Davidson and Ruth H. Davidson) was to minimize the cost of the buildings and maximize each rental value. The intent of the original builder, believed to be Donald Willard, was to construct the small-scale homes to achieve the financial objectives of the property owners.

The form of the Property is simple. They are one-story in height and small in scale (varying in size from between 406-642 total square feet of living space). Each building has a different, asymmetrical, rectangular or square shape. The buildings were originally constructed as single-family homes and have remained used as such over the years. The physical features of the buildings today do not serve a specific purpose or function, and are not indicative of single-family residential construction.

The materials used in the construction of the Property largely consist of wood framing, wood exteriors, and gabled roofs with composition roofing material. As with the form of the buildings, the wood materials used in the construction of the buildings, including the board and batten wood siding, do not serve a specific purpose or function, other than structural support and protection, and are not indicative of original single-family residential use. Consequently, the Property is not eligible for Criterion C (Architecture) on this basis.

Board & Batten—Method Of Bungalow Construction

Guideline Standard—“Is either a rare or an important example of building practices, construction innovations or technological advances during a specific time in history”

The use of wood framing, wood exteriors (including board and batten), and gabled roofs with composition roofing material, are extremely common building practices which are used to the present day. During the early 1940s, at the time the Property was constructed (i.e. 1941-1942), the use of board and batten siding as an exterior material, was a somewhat common method of Craftsman bungalow construction (the use became more common within the development of Modern architecture). The use of such material was inexpensive and its use was not rare. It did not constitute a construction innovation or technological advance during the period. Further, the common size, detail, and application of the board and batten siding is in no way rare or important, thereby indicating that the Property is not an important example of board and batten as a method of bungalow construction practices during the early 1940s period. Consequently, the Property is not eligible for Criterion C (Architecture) on this basis.

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Criterion D—Donald Willard

Inspection of City of San Diego water and sewer connection records for the Property identified a building located at 4005 Arista Street. These records include the same legal description for the Property (Lot 1, Block 508, Old San Diego) and identify the owner as “Don Willard.” While chain of title information indicates that Willard never owned the Property, additional research strongly suggests that Don Willard was the individual who constructed at least some of the buildings which comprise the Property. A *San Diego Union* newspaper article from February 1941, indicates that Don Willard built a “frame residence” at 4005 Arista at this time. In April 1941, the *San Diego Union* indicated that a Building Permit had been issued to Don Willard for the construction of another frame residence and garage located at 2370 San Diego Avenue. Further, in June 1941, the *San Diego Union* reported that Willard obtained a Plumbing Permit for repairs to a building located at 2380 San Diego Avenue. This historical documentation, therefore, establishes that Don Willard served as the individual responsible for at least some of the Property buildings (See attached *San Diego Union* newspaper articles).

Historical research indicates that very little is known about Donald Willard. Willard was born on February 11, 1915 and died on August 20, 1966. The 1940 United States Census documents that during this year, Willard was a 25 year old resident of San Diego, who worked as a contractor and owned his own contracting business. In 1940, Willard is known to have built a home located at 4037 Alameda, and one year later, he built a residence located at 2840 Maple Street. This latter home, characterized as a “California Cottage,” was designed by Richard Requa and was designated by the City of San Diego in 2002 as HRB Site #551 (the “Cortis and Elizabeth Hamilton/Richard S. Requa House”). The historic site nomination report for this building, which is not stylistically similar to the Property, failed to provide any biographical information related to Willard. To date, Willard is not an established “master” architect, builder, or craftsman, and the Property is not a “notable” example of his work. Therefore, the Property does not qualify under HRB Criterion D (Notable Work of a Master).

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Jakle, John A., Schulle, Keith A., and Rogers, Jefferson S., *The Motel In America*, Johns Hopkins University Press, Baltimore, 2002.

Moomjian, Scott A., *Historical Resource Research Report For The 2360-2386 Linwood Street Residences, San Diego, California 92110*, Revised June 2015.

Motel Americana, <http://www.sdsu.edu/faculty/wooda/motel/>.

Paiva, Troy, *Lost America: The Abandoned Roadside West*, Motorbooks International, St. Paul, 2003.

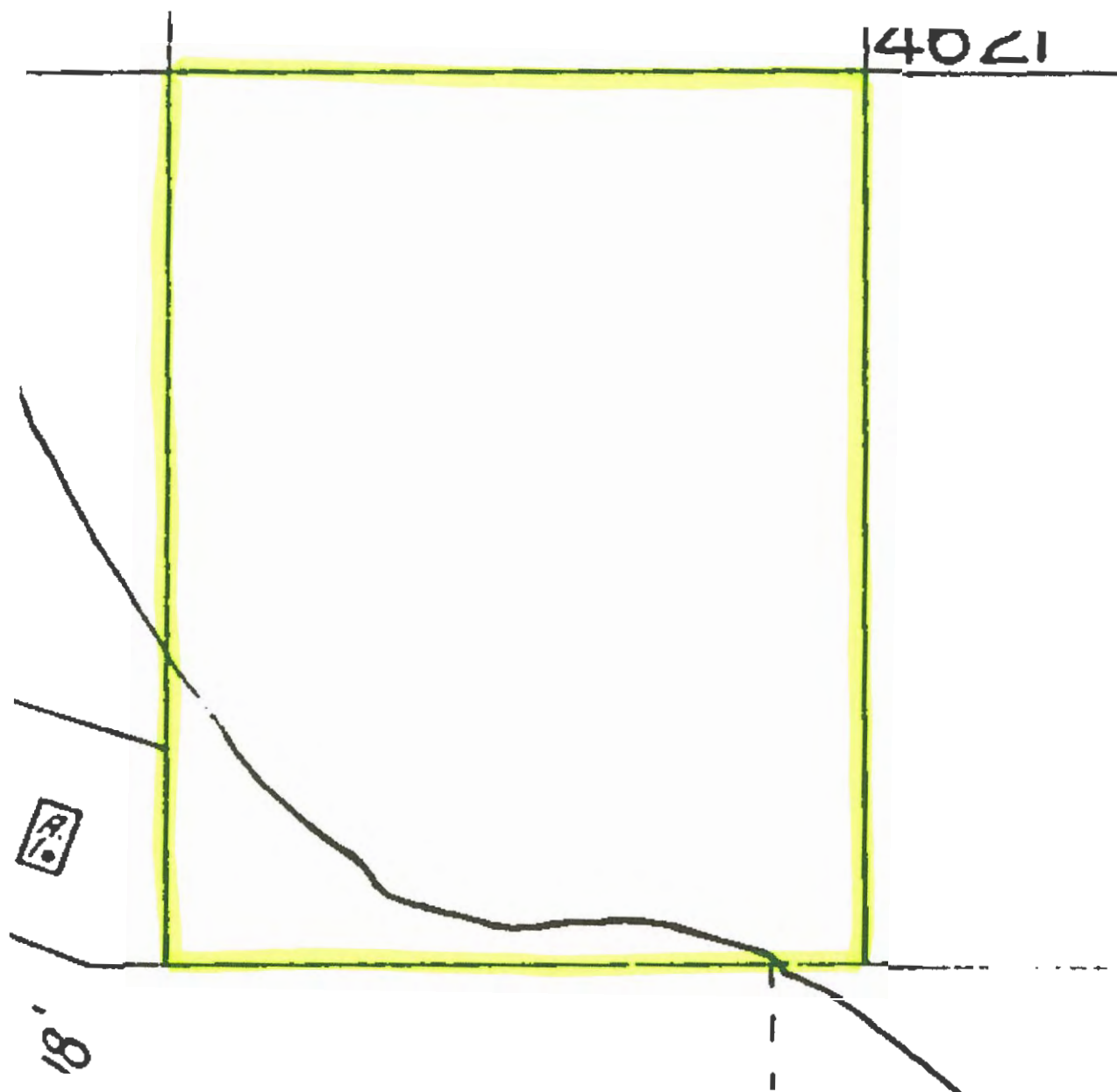
Sanborn Fire Insurance Maps, 1940 & 1956.

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Smith, Brian F. & Associates, *Historical Resource Research Report For The 16929 West Bernardo Drive Building, San Diego, California*, February 23, 2015.

United States Census, 1940.

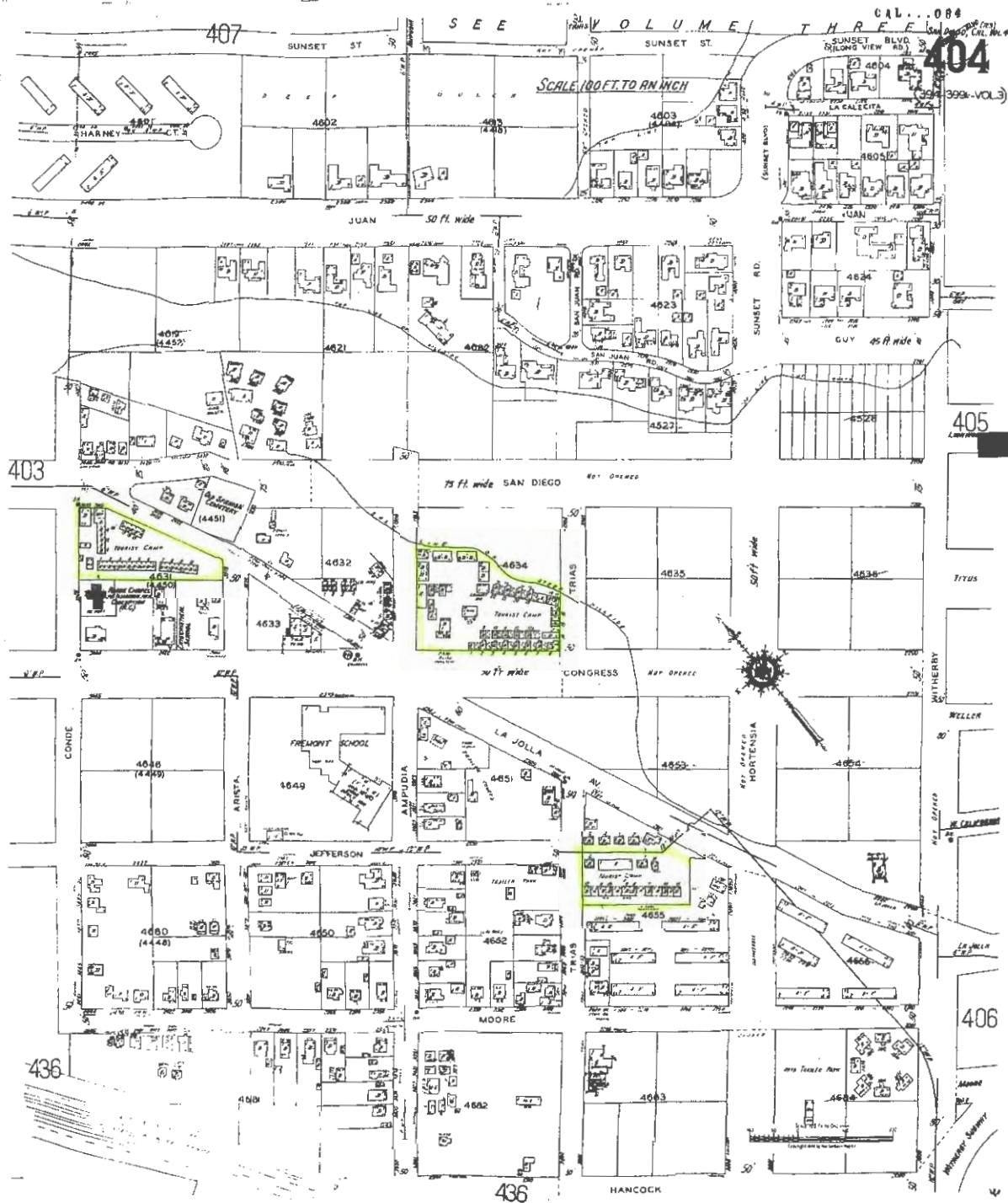
SANBORN FIRE INSURANCE MAPS



1940 Sanborn Map
Buildings Not Depicted/Not Yet Constructed



1950 Sanborn Map



1950 Sanborn Map
Depicting Nearby "Tourist Camps"

SAN DIEGO CITY DIRECTORIES
AND CORRESPONDING
UNITED STATES CENSUS DOCUMENTATION

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2360 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupations, If Listed</u>
1940-1942	No Listings	
1943-1948	Frances A. Davidson	Clerk, J.E. Davidson (Advertising)—1943 Artist—1944-1945
1950-1952	Mrs. I.F. Urner	
1953-1957	Martin/Milton J. Urner	
1958	Vacant	
1959	Helen M. Gerns	
1960	No Listing	
1961-1966 ²	Vincent C. Cebert	
1967-1974	Joe N. Whelihan	
1975-1984	David Miller	
1985-1998	No Listings	
1999-2000	David Siglow	
2001	Millard Provence David Siglow	
2002	Melba Provence David Siglow	
2003	Melba Provence	
2004-2006	No Listings	
2007	Gabriel Gatica	
2008-2011	No Listings	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.

² From 1966-1971, this address was identified in the Directories as the "Old Town Village Apts."

2012	Melba Provence
------	----------------

2013-2014	No Listings
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Frances A Davidson in the 1930 United States Federal Census

Name: **Frances A Davidson**
Birth Year: abt 1905
Gender: Female
Race: White
Birthplace: California
Marital Status: Single
Relation to Head of House: Daughter
Home in 1930: **San Diego, San Diego, California**
Map of Home: [View Map](#)
Street address: Bush
House Number in Cities or Towns: 912
Dwelling Number: 52
Family Number: 54
Attended School: Yes
Able to Read and Write: Yes
Father's Birthplace: Ohio
Mother's Birthplace: Illinois
Able to Speak English: Yes
Occupation: **Copy Writer**
Industry: **newspaper**
Class of Worker: Wage or salary worker
Employment: No

Household Members:	Name	Age
	Leona Davidson	50
	Norman V Davidson	22
	Virginia M Davidson	20
		25



Frances Davidson in the 1940 United States Federal Census

Name: **Frances Davidson**
Age: 35
Estimated birth year: abt 1905
Gender: Female
Race: White
Birthplace: California
Marital Status: Single
Relation to Head of House: **Lodger**
Home in 1940: **Los Angeles, Los Angeles, California**
Map of Home in 1940: [View Map](#)
Street: West Forty-Fifth Street
House Number: 1226
Inferred Residence in 1935: San Diego, San Diego, California
Residence in 1935: San Diego, San Diego, California
Resident on farm in 1935: No
Sheet Number: 1A
Occupation: **Commercial Artist**
Attended School or College: No
Highest Grade Completed: College, 2nd year
Hours Worked Week Prior to Census: 40
Class of Worker: Wage or salary worker in private work
Weeks Worked in 1939: 10
Income: 600
Income Other Sources: Yes
Neighbors: [View others on page](#)

Household Members:

Name	Age
Glenn C Mc	57
Garvin	

Name	Age
Jean G Butterworth	33
Frances Davidson	35

Source Citation

Year: 1940; Census Place: Los Angeles, Los Angeles, California; Roll: T627_422; Page: 1A; Enumeration District: 60-410

Source Information

Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

Original data: United States of America, Bureau of the Census. *Sixteenth Census of the United States, 1940*. Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls.

Description

The 1940 United States Federal Census is the largest census released to date and the most recent census available for public access. The census gives us a glimpse into the lives of Americans in 1940, with details about a household's occupants that include birthplaces, occupations, education, citizenship, and income. [Learn more...](#)

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2370 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupation(s), If Listed</u>
1940-1941	No Listings	
1942-1948	Jean Butterworth	No occupation listed (1942) Editor, San Diego Shopping News (1943) No occupation listed (1944- (1945)
1950	W.H. Schaefer	
1952-1954	Merle R. Kuhl, Jr.	
1955-1957	Dorothy H. Edwards	
1958-1959	Vacant	
1960-1961	Charles D. Nash	
1962-1965	Duane J. Adams	
1966-1968	Frances L. Goodwin	
1969-1971	Virginia A. Stewart	
1972-1974	Vacant	
1975-2014	No Listings	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.



Jean G Butterworth in the 1940 United States Federal Census

Name: **Jean G Butterworth**
Respondent: Yes
Age: 33
Estimated birth year: abt 1907
Gender: Female
Race: White
Birthplace: Ohio
Marital Status: Single
Relation to Head of House: **Lodger**
Home in 1940: **Los Angeles, Los Angeles, California**
Map of Home in 1940: [View Map](#)
Street: West Forty-Fifth Street
House Number: 1226
Inferred Residence in 1935: San Diego, San Diego, California
Residence in 1935: **San Diego, San Diego, California**
Resident on farm in 1935: No
Sheet Number: 1A
Occupation: **Broker**
Attended School or College: No
Highest Grade Completed: College, 4th year
Hours Worked Week Prior to Census: 40
Class of Worker: Working on own account
Weeks Worked in 1939: 52
Income: 0
Income Other Sources: Yes
Neighbors: [View others on page](#)

Household Members:

Name	Age
------	-----

Name	Age
Glenn C Mc Garvin	
Jean G Butterworth	33
Frances Davidson	35

Source Citation

Year: 1940; Census Place: Los Angeles, Los Angeles, California; Roll: T627_422; Page: 1A; Enumeration District: 60-410

Source Information

Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012.

Original data: United States of America, Bureau of the Census. *Sixteenth Census of the United States, 1940*. Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls.

Description

The 1940 United States Federal Census is the largest census released to date and the most recent census available for public access. The census gives us a glimpse into the lives of Americans in 1940, with details about a household's occupants that include birthplaces, occupations, education, citizenship, and income. [Learn more...](#)

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2374 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupation(s), If Listed</u>
1940-1941	No Listings	
1942	Roy E. Brown	No Occupation Listed
1943	W.G. French Ann L. French	Manager, American News Co.
	I. Kenneth Sanders Catherine S. Sanders	Salesman
1944-1948	Donald S. Brown Patricia Brown	Employee, G.E. Company
1950-1952	Vivian V. Brown	
1953-1954	Victor V. Brown	
1955-1957	Vivian V. Brown	
1958	No Listing	
1959-1961	Vivian V. Brown	
1962-1965	Viola Wells	
1966	No Listing	
1967-1972	Jean Lashier, Piano Teacher	
1973	Vacant	
1974-1976	Dennis L. Komac	
1977-1978	No Listings	
1979-1982	D.A. Saville	
1983-1990	No Listings	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.

1991-1998	Gary Hansmann Lily Hansmann
1999-2006	No Listings
2007	Kelly Shoemaker
2008-2012	No Listings
2013	Kelly Shoemaker
2014	No Listing



Roy E Brown in the 1940 United States Federal Census

Name: **Roy E Brown**

Respondent: Yes

Age: 24

Estimated birth year: abt 1916

Gender: Male

Race: White

Birthplace: Kansas

Marital Status: Single

Relation to Head of House: Pvt (Private)

Home in 1940: **San Diego, San Diego, California**

Map of Home in 1940: [View Map](#)

Street: M S Marine Corps Base

House Number: Bks

Inferred Residence in 1935: Rural, Prowers, Colorado

Residence in 1935: Rural, Prowers, Colorado

Resident on farm in 1935: Yes

Sheet Number: 16A

Institution: **1st Def Bn Marine Corps Base**

Occupation: **Truck Driver**

Attended School or College: No

Highest Grade Completed: High School, 1st year

Hours Worked Week Prior to Census: 44

Class of Worker: Wage or salary worker in Government work

Weeks Worked in 1939: 36

Income: 800.00

Income Other Sources: Yes

Neighbors: [View others on page](#)

Household Members:

Name	Age
------	-----

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2380 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupation(s), If Listed</u>
1940-1941	No Listings	
1942	Robert Kleinhans	No Occupation Listed
1943	Rose M. Sullivan	Machine Operator, Consolidated Air Corp.
1944-1948	William M. Ryan Rose F. Ryan	United States Marine Corps
1950	M.J. Urner	
1952-1954	Paul A. Warren	
1955	Harold J. Hogan	
1956	Jean Lashier	
1957-1960	Fred Ault	
1961	Vacant	
1962-1965	Warren A. Jenkins, Jr.	
1966-1967	Vacant	
1968-1976	Grace Smyth	
1977	L.M. De Malvor	
1978-1979	No Listings	
1980	Michael Kuhl	
1981-1983	James E. Hootman	
1984-1985	Robert M. Glass	
1986-1988	Ruth Kent	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.

1989-2009	No Listings
2010	Scott J. Hitchcock
2011-2014	No Listings



Rose M Sullivan in the 1940 United States Federal Census

Name: **Rose M Sullivan**

Age: 22

Estimated birth year: abt 1918

Gender: Female

Race: White

Birthplace: Rhode Island

Marital Status: Single

Home in 1940: **San Diego, San Diego, California**

Map of Home in 1940: [View Map](#)

Street: Y W C A 1012 C Street

Inferred Residence in 1935: Providence, Rhode Island

Residence in 1935: Providence, Rhode Island

Resident on farm in 1935: No

Sheet Number: 81B

Institution: **Young Womens Christian Assn**

Occupation: **General Office**

Attended School or College: No

Highest Grade Completed: College, 2nd year

Hours Worked Week Prior to Census: 28

Class of Worker: Wage or salary worker in Government work

Weeks Worked in 1939: 26

Income: 59

Income Other Sources: Yes

Neighbors: [View others on page](#)

Household Members:

Name	Age
Rose M Sullivan	22

Source Citation

Year: 1940; Census Place: San Diego, San Diego, California; Roll: T627_450; Page: 81B; Enumeration District: 62-134A

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2382 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupation(s), If Listed</u>
1940-1941	No Listings	
1942	Lee V. Harris Dorothy Harris	Electrician
1943-1950	Martha R. Coon	Stenographer, Consolidated Air Corp. (1943)
		No Occupation Listed (1944- 1945)
1952-1961	Hiram/Helen M. Gerns	
1962-1965	Frances L. Goodwin	
1966-1968	Virginia Stewart	
1969-1970	Frances L. Goodwin	
1971	Richard W. Sibley	
1972	Betty Jo Nelson	
1973	Raymond Lawson	
1974	Bruce Greene	
1975	Jean Lashier	
1976	Vacant	
1977	Gary W. Alden	
1978-1979	L.J. Juszczak	
1980	No Listing	
1981-1984	Anthony Court	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.

1985-2014

No Listings



Lee V Harris in the 1940 United States Federal Census

Name: Lee V Harris

Age: 33

Estimated birth year: abt 1907

Gender: Male

Race: White

Birthplace: Arizona

Marital Status: Single

Relation to Head of House: Son

Home in 1940: San Diego, San Diego, California

Map of Home in 1940: [View Map](#)

Street: 36th Street

House Number: 4046

Inferred Residence in 1935: San Diego, San Diego, California

Residence in 1935: Same Place

Resident on farm in 1935: No

Sheet Number: 1B

Occupation: Electrician

Attended School or College: No

Highest Grade Completed: High School, 4th year

Hours Worked Week Prior to Census: 40

Class of Worker: Wage or salary worker in private work

Weeks Worked in 1939: 48

Income: 1200

Income Other Sources: No

Neighbors: [View others on page](#)

Household Members:

Name	Age
Charles L Harris	64
Jessie D Harris	63



Martha Coons in the 1940 United States Federal Census

Name: Martha Coons
Age: 22
Estimated birth year: abt 1918
Gender: Female
Race: White
Birthplace: California
Marital Status: Single
Home in 1940: San Diego, San Diego, California
Map of Home in 1940: [View Map](#)
Street: M W C A 1012 C Street
Inferred Residence in 1935: Elk Grove, Sacramento, California
Residence in 1935: Elk Grove, Sacramento, California
Resident on farm in 1935: No
Sheet Number: 81A
Institution: Y W C A
Occupation: Typist
Industry: State Of City
Attended School or College: Yes
Highest Grade Completed: College, 1st year
Class of Worker: Wage or salary worker in private work
Weeks Worked in 1939: 0
Income: 0
Income Other Sources: Yes
Neighbors: [View others on page](#)
Household Members:

Name	Age
Martha Coons	22

Source Citation

Year: 1940; Census Place: San Diego, San Diego, California; Roll: T627_450; Page: 81A; Enumeration District: 62-134A

SAN DIEGO CITY DIRECTORY OCCUPANT LISTINGS
2386 LINWOOD AVENUE¹

<u>Year(s)</u>	<u>Name(s)</u>	<u>Occupation(s), If Listed</u>
1940-1941	No Listings	
1942-1948	Thomas Morley Harvey Winifred M. Harvey	Musician (1942 & 1943) Musician Teacher (1944-1945)
1950	R.M. Campbell	
1952-1954	Joseph H. Waltner	
1955	Eugene H. Fuson	
1956-1957	Grace Lawrence	
1958-1959	Dorothy Edwards	
1960	No Listing	
1961	Dorothy H. Edwards	
1962-1965	Frances Powderly	
1966-1970	Vacant	
1971-1973	Irene Davis	
1974	Vacant	
1975-1981	No Listings	
1982-1983	Patricia Balasco	
1984-1988	Christopher Seruga	
1989-2014	No Listings	

¹ This street was formerly known as "San Diego Avenue" until around 1952 when it changed to Linwood Avenue.



Thomas M Harvey

in the 1940 United States Federal Census



[View blank form](#)

[Add alternate information](#)

[Report issue](#)

Name: **Thomas M Harvey**

Respondent: Yes

Age: 51

Estimated birth year: abt 1889

Gender: Male

Race: White

Birthplace: England

Marital Status: Divorced

Relation to Head of House: Head

Home in 1940: **San Diego, San Diego, California**

Map of Home in 1940: [View Map](#)

Street: W Washington

House Number: 140

Farm: No

Inferred Residence in 1935: San Diego, San Diego, California

Residence in 1935: **Same Place**

Resident on farm in 1935: No

Citizenship: Naturalized

Sheet Number: 63B



Provided in association with
National Archives and Record
Administration

Suggested Records ?

[U.S., Social Security Death Index, 1935-2014](#)
Thomas Harvey

[California, Death Index, 1940-1997](#)
Thomas Harvey

[New York, Passenger Lists, 1820-1957](#)
Thomas Morley Harvey

[England & Wales, FreeBMD Birth Index, 1837-1915](#)
Thomas Morley Harvey

[U.S., World War I Draft Registration Cards, 1917-1918](#)
Thomas Morley Harvey

[U.S., WWI Civilian Draft Registrations, 1917-1918](#)
Thomas Morley Harvey

Number of
Household in
Order of
Visitation: 288

Show More ▾

Occupation: Teacher



Write a comment.

House
Owned or
Rented: Rented

Value of
Home or
Monthly
Rental if
Rented: 15

Attended
School or
College: No

Highest
Grade
Completed: Elementary school,
8th grade

Hours
Worked Week
Prior to
Census: 10

Class of
Worker: Working on own
account

Weeks
Worked in
1939: 52

Income: 225

Income Other
Sources: Yes

Neighbors: [View others on page](#)

Household Members:	Name	Age
	Thomas M Harvey	51

Make a Connection

[Find others](#) who are
researching Thomas M
Harvey in Public Member
Trees

SAVE & CREATE TREE ▾

Cancel

Source Citation

Year: 1940; Census Place: San Diego, San Diego, California; Roll:
T627_448; Page: 63B; Enumeration District: 62-29

SAN DIEGO UNION NEWSPAPER ARTICLES
RELATED TO DONALD WILLARD

m-	ter. steel shed. 313 5th: \$3000.	Th
in-	George Rivera, per Ira Johnson, frame-	comr
led	stucco residence, 3277 Myrtle: \$3900.	10.02
	Don Willard, per self, frame residence.	cubic
	4005 Arista: \$1500.	tank
	Sun Cafe, per Harry Muns. store front.	More
	421 Market: \$1000.	comr
ent	U. S. Army, per Kier Const. Co., frame	each
the	barracks. Ft. Rosecrans: \$650,000.	Th
in-	Same, frame training camp, Torrey Pines	
	Mesa: \$2,199,492.	
	Burns Neon, per self, 2 neon signs, 759	
	3rd: \$150 each.	
	P. B. Randall per Dene Building Co.	

PERMITS

CITY BUILDING

H. E. Carr, per A. L. Hecykell, fr. res.,
 3772 Arnold: \$2360.
 Emma Andrews, laundry room, 1422
 Cypress: \$1000.
 M. Bernardini, per Hays & Jackson,
 remodel cafe, 2110 Belt: \$800.
 Gilmore, per Jacobson, 3 neon signs,
 1740 Rosecrans, 3350 El Cajon, 1101 B:
 \$25 ea.
 Mrs. Dawes, remodel cafe, 3724 Mission:
 \$150.
 J. W. Ware, lath house, 3411 28th: \$75.
 Jack Berman, per Victor Lind, shed,
 2841 Univ.: \$625.
 Frances Lockwood, sun room, 3923 Park:
 \$100.
 Miss Mable Menifce, per B. M. Torgers-
 son, fr.-stucco 4-family res., 3677-81 Mis-
 sion and 806 Ostend: \$8900.
 G. P. Riley, per J. A. Holstrom, fr. res.,
 851 40th: \$3000.
 S. A. Kroschel, fr. res. and gar., 1859
 Irving: \$1050.
 M. C. Marusz, fr. res., 4019 Logan:
 \$1000.
 W. J. Heltzman, stable, 6353 Detroit:
 \$250.
 Don Willard, fr. res., 2370 San Diego:
 \$2500.
 G. Winters, per day labor, repairs, 6721
 La Jolla blvd.: \$80.
 Marion Helwig, add. to res., 3175 Lin-
 coln: \$100.
 C. H. Owens, per Home Owners Mod.,
 asbestos siding, 4825 Gardena: \$200.
 Calvin, per same, asbestos siding, 2622
 Violet: \$250.
 McLeod, per same, asbestos siding, 3685
 Arnold: \$300.
 Wright, per same, asbestos siding, 4040
 Hillcrest: \$400.
 Bartlett, per O. D. Arnold, fr.-stucco
 res. & gar., 4539 60th: \$3000.
 Hellichaon, fr.-stucco res., 3435 Van-
 couver: \$3000.
 Van Harten, add. to gar., 4828 Biona:

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	Dennstedt, per Spratley. 4807 Wightman (15).	101118
58	Chandler, per Associated Roof. 4731 Mansfield (20).	Cor
	Palmer, per same. 3363 Arizona (17).	1 1/2 to
	Murphy, per Anchor. 540 Iona (15).	ameri
	Same, per same. 532 Iona (15).	
	Merlot, per same. 4135 Cass (18).	
1043.	Camp, per same. 4227 Highland (14).	
107	Wilkinson, per Bridwell. 3267 Market (14).	Los
off:		LOS
-270	PLUMBING—CITY	deliver
0.25	Mrs. Monnett, per R. E. Rilling. 4532 Felton (rear) (5 fix. soil).	1 bar
2346	Miller, per same. 3662 Indiana (1 fix. soil).	1 oat
low.	Thomas Ficon, per Edward Rohde. 2341 La Jolla ave. (1 fix. soil).	Alfa
ear-	Don Willard, per same. 2380 San Diego ave. (1 fix. soil).	per to
spe-	Spreckels Theater Bldg., per G. A. Magoffin. 121 Broadway (1 fix. soil).	2 lea
ines:	Black, per C. B. Offerman. 816 Allerton ct. (5 fix. 3 kas. soil).	\$17.50
nted	Mrs. Perkins, per Hosea. 3432 Grim (1 fix. soil).	17.50:
ings	Mrs. Doskalakia, per Hosea. 525 13th (2 fix. soil).	
ively	Mrs. McFarland, per Hosea. 3092 C (3 fix).	Boston
me-	Soanes, per H. E. McNeill. 3205 Garrison (5 fix. 3 kas. soil).	Sam
cket:	H. Dufford, per same. 1643 Guizot (7	dens (
1.65:		Rea.
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plain		P. E
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adv:		W.
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