

### **III. General Statement of Existing Architectural Character by Neighborhood**

Because the Uptown Planning District encompasses a large area with a number of diverse neighborhoods that have experienced different developmental histories, current conditions vary widely throughout the area.

#### **A. West Park Neighborhoods**

The area west of Balboa Park between Ash and Walnut Street on the south and north; and Curlew, Dove, Ibis and Hawk Streets on the west was laid out in 1869 as the northern portion of the Horton's Addition subdivision. The street layout is an extension of the grid Horton developed for downtown with blocks measuring around 250 by 300 feet, and lot sizes of 25 by 125 feet. The West Park Neighborhoods first developed during the financial boom of the 1880s. As a result, a number of single and two story Victorian period homes can still be found in the neighborhood. A number of these have been converted from single to multiple family homes. This may have been a result of the extreme housing shortage during World War II. Four to six story apartments along Fifth and Sixth Avenues date from the period of Balboa Park's development circa 1915. Upscale Spanish Revival homes in the area currently known as Bankers Hill, between Front, Curlew, Palm, and Walnut streets also date from this period. Post World War II construction in the form of large office buildings, medical complexes, apartments, and condominiums had inundated the area so that contiguous blocks of period architecture are uncommon.

#### **B. Hillcrest**

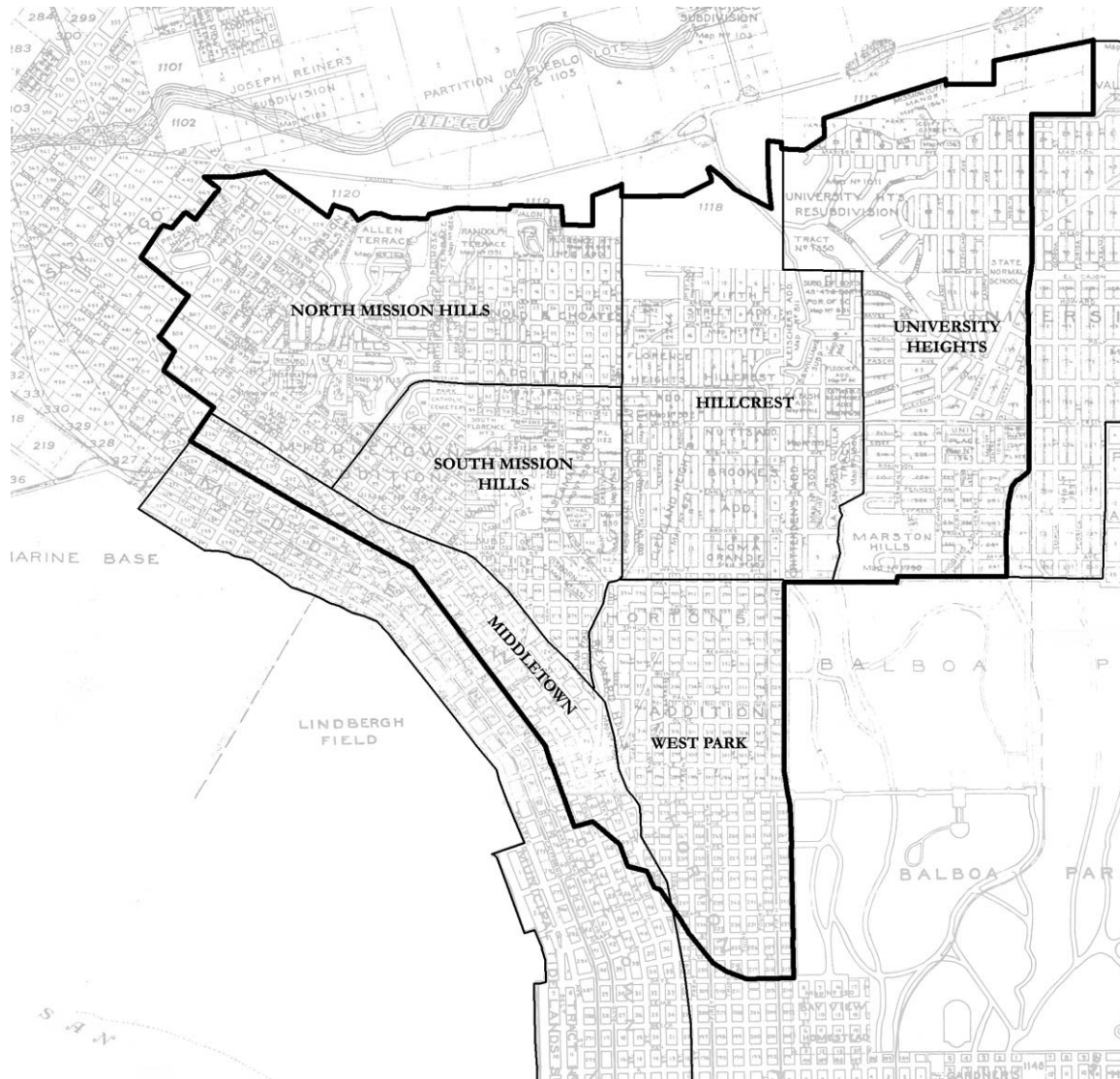
The Hillcrest area is ill defined and irregular in shape. The geographic boundaries of this area blur as they blend into the surrounding neighborhoods of University Heights, West Park, and portions of Mission Hills. Where, as the boundaries of the area are amorphous, the heart of the area as marked by the Hillcrest sign at Fifth and University, is undisputed. Generally the boundaries of the area are distinguished by Dove Street on the west and the 163 Freeway on the east. South of Washington Street, however, the area continues eastward beyond the 163 to Robinson Street. On the south Hillcrest is bordered by Walnut Street, although many residents see the neighborhood as continuing into the West Park area to Laurel Street. On the north the area extends to the south rim of Mission Valley. Numerous subdivisions were laid out along trolley lines to University Heights in this area during the late 1880s and early 1890s. They continued the grid originally established by Horton's Addition in 1869 but with larger block sizes that averaged 300 by 600 feet, and lots that varied from between 25 to 50 feet in width and 130 to 150 feet in length. Although very little actual development occurred in this area during the 19<sup>th</sup> century, the grid system remained largely unaltered as construction occurred during later periods. Accelerated development began with the Hillcrest subdivision in 1906. An extensive business district developed along University Avenue and residential neighborhoods filled in the surrounding blocks. The area today contains modest single and two story Craftsman, Mission and Spanish Revival style houses. Some were designed by noted architects such as Louis Gill, Irving Gill and William S. Hebbard. A common multiple family dwelling type in this area includes the Bungalow Courtyard. An occasional Victorian period house, apartment, or business building occurs within a few blocks of the old trolley routes along University and Fourth and Fifth Avenues. Large areas of Hillcrest have been affected by post World War II construction, especially in the business district along University and Fifth and Sixth Avenues where high rise offices, apartments, and medical buildings have been constructed. Including such noted post

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World War II buildings as Lloyd Ruocco's Design Center on Fifth Avenue. The area north of Washington between Dove Street and Sixth Avenue is heavily built up with medical facilities that surround Scripps-Mercy Hospital and UCSD Medical Center.



**Figure 14: Neighborhood Boundaries**

### **C. Mission Hills**

The Mission Hills community in its modern day configuration is geographically divided and referred to as North Mission Hills and South Mission Hills. North Mission Hills is a neighborhood west of Hillcrest built on and around the promontory that overlooks both San Diego Bay and Mission Valley. The area is bordered by Dove Street on the east, Old Town on the west, Washington Street on the south, and the

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south rim of Mission Valley on the north. South Mission Hills is an amalgam of portions of Middletown, Middletown Addition, South Florence Heights, Marine View, C.E Seaman, Osborn Hill as well as several smaller subdivisions. The area is bordered by Washington Street on the north, India Street on the west, Palm Street on the south, and Reynard Way and Dove Street on the east.

The area saw serious development from around 1910 to 1930. The neighborhoods east of Stephens Street incorporated the street patterns and other elements advocated by John Nolen. Noted architects such as Cliff May, Louis Gill, Richard Requa, the Quayle Brothers, Emmor Brooke Weaver and William Templeton Johnson designed homes in these neighborhoods. These subdivisions are dominated by Spanish Colonial, Craftsman, Prairie and a small number of Tudor Revival style homes with curving tree lined streets laid out in an hierarchical ordering that conform to the topography, natural features such as knolls or depressions shaped into cul-de-sacs, and canyons left undeveloped. Blocks vary in shape and size and there are a minimum of intersections with sharp 90 degree corners. Lots tend to be smaller than in the earlier 19<sup>th</sup> century subdivision, averaging around 50 by 100 feet. However, with the irregularity of block formation in these neighborhoods, lot size and shape also varies greatly, also adding to the area's character. Sidewalks are set back from the curb. In the Presidio Hills area, street lights are located at corners and on small islands in the center of intersections.

The portions of Mission Hills, east of Stephens Street are based on earlier subdivisions laid out in the late 19<sup>th</sup> century including, Arnold & Choates Addition (Subdivision Map 384, 1877), and North Florence Heights (Subdivision Map 634, 1890). Streets here conform to the grid pattern that originated in the downtown area of Horton's Addition in the 1870s and was extended onto the hills north of the city. Spanish Colonial, Craftsman, and Prairie style homes also dominate this part of Mission Hills. Some exhibit "gull wing" porch dormers with stucco exterior finishes; a local architectural variant. Post World War II construction has occurred in the business district along Washington Street. In addition, as construction techniques improved through the 1960s previously unbuildable lots became buildable and some infill construction took place along the canyon rims.

### **D. University Heights**

The portion of University Heights within the Uptown Study Area is bordered by the 163 Freeway and Richmond Street south of Washington Street on the west, Park Boulevard, and Lomas Drive north of Adams Avenue on the east, Balboa Park on the south and the south rim of Mission Valley on the north. The University Heights Subdivision was filed with the San Diego County Recorder's Office in 1888. Blocks measured 300 by 600 feet with a 20 foot alley down the center. Lots measured 140 by 25 feet (Subdivision Map 558, 1888). The area has some scattered Victorian period buildings that were built during this early period. The majority of the homes in the neighborhood are one and two story Craftsman styles built between 1910 and 1920. Prairie and Romantic Revival styles can also be found in University Heights. . Two and three story apartment buildings are located along Park Boulevard south of Robinson Street. A cluster of nine vernacular houses built from lumber recycled from Camp Kearny after World War I are located along Herbert Street and Herbert Place (Sherfey 2003). Early business buildings dating prior to 1940 are scattered along Park Boulevard including one concentration of Egyptian and Moorish Revival business and apartment buildings between Robinson and University. World War II infill on single family lots occurs in University Heights in the areas around Park Boulevard and into Hillcrest. Many of the bungalow courtyards in these areas had large detached multi family units added in the rear.

These additions are likely attributed to the depth of the lots in these areas and the housing shortage caused by the influx of personnel during World War II.

### **E. Middletown**

Described as a wedge between downtown and Old Town the portion of the Middletown tract included in this study is bounded by Hawthorn Street on the south, Witherby on the north, and overlaps the area now known as South Mission Hills to Reynard Way, Horton Avenue, Curlew, Jefferson and Front Streets on the east. Interstate 5 freeway bounds the study area portion of Middletown on the west. The street pattern is based on the Middletown and Middletown Addition subdivisions of the middle and late 19<sup>th</sup> century which is similar to that of Horton's Addition. Blocks measure around 200 by 350 feet with long narrow lots of about 25 by 100 feet (Subdivision Maps 383, 1859; 584, 1870). This area experienced sporadic development. Lengthy court cases over title, lack of access by public transportation, and the hilly terrain, retarded large scale construction until access by automobile became feasible in the 1920s. Consequently, these neighborhoods have large numbers of stuccoed Spanish Colonial and other Romantic Revival styles popular during that period. These were laid out in small developments within the area. Some, such as Reynard Hills, platted in 1928, resurveyed the original grid to better adapt to the hilly terrain and adopted a pattern of winding streets and irregular shaped blocks and lots similar to those laid out in North Mission Hills west of Stephens Street (Subdivision Map 2097, 1928). This type of growth continued through the 1960s so that the section consists of a variety of small tracts representing residential structures from a variety of periods. Similar to Mission Hills, as construction techniques improved thru the 1960s previously unbuildable lots became buildable and some infill construction took place along the canyon rims.



**Figure 15: Reynard Hills**

## IV. Uptown Historic Context Statement Themes and Associated Property Types

### A. Introduction

The purpose of a historic context statement is to provide a framework for identifying significant historic property types. An historic context consists of information about historic trends grouped by important themes, place, and time. The historic context is linked with resources through the concept of a property type, which is a grouping of individual properties, based on shared physical or associative characteristics (National Park Service 1991a: 4).

In order to be eligible for nomination to the National Register of Historic Places, or the California Register, a building, structure, or site must be significant within a historic context and also meet certain criteria. Both registers use the same basic criteria and a building that is potentially eligible for the National Register would also qualify for the California Register. According to the National Park Service "... the significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning made clear" (National Park Service 1991b:7). The National Park Service has defined three main categories of historic contexts: local, state and national. A local historic context "... represents an aspect of the history of a town, city, county, cultural area, or region, or any portion thereof" (National Park Service 1991b:9). A state historic context represents "... an aspect of history of the state as a whole" (National Park Service 1991b:9). Properties important within a national context represent "... an aspect of the history of the United States as a whole" (National Park Service 1991b:10). In order to be eligible for the National Register when evaluated within its historic context a property must be demonstrated to be significant under one or more of the following criteria (National Park Service 1991b:12-21):

- A: Is associated with an event, or series of events that have made a significant contribution to the broad pattern of history.
- B: Has an unequivocal association with the lives of people significant in the past.
- C: Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D: Has yielded or may be likely to yield information important in prehistory or history.

An additional requirement for the National Register is the retention of integrity or "... the ability of a property to convey its significance." Assessment of integrity includes seven criteria which are: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1991b:45).

Generally the National Register Criteria excludes properties that are less than fifty years of age unless it can be demonstrated that they are of "exceptional importance" which is defined as "the extraordinary importance of an event or ... an entire category of resources so fragile that survivors of any age are unusual" (National Park Service 1991b:42).

For this historic context statement the development of the Uptown Study Area has been organized into six broad themes:

- Transportation and Development (1880-1940)
- George Marston and the Nolen Plan (1908–1930)
- Business Districts (1880-2000)
- Public Parks (1870-1970)
- World War II and Post War Development (1941-2000)
- Medical Community (1900-2000)
- Civic, Ethnic, Religious, and Minority Groups (1880-2000)

Transportation and Development has been broken into three sub-themes:

- Railroad and Horsecar Suburbs (1880-1890)
- Streetcar Suburbs (1890-1940)
- Auto Suburbs (1908 -1940)

The themes are intended to aid in assessing properties at the local level of significance. They are derived from associated events that helped shape the development of the Uptown Study Area. The starting and ending dates for thematic periods are usually determined by key historical events. Each theme spans a particular period. However, in all of the Uptown neighborhoods, events contributing to more than one theme occurred at any given point in time. Therefore, time periods for many of the historic context themes overlap.

## **B. Transportation and Development (1880 – 1940)**

Since the mid-nineteenth century American cities have grown outward by building suburban neighborhoods. Transportation to and from these suburbs evolved with improving technology, through the horse-drawn carriage, steam-driven train, horse-drawn omnibus, electric streetcar, and, finally, the mass-produced, gasoline-powered automobile and motorbus (Ames and Flint 2002). The evolution of the Uptown Study Area suburbs from 1880 to 1940 parallels the national trends described above and can be divided into three stages, each corresponding to a particular chronological period and named for the mode of transportation which predominated at the time and fostered the outward growth of the city and the development of residential neighborhoods:

1. Railroad and Horse Car Suburbs, 1880 to 1890
2. Streetcar Suburbs, 1890 to 1940
3. Early Automobile Suburbs, 1908 to 1940

Each of these transportation types produced a distinctive suburban landscape. On a national level they contributed to the growth of, and coincided with, the emergence of the metropolis - a major event in American history (Ames and Flint 2002). At a local level they should be seen as contributing to, and affecting the nature of, the growth of the city of San Diego prior to World War II.

## 1. Railroad and Horse Car Suburbs (1880 – 1890)

During the mid-19<sup>th</sup> century railroad suburbs had become established around many Eastern and Midwestern cities. These outlying communities along established rail lines offered the upper and upper-middle classes an escape from the intense center city urban environment. The railroad simultaneously provided access to the city center while insulating communities from the urban lower classes who could not afford the high cost of commuting (Ames and Flint 2002).

During the same period, horse-drawn cars provided the first mass transit systems by offering regularly scheduled operations along a fixed route. Due to the introduction of the horse-drawn omnibus and later the more efficient horse-drawn streetcar that operated on rails, the perimeters of many cities began to expand. Horse-drawn cars increased the distance one could commute in one-half hour from two to three miles, thereby extending the distance between the center city and land desirable for residential development from 13 to almost 30 square miles. Transportation began to influence the geography of social and economic class as the cost of traveling between home and work determined where different groups settled. The middle and working classes settled in neighborhoods closer to the central city that was accessible by horse-drawn cars, while those with higher incomes settled in the railroad suburbs (Ames and Flint 2002).

The boom of the 1880s in San Diego saw residential development in the Uptown Study Area based on horse drawn rail cars and local railroad lines known as "motor roads" or "steam motors." Although electric trolley lines were introduced during the final years of the decade, they closed with the collapse of the boom and their effect was largely inconsequential until the first decade of the 20<sup>th</sup> century.

During the boom of the 1880s the first residential districts in the southern portion of the Uptown area west of City (Balboa) Park were established. This included the area bounded by Ash Street to the south, Balboa Park to the east, Walnut Street to the north and present-day Interstate 5 to the west. The only other area of any significant development within the Uptown Study Area during the period was the subdivision of University Heights, which saw limited growth at this time mostly within a few blocks of the steam motor and horse car lines.

### a. Associated Property Types and Land Development Patterns

Single and Multifamily Family Residences – Residential buildings dating from the late 19<sup>th</sup> century are scattered throughout the neighborhoods west of Balboa Park, and in a linear development towards University Heights near the old trolley routes along 4th Street, University Avenue, and Park Boulevard. Many are large multistory Victorian style homes constructed by wealthy homeowners during the period, while others are smaller, more humble versions of the same types. Italianate, Stick or East Lake, Queen Anne and other more vernacular styles dating from the late 19<sup>th</sup> century can be found in the study area. Planning mill machinery developed after the Civil War made mass production of ornate door frames, moldings, sash window units, and porch ornamentations possible. Even the most modest dwellings could be embellished with gingerbread trim. These Victorian styles gave particular emphasis to the silhouette and surface texture of the exterior. Many houses were adorned with gables, dormers, towers, turrets, high chimneys, and tall steeply pitched roofs. Exterior walls were usually of wood, but occasionally of masonry. They were covered with rich patterned finishes, from sunburst-shaped clapboards to fish scale shingles. A large porch with lavish spindle work was often located on the first floor (Gleye et al. 1981).

In the earlier subdivisions, such as University Heights, Cleveland Heights, Fifth Street Addition, and University Heights street layouts were an extension of the grid pattern that originated in the downtown area of Horton's Addition in the 1870s. Blocks measured around 300 by 600 feet. Lots were long and narrow. In the Fifth Street Addition, for example, they measured around 25 by 150 feet (Subdivision Map 577, 1889). University Heights lots measured 24 by 140 feet with an alley down the center of the block (Subdivision Map 558, 1888). Cleveland Heights had a similar block layout with 50 by 130 foot lots (Subdivision Map 621, 1890).

**b. Significance**

Modern development has destroyed many of the pre-1900 homes in the Uptown Study Area especially in the West Park Neighborhoods and along the public transportation corridor to University Heights. Due to their relative scarcity, any properties associated with development in the area prior to 1900 should be considered a significant resource even if integrity is marginal. Only if the building has been altered to the point that its Victorian period origins could not be recognized, would it not be considered an important resource.

**2. Street Car Suburbs (1890-1940)**

In 1887 the introduction of the first electric-powered streetcar system in Richmond, Virginia, brought a new period of suburbanization. The electric street car, or trolley, allowed people to travel in 10 minutes as far they could walk in 30 minutes. It was quickly adopted in cities from Boston to Los Angeles. By 1902, 22,000 miles of streetcar tracks served American cities. From 5,783 miles of track in 1890 street car lines in US. cities had increased to 34,404 miles by 1907 (Ames and Flint 2002).

By 1890, streetcar lines began to foster a tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding the availability of land for residential development. Growth occurred first in outlying rural villages that were now interconnected by streetcar lines, and second, along the new residential corridors created along the streetcar routes (Ames and Flint 2002).

Socioeconomically, streetcar suburbs attracted a wide range of people from the working to upper-middle class, with the great majority being middle class. By keeping fares low in cost and offering a flat fare with free transfers, streetcar operators encouraged households to move to the suburban periphery, where the cost of land and a new home was cheaper. In many places, especially the Midwest and West, the streetcar became the primary means of transportation for all income groups (Ames and Flint 2002).

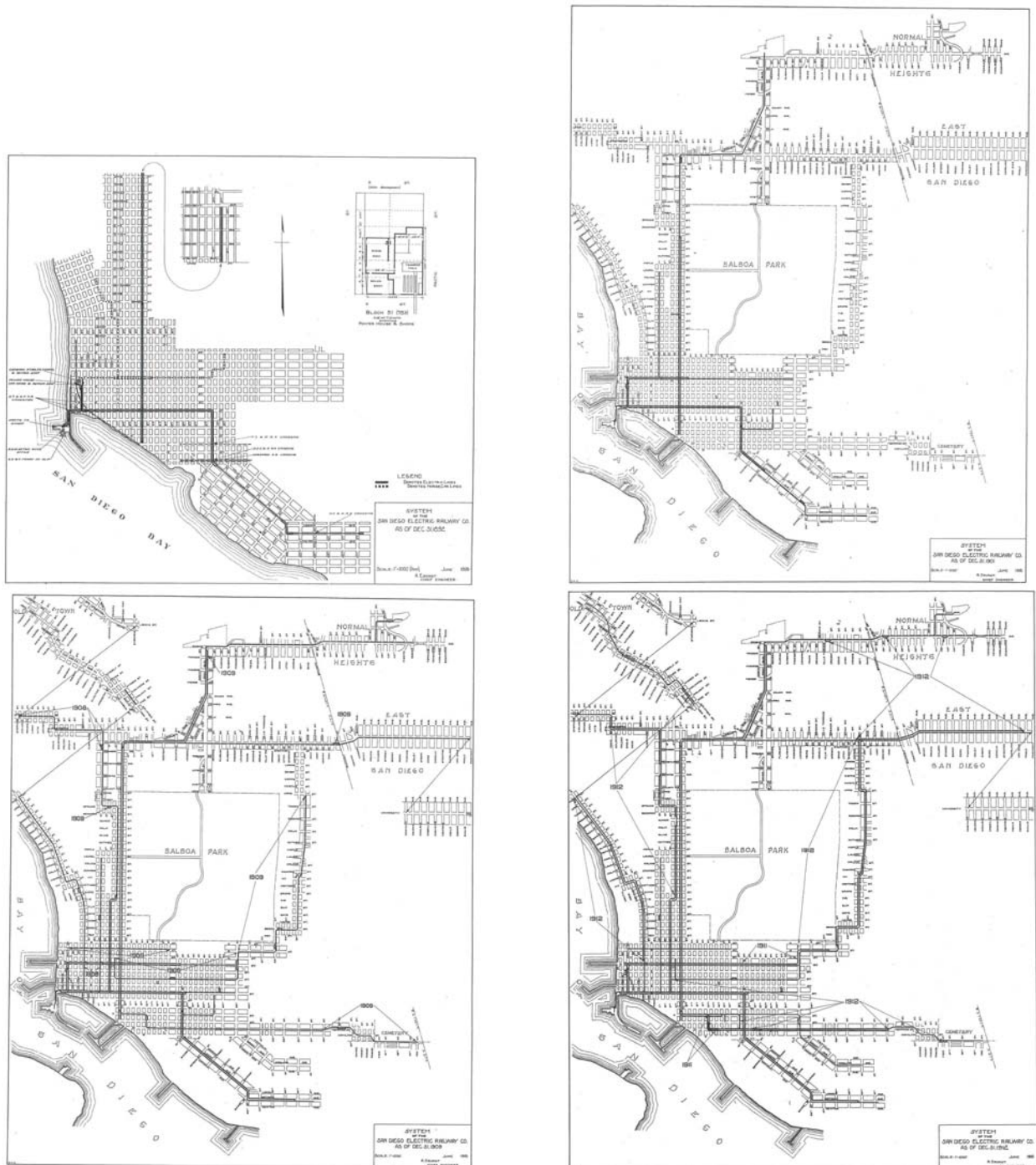
As streetcar systems evolved, cross-town lines made it possible to travel from one suburban center to another, and interurban lines connected outlying towns to the central city and to each other. Streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. Often the streets were extensions of the grid street system that characterized the plan of the older city (Ames and Flint 2002).

Neighborhood oriented commercial facilities, such as grocery stores, bakeries, and drugstores, clustered at the intersections of streetcar lines or along the more heavily traveled routes. Multiple story apartment houses also appeared at these locations, designed either to front directly on the street or to form a u-shaped enclosure around a recessed entrance court and garden (Ames and Flint 2002).

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**Figure 16: Streetcar line additions from 1892 to 1901 and 1909 to 1912**



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- ◆ City of San Diego, Planning Department, 202 C Street, San Diego, California 92101 ◆
  - ◆ IS Architecture, Ione R. Stiegler, Architect, 5649 La Jolla Blvd, La Jolla, California 92037 ◆
  - ◆ Walter Enterprises, Stephen Van Wormer, Historian and Susan Walter, Oral Historian, 238 2nd Avenue, Chula Vista, California 91910 ◆

During the early 20<sup>th</sup> century development of suburban neighborhoods in the Uptown Study Area were greatly influenced by the expansion of streetcar lines. By 1913 trolley lines extended east from the corner of 4<sup>th</sup> Avenue and Washington Streets in Hillcrest to Goldfinch Street in Mission Hills and then along West Lewis Street and Fort Stockton Drive. The Fourth Avenue tracks were later realigned to run along 5<sup>th</sup> Avenue (Dodge 1960). The spread of the San Diego Electric Railway made it possible for the middle and working classes to own houses in single family residential neighborhoods that once would have been considered too far from downtown employment to be viable for anyone but the rich. It also made it possible to more than double San Diego's housing supply in a short period of time (Gehl 2003). With renewed economic growth between 1900 and 1910 new subdivisions were laid out in the current Uptown Study Area as streetcar lines spread north of the city. These included Hillcrest and Mission Hills, and some portions of South Mission Hills. Although originally laid out during the boom of the 1880s, University Heights also saw major growth during this period based on its access to trolley lines.

The street car lines provided reliable public transportation for residents of the current Uptown Study Area and greater urban San Diego. There were no school buses within the city and children used the trolleys to get to school (Beyer 2003). Phil Klauber remembers riding the trolley with his sister Alice from their home at 5<sup>th</sup> and Maple, west of Balboa Park, to their elementary school at the State Normal Training School in University Heights (Klauber 2003). The street cars serving the West Park Neighborhoods, Hillcrest, Mission Hills, and University Heights connected with lines that continued eastward down University and Adams Avenues to Normal Heights, Kensington and East San Diego and State College. They also provided a direct link to downtown from where other cars traveled to Point Loma, Mission Beach, Pacific Beach and Bird Rock (Baker 2003; Comer 2003). The street car lines are remembered as "the life's blood of public transportation to this town" (Comer 2003).

Although daily trolley rides were "just routine," they also provided transportation for weekend or summer outings. Charles Beyer recalled:

I remember one year, I don't know what year it was, maybe 1938 or '37, not sure, but one of the mothers in our neighborhood got this idea. She said, "Why don't you guys tell everybody to get a 50-cent pass", a streetcar pass. It was good for one week and it was good for children. And you could go anywhere you'd want to, wherever these go for 50 cents; all week long. Of course, the mothers loved this. They'd pack us a lunch and all the kids would get on with this lunch. We didn't know where we were going, you know, but we'd get on those street cars and then towards the end of the...no it wasn't a month, it was a week. A week pass. Towards the end of the week, why then we thought, we would more or less start planning our trip. But we took a lot of streetcars. You see, most of the transportation in those days was streetcars and there used to be a streetcar that went all the way to La Jolla. And I just happened to think. When we go across the mud flats over toward Mission Beach, there were no side streets, no streets; just the street car was on the mud flats, was what we called it. And the conductor would open that thing up and it would go and he'd honk that whistle, blow that whistle. I think they got a kick out of it. And that thing would go and that thing would be rocking and rolling and I can remember we were all on that thing there, we were hollering and yelling and everything too, you know. We'd run across kids from other areas that were also out and about with this 50-cent pass. But that was quite an experience (Beyer 2003).

Following World War II, ridership on the street cars drastically declined. By 1948, "... only three areas were being served by electric street cars. They were out to Adams Avenue, up Broadway to Thirtieth Street, and out University Avenue to East San Diego. On March 27, 1949, a 'farewell to street cars' excursion was conducted by railroad boosters. On April 23, the street cars made their last runs on the three lines, and were replaced with buses. Some cars were sold; most of them were scrapped. San Diego thus became the first major City in the Southwest to abandon street cars for buses" (Pourade 1977).

**a. Associated Property Types and Land Development Patterns**

Single Family Residences - Single family residences built between 1900 and 1930 display a variety of architectural styles including Craftsman style bungalows, Prairie, Mission and Spanish Colonial Revival, and other Eclectic styles.

Craftsman bungalows grew out of the Arts and Crafts movement, a reaction to the pretentiousness of the highly ornate Italianate, Queen Anne, and East Lake architectural styles popular during the late 19<sup>th</sup> century. Many felt overwhelmed by the glut of decorative wooden gingerbread forms characteristic of Victorian structures (Gleye et al. 1981:62-65). The Craftsman movement found architectural expression in development of the Craftsman Bungalow: a low house, with a shallow pitched roof, broad overhanging eaves, and a deep covered front porch. Cobbles or klinker brick were often incorporated into the structure so that it appeared to grow out of the ground. The style exhibited exposed wood work. Structural members such as roof rafters and beams were exposed and emphasized to give a feel of hand craftsmanship in construction of the entire house. An oriental influence was often times incorporated into the finish trim (Glye et al. 1981:65).

Although Craftsman style houses continued to be built through the 1930s, after World War I their popularity was overshadowed by a variety of Period Revival styles. The 1915 Panama – California Exposition in Balboa Park introduced Spanish - Mediterranean inspired revival architecture to the San Diego region. This Eclectic movement in architecture stressed relatively pure copies of architectural traditions originally developed in European countries and their New World colonies. Neoclassical, Chateausque, French, Spanish, and Colonial Revival designs are individual styles within the Eclectic movement (McAlester and McAlester 1968:321 - 324). Although a variety of revival style houses can be found within the Uptown Study Area, neighborhoods developed between the end of the first World War and 1940 are dominated by those of Spanish and Mediterranean origin including late Mission Revival, Spanish Revival, Churrigueresque, and Pueblo Revival. Stucco covered walls, with either gabled or flat roofs covered in red tiles are the hallmarks of these buildings. Window and door openings are often recessed to mimic the appearance of adobe construction. Other design elements included the use of arches, patios, decorative tile, and wrought iron (Glye et al. 1981: 74-94; McAlester and McAlester 1986 396-434).

Multifamily Residences – Beginning in the late 1920s, a variety of multifamily residential structures were built including duplexes, fourplexes, two and three story apartment buildings and bungalow courts. A 1986 study revealed that: "Most of the courts were located along or very near the streetcar lines north of Balboa Park - suburban settings with excellent access to downtown. Very few of the courts were located more than three blocks from a streetcar line, a fact that has made for continuing good access even with today's bus service" (Curtis and Ford 1988). Most multifamily residences built prior to 1940 were constructed in the Craftsman or Mediterranean Revival styles described above, although other types also occur.

Street layout changed through time in the streetcar suburbs, largely as a result of innovations in urban planning adopted by some developers during the early 20<sup>th</sup> century. As mentioned earlier, the earlier subdivisions were an extension of the grid pattern that originated in the downtown area of Horton's Addition in the 1870s. Lots were designed long and narrow, to allow for high density and close proximity to the street car lines. During the first decade of the 20<sup>th</sup> century an alternate street layout design was adopted in the subdivisions of Mission Hills west of Stephens Street that incorporated many of John Nolen's ideals, including a hierarchy of road widths, locally derived (Spanish) street names, and contour streets that followed the topography (Gehl 2003). These include the Mission Hills Subdivision (Subdivision Map 115, 1907), Mission Hills No. 2, (Subdivision Map 1234, 1910), Resubdivision of Inspiration Heights (Subdivision Map 1700, 1917), Allen Terrace (Subdivision Map 1620, 1913), Presidio Ridge (Subdivision Map 1769, 1923), and Presidio Hills (Subdivision Map 1934, 1926). The street layout in these neighborhoods is quite unique. Blocks vary in shape and size and there are a minimum of intersections with sharp 90 degree corners. The main thoroughfares of Fort Stockton Drive and Sunset Street are 60 feet wide. These exhibit broad gentle curves with narrower 45 feet side streets winding off at various angles. Lots tend to be smaller than in the earlier 19<sup>th</sup> century subdivisions, averaging around 50 by 100 feet. However, with the irregularity of block formation in these neighborhoods, lot size and shape also varies greatly, adding to the areas character. The distinctive curvilinear street patterns of these subdivision makes the portion of Mission Hills west of Stephens Street one of the most unique neighborhoods in San Diego.

#### **b. Significance**

Properties associated with the Craftsman and Mediterranean styles are abundant throughout the Uptown Study Area. Individually significant examples should retain a high degree of integrity. In many areas however, large tracts of these homes exist that have fair to excellent integrity and encompass several contiguous blocks. These may qualify as historic residential suburbs. In these cases buildings with only marginal integrity may still qualify as contributing elements to a potential historic district. Additionally, the significance of landscape elements such as street layout, plantings, streetscapes, parks and open space areas should also be considered when this area is reviewed.

### **3. Automobile Suburbs (1908-1940)**

The introduction of the Model-T automobile by Henry Ford in 1908 spurred the third stage of suburbanization. The rapid adoption of the mass-produced automobile in the United States led to the creation of the automobile-oriented suburbs of single-family houses on spacious lots that have become the quintessential American landscape of the twentieth century (Ames and Flint 2002).

Between 1910, when Ford began producing the Model-T on a massive scale, and 1930, automobile registrations in the United States increased from 458,000 to nearly 22 million. Automobile sales grew astronomically: 2,274,000 cars in 1922, more than 3 million annually from 1923 to 1926, and nearly four and a half million in 1929. According to Federal Highway Administration statistics, 8,000 automobiles were in operation in 1900, one-half million in 1910, nine-and-a-quarter million in 1920, and nearly 27 million in 1930 (Ames and Flint 2002).

The rise of private automobile ownership stimulated an intense period of suburban expansion between 1918 and the onset of the Great Depression in 1929. As a result of the increased mobility offered by the

automobile, suburban growth began to fill in between the linear areas of development created by the radial streetcar lines. By the end of the 1930s, the American automobile suburb of small, moderately priced homes along curving tree lined streets and cul-de-sacs had taken form (Ames and Flint 2002).

By the mid 1920s the automobile had come to dominate life in urban San Diego. Photographs from this period show the streets filled with cars (Starr 1986:154, 156, 163). In Hillcrest, Mission Hills, and University Heights the adoption of the automobile overlapped and augmented development already underway in tracts originally laid out as street car suburbs. In the Middletown area, including South Mission Hills, the advent of the automobile brought development of land that had not been accessible by public transportation as developers laid out lots along paved streets on hills and in canyons that had previously been inaccessible.

**a. Associated Property Types and Land Development Patterns**

**Residential Structures** - As in the streetcar suburbs that saw development between 1910 and 1940, single and multifamily dwellings in the automobile suburbs of the Uptown Study Area display a variety of architectural types, including Craftsman style bungalows, Mission and Spanish Revival, and other Eclectic styles.

A major shift in street layout and lot size as a result of the adoption of the automobile could not be detected in studying subdivision maps of the project area. By the late teens and early 20s, when the car was becoming the dominant form of transportation in the United States, most of the project area had already been subdivided. The layout of areas removed from trolley lines such as Middletown and South Mission Hills, which was originally subdivided as the Middletown Addition, followed grid and lot patterns imposed by original subdivisions platted in the middle and late 19<sup>th</sup> century (Subdivision Maps 383, 1859; 584, 1870). Later developments of the 1920s such as Presidio Hills and Marston Hills, on the north side of Balboa Park, or Reynard Hills, on the east edge of Middletown, adopted the irregular block sizes, curvilinear street layouts, and varying lot sizes that had originated in the Mission Hills subdivisions around 1910 and were more the result of the influence of Nolen's planning concepts than the influence of the automobile. (Subdivision Maps 1934, 1926; 1790, 1924; 2097, 1928).

**b. Significance**

As already noted, properties associated with the Craftsman and Mediterranean styles are abundant throughout the Uptown Study Area. Individually significant examples should retain a high degree of integrity. In many areas however, large tracts of these homes exist that have fair to excellent integrity and encompass several contiguous blocks. These may qualify as historic residential suburbs. In these cases buildings with only marginal integrity may still qualify as contributing elements to the potential historic district. Additionally, the significance of landscape elements such as street layout, plantings, streetscapes, parks and open space areas should also be considered when this area is reviewed.

**C. George Marston and the Nolen Plan (1908-1930)**

During the first decade of the 20<sup>th</sup> century George Marston became an advocate of the cultural development, moral uplifting, and beautification of San Diego. He was an outspoken Progressive who believed in the latest concepts of city planning (Henessey 1986). In 1907 Marston hired one of the founding leaders of modern city planning, John Nolen, to develop a plan for San Diego. His 1908 plan had five major elements: a public plaza and civic center, bay front development, small open spaces, a

formal system of streets and boulevards, and a park system. Although never formally adopted by the city, many elements of Nolen's Plan were used by Marston and other developers in the subdivisions they designed in the following two decades (Henessey 1986; Gehl 2003). Many of Nolen's concepts had their basis in the City Beautiful Movement of the late 19<sup>th</sup> century with roads designed to follow the natural topography, and natural features such as knolls or depressions shaped into cul-de-sacs. Deep ravines were often left undisturbed for the purpose of recreation and scenic enjoyment (Ames and Flint 2002).

The Mission Hills neighborhoods west of Stephens Street are one of the areas that still retains many of the visions of George Marston and elements of the 1908 Nolen Plan. This is most notable in the hierarchy of road widths, as well as Spanish and other locally derived street names, open canyons, and contour streets that conform with the topography rather than impose a preconceived grid pattern on the geographical features of the land. Nolen felt that the prevailing grid pattern ignored local topography, resulting in expansive cut-and-fill street construction and the destruction of canyons (Gehl 2003). He noted in his report “. . . until very recently no contour streets have been laid out” (Nolen 1908:9 quoted in Gehl 2003).



**Figure 17: Hermosa Way**

As already noted, the street layout in these neighborhoods is quite unique when compared to most other parts of San Diego. Blocks vary in shape and size and there are a minimum of intersections with sharp 90 degree corners. The main thoroughfares, Fort Stockton Drive and Sunset, are gently curving streets approximately 60 feet wide, with narrower side streets 45 feet in width, winding off at various angles. Lots tend to be smaller than in the earlier 19<sup>th</sup> century subdivision, averaging around 50 by 100 feet. However, with the irregularity of block formation in these neighborhoods, lot size and shape also varies greatly, also adding to the area's character. The distinctive curvilinear street patterns of these subdivision makes the portion of Mission Hills west of Stephens Street one of the most unique neighborhoods in San Diego. In this sense the Mission Hills neighborhoods differ most dramatically from earlier tracts laid out before Nolen's plans, especially in University Heights and Hillcrest where the grid pattern of Horton's Addition was simply extended to cover the rough topography of the mesas north of downtown (Gehl 2003).

George Nolen's concepts were highly influential in two other subdivisions within the study area developed by Marston. One is Marston Hills located on the northern edge of Balboa Park. The other is Presidio Hills, which became the westernmost subdivision of Mission Hills (Henessey 1986; *San Diego Union* 3-7-1926).

### 1. Associated Land Development Patterns and Significance

The concepts of the Nolen Plan in Mission, Marston, and Presidio Hills is manifested in the layout of the neighborhoods and can be seen in curving tree lined streets laid out in an hierarchical ordering that conform to the topography, natural features such as knolls or depressions shaped into cul-de-sacs, and canyons left undeveloped. Blocks vary in shape and size and there are a minimum of intersections with sharp 90 degree corners. Lots tend to be smaller than in the earlier 19<sup>th</sup> century subdivision, averaging around 50 by 100 feet. However, with the irregularity of block formation lot size and shape also varies greatly. Side walks are set back from the curb. In the Presidio Hills area street lights are located at corners and on small islands in the center of intersections. In areas where these features combine with substantial tracts of historic homes of fair to excellent integrity the features of Nolen's designs would be contributing elements to potential historic residential neighborhood districts.

### D. Business Districts (1880 - 2000)

Business districts were an essential part of residential suburbs before the advent of the shopping center after World War II. Neighborhood oriented commercial facilities, such as grocery stores, bakeries, and drugstores, clustered at the intersections of streetcar lines or along the more heavily traveled routes. Before the advent of the automobile these districts were often situated so passengers could get off the trolley, do their shopping and walk to their homes. Business nodes often developed where commercial buildings clustered at the intersection of major transportation hubs where trolley lines crossed each other or major pedestrian or auto thoroughfares (Ames and Flint 2002). In addition, commercial strips (often referred to as "taxpayer strips") also developed in long linear lines along some streetcar routes. With the advent of the automobile commercial strips became even more prevalent (Liebs 1995: 12-15). The Uptown Study Area contains several business districts which will be listed below under the subdivision name where they are located. In addition to these major businesses are many former corner grocery stores located throughout the neighborhoods which are reminiscent of the period before World War II when

many housewives walked to the corner grocer to buy the items needed for that day, even if the family owned an automobile.

#### West Park Neighborhoods

The main business district in the West Park Neighborhoods is centered around Fifth and Laurel Streets and extends along Fifth from Ash Street on the south to University Avenue in Hillcrest. In 1921 the area had very little commercial activity and consisted largely of dwellings, flats, and apartments. By 1928 businesses were establishing around the intersection of 5<sup>th</sup> and Laurel. These included drug stores, barber shops, printers, and clothing shops. The occasional corner grocery store could also be found along Fifth Street at this time. This pattern continued through the late 1920s, but gradually changed over time. By the early 1950s restaurants, stores, and medical offices dominated most intersections along Fifth Street (Sanborn 1921, 1953; San Diego Directory 1928)

#### Hillcrest

The main business district in Hillcrest is centered around Fifth and Sixth Streets and University Avenue. Commercial activity actually extends from First Street eastward along University to Park Boulevard in University Heights and westward along Washington Street to Mission Hills. The University Avenue portion had developed as a commercial strip along the streetcar line by 1921 (Sanborn 1921). Major business development along Washington Street had not occurred by 1921. In 1928 this thoroughfare was still dominated by residential housing east of the Mission Hills business node between Falcon and Hawk Streets. With the increasing dependence of the automobile, this eventually changed and a commercial strip had become established connection Mission Hills and Hillcrest by the early 1950s (Sanborn 1921, 1953; San Diego Directory 1928).



**Figure 18: Hillcrest looking West on University Avenue 1928**

#### University Heights

The commercial district in University Heights originated as small business nodes along Park Boulevard. By 1921 a cluster of small stores, a drugstore, and a bakery had been established around the location of the State Normal School at the corner of Park and El Cajon Boulevards. These were located along the east side of Park in the 4200 block between Howard Street and El Cajon Boulevard, and on the west side of Park in the 4300 block, on the north side of the Normal School campus. Another node was located at the Intersection of Park Boulevard and Adams Avenue. A third node, in the 3700 block of Park between Robinson Street and University Avenue, developed during the Twenties. Consisting strictly of residential buildings in 1921, by 1928 a number of businesses centered around the Egyptian Theater were located along both sides of the block including a pharmacy, grocer, meat market, frit stand, dry goods store, restaurant, barber shop, bakery, and doctors and dentist offices. By the early 1950s the entire length of Park Boulevard had developed into a mixed use strip of commercial and residential buildings (Sanborn 1921, 1953, San Diego Directory 1928). This commercial district extended eastward along Adams Avenue, University Avenue, and El Cajon Boulevard beyond the study area. (Sanborn 1953).

#### Mission Hills

Three commercial nodes became established along the main trolley routes in Mission Hills. One was centered at the intersection of Washington and Goldfinch Streets where a variety of businesses served both Mission Hills and residents of South Mission Hills in the Middletown area. By 1928 the node had expanded to include both sides of the streets in an area bounded by Washington, Goldfinch, Jackdaw, and

Ibis Streets. Some of the businesses included: G.H. Sherlock's real estate office, W.C. Paulson's bakery, D.A. Mobel's real estate office, Mrs. Dora McMullen's beauty parlor and Otis McMullen's barber shop, F.W. Walter's restaurant, A.L. St. Clair's grocery, Clavell's confectionary, the Ace Drug Store, Edward Goodall's butcher shop, Sachs Harley's gas station, Heller's Grocery, C.S. Hardy's butcher shop, Frank, Krause's cleaners, Petterson and Mathew's Garage, Frank Plunder's shoe repair, Al Lee's restaurant, Paul Letvinoff's tailor shop, J.R. Chitwood's auto repair, and W.B. Melborn's real estate office (San Diego Directory 1928).

A second business area developed on the 3800 block of West Lewis Street between Palmetto and Stephens streets. This was the end of the trolley line from 1909 until 1913 when it was extended to the intersection of Fort Stockton Drive and Trias Street. Commercial buildings were established along the south side of this block by 1921. The north side developed during the 1920s and by 1928 the district contained the Mission Hills Pharmacy, bakeries, grocery stores, a fruit stand, a cleaners, a notions shop, a novelty shop, a hardware store, and a restaurant. This business node was centered around a Safeway grocery store at 1604 West Lewis and Heller's groceries at 1630, which later became a Piggly Wiggly Market (San Diego Directory 1928; Baker and Baker 2003). A third small business node developed in the 1900 block of Fort Stockton Drive, at the north west corner of Fort Stockton Drive and Allen Road. No commercial buildings existed here in 1921. By 1928 the corner was the location of O.B. Bailey's grocery store, the dress making shop of Mrs. Gertrude Barton, and Taner's Drug Store (San Diego Directory 1928).

#### Middletown

As a later automobile suburb the Middletown area did not see the development of as large a business district as those within Mission Hills, Hillcrest, or University Heights. The main commercial center for this area was on India Street outside the study area. A small commercial node called Five Points developed near the intersection of Washington (formerly Andrews and Pierce Streets) and India Streets during the 1920s. In 1921 this area had very little development with only a few scattered dwellings. By 1928 a small business center had formed that was concentrated two blocks south of India on California Street. It included a cleaners, grocers, two physicians, barber shop, and gas stations, including the Five Points Service Station. The Five Points Realty Company was also located there. The district gradually grew northward and by 1940 a grocer, meat market, and gas station were located along Andrews between India and California streets. In 1955 the Five Points Barber Shop, Cleaners, Delicatessen, Food Market, Tavern, Meat Market, and Motel were located on California Street. Long time Mission Hills Resident Pat Comer remembers the Mission Brewery, Palomar Laundry, Palomar Market, Palomar Motel, and a Bank of America in this neighborhood. The Five Points district was severely impacted by construction of Interstate Five in the 1960s. The center of the business node on California Street is outside the study area and was severely impacted by freeway construction. Small commercial structures in the study area near Washington and India are remnants of the old Five Points commercial district (Sanborn 1921, 1953, San Diego Directory 1928, 1940).

### 1. Associated Property Types

Commercial Structures - The large number of commercial buildings associated with the business districts tend to be two story structures with office space above the ground floor. They housed restaurants, grocers, hardware and drug stores, neighborhood theaters, and other local businesses that supported the residential suburbs. Most of these buildings have minimal stylistic trim reflective of the architectural styles popular

when they were built. Modest false front and Beaux Arts styles scattered throughout the West Park Neighborhoods and along the old trolley routes that followed 4th and 5<sup>th</sup> streets, University Avenue and Park Boulevard in University Heights, represent 19<sup>th</sup> and early 20<sup>th</sup> century business buildings. Those built after World War I continued the Beaux Arts and false front traditions as well as the variety of Eclectic styles popular during the 20s and 30s. Many have the stucco finishes and red tile roof trim of the Mediterranean Revival designs.

On Park Boulevard in University Heights is the concentration of Egyptian and Moorish Revival buildings centered around the former Egyptian Theater. One of the more exotic of the Eclectic styles that flourished during the 1920s, Egyptian Revival became popular after the discovery of Tutankhamen's (King Tut's) tomb in Egypt in 1922. These buildings attempted to mimic Egyptian Temples in appearance and decor. They had flat roofs and walls of incised stucco. The walls often angle out at the bottom and curve at the top. Often, centered just below this cornice is a base relief of an ancient Egyptian religious design consisting of a sun disk with flanking cobra heads and vulture wings outspread on both sides, symbolizing protection. Most Egyptian Revival buildings exhibit columns as either pilasters attached to a wall or free standing pillars, resembling bundles of papyrus stalks. They may also have exotic designs or hieroglyphics (Hobbs-Halmay 1992).

## 2. Significance

Properties associated with business districts are common in the Uptown Study Area. On an individual basis, significant examples should retain a high degree of integrity and a strong association with trolley lines, or with specific businesses or business types that were pivotal to the area's economic development, or played a significant role in the social and cultural life of the neighborhoods. In areas where a contiguous group of commercial buildings exist that have fair to excellent integrity, they may qualify as a potential historic district.

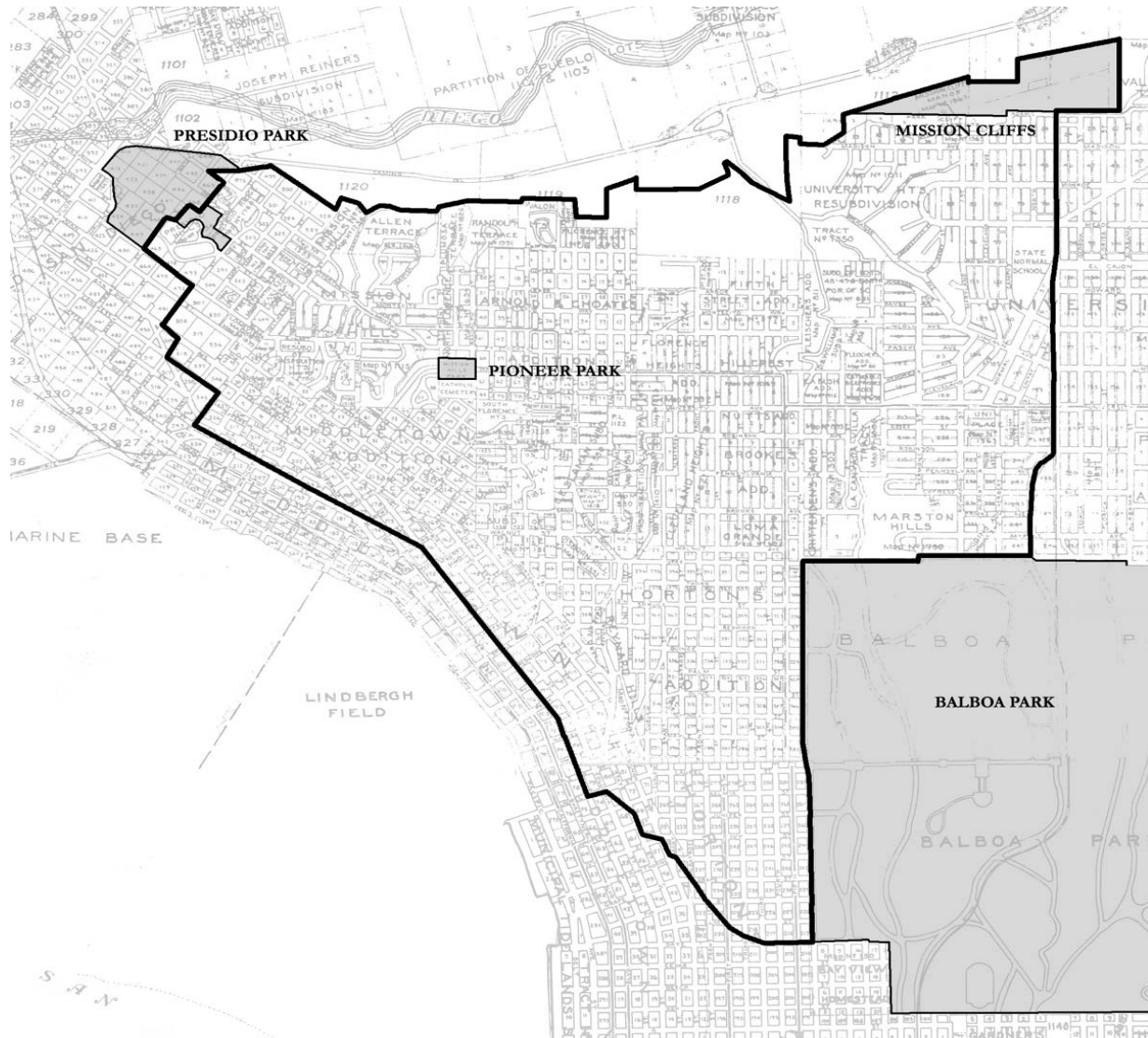
### E. Public Parks (1870- 1970)

The Uptown Study Area is bordered by Balboa Park, which is just outside its south and east boundaries, Presidio Park, at its northwest corner, and the Old Trolley Barn Park on its northeastern edge. Pioneer Park is located in Mission Hills. Originally known as City Park, Balboa Park received its current name in 1910 when it was landscaped by the well known horticulturalist Kate Sessions in preparation for the 1915 Panama-Pacific Expedition. During World War I the Navy established a hospital on a portion of the park which was added to by a modern structure in the 1970s. Another Worlds Fair in 1935 brought additional development. Within the Uptown Study Area, Balboa Park has had the greatest influence on development in the West Park and Hillcrest neighborhoods by providing a large area of open space that greatly adds to the desirability of these locations as places where people want to live.

Presidio Park was developed by Gorge Marston in the 1920s and dedicated in July 1928. The park was designed by John Nolen and the Spanish Colonial Style Museum by William Templeton Johnson. John Hoyt, another renowned landscape architect, designed the gardens, which, for the time, were a remarkable exotic plant collection. Since its development Presidio Park has defined the northwestern boundary of Mission Hills.

**Uptown Historic Context and Oral History Report**  
**Uptown Historic Context Statement Themes and Associated Property Types**

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Pioneer Park was originally established as a cemetery. The following brief sketch is by Historian Laurie Bissell:

In 1870, the City of San Diego set aside ten acres of land, bought from Joseph Manasse, for a cemetery. Half of the cemetery would be for Protestant burials, the other half for the Catholics. The Protestants never used their plot. The Catholic section, said to have been laid out by Father Antonio Ubach, became known as "Calvary Cemetery." Many early San Diegans such as the Bandinis and Coutts, the Ames and Father Ubach were amongst the 1,650 buried at Calvary.

With the opening of "Holy Cross," a new Catholic cemetery in 1919, Calvary fell to disuse. Burials continued through 1960, but were rare. The Catholic Parish of the Immaculate Conception continued to maintain Calvary through 1939, when the City took on the responsibility to provide employment under the W.P.A. Just before the City took over, a fire in the caretaker's shack, located on Calvary grounds, destroyed all the burial records except one book which dated back to 1899.<sup>20</sup> Unmarked graves lost their identity.

The W.P.A. maintained Calvary and built a protective adobe wall around it. Nevertheless, through the years, vandals and time turned the cemetery into an eyesore. In 1970, to clean up and avoid further deterioration, the City transformed Calvary Cemetery into a Pioneer Park, a process which, among other things, involved removing the majority of grave markers, and "storing" them in a ravine at Mount Hope where they remain today (Bissell 1982).

The Old Trolley Barn Park is the site of the former brick trolley car barns that were located at the northern end of the San Diego Electric Railway Company's line. The buildings stood through the 1970s. The property was eventually acquired by the city of San Diego and the buildings were demolished so the property could be developed into a passive neighborhood park (Comer 2003).

### **1. Associated Property Types**

Pioneer and Presidio Parks have many landscape elements including walls, walk ways, statuary, plantings, grave headstones, rest rooms, and museum buildings. These range in scope from original grave markers at Pioneer Park to landscapes designed by John Nolen, exotic plant gardens laid out by Roland Hoyt, and buildings and structures built by William Templeton Johnson and the WPA.

### **2. Significance**

Both Presidio and Pioneer Park should be considered significant resources based on their associations with the Hispanic and early American period pioneers of San Diego County, George Marston and the Nolen Plan and projects of the Works Progress Administration, as well as the vital role they have played as open space areas in the Mission Hills community.

## F. World War II and Post War Development (1941-2000)

Following World War II the West Park Neighborhoods and Hillcrest came to be seen as a single community with its commercial center in the old Hillcrest business district at Fifth and University. The decline of the downtown business district during this period was probably responsible for this. The area north of Ash continued to be a viable neighborhood and did not suffer the economic decline of the downtown area. At least some of the reasons were the community's proximity to Balboa Park and Scripps-Mercy and UCSD Medical Center Hospitals. New offices, apartment buildings, and retirement homes were constructed during the period, replacing many of the old Victorian houses in Banker's Hill and establishing a mixture of older and new architectural styles south of Robinson Street. The opening of the large Sears Store at Cleveland Street and Vermont in the 1950s symbolized the change in retail focus from downtown San Diego to Hillcrest.

With most of its area developed before 1930, University Heights did not experience extensive development after World War II. Some commercial buildings were replaced over the decades but the majority of residential change consisted of infilling by replacing older residential buildings with multifamily apartment buildings and condominiums. The first major change was the replacement of Mission Cliffs Gardens in 1941 by a development of single family homes (MacPhail 1983). As the decades continued, apartment buildings became more prominent in some blocks, especially around Park Boulevard, Washington and Normal Streets. A 1970 article reported the construction of apartments "eight to ten unit squares with macaroni trim, adobe fronts, and New Orleans porches" (*San Diego Union* 1-12-1970).

Mission Hills is the neighborhood that has probably been the least affected by the post World War II changes that so drastically altered most of San Diego. It is one of the areas that still retains many of the visions of George Marston and elements of the 1908 Nolen Plan. Post war change in the community has been small and for the most part unobtrusive. Canyon lots that were too steep to be built on before World War II became marketable during the 1950s and 60s as changing technologies including extensive cut and fill grading, structural steel stilts, concrete grade beams and piers allowed homes to be built on steeper hillsides. As a result, small sections of canyon rims have seen some infilling with more modern homes, although in most cases the scale and setting of these buildings has not been detrimental to the overall architectural character of the community. The largest post war development, Rodefer Hills, was laid out in the 1950s on the west side of the community overlooking Old Town. On the east end of Mission Hills, Green Manor, a 13 story residential facility for seniors was opened by the Congregational Church in 1970 at Ibis Street and Fort Stockton. It became Mission Hills' first and only high rise. The completion of this building along with the construction of similar high rises at Park Boulevard and University Avenue caused a negative backlash from Mission Hills residents. Accordingly, the city implemented underlying zoning restrictions and parking requirements that effectively ended such development. (*San Diego Union* 11-9-1986).

### 1. Associated Property Types

Single Family Residences – After World War II earlier popular architectural styles based on popularized historical forms were eclipsed in favor of new variations of modern styles. These included the Minimal Traditional, Ranch, Contemporary, Split Level, and Shed. Based on Tudor and Colonial Revival homes, the Minimal Traditional is a simplified form with a dominant front gable and chimney. The facade is simple and lacks traditional detailing. The Ranch style consists of one story houses with low pitched

roofs and broad, rambling facades. The Split Level exhibits half story wings with sunken garages. The Contemporary Form is based on the International style. These houses generally have wide overhangs and flat or low pitched roofs with broad low facing front gables and exposed supporting beams. A more recent modern style, The Shed, is identified by one or more shed-roofed elements, which dominate the facade and give the effect of several geometric forms shoved together (McAlester and McAlester 1986:477). The homes in the Uptown Study Area built after World War II largely reflect the architecture of the 1950s and '60s. California Ranch, Split Level, and Contemporary styles predominate. Many are low slung dwellings with heavy shake shingle roofs and the longest side of the dwelling facing the street.

Multiple Family Residences – Apartments and Condominiums have infilled many parts of the Uptown Study Area since 1950 and generally reflect the predominant styles described above. Many are simply basic single or multiple story boxes with minimal stylistic detailing.

Commercial Buildings – Modern commercial buildings have also been constructed in the older business districts since 1950. These range from small stores and shopping malls to large modern supermarkets. Many exhibit large plate glass storefronts and doors of the International style.

## 2. Significance

Although not as prominent in the Uptown Study Area, Post World War II architectural styles dominate the urban areas of San Diego far more than any other architectural type. Properties need to retain exceptional integrity and have strong associations with people or events important to the development of the area in order to be considered an important resource.

### G. Medical Community (1900-2000)

Medical related facilities are centered around the hospitals. Two major hospitals, Scripps – Mercy, and UCSD Medical Center (formerly County and University Hospital) are located within the study area. In addition, the Naval Hospital is located in Balboa Park just to the east of the southern portion of the Uptown District. This has resulted in the development of medical related business districts. Pill Row is centered along Fifth Avenue in Hillcrest, from the intersection of Fifth and Laurel Street northward to Scripps-Mercy. This corridor is formed by Laurel coming west from Balboa Park, which provides a route to the Naval Hospital, and Fifth north of Laurel, which runs to the location of Scripps-Mercy. The two streets form an "L" shaped corridor between the two major hospitals and medical related businesses have located along them. The second center of medical related businesses, known as "Pill Hill," is located around UCSD Medical Center. Although there is no doubt that the medical establishment has been important in keeping the area economically healthy, there have been some negative repercussions. The Hillcrest area has been re-zoned residential / professional / medical. In the words of long time resident Will Chandler:

You can rent a house in Hillcrest to live in or you can rent a house to be a doctor in. You cannot rent a house to be an [art and antiques] appraiser in the neighborhood, and this is iron clad. I could not rent a bungalow a block from my house that I wanted for my office because [it was zoned RP / medical] and I called the city about it and I couldn't. It just flat was not [possible] under the current [zoning]. And that is [today's Hillcrest]. There's nothing wrong with it being Pill Hill, but it does mean that other kinds of

professionals will be [unable to rent] small offices [in the neighborhood] (Chandler 2003).

### 1. Associated Property Types

The most prominent medical buildings in the Uptown Study Area are Scripps-Mercy Hospital and UCSD Medical Center. Although both can trace their origins to the early 20<sup>th</sup> century they are currently located in modern high-rise structures built within the last 40 years. Three small buildings at Scripps-Mercy that still remain from earlier periods have been listed as important resources by the San Diego City Historic Sites Board. They are a chapel and two residential convent housing units. Medical related businesses centered around these institutions have located in a variety of buildings, from converted Victorian and Craftsman houses of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries to modern post World War II multistory high rises.

### 2. Significance

Given the variety of structures occupied by the medical community significance would depend on the type of building. Significance statements for specific property types provided above should be consulted.

## H. Civic, Ethnic, Religious, and Minority Groups (1880-2000)

From its inception, the Uptown Study Area has consisted of neighborhoods of white upper middle class, middle class and working class families. In many areas the lines between these class distinctions are blurred. Ethnic and minority groups can be defined, therefore, only as they exist within the white middle class majority of American society that has occupied the area. These include civic and religious groups, the Italian community, and the Gay community of Hillcrest.

### 1. Civic Groups

Civic groups have played an important role in the cultural and social life of San Diego and the Uptown Study Area. Many of these groups drew their memberships from throughout San Diego, not just within the Uptown District. A prominent Women's Group, the Wednesday Club, has had a building in the study area since 1911. By 1913, the Masons had a temple at Fifth and Ash and the Elks had a meeting hall on 4<sup>th</sup> Avenue between Olive and Nutmeg Streets. Both fraternal organizations met in halls located in the traditional Uptown- Banker's Hill neighborhoods.

A history of the Wednesday Club, which, as noted, has had a club house within the study area since 1911 is provided below.

#### a. The Wednesday Club

In 1895 a group of prominent women, many who were long time San Diego residents, organized the Wednesday Club. Its object was stated to be for "artistic and literary culture." There were thirty-three charter members who chose Lydia Horton (wife of Alnozo Horton) as their first President. She was later named their first Honorary Member in recognition of her outstanding contributions to the city (MacPhail 1981; Way 1945).

Originally organized as a literary club, in 1913 "the study of problems of our times" was added as a purpose of the club in addition to the study of arts, literature, and culture. In 1899 the Wednesday Club succeeded in obtaining a grant of \$60,000 dollars for the first Carnegie Library to be erected west of the Mississippi. The club continued to play important fund raising roles, especially for the development of Balboa Park and the Museum of Art. Weekly programs presented by the membership have always been an important part of the clubs activities. These ranged in scope from literary, musical, and artistic, to dramatic. During World War II the club house was made available rent free on Mondays to war and defense activities and the members purchased \$3,000 worth of War Bonds (Way 1945; Barker 1986).

The Wednesday Club has remained one of the more prestigious of the women's clubs in San Diego, meeting in their club house at Sixth and Ivy Lane, built in 1911 (MacPhail 1981). This building was designed by club member Hazel Waterman, associate of Irving Gill. They worked together on a number of projects until 1906 when, under Gill's encouragement, she went into business on her own. Her design for the Wednesday Club building was advanced for its time and used plain wall surfaces, reinforced concrete, and geometric forms (Kamerling 1979).

## 2. Religious Groups

Many religious groups have places of worship within the Uptown Study Area. In 1914, the First Presbyterian Church was constructed on the block bounded by Date and Elm Streets, and Third and Fourth Avenues. The church had a significant impact upon the area both physically with its sheer size, and socially with the many prominent citizens in its congregation. The church firmly established Uptown's existence and its prominence in the city (Cultural Resource Inventory 1993). The synagogue built by Temple Beth Israel at the corner of Third and Laurel Streets has served San Diego's Jewish community for many decades. Many of these institutions, however, are not neighborhood churches, but serve religious communities that extend well beyond the study area. The history of two: Temple Beth Israel and the Swedenborgian Church are summarized below.

### a. Temple Beth Israel

The Jewish community in the Uptown Study Area has its origins in the boom of the 1880s. A small population of Jewish people had resided in the county since 1850. Their numbers increased greatly during the 1880s along with the general population of the city and county. Jewish merchants during the boom founded a bank, opened book and stationary stores, ice cream parlors, and an opera house. Many in this new Jewish community joined Congregation Beth Israel, which had been incorporated in February 1887. The congregation soon had sixty male members and their families. They hired their first full-time rabbi, Samuel Freuder in 1888. In the fall of that year Rabbi Freuder officiated before nearly 300 worshipers in the Turnverein Hall on the High Holy Days of the Jewish New Year and the Day of Atonement (Schwartz 1981, 2003).

A synagogue costing approximately \$4000 was built on the northwest corner of Second and Beech Streets in 1889. Now located in Heritage Park near Old Town, where it was moved to in 1978, it is the second oldest synagogue structure in the American west. In 1926 a new temple was built at Third and Laurel Streets by architect William H. Wheeler. Beth Israel occupied this building until 2001 when they moved to their third location in La Jolla's University Town Center. The building, which has been listed on the National Register of Historic Places, is now used by Temple Ohr Shalom (Schwartz 1981, 2003).

Over the decades members of the Beth Israel congregation have included many of San Diego's civic leaders such as Marcus Schiller, Joseph Mannasee, Simon and Adolph Levi, Samuel I. Fox, Abraham Blockman, Louis Mendelson, and the Klauber Family. In the 1920s the congregation began to actively support the social structure of the Jewish community. A religious school was opened; women's, young peoples, and Bible study clubs were founded; and a community center constructed. All these brought a richer religious and social life to the congregation (Schwartz 1981, 2003).

One of the important facilities sponsored by Beth Israel while at the Third and Laurel location was the community center or social hall. It served not only that congregation but as a meeting place for a variety of Jewish organizations. This was the main gathering place for San Diego's Jewish community from 1929 until 1953, when a Jewish Community Center opened on 54<sup>th</sup> Street in East San Diego. As many as a dozen different groups would use the social hall in a single month (Schwartz 2003).



**Figure 20: The first Temple Beth Israel - now located in Heritage Park**

Another important aspect of the Temple was a day school or religious school. By the 1960s the school had become so large that a separate school building was constructed that still stands at the Third and Laurel location. Enrolment reached close to a thousand pupils. The day school is a primary grade institution. The secondary school, called the Jewish high school, is not a full time program. It teaches a Jewish culture curriculum and is attended in addition to regular public secondary school (Schwartz 2003).

Estelle Dunst, a current resident of Hillcrest, has been a member of the Temple Beth Israel her entire life. Although she attended public school, she went to religious school at the temple and her social life was centered around the congregation and its families. Parties, outings, and other social activities were held by the families for the temple's young people, creating a close knit social group that still exists. The

members of the congregation, however, did not reside only within the current Uptown Study Area, but well beyond it. Estelle grew up in North Park, although her mother later moved to Hillcrest and ran a health food store in the Banker's Hill area for many years. Other families lived as far away as Chula Vista (Dunst 2003).

The Temple Beth Israel historian, Stanley Schwartz, commented that the Beth Israel synagogue at Third and Laurel Streets "has always been a magnet for the community because of all the events that have gone on in the center, the social center of the property" (Schwartz 2003).

#### **b. Swedenborgian Church**

The Swedenborgian Church is officially named the San Diego Society of the New Jerusalem. The church originated in England in the 1770s. The first chapter was founded in the United States around 1779. Many branches were established on the east coast. Chapels were built in San Francisco, El Cerrito, and Los Angeles in 1849. The chapter in San Diego was incorporated in 1883. In 1907 a small wooden chapel was built at the location of the present church on the southeast corner of the intersection of Cleveland and Mead Streets in University Heights. At this time the congregation chose the name Swedenborgian over New Jerusalem to avoid being identified as a Jewish institution. The current church building was designed by Louis Gill and dedicated in 1927. In the 1920s the congregation numbered around 100 people. In recent decades its numbers have shrunk to about 30 with 12 to 15 in regular attendance for Sunday services. The current minister and his wife, Eldon and Annella Smith, live in a two room apartment at the church which was converted from former Sunday school rooms. Members have always lived throughout San Diego County so the congregation has always represented a wider geographical region than the Uptown Study Area. When Eldon Smith was a child his family would take the streetcar from East San Diego to the church. Other members lived as far east as El Cajon (15 miles). Currently members live as far east as Campo (60 miles), and as far north as Las Vegas, Nevada (Smith and Smith 2003).



**Figure 21: Swedenborgian Church**

In spite of the small size of the current congregation, the Swedenborgian Church is a very active institution. The Renewal or Rededication Service is celebrated the first Sunday in January. According to Eldon Smith, a brazier with coals is placed on the chapel steps. Members place slips of paper with "something they want the Lord to help them with for the next year and they burn it in the brazier and then the smoke rises up to the Lord." Palm Sunday and Easter are important celebrations as well as the Sunday closest to June 19, called the Holy City Sunday to celebrate the founding of the Christian Church. Worldwide Communion is celebrated the first Sunday in October (Smith and Smith 2003)

In addition, other organizations use the church building during the week. Because the building has a stage it is used by three different acting groups. An Alcoholic's Anonymous group also has weekly meetings in the building as well as the church's own Women's Alliance (Smith and Smith 2003).

### 3. Italian Community

The establishment of the Italian community in Middletown reflected a change in the demographic make up of U.S. immigration during the late 19<sup>th</sup> and early 20<sup>th</sup> century. After 1880 the majority of immigrant origins shifted from northern and western to southern and eastern Europe. By the early 1900s Italians made up a significant portion of this group. Poor economic conditions, unemployment, high birth rates, overpopulation, and cholera and malaria epidemics during these years convinced many to leave Italy for other lands. The majority came to the United States. From 32,159 in 1882, Italian immigration increased to 285,731 in 1907 (Dinnerstein and Reimers 1975:36). During the first decade of the 20<sup>th</sup> century the number of Italians entering California almost tripled from 22,707 in 1900 to 66,615 in 1910. It was during this period that a community of Italian immigrants began to form in San Diego. They settled along Arctic, Colombia, and India Streets in the Middletown area. By the 1920s the neighborhood had become known as Little Italy. Others resided in the South Mission Hills neighborhood south of Washington and west of Goldfinch streets. Although many Italians worked as fishermen, other occupations were also followed (Richardson 1980). Their family names are prominent in the historical records of Middletown and the commercial and business life of San Diego. Many became involved in San Diego's tuna fleet. The Italians in San Diego have operated some of the most sophisticated fishing vessels in the world (Brandes and Erzinger 1980). With the construction of Interstate Five through Middletown in the early 1960s, the old Italian quarter centered on India Street was cut in two. Many displaced families relocated to South Mission Hills and along Reynard Way and Dove Street in Middletown at this time, in some cases moving their houses to the new locations. They continued to shop and do businesses downtown and in the Italian quarter along India Street, and to worship at Our Lady of the Rosary Church on West Date between Colombia and State Streets, which is outside the study area.

### 4. Gay Community

In the early 1970s, Hillcrest became a refuge and focal point for the gays and lesbians of San Diego. The social and economic status of Hillcrest from the early 1960s through the 1970s allowed for affordable rental space. The investment of the gay community in itself has helped bring Hillcrest from isolated obscurity to its status as one of the premier commercial and social centers in San Diego. From the mid 1980s through the late 1990s, there has been no doubt that Hillcrest has become the center of gay life in San Diego (Dillenger 2000).

A major catalyst for the gay community had been the bar and club scene that thrived in Hillcrest during the 1960s and '70s. Another was the affordable single-occupancy apartments and bungalows in the neighborhood. Gay bars provided shelter and relative solace to homosexual men and women during periods of intolerance common in the mid twentieth century. Two Hillcrest businesses, the Brass Rail Bar and the Crest Restaurant, became Gay institutions in the early '70s and provided an alternative to the more common run down and grimy gay oriented businesses of the period. The neighborhood's closeness to Balboa Park also added in its attraction to gay residents. The park provided a meeting place during this period (Dillenger 2000). As retail businesses and customers began to disappear to Mission Valley shopping centers, Hillcrest entrepreneurs began to realize the potential of the Gay market. Clubs, coffee shops, restaurants, and bookstores started to advertise in Gay business directories (Dillenger 2000).



Figure 22: The Gay Center 1973

As Dillenger (2000) has summarized, by the 1980s:

These factors brought about a strong sense of community among the gays and lesbians of San Diego and gave them a tangible place to call home. This sense of community has become evident in many ways. Gay publications such as the *San Diego Son* were started to help the community learn about gay-oriented events and opportunities. The Imperial Court, Dignity of San Diego, the Metropolitan Community Church and The Gay Center were all established in the early 1970s to help foster this sense of community. Since then, the Gay Parade, San Diego Pride, the Gay Men's Choir, Lesbian and Gay History Month and the *Gay and Lesbian Times* have helped to establish the sense of community that has evolved since the 1970s.

In addition to these, the Lesbian and Gay Historical Society of San Diego has become the very essence of this community. This organization maintains an archive of journals, books, ephemera and other gay-centered materials to document and preserve a sense of San Diego's gay history and develop its future. Founded in 1987, this archive is located only blocks from the center of Hillcrest. One of the co-founders of the Gay Center, Bernie Michels, stated that Hillcrest was the location that was originally considered for the establishment of the Gay Center, because it was "...the center of gay life in San Diego." A sense of community was born in this area of San Diego and has since become more than an idea. It has been transformed into the community that so many had desired and worked for throughout their lives.

Today, Hillcrest stands as a community to be shared by all people, old and young, any race, singles, families and couples, gay or straight. This is not based on population size or economic strength alone, but based on safety, diversity, pedestrian orientation and communal self-improvement. The gay community has revitalized this area in central San Diego and this vitality is now spreading to the surrounding areas such as University Heights, Mission Hills, Normal Heights, and North Park, all of whom are beginning to take community awareness to new levels. Forged from fire, the gay and lesbian community of San Diego has emerged ever-strong. Despite persecution by hate-mongers, local law enforcement, the epidemic of AIDS and religious opposition, the gay and lesbian community has rallied and united. To the betterment of all San Diego, a once down trodden and isolated group of people has found symbiosis with a once economically dormant and isolated neighborhood to develop a working relationship towards pride in the community and pride in oneself (Dillenger 2000).

The Gay Community in San Diego is probably as well organized as any in the nation. The Gay Pride Association Festivals have become an annual event. The community has organized a verity of social services. This development occurred during the early years of the HIV crises in the 1980s. The number and quality of social services available compares favorably to New York or San Francisco (Chandler 2003). Since 1987 Diversionary Theater has provided a "cultural voice" for the Gay and Lesbian community (Zito 2003).

## 5. Associated Property Types

Resource types associated with civic, religious, ethnic, and minority groups in the Uptown Study Area include residential structures, businesses and religious buildings. Architecturally, residential and commercial structures do not have any specific attributes that tie them to ethnic or minority communities. Italians in South Mission Hills and Middletown and the Gays in Hillcrest occupied and used already existing buildings that reflect the styles popular when they were built. As already noted, there are many churches and other religious and civic buildings that reflect the diversity of community groups that have lived together and thrived in the Uptown Study Area.

## 6. Significance

Properties associated with ethnic, minority, or religious groups would be considered important based on the nature and degree of association with a specific group and the degree of integrity the building retains for the period during which that association occurred.