



Historic Resources Survey Report **Harbor Gateway Community Plan Area**



Prepared for:

City of Los Angeles
Department of City Planning
Office of Historic Resources



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Project Overview

This historic resources survey report (“Survey Report”) has been completed on behalf of the City of Los Angeles Department of City Planning’s Office of Historic Resources (OHR) for the SurveyLA historic resources survey of the Harbor Gateway Community Plan Area (CPA). This project was undertaken from September 2011 to May 2012 by Galvin Preservation Associates (GPA).

This Survey Report provides a summary of the work completed, including a description of the survey area; an overview of the field methodology; a summary of relevant contexts, themes and property types; and complete lists of all surveyed resources. This Survey Report is intended to be used in conjunction with the ***SurveyLA Field Results Master Report*** (“Master Report”) which provides a detailed discussion of SurveyLA methodology and explains the terms used in this report and associated appendices. In addition, a Survey Results Map has been prepared which graphically illustrates the boundaries of the survey area and the location and type of all resources identified during the field surveys. The Master Report, Survey Report, Appendices, and Results Map are available at www.surveyla.org.

SurveyLA Methodology Summary

Below is a brief summary of SurveyLA methodology. Refer to the Master Report discussed above for more information.

Field Survey Methods

- Properties surveyed for SurveyLA are evaluated for eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, and for local designation as City Historic-Cultural Monuments (HCM) or Historic Preservation Overlay Zones (HPOZ), commonly known as historic districts.
- Field surveyors cover the entire area within the boundaries of a CPA. However, only resources that have been identified as significant within the contexts developed for SurveyLA are recorded.
- Consultants making resource evaluations meet professional qualification standards in Architectural History, History, or a related field.
- Surveys focus on identifying significant resources dating from about 1850 to 1980.
- All surveys are completed from the public right-of-way (from vehicles or on foot as needed).
- Digital photographs are taken of all evaluated resources.

Field Surveys do not include:

- Individual resources and historic districts (including HPOZs) that are already designated (listed in the National, California or local registers).
- Community Redevelopment Area (CRA) surveys conducted within the last five years.
- Industrial properties, which will be surveyed as a group in a later phase of SurveyLA.

SurveyLA Resources Types

SurveyLA identifies individual resources, non-parcel resources, historic districts and district contributors and non-contributors. Each of these is described below. Appendices A, B, and C are organized by resource type.

- **Individual Resources** are generally resources located within a single assessor parcel such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.
- **Non-Parcel Resources** are not associated with Assessor Parcel Numbers (APNs) and generally do not have addresses. Examples include street trees, street lights, landscaped medians, bridges, and signs.
- **Historic Districts** are areas that are related geographically and by theme. Districts may include single or multiple parcels, depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes.
- **District Contributors and Non-Contributors** are buildings, structures, sites, objects, and other features located within historic districts. Generally, non-contributing resources are those that are extensively altered, built outside the period of significance, or that do not relate to historic contexts and themes defined for the district.
- **Planning Districts** are areas that are related geographically and by theme, but do not meet eligibility standards for designation. This is generally because the majority of the contributing features have been altered, resulting in a cumulative impact on the overall integrity of the area that makes it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent planning features – such as height, massing, setbacks, and street trees – which warrant consideration in the local planning process.

Project Team

The Harbor Gateway CPA survey team included the following personnel from GPA: Teresa Grimes, Principal Architectural Historian; Ben Taniguchi, Historian II; and Elysha Dory,

Architectural Historian II. Reconnaissance survey work was conducted by Teresa Grimes, Principal Architectural Historian; and Ben Taniguchi, Historian II.

Survey Area

The Harbor Gateway CPA served as the boundaries of the survey area for this project. The CPA is long and narrow with a mostly irregular shape, and is located in the southern portion of the City of Los Angeles. It is represented by Council District 15.

The CPA consists of two long, narrow geographic areas offset from each other. The northern boundary of the CPA is formed by 120th Street. The eastern boundary is Figueroa Street between 120th Street and Victoria Street; between Del Amo Boulevard and Sepulveda Boulevard, the eastern boundary is Normandie Avenue. The eastern boundary between Victoria Street and Del Amo Boulevard is irregular and varies between Vermont Avenue and Hamilton Avenue. The western boundary is Vermont Avenue between 120th Street and 182nd Street; the western boundary is Western Avenue between 182nd Street and Sepulveda Boulevard. The southern boundary is formed by Sepulveda Boulevard.

The Harbor Gateway Community Plan Area encompasses 8,580 parcels. Roughly 8,007 parcels within the CPA were surveyed by the SurveyLA team. As mentioned above, properties not surveyed include parcels zoned for industrial use, buildings constructed after 1980, and resources previously designated under local, state and/or federal programs. There are no individual properties and no historic districts within the CPA that have been previously designated. Furthermore, there are no CRA areas within the CPA.

The Harbor Gateway CPA is located in the southern portion of the flat plain of the central Los Angeles Basin, which falls to the south of the Santa Monica Mountains. The topography of the area is generally flat. There are no major land formations or waterways that define the area. A tributary of the Los Angeles River runs through the CPA, but does not influence its geography or layout in any significant manner.

Rather, the CPA is bounded and shaped by man-made features, including freeways and boulevards. The streets throughout the CPA are laid out in a grid that follows a north-south axis, save for a small number of streets that run at a diagonal through the CPA, including Albertoni/182nd Street, Victoria/190th Street, Torrance Boulevard, and Sepulveda Boulevard.

The CPA is intersected by three freeways. These include Interstate 110 (Harbor Freeway), which generally bisects the northern portion of the CPA; State Route 91 (Artesia-Gardena Freeway); and Interstate 405 (San Diego Freeway). Interstate 110 is sited above grade throughout much of the northern portion of the CPA. It transitions to below grade north of Redondo Beach Boulevard, with ramps set above the freeway. State Route 91 is set above street level, as is Interstate 405. Interstate 105 (Glenn Anderson Freeway) is located just north of the CPA. It is sited above grade. The freeways create numerous overpasses and on-ramps with a physical and visual impact on the neighborhoods throughout much of the northern half of the CPA.

Many of the major thoroughfares in the CPA are wide avenues and boulevards that functioned historically as automobile and streetcar routes. These transportation routes were instrumental in the historic development of the neighborhoods within the CPA. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes. The major east-west thoroughfares in the CPA are (from north to south): 120th Street, El Segundo Boulevard, 135th Street, Redondo Beach Boulevard, Alondra Boulevard, Frontage Road/162nd Street, Victoria Street/190th Street, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, 228th Street, and Sepulveda Boulevard. The major north-south arteries within the CPA are (from west to east): Normandie Avenue and Vermont Avenue.

Harbor Gateway was originally part of Rancho San Pedro. The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. At the time, the area was known as the “shoestring strip” or the city strip.

The annexation of the shoestring strip was set into motion by what came to be known as the “Great Free Harbor Fight.” The growth of Los Angeles in the last two decades of the 19th century made it increasingly necessary for the city to have its own harbor. The debate centered around where the harbor serving the Los Angeles region should be established, and it lasted seven years.

San Pedro had become an established harbor by the 1890s, but it could not handle the growing volume of trade without improvements. In 1890, Congress appropriated \$4 million to build a breakwater for a port for the City of Los Angeles. Other cities realized that the creation of a port within their borders would be extremely profitable for both them and the railroads that served them, but San Pedro and Santa Monica were the primary cities under consideration for the improvements. The Southern Pacific Railroad, headed by chairman Collis Huntington, realized the opportunity. He began purchasing large amounts of land along the Santa Monica waterfront and constructed his own wharf into the bay in 1892, which he named the Port Los Angeles. Although San Pedro was the preferred location for a port due to its protected location, Huntington’s influence at first prevented San Pedro from securing the port location. It was not until 1897 that San Pedro secured the port location for the City of Los Angeles and money for the breakwater improvements.

With the money for improvements at the San Pedro harbor secured, Los Angeles began seeking to consolidate the town in order to gain access to a port. It consolidated

Wilmington and San Pedro in 1909. In preparation for the consolidation of Wilmington and San Pedro, which would provide the city with access to a port, it annexed the shoestring strip by way of a special election in 1907. The citizens of Wilmington, who held that it prevented their city from expanding to the west, contested annexation of the strip. The challenge to the annexation of the strip was brought before the California Supreme Court. Annexation was upheld and declared legal in 1908.

Even after annexation, the shoestring strip remained sparsely populated for the most part. In the 1940s, the area was still mostly rural with homes interspersed. It was not until World War II, when the population of Los Angeles grew rapidly, that the population of the shoestring strip increased and the pace of development began to speed up. Factories began moving into the area during this period, and the population rose as workers moved into the area. Residences, mostly single-family residences and duplexes, were constructed to answer the need for housing, and the development of the area increased.

The strip was often confused with neighboring Torrance or Gardena, separately incorporated cities and not part of the City of Los Angeles. Residents of the area often had a Torrance address and felt more closely connected to Torrance or Gardena rather than Los Angeles. Torrance was planned as a model industrial city in 1911 by Olmstead & Olmstead. Gardena originated in the 1880s, but was not incorporated until the 1930s when the communities of Strawberry Park, Moneta, and Western City merged. Torrance and Gardena were both stops on the Pacific Electric Railway on lines running to from Los Angeles to San Pedro and Redondo Beach.

Populations that moved into the area in the decades following World War II included Japanese Americans, Hispanics, and African Americans. Prior to World War II, the strip was home to a small Japanese and Japanese American population. As in neighboring Gardena, they were mostly farmers or operated nurseries in the area. The post-war era saw the growth of a thriving Japanese American community in the strip, as well as in Torrance and Gardena. Today, the area has a diverse mix of Anglo American, African American, Hispanic, and Japanese American populations.

The area was not given the name Harbor Gateway until 1985; prior to this it was known as simply the shoestring strip. The area's councilwoman at the time felt that it would give the area more cohesion and its residents a sense of place and pride that they lacked since the area felt like more an extension of Torrance and Gardena than its own entity. Institutions in Harbor Gateway continue to be linked more closely with Gardena or Torrance, however; the area, due to its geography, continues to function more as an extension of surrounding areas than its own cohesive neighborhood.

The land upon which Harbor Gateway CPA developed was occupied by several ranchos in the earliest period after European settlement. There are no resources remaining from this period in the CPA. The earliest residential development is scattered throughout the CPA, but it occurs with slightly more frequency in the northern portion. Single-family residences dating from the 1910s and 1920s are the most numerous in the vicinity of Gardena Boulevard. Much of the land in the strip was originally devoted to farmland. The post-

World War II era, and the increase in the area's population, brought about a need for housing. Infill development occurred at this time, and whole neighborhoods were developed in the 1940s and 1950s in the CPA.

The CPA is largely comprised of single-family residential neighborhoods, which followed a typical development pattern with commercial corridors along larger streets and single-family residential development along smaller, gridded streets between. Much of this development occurred during and after World War II, when factories moved into the area and workers, who needed housing, followed. The dominant housing type in the area until the 1980s was the single-family residence and the multi-family residential duplex. Multi-family residential development is not as common as single-family residential development; the majority of the larger scale multi-family residential development dates from the 1980s, when the population of the area experienced a second dramatic increase. It largely occurs along major thoroughfares in the CPA.

Early commercial development occurred along the western portion of Gardena Boulevard. This development, the majority of which includes one- to three-story commercial buildings dating from the 1910s and 1920s, was essentially an extension of the commercial strip that developed in Gardena, a separate city, to the west. Later commercial development along major thoroughfares includes drive-in commercial strips and one- to three-story commercial buildings. The majority of these resources date from the 1950s, 1960s, and later.

Development in the southern portion of the CPA, in the vicinity of 190th Street and south, largely occurred during the population boom of the post-World War II era. Its development follows similar patterns as the northern portion of the CPA, comprising mostly single-family neighborhoods with commercial properties and multi-family residences located on major thoroughfares. Single-family residential development dates from the 1940s, 1950s, and later. There is very little early development from the 1910s and 1920s in this portion of the CPA. This portion of the CPA developed in the 1940s and 1950s when industrial development in the area increased.

Industrial development, originally dating from the World War II and post-war eras, is concentrated in the southern portion of the CPA. Much of this earlier development has been replaced by later industrial construction.

Most residential streets roughly follow a north-south and east-west grid but incorporate a curvilinear pattern, terminating in cul-de-sacs and often not accessible from major thoroughfares. Residential lots are long and narrow or somewhat triangular shaped, depending on their location along gridded or curvilinear streets. Commercial development was laid out to accommodate the streetcar and, later, the automobile.

Institutional resources occurring throughout the CPA include religious buildings and schools, though few were recorded as eligible resources. These resources are typically sited within residential neighborhoods or along commercial corridors.

There is a significant amount of industrial development in the CPA, and there are large portions of land zoned for industrial use along the eastern boundary of the CPA on Figueroa Street, in the vicinity of 190th Street and Del Amo Boulevard, and along the southern boundary of the CPA on Sepulveda Boulevard.¹

Designated Resources

There are no previously designated resources within the Harbor Gateway CPA. This takes into consideration properties listed in the National Register of Historic Places (NR) or the California Register of Historical Resources (CR), as well as locally-designated Los Angeles Historic-Cultural Monuments (HCM) and Historic Preservation Overlay Zones (HPOZ). For the most up-to-date information on designated resources contact the Office of Historic Resources.

Community Plan Area Survey Methodology

The field survey of the Harbor Gateway CPA was conducted using the methodology established by the Office of Historic Resources for SurveyLA, which includes the citywide Historic Context Statement and customized mobile Field Guide Survey System (FiGSS).²

A number of other community plan areas were being surveyed concurrently with the Harbor Gateway CPA. Prior to commencing fieldwork in Harbor Gateway, the project managers of these CPAs coordinated to conduct a group reconnaissance of each area. Project managers included Christy McAvoy of Historic Resources Group, Leslie Heumann of Sapphos Environmental, Inc., and Teresa Grimes of Galvin Preservation Associates. The purpose of this group reconnaissance was to establish consistency among the various survey areas, specifically regarding the application of the historic context statement and establishment of integrity thresholds. Following this group reconnaissance, each team developed a work plan specific to their survey area.

Thus far, most of the CPAs have been surveyed in two phases: *Identification* and *Documentation*. Due to the relatively small size of the survey area, it was determined that a two-phased approach was not necessary. The survey was conducted by a team of two qualified survey professionals, both of whom meet the Secretary of the Interior's *Professional Qualifications Standards*. The team remained the same during the course of the survey to ensure consistency in which properties and districts should be documented, and how those properties should be evaluated. In addition to properties identified by the survey team, properties that were included in the pre-loaded data in FIGSS, were studied for potential historic, cultural, or architectural significance.

¹ As mentioned earlier in this report, industrially-zoned properties were not surveyed as part of this project. They will be surveyed at a later date.

² For more information about the SurveyLA methodology, see the **SurveyLA Field Results Master Report**.

Pre-field research was conducted to help acquaint surveyors with the CPA, using GPA's in-house library of books, periodicals and journals related to the architecture, history and development of Los Angeles, as well as online sources such as the California Index, available through the Los Angeles Public Library. Other online sources included websites devoted to the history and location air raid sirens in Los Angeles and the history of Japantowns in California. Additional research was conducted at the Gardena branch of the County of Los Angeles Public Library.

A key component of pre-field online research focused on the history of Japantowns in California. The study, the results of which are posted online, documented Japantowns in California in 1940, prior to the internment of Japanese and Japanese Americans during World War II.³ A portion of the study focused on Gardena and also featured Harbor Gateway. The study mapped Japanese-owned businesses in the area and included the name of the business at each address in 1940. This information was utilized during subsequent fieldwork; it was found that the majority of resources no longer remain.

The field surveys were conducted from the public right-of-way. Documentation included a digital photograph, recordation of historic features and subsequent alterations, and the reason for a property's potential historic significance. Historic districts were mapped out during the survey, and then further evaluated and edited after an intensive survey in the field. Following the completion of field work, all survey data was reviewed in detail by a qualified survey professional to ensure accuracy and consistency throughout.

Research was ongoing during and after the field surveys, as supplemental research tasks were identified to assist with resource evaluations. Research tasks included property-specific research such as acquiring original building permits in order to determine original owner and architect/builder, as well as dates of construction, and tax assessor research to confirm dates of construction and original owners.

Summary of Findings

The following discussion of Property Types, Contexts, and Themes relates to the resources identified and recorded as eligible for designation.

Summary of Property Types

The Harbor Gateway CPA is largely comprised of single-family residential neighborhoods. Although a variety of other property types exist, the patterns of development in this area were conducive to widespread single-family residential development. Early 20th century residences are interspersed throughout the CPA and would have been surrounded by farmland.

³ A link to the website is: <http://www.californiajapantowns.org/survey/index.php/component/mtree/los-angeles-region/gardena>; a map can be found at: <http://www.japantownatlas.com/map-gardena.html>.

Residential Properties

Many of the residential buildings in the CPA have endured alterations over time, such as replacement doors and windows, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim. Due to a preponderance of such alterations, only one eligible historic district was identified in the CPA. No planning districts were recorded in the CPA.

The Chacksfield Residential Historic District was identified as being eligible in the context of post-World War II suburbanization and for its reflection of the changing demographics of the Harbor Gateway CPA during that period. It conveyed its significance as representative of the Traditional Ranch House style, possessing a unique collection of consistent Japanese-style gardens, and retaining character-defining features of a post-World War II single-family residential neighborhood, such as curvilinear streets, consistent setbacks, and narrow lots.

Multi-family residences exist in the survey area as well; generally, they are intermittently located along major thoroughfares in the CPA. The majority date from the 1980s, when the area experienced a rapid population increase.⁴ They are generally larger, low-scale buildings. No multi-family residential buildings were found to be eligible for listing at the national, state, or local levels.

Commercial Properties

Commercial property types are commonly found on major thoroughfares running north-south and east-west through the CPA. A small number were recorded individually; those that were recorded were typically exemplary of the property type, a particular style, or representative of commercial development in the CPA. These properties included car service/gas stations, one- and two-story commercial buildings, and a garden supply store.

Other Properties

Finally, a small number of non-parcel resources were identified in the CPA. These include air raid sirens and uniform street trees that appeared to date from a neighborhood's original subdivision.

Summary of Contexts and Themes

Though a small number of resources were recorded in the Harbor Gateway CPA, many of the contexts and themes of the Citywide Historic Context Statement are represented. Following are examples of the common Contexts and Themes used in the survey and representative examples of eligible resources.

⁴ Buildings constructed after 1980 are not included in the SurveyLA.

For a complete list of all individual resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or HCM/HPOZ, see Appendix A.

For a complete list of non-parcel resources identified as meeting eligibility standards and criteria for the National Register, California Register, and/or local listing, see Appendix B.

For a complete list of historic districts identified as meeting eligibility standards and criteria for the National Register, California Register, and/or HCM/HPOZ, see Appendix C. This appendix also includes planning districts, which do not meet eligibility standards and criteria for listing but may warrant special consideration for local planning purposes.

Context: Residential Development and Suburbanization, 1880-1980

Theme: Early Residential Development, 1880-1930

Sub-Theme: Early and Rare Single-Family Residential Development, 1880-1930

Resources were determined to be eligible as significant examples of early residential development within the CPA if they largely pre-date the development of surrounding neighborhoods. In the Harbor Gateway CPA, this includes rare examples of early 20th century residences. These resources represent the earliest pattern of residential development in the area. As seen below, residences recorded under this context/theme represent a variety of architectural styles, including Craftsman bungalows and vernacular cottages with hipped roofs.



Address: 16003 South Ainsworth Street

Date: 1912



Address: 16213 South Orchard Avenue

Date: 1907



Address: 730 West Alondra Boulevard

Date: 1906



Address: 731 West 157th Street

Date: 1922

Context: Commercial Development, 1850-1980

Theme: Commercial Development and the Automobile, 1910-1960s

Sub-Theme: The Car and Car Services, 1910-1960s

One property was recorded under this context/theme; a gas station/car service station. It dates from the 1920s and is located on a major vehicular thoroughfare. It represents early commercial development dedicated to the service and accommodation of the automobile. Extant and intact examples of this property type were uncommon in the CPA.



Address: 762 West Gardena Boulevard

Date: 1922

Context: Commercial Development, 1850-1980
Theme: Commercial Identity, 1850-1980

One property was recorded under this context/theme, which captures properties that are significant for their association with a well-known and significant business in their community. The Yamada Company is a Japanese American owned garden supply business that moved from downtown Los Angeles to its present location on Gardena Boulevard in 1956. It is significant as one of the oldest remaining Japanese American businesses in the area. It represents the growth of the Japanese American community in the CPA after World War II.



Address: 700 West Gardena Boulevard
Date: 1956

Context: Public and Private Institutional Development, 1850-1980

Sub-Context: Military Institutions and Activities, 1769-1980

Theme: The Cold War, 1946-1989

Sub-Theme: Air Raid Sirens and Civil Defense, 1939-1960

Air raid sirens were installed throughout Los Angeles during the World War II and Cold War periods. Air raid sirens within the CPA are located near prominent intersections along commercial corridors that border residential neighborhoods and within the residential neighborhoods themselves. Two resources were documented under this sub-theme in the CPA. They are intact examples of Federal Model SD-10, “Wire Spool” air raid sirens. Both were installed on a freestanding support pole.



Location: Southeast corner of Redondo Beach Boulevard and Orchard Avenue

Name: Air Raid Siren No. 78

Date: circa 1940



Location: Northwest corner of West 167th Street and Menlo Avenue

Name: Air Raid Siren No. 79

Date: circa 1940

Context: Architecture and Engineering, 1850-1980
Theme: Arts and Crafts Movement, 1895-1930
Sub-Theme: Craftsman, 1905-1929

The Craftsman style is common in Southern California. The style was applied to single-family residential properties in the CPA. Resources evaluated under this context were recorded as excellent, intact examples of their style. Identified resources, such as the examples depicted below, exhibit a high quality of design and craftsmanship. They display the horizontal orientation, overhanging eaves, exposed rafter tails, and wood siding indicative of the style.



Address: 519 West 121st Street
Date: 1912



Address: 611 West 124th Street
Date: 1912



Address: 739 West Gardena Boulevard
Date: 1906

Context: Architecture and Engineering, 1850-1980
Sub-Context: LA Modernism, 1919-1980
Theme: Postwar Modernism, 1946-1976
Sub-Theme: Mid-Century Modern, 1945-1970

Only two resources were recorded under this context/theme. They represent the post-World War II development that took place in the Harbor Gateway CPA as well as the development of Mid-Century Modern architecture that took place during the period in the city at large. Both resources are single-family residential properties, which was a more common property type than multi-family residential properties in the CPA.



Address: 12222 South Arbor Place
Date: 1963



Address: 16204 South Orchard Avenue
Date: 1958

Context: Architecture and Engineering, 1850-1980
Sub-Context: LA Modernism, 1919-1980
Theme: Postwar Modernism, 1946-1976
Sub-Theme: Googie, 1935 – 1969

Only one resource was evaluated under this context/theme. It represents an excellent and rare, intact example of Googie architecture applied to a shopping center. The property includes its original storefronts, pole sign, and planters. This resource represents the extensive commercial development that took place in the post-war period in the CPA.



Address: 1530 West Carson Street

Name: Carson Plaza

Date: 1958



Context: Residential Development and Suburbanization, 1850 – 1980

Theme: Automobile Suburbanization, 1908 – 1937

Sub-Theme: Suburban Planning and Development, 1908 – 1937

One intact concentration of street trees was evaluated as a representative example of a historic tract feature under this context/theme. These trees were planted as part of the cohesive development of residential subdivisions. The presence of these tract features, such as the mature Mexican fan palms (*Washingtonia Robusta*) depicted below, evokes the time and place of their historic period and context of development.



Location: Alondra Boulevard between and including Menlo Avenue and Ainsworth Street

Type: Mexican Fan Palms

Date: circa 1905

Context: Cultural Landscapes, 1875 – 1980
Theme: Designed Landscapes, 1875 – 1980
Sub-Theme: Burial and Memory, 1877 – 1980

One landscape in the CPA was recorded under this context/theme. Roosevelt Memorial Park was developed as a memorial park in the 1920s. It is the first and only memorial park in the Harbor Gateway CPA. It was developed as the population of Los Angeles grew in the 1920s and the need for additional cemeteries arose in the city. The park is comprised of a lawn space that is landscaped with trees, including mature California Peppers, Chinese Elms, Corals, Oaks, Camphors, and Olives. Original features of the park include cast concrete entrance gate posts and a building that houses a Wurlitzer pipe organ.



Address: 18255 South Vermont Avenue
Name: Roosevelt Memorial Park
Period of Significance: 1924 – 1949



Context: Residential Development and Suburbanization, 1850 – 1980

Theme: Post-War Suburbanization, 1938 – 1975

Sub-Theme: Suburban Planning and Development, 1938 – 1975

The Chacksfield Tract Residential Historic District was recorded utilizing the Post-War Suburbanization theme and Suburban Planning and Development sub-theme. The neighborhood, which was originally comprised of two tracts, is significant for its role in the post-war suburbanization of the Harbor Gateway CPA. The tracts were developed between 1956 and 1957 by George E. Chacksfield Homes Incorporated and in 1961 by the Grand Land Company. Chacksfield was responsible for numerous other developments in Gardena and the Harbor Gateway area in the 1950s and 1960s. The homes in the two tracts were designed by Mel Bogart and Richard Stoddard. Stoddard designed other projects for Chacksfield in the 1960s and was the architect for the Grand Land Company.

The tract is located north of the Gardena Freeway (State Route 91), south of West 168th Street, east of Vermont Avenue, and west of the Harbor Freeway (I-110). It is comprised of approximately 235 properties. The tract is characterized by Japanese-style gardens, reflecting the changing demographics of the area in the post-war era. The neighborhood retains a strong sense of time and place compared to other housing developments in the area from the same period.



Name: Chacksfield Tract Residential Historic District

Date: Street view



Address: 735 West 173rd Place

Date: 1961



Address: 656 West 168th Street

Date: 1957



Address: 16933 South Orchard Avenue

Date: 1957

For Further Reading

The following is a list of general sources on the history and development of Harbor Gateway. This list is not comprehensive but is being provided for informational purposes.

Niia, Brian, ed. Japanese American History: An A to Z Reference from 1868 to the Present. New York: Facts on File, Inc., 1993.

Pitt, Leonard and Dale. Los Angeles A to Z: An Encyclopedia of the City and County. Berkley: University of California Press, 1997.

White, Michael D. Port of Los Angeles. Charleston, SC: Arcadia Publishing, 2008.

Queenan, Charles F. "Great Free Harbor Fight: At Stake Was the Port Site for the Growing City of L.A." Los Angeles Times. May 10, 1992. http://articles.latimes.com/1992-05-10/news/we-2562_1_los-angeles-times.

