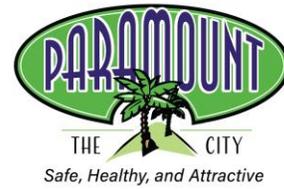


# HISTORIC RESOURCES GROUP



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## HISTORIC CONTEXT STATEMENT CITY OF PARAMOUNT

APRIL 2025



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# INTRODUCTION

This Citywide Historic Context Statement was prepared at the request of the City of Paramount. In January 2024, the City contracted with Historic Resources Group (HRG) to prepare a citywide Historic Context Statement and conduct a historic resources survey. This project will serve as a foundation for potential historic preservation planning efforts in the City going forward.

The Historic Context Statement represents the first comprehensive study of the history of the built environment in Paramount. It is a compilation of existing information, including published histories and historical narratives about Paramount's history, supplemented with new research and analysis. The Historic Context Statement identifies important periods of development, historical trends and development patterns, and important persons in the history of Paramount. The period of study for the context statement dates from the earliest inhabitants of the area that would become Paramount through 1980. The period of study for the historic resources survey, which focuses on the built environment, dates from the earliest extant resources in the late nineteenth century through 1980.

The project follows guidance and standards developed by the National Park Service and the California State Office of Historic Preservation for conducting historic resources studies; specifically, the project is being developed using the National Register of Historic Places (National Register) Multiple Property Documentation (MPD) approach. Guiding documents include:

- The Secretary of the Interior's Standards for Preservation Planning
- *National Register Bulletin No. 15: How to Apply the National Criteria for Evaluation*
- *National Register Bulletin 16A: How to Complete the National Register Nomination Form*
- *National Register Bulletin No. 16B: How to Complete the National Register Multiple Property Documentation Form*
- *National Register Bulletin No. 24: Guidelines for Local Surveys: A Basis for Preservation Planning*
- The California Office of Historic Preservation's *Instructions for Recording Historical Resources*

## Purpose

In order to understand the significance of the historic and architectural resources in the City of Paramount, it is necessary to examine those resources within a series of contexts. By placing built resources in the appropriate historic, social, and architectural context, the relationship between an area's physical environment and its broader history can be established.

A historic context statement analyzes the historical development of a community according to guidelines written by the National Park Service and specified in National Register Bulletin 16A. The Bulletin describes a historic context as follows:

Historic context is information about historic trends and properties grouped by an important theme in pre-history or history of a community, state, or the nation during a particular period of time. Because historic contexts are organized by theme, place, and time, they link historic

properties to important historic trends. In this way, they provide a framework for determining the significance of a property.<sup>1</sup>

A historic context statement is linked with tangible, built resources through the concept of “property type,” a grouping of individual properties based on shared physical or associative characteristics. It should identify the various historical factors that shaped the development of the area, which may include historical activities or events; historic personages; building types, architectural styles, and materials; and patterns of physical development. The historic context statement provides a framework for the continuing process of identifying historic, architectural, and culturally or socially significant resources important within the context of the development of Paramount. It may also serve as a guide for citizens, planners, and decision-makers in their ongoing efforts to evaluate the relative significance and integrity of individual properties.

A historic context statement is not a comprehensive history of an area. Rather, it is intended to highlight trends and patterns critical to the understanding of the built environment. This historic context statement is intended to inform planning and land use decisions for the built environment in the City of Paramount.

## Contributors

This historic context was prepared by Historic Resources Group. The historic context was authored by Alexandra Perlman, Sian Winship, and Emily Varley with support from Christine Lazzaretto and Robby Aranguren. All are qualified professionals who meet or exceed the relevant Secretary of the Interior’s Standards Professional Qualification Standards. The project was completed under the direction of the City’s Planning Division and managed by John King, Planning Director, with assistance from Sol Bejarano, Management Analyst.

The project team is indebted to members of the community who contributed information, research, and suggestions related to historical development patterns in Paramount as well as specific properties. In particular, the team would like to extend their sincere gratitude to the members of Paramount Historical Society for their feedback and advice, and extensive knowledge of Paramount’s history.

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<sup>1</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), accessed March 2024, <https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf>.

# SCOPE AND METHODOLOGY

## Description of the Study Area

The study area for the project is the current boundary of the City of Paramount (the City). The City is located in the Gateway Cities region in the southeast area of Los Angeles County. Regional access to Paramount is via Interstate 105 (I-105) between Interstate 710 (I-710), and State Route 19 (SR-19). It is bordered by the communities of Downey and Hollydale (South Gate) to the north, Bellflower to the east, North Long Beach to the south, and Compton, East Rancho Dominguez, and Lynwood to the west.

The geography and topography of the City are defined by its location within the southern flood plains of the Los Angeles Basin, nestled between the San Gabriel and Los Angeles Rivers. Water is naturally available via numerous springs and artesian wells throughout the area. Prior to development, the region had several plant communities including coastal sage scrub, riparian (streamside) forests, alkali meadows, wet meadows, and a perennial freshwater pond. The area's topography is mostly flat.

## Research Methodology

Sources consulted as part of this investigation included primary and secondary literature regarding the history and development of the City of Paramount and the larger region, including historic photographs and archival sources at the Paramount Library Local History Collection. Other archival sources included: annexation records, city directories, U.S. Census and voter registration records, contemporary historical accounts and memoirs, historical newspapers, land patent records, secondary histories and biographies, and scholarly works including theses, dissertations, and journal articles. Visual records consulted included historical aerials and photographs as well as various historical maps, including county assessor maps, fire insurance maps, irrigation maps, land ownership and patent maps, land use maps, rail maps, and tract maps. Additional background research was conducted at the South Central Coastal Information Center at California State University, Fullerton.

Sanborn Fire Insurance Maps were available online through the Library of Congress and the Los Angeles Public Library, although they were limited in scope and content. Sanborn Fire Insurance Maps were reviewed for the area for the following years: 1924, 1927, and 1930. Tract maps associated with the area, available online through the Los Angeles County Department of Public Works, were reviewed. Land use maps and chamber maps from 1936 and 1947, respectively, were available through the Huntington Library. Additional miscellaneous records, which documented the earliest subdivisions of land and deed maps for original parcels, were also reviewed.

HRG also completed research utilizing online resources, which included the following sites and organizations:

- Ancestry.com
- California Office of Historic Preservation Built Environment Directory (BERD)

- California Office of Historic Preservation Los Angeles County Historic Resources Inventory (HRI)
- California State University, Dominguez Hills
- Calisphere
- Historical California newspapers, including the *Long Beach Telegram*, *Press-Telegram*, *Tidings*, *Long Beach Sun*, *Lynwood Press*, *Lynwood Tribune*, *Hollydale Press*, *Whittier News*, *Wilmington Daily Press*, *South Gate Daily Press*, *Independent*, *Los Angeles Herald*, *Los Angeles Evening Express*, *Los Angeles Times*, *Heraldo de Mexico*, and *La Opinion*
- Historical City Directories for Downey, Compton, Watts, and Paramount
- JSTOR
- Los Angeles County Department of Public Works Land Records Information
- Los Angeles County Office of the Assessor
- Online Archive of California
- Paramount Historical Society
- Paramount City Website
- Paramount Library Local History Collection
- Sanborn Map Company fire insurance maps
- U.S. Census records
- University of California, Los Angeles

Historic photographs and maps were also obtained online from the following sites:

- California Historical Society
- California State Library
- Huntington Library
- Library of Congress
- Los Angeles Public Library
- Newspapers.com
- Online Archive of California
- University of California, Irvine
- University of California, Los Angeles
- University of Southern California

## Guidelines for Evaluation

A property may be designated as historic by national, state, and local authorities. In order for a building to qualify for listing in the National Register, the California Register of Historical Resources (California Register), or as a local landmark, it must meet one or more identified criteria of significance. The property must also retain sufficient integrity to continue to evoke the sense of place and time with which it is historically associated.

This Historic Context Statement provides guidance for potential designation according to standard preservation practice and established criteria and integrity thresholds. The City of Paramount does not have a Historic Preservation Ordinance that provides for local designation. However, the survey identifies those properties that appear eligible for local designation should the City adopt an ordinance in the future. In general, a higher integrity threshold is needed for listing in the National Register of Historic Places; properties that may not retain sufficient

integrity for listing in the National Register may be eligible for the California Register or for local designation. Based on the survey findings, most properties appear eligible for local designation and do not meet thresholds required for listing in the National or California Registers. In addition, properties that have achieved significance within the past 50 years must be “exceptionally important” as outlined in National Register Criteria Consideration G.

A description of each designation program and the evaluation criteria is included in **Appendix B** of this report. In general, evaluation criteria focus on four overarching concepts:

- Properties associated with historic events.
- Properties associated with significant people.
- Properties that are significant for their design, architectural style, or association with a significant architect.
- Properties that have potential archaeological significance.<sup>2</sup>

These concepts are included in the designation criteria for listing at the federal and state levels, and would inform the development of any local criteria. Appendix B also includes “Eligibility Standards” for each theme to assist in the identification and evaluation of potential historic resources from each period of development. Note that these are guidelines that are intended to assist in the evaluation of historic resources; other considerations including professional expertise and comparative analysis of similar properties are also taken into account in the evaluation of historic properties. **Appendix C** includes a list of properties identified as potentially eligible for local designation.

## Intersectionality

The concept of intersectionality attempts to address the diverse voices within a community, and the layers of nuanced history of specific communities. By their very nature, in thematic studies such as this one, cross-group connections and intersectional identities are often not adequately addressed. Associating resources or buildings with one group of people over another “...runs the risk of denying the layering of history and the shared streets of the present.”<sup>3</sup> As described by historians Donna Graves and Gail Dubrow, “applying a single lens of gender, race or ethnicity, sexuality or any category of social analysis to the practice of historic preservation risks misrepresenting the layered histories of place and forecloses possibilities for political mobilization across identity lines in the interest of fostering greater social cohesion.”<sup>4</sup> As such, resources included in this document have a more nuanced history that deserves in-depth exploration impractical to fully realize as part of this study.

This is particularly true in a city like Paramount, where agrarian farms, ranches, and early industrial operations – which were often supported by ethnic or migrant labor – were later transformed into postwar suburban housing and larger industrial sites, and neighborhoods were often home to multiple ethnic communities. These patterns of ethnic and cultural migration

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<sup>2</sup> Archaeological significance is outside of the scope of this project.

<sup>3</sup> Donna Graves and Gail Dubrow, “Taking Intersectionality Seriously: Learning from LGBTQ Heritage Initiatives for Historic Preservation,” *Public Historian* 41, no. 2 (2019), 310.

<sup>4</sup> Graves and Dubrow, 313.

have been minimally documented in previous historical accounts and studies, and understanding these trends requires a more comprehensive research effort. This document presents the findings of this research.

## A Note Regarding Language

The following outlines some important aspects of the approach to terminology included in this document:

The term “African American” is used interchangeably with the term “Black,” as has been suggested by Keith Mayes, Associate Professor of African American and African Studies at the University of Minnesota.<sup>5</sup> Historically, the term “African American” has been used to refer to those who were direct descendants of slaves. Over time, the U.S. has experienced the migration of Black people from other parts of the diaspora and other parts of the continent, including East Africans, West Africans, and Caribbean Blacks. For these groups, some may identify as American Blacks, rather than African Americans.

Over time, several terms to describe the Latino community have evolved. The use of the term “Latinx” has increased in popularity as a non-gendered term describing both men and women whose heritage is tied to Latin American countries, including Mexico. However, recent studies have shown that many Latinos do not identify with the term Latinx. In 2019, the Associated Press stylebook, a standard-bearer for language and style, was revised to acknowledge that “‘Latino is often the preferred noun or adjective’ for people of Spanish heritage. ‘Latina’ is the feminine form.”<sup>6</sup> Therefore, this context utilizes “Latino/Latina,” unless another preference is expressed by the local community.

The historic term “Chicano/Chicana” is used in this context to represent the chosen identification of some persons of Mexican American descent, emphasizing an indigenous/mestizo heritage and anti-establishment political views during the 1960s and 1970s. The term “Chicano” was adopted by people of Mexican descent who did not fully identify as either as Mexican or American. At the time, the vast majority of Latinos in Los Angeles were of Mexican American descent. In recent years, immigrants from Latin America have created vibrant Guatemalan and Salvadoran communities in Southern California, contributing to the wider adoption of the term Latinx.

For the Japanese American community, generational terms are important in the understanding of Japanese culture and history. The first-generation immigrants are known as Issei. They came to the U.S. between 1890 and 1924 and were steeped in Japanese culture and tradition. Few attended American schools, except for those who came specifically to pursue a college education. English proficiency varied among this generation. The children of Issei are the Nisei, or second generation. Nisei were born in the United States, primarily between 1910 and 1940. They grew up during the Great Depression and were teenagers during World War II. They attended local schools and many attended Japanese language schools (*gakuen*). The third

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<sup>5</sup> “African American or Black, Which Term Should You Use,” accessed April 22, 2024, <https://www.kare11.com/article/news/local/breaking-the-news/african-american-or-black-which-term-should-you-use/89-0364644d-3896-4e8b-91b1-7c28c039353f>.

<sup>6</sup> Associated Press Stylebook, as quoted in Merrill Perlman, “AP tackles language about race in this year’s style guide,” *Columbia Journalism Review*, April 1, 2019, accessed April 22, 2024.

generation is the Sansei, or members of the post-World War II baby boom. Many Sansei have American first names. Most Sansei came of age at the height of the student protest movement of the 1960s. Many attended universities and became working professionals. The fourth generation is the Yonsei. They were born in the mid-1960s, came of age in the post-Watergate years, and have the highest rates of interracial marriage of any Japanese American generation. Nikkei refers generally to individuals of Japanese ancestry born in the United States, regardless of generation.

Over time, the preferred vocabulary for describing events relating to World War II and Japanese Americans has evolved to reflect a more accurate and authentic terminology. As such, the terms “forced removal,” “incarceration,” “temporary detention center,” and “incarceration camp,” are used to describe events and actions that may appear in previous historic documentation as “internment,” “evacuation,” and “relocation.”

As scholarship related to the Native American experience in Southern California has advanced, so has the understanding of how such experiences should be addressed with respect to discussions of related historic resources and/or tribal cultural resources. As awareness of the unique significance of these resources evolves in concert with scholarship, a need has arisen to identify appropriate language that may be used to address the history of Native Americans as a marginalized and disenfranchised community in Southern California.

The State of California has provided information regarding the reference to Native American populations in the National Register of Historic Places Multiple Property Documentation Form, “Native Americans and the California Mission System, 1769-1848.”<sup>7</sup> The City of Los Angeles has also developed guidance to aid consultants in preparing technical reports and historic and cultural resource studies that may possess informational and/or educational value to the general public regarding Native American history and activities. The guidance notes that authors of such reports should “recognize Native American tribes as stewards of land within and beyond the boundaries of Los Angeles, and commit to an honest and true representation of the events that occurred and make no attempt to diminish or editorialize the very real events and impacts that have transpired.”<sup>8</sup> Although prepared for studies in Los Angeles, this guidance is applicable to discussion of Native American history throughout Southern California and beyond. As part of this guidance, specific language is also proposed for the terms most commonly used when describing the history and contributions of Native Americans, as instructed in the table below.<sup>9</sup>

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<sup>7</sup> “Native Americans and the California Mission System, 1769-1848,” National Register of Historic Places Multiple Property Documentation Form, prepared by Naomi Scher, Far Western Anthropological Research Group, Inc. for the State of California, January 2023, rev. April 2023, May 2023.

<sup>8</sup> Los Angeles City Planning, “Guidance for the Preparation of Technical Reports and Studies relating to the Tribal Cultural Resource,” accessed March 12, 2024, [https://planning.lacity.org/odocument/ab9e5647-1d96-4db7-aab1-2905984fbd1e/TechnicalReports\\_Studies-TribalCulturalResources.pdf](https://planning.lacity.org/odocument/ab9e5647-1d96-4db7-aab1-2905984fbd1e/TechnicalReports_Studies-TribalCulturalResources.pdf), 1.

<sup>9</sup> Los Angeles City Planning, “Guidance for the Preparation of Technical Reports and Studies relating to the Tribal Cultural Resource,” 2.

**TABLE 1: GUIDANCE FOR LANGUAGE RELATED TO TRIBAL CULTURAL RESOURCES**

DEFER FROM USING THE FOLLOWING TERMS	USE THE FOLLOWING TERMS
Encountered/Contacted/Settled	Colonized
Recruited	Enslaved
Organized	Displaced
Employed	Servitude/Forced labor
Participated	Disenfranchised
Cult	Religion

In order to accurately represent the “events, policies, and activities” that have impacted the Native American community in Southern California, acknowledge the lasting impacts of these policies and programs, and highlight their importance to the history and development of Paramount and Southern California as a whole, this historic context statement will utilize the language noted above in discussions related to Native American history and activities.

# HISTORIC CONTEXT OVERVIEW

As noted above, the period of study for this historic context statement dates from the earliest inhabitants of the area that would become Paramount, through 1980. For purposes of identifying properties that are potentially eligible for historic designation, this study is focused on the built environment; therefore, potentially eligible properties date from the earliest extant built resources (dating to the late nineteenth century), through 1980. According to County of Los Angeles tax assessor data, there are approximately 8,807 parcels in the City of Paramount; of those, approximately 6,034 parcels, or 68 percent of all parcels, were constructed by 1980. This data provides a baseline for understanding overall development patterns in the city and identifying the comparative rarity of properties from each period.

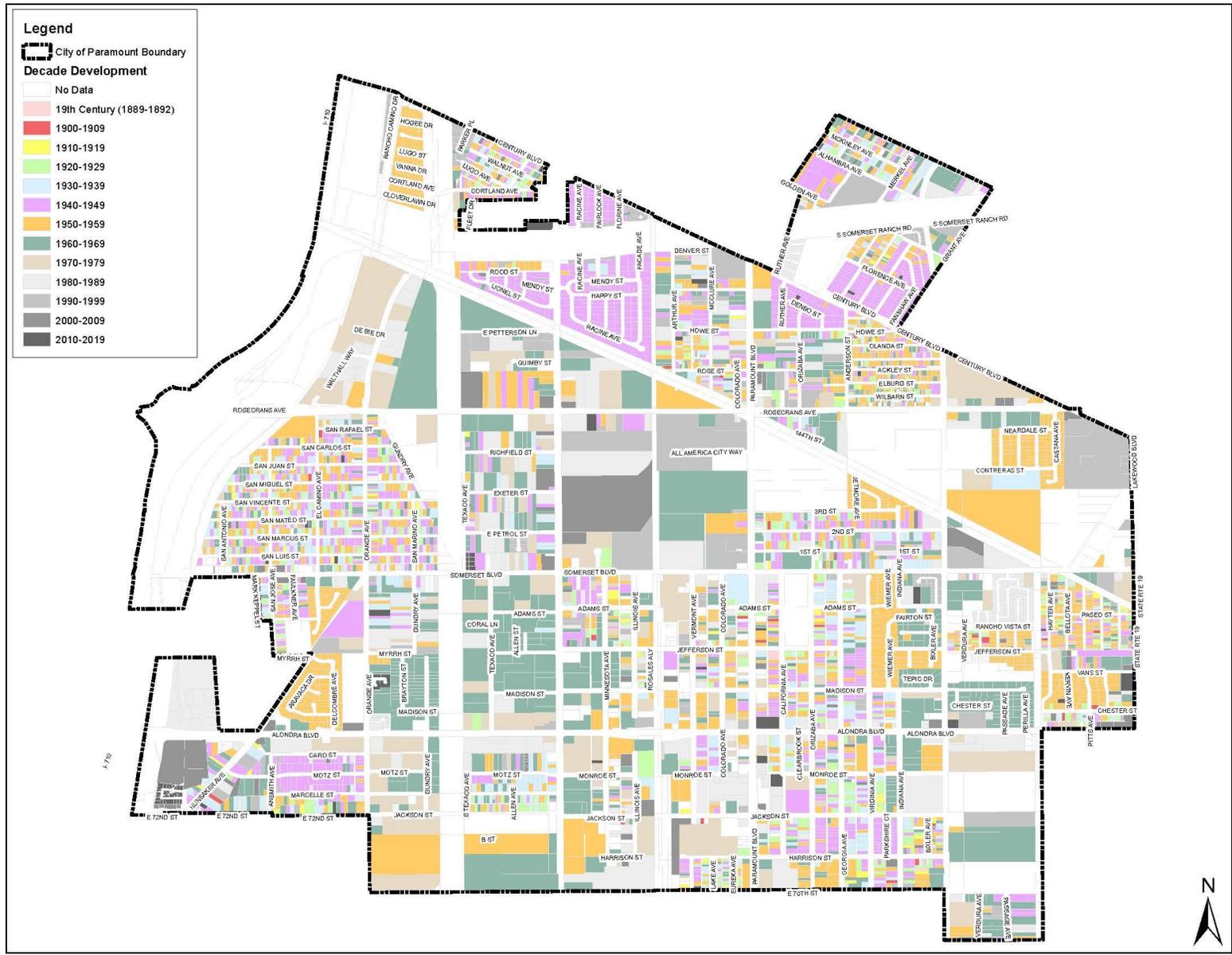
Table 2 shows the number of extant properties from each decade according to tax assessor data.<sup>10</sup> The reference map on the following page shows the city’s development by decade.

**TABLE 2: PARCEL DEVELOPMENT BY DECADE**

DECADE	# OF PARCELS
No Data <sup>11</sup>	563
19 <sup>th</sup> Century	3
1900-1909	26
1910-1919	69
1920-1929	364
1930-1939	509
1940-1949	1518
1950-1959	1847
1960-1969	950
1970-1979	748
1980-1989	1173
1990-1999	818
2000-2009	124
2010-2019	95

<sup>10</sup> It is acknowledged that tax assessor data is not 100% accurate, and there is often missing or incomplete information. For example, sometimes the original construction date is replaced with an “effective date” if significant alterations or improvements are undertaken on a property. Paramount has many buildings that have also been relocated from other areas, making precise construction dates difficult to confirm.

<sup>11</sup> The tax assessor does not include data for parcels that are not subject to property taxes, including schools and other municipal properties.



Map Illustrating Development of Paramount by Decade, Historic Resources Group, 2024.

## Organization

This historic context statement covers the area that currently lies within the Paramount City limits. The historic context statement provides a narrative historical overview of the broad patterns of events and trends that have shaped land use patterns and the development of the built environment of the City of Paramount over time. The narrative history starts with the earliest inhabitants of the area that would become the City of Paramount, and then addresses each significant phase of the city's development as it relates to the existing built environment from the late nineteenth century through 1980.

The historic context statement is a narrative development history organized by chronological periods, within which are the relevant associated themes and sub-themes based on extant built resources. Discussion of the earliest periods – Native American Period, European Exploration and Colonization, and the Rancho Era – are provided here for reference purposes only, to provide historical background and context for the later development of the built environment. Later periods, beginning with the Early Clearwater and Hynes (South Clearwater), lay the framework for the growth and development of Paramount beginning in the late-nineteenth century and continuing throughout the twentieth century to 1980.

The themes within each chronological period describe the historical development patterns, important events and/or activities, and important individuals and groups that influenced Paramount's history during that period, in order to establish the potential historic significance of properties associated with that theme. Each theme is then divided into a series of sub-themes, organized primarily by development type (civic and institutional, commercial, industrial, and/or residential) within each chronological period. The last chronological period brings the history of Paramount to the present day.

It should be noted that properties mentioned in the narrative are intended to illustrate development patterns or provide examples of specific property types; however, inclusion in the narrative does not necessarily indicate eligibility for designation. Properties that have been demolished are noted as such, when known. Information regarding demolished properties is included to tell the full story of Paramount, which includes the loss of some historic buildings. Because of address changes over time, the chronological development of some properties was unable to be ascertained through available resources.

Additionally, early narrative of the area is included to inform the history of development, even though there are limited extant resources from the late nineteenth and early twentieth centuries. This history is included to provide context and set up the discussion of later development in the area.

The present-day City of Paramount was historically composed of the early communities of Clearwater and Hynes (earlier known as South Clearwater), both of which were formed in the late nineteenth century. These communities were distinct towns, but also worked together with several shared municipalities over the decades. As the communities grew, in population and geography, they became increasingly intertwined to the extent that they were often considered both by residents and visitors to functionally relate as a single town. Increasingly over the early twentieth century, the area became known as "Clearwater-Hynes," or "Hynes-Clearwater," as a cohesive singular community. This cohesion became official in 1948, when the towns officially combined as the community of "Paramount," a name chosen after a central arterial street

shared by the two towns. In 1957, Paramount was incorporated as a City in the County of Los Angeles.

Because of this complex history of the independent but increasingly inter-related communities, the names of “Clearwater,” “South Clearwater,” “Hynes,” and “Paramount,” are used in each section as they would have existed at that time. For example, early sections of the historic context statement use “South Clearwater” and “Hynes” to refer to the southern region of Paramount that was historically a separate, but related community to the south of Clearwater. Additionally, the term “Clearwater-Hynes,” is used regularly in the earlier sections as these communities were frequently conjoined and considered collectively. The name “Paramount” is used in the post-World War II section, after the communities combined and adopted the name.

## **ELIGIBILITY STANDARDS**

The historic context statement is intended to provide guidance for the future evaluation of properties that may be eligible for historic designation. Therefore, Appendix B includes eligibility standards for identifying and evaluating properties that may be eligible under each theme. The eligibility standards will conform to the criteria for listing in the National Register of Historic Places and the California Register of Historical Resources, and will make recommendations for properties that may be eligible at the local level should Paramount adopt a preservation ordinance in the future. Each set of eligibility standards will include a discussion of the relevant criteria, integrity considerations, and registration requirements for determining whether a property may be eligible for designation under that theme. A general discussion regarding historic significance and integrity as they apply to the evaluation process as well as federal and state criteria for listing are also included for reference in Appendix B.

## **OUTLINE OF CONTEXTS AND THEMES**

Chronological development periods and themes included in the historic context statement are outlined below.

- I. Native American Period**
- II. European Exploration and Colonization (1542-1783)**
- III. The Rancho Era (1784-1885)**
- IV. Early Clearwater and Hynes (1886-1919)**
- V. Expansion and Growth (1920-1940)**
- VI. World War II (1941-1945)**
- VII. The Birth of Paramount, Postwar Prosperity, and Redevelopment (1946-1979)**
- VIII. Paramount Today (1980-Present)**
- IX. Architecture and Design (1886-1979)**

# I. NATIVE AMERICAN PERIOD

## Summary Statement

The City of Paramount is located within the Los Angeles Basin, which is the ancestral home of the Native American group today referred to as the Tongva, Kizh, and/or Gabrielino/Gabrieliño/Gabrieleno/Gabrieleño.<sup>12</sup>

This context examines the historical background of Native American groups in Paramount. There are no extant built resources in the City of Paramount dating from the pre-1542 period. The study of archaeological resources is outside the scope of this project.

## Historical Background

Located in a large coastal floodplain forest between Los Angeles and the San Pedro Bay, the area that now comprises the City of Paramount was historically an ecologically rich, well-populated community. The area's earliest known inhabitants belonged to the Native American group known today as the Gabrielino/Gabrieliño/Gabrieleno/Gabrieleño, Tongva, and/or Kizh.<sup>13</sup>

The local indigenous population has been identified by various names over the past two centuries.<sup>14</sup> The term “Gabrieleño” or “Gabrieliño” was assigned by the Spanish settlers who colonized the area and developed the Mission San Gabriel Arcángel.<sup>15</sup> The name was used to indicate Native Americans associated with the Mission, although some descendants choose this term for its unifying history.<sup>16</sup> Other people indigenous to the region choose to refer to themselves as either Tongva or Kizh because they are terms of native, rather than Spanish, origin.<sup>17</sup>

This historic context statement acknowledges and respects that each indigenous band/tribe has the right for self-identification and for that choice to be honored. Because the area that now comprises the City of Paramount is included in the ancestral home of several indigenous bands/tribes that identify by different names, this historic context statement acknowledges the names Gabrielino, Tongva, and/or “Kizh” when referring to Paramount's original native inhabitants, who may identify with one or more of those names.

Historically, the Gabrielino, Tongva and/or Kizh were not a single “tribe,” but a collection of lineages (a group of families with a common ancestor) that shared an Uto-Aztecan language,

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<sup>12</sup> Claudia Jurmain and William McCawley, *O, My Ancestors: Recognition and Renewal for the Gabrielino-Tongva People of the Los Angeles Area* (Berkeley, CA: Heyday Books, 2009).

<sup>13</sup> This section is not intended to be a comprehensive history, but rather an overview. This historic context statement recognizes that tribes are the ultimate authority on their cultural history.

<sup>14</sup> Naomi Scher, *Native Americans and the California Mission System, 1769-1848*, National Register of Historic Places Multiple Property Documentation Form, rev. May 2023; Jurmain and McCawley, *O, My Ancestors: Recognition and Renewal for the Gabrielino-Tongva People of the Los Angeles Area*; and Lowell John Bean and Charles R. Smith, “Gabrieliño,” in *California*, ed. Robert F. Heizer, vol. 8, *Handbook of North American Indians*, ed. Robert F. Sturtevant (Washington, DC: Smithsonian Institution, 1978): 538-549.

<sup>15</sup> The history of the mission is discussed in greater detail in the Spanish and Mexican Periods section below.

<sup>16</sup> Terms such as “colonization” and similar language will be utilized in this historic context statement in discussions related to the history of the Native American community and their experiences in Southern California. For further information please refer to Los Angeles City Planning, “Guidance for the Preparation of Technical Reports and Studies relating to the Tribal Cultural Resource.”

<sup>17</sup> William McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles* (Banning, CA: Malki Museum Press, 1996), 9-10; E. Gary Stickel, *Why the Original Indian Tribe of the Greater Los Angeles Area is Called Kizh not Tongva*, (San Gabriel: Kizh Tribal Press, 2016); Andy Salas interview by Phil Ethington, “This is Where We Came From,” Vimeo video, accessed August 1, 2024, <https://vimeo.com/865730182>.

culture, religion, and lifestyle that distinguished them from neighboring groups. This group did not have a single unifying name, and it was common for a tribe to refer to themselves in their own language simply as “people” or “men,” although they likely would have assigned names to other tribes.<sup>18</sup>

Native Americans of the Los Angeles Basin traced their origins to the creation myth of Wiyot, the creator, and Chinigchinich, a “captain of great power,” who were responsible for making the earth and all of its aspects. Chinigchinich created people from “clay found upon the borders of a lake. Both male and female he created, and the Indians of the present day are the descendants of these.”<sup>19</sup> Chinigchinich taught them the law and instructed them to observe its rites and ceremonies. The creation story of Wiyot and Chinigchinich establishes the foundations of local indigenous identity and sovereignty. Wiyot and Chinigchinich continue to be important mythological figures for the traditional caretakers of the Los Angeles Basin. These stories detail the formation of the land and tie native peoples to specific places within it.



Four generations of indigenous inhabitants of the Los Angeles Basin, 1883. Source: The Huntington Library, San Marino, California.

The indigenous population occupied a vast territory that comprised much of Los Angeles and Orange Counties. Their world, defined as Tovaangar, occupied several ecological zones, including coastal marsh, chaparral, prairie, oak woodland, and pine forest. Subsistence patterns varied slightly within each zone based on micro-environmental conditions. The watersheds of the Rio Hondo, the Los Angeles, and the Santa Ana rivers as well as many tributaries and creeks were within their territory.

Like for other Native American groups in California, over time acorns became a food staple for the local inhabitants, supplemented by the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave), as well as both large and small mammals.<sup>20</sup>

Studies indicate that local habitation sites were hierarchically organized around estuaries and varied in size based on resource availability. While some estuaries supported large settlements, other estuaries supported linked but separate smaller habitation sites. Recent research implies that groups living near smaller estuaries practiced a strategy of mobility, employing foraging when resources were scarce.<sup>21</sup> Villages were located near water sources, and often shifted to

<sup>18</sup> Bernice Eastman Johnston, *California's Gabrielino Indians* (Los Angeles: Southwest Museum, 1962), 15.

<sup>19</sup> Geronimo Boscana, *Chiningchinich: Origin, Customs & Traditions* (Lexington: Forgotten Books, 2008), 247; James R. Moriarty, *Chinigchinix: An Indigenous California Indian Religion* (Los Angeles: Southwest Museum, 1969), 14-20.

<sup>20</sup> Brian Fagan, *Before California: An Archaeologist Looks at Our Earliest Inhabitants* (New York, NY: Rowman & Littlefield Publishers, Inc., 2003), 145-146; Bean and Smith, 539; McCawley 119-123.

<sup>21</sup> Donn R. Grenda and Jeffrey H. Altschul, “A Moveable Feast: Isolation and Mobility Among Southern California Hunter-Gatherers,” 128-129, in *Islanders and Mainlanders: Prehistoric Context for the Southern California Blight*, ed. J. H. Atschul and D. R. Grenda (Tucson, AZ: SRI Press, 2002).

accommodate yearly changes in the river's course.<sup>22</sup> The present-day area of Paramount was fed by two major—and often unpredictable—waterways: the Los Angeles River to the west and the San Gabriel River to the east.<sup>23</sup> While it is difficult to estimate the population over time, evidence suggests that at the time of European contact in the sixteenth century there may have been more than fifty to one hundred mainland villages, each reflecting a range in population sizes.<sup>24</sup>



Native American Residence, 1877. Source: California State Library.

Villages were politically autonomous and organized through shared kinship ties. Each village was led by a chief who typically spoke multiple languages, negotiated social relations, and directed the community's seasonal migrations. In addition to the chief, spiritual leaders also had authority over the tribal community.<sup>25</sup> It appears that the local indigenous population also shared some rituals with the Chumash to the north, based on the distribution of similar stone effigies in the prehistoric period.<sup>26</sup>

Residences were mostly circular, domed<sup>27</sup> structures constructed of thatched tule over a frame of wood poles, typically willow. Tools included bow and arrow, traps, nets, spears, and hooks, among others.

Indigenous populations used oceangoing plank canoes for travel and fishing; these were typically waterproofed using asphalt.<sup>28</sup>

Neighboring indigenous tribes—including the Chumash and the Tataviam/Alliklik to the north, the Serrano and Cahuilla to the east, and the Luiseño and Juaneño/Acjachemen to the south—were connected to the Gabrielino, Tongva and/or Kizh through intermarriage, matrilineal residence, and/or trade. Interactions were frequent and generally peaceful.<sup>29</sup>

<sup>22</sup> Blake Gumprecht, *The Los Angeles River: Its Birth, Death, and Possible Rebirth* (Baltimore: John Hopkins University Press, 2001), 142-143.

<sup>23</sup> T. Longcore and P.J. Ethington, Ed., "Los Angeles Potential Natural Vegetation," map, *Mapping Los Angeles Landscape History: The Indigenous Landscape*, Prepared for the John Randolph Haynes and Dora Haynes Foundation (Los Angeles: Spatial Sciences Institute, 2023).

<sup>24</sup> Bean and Smith, 540; Heather Valdez Singleton, "Surviving Urbanization: The Gabrieleno, 1850-1928," *Wicazo Sa Review* 19, no. 2, *Colonization/Decolonization*, 1 (Autumn 2004): 49-59, 50.

<sup>25</sup> McCawley, 133-140; Bean and Smith, 544.

<sup>26</sup> Lynn Hunter Gamble and Glenn S. Russell, "A View from the Mainland: Late Holocene Cultural Developments Among the Ventureño Chumash and the Tongva," in *Catalysts to Complexity: Late Holocene Societies of the California Coast*, ed. J. M. Erlandson and T. L. Jones (Los Angeles: Cotsen Institute of Archaeology, University of California, 2002).

<sup>27</sup> After European contact these residences were mostly rectangular in shape.

<sup>28</sup> McCawley, *The First Angelinos*, 123, 136.

<sup>29</sup> John R. Johnson, "Social Responses to Climate Change Among the Chumash Indians of South-Central California," in *The Way the Wind Blows: Climate, History, and Human Action*, ed. R. J. McIntosh, J. A. Tainter, and S. K. McIntosh (New York: Columbia University Press, 2000).

## NATIVE AMERICAN COMMUNITIES IN PARAMOUNT

The area of present-day Paramount is characterized by its coastal sage scrub, riparian (streamside) forests, alkali meadows, wet meadows, and perennial freshwater pond.<sup>30</sup> Historically, the vegetation of the area was a “tangle of marsh willows, larch, blackberry vines and other tangled undergrowth,” with “a great many springs in the side hills and peat bogs. These springs were surrounded by tules, willows, and other brambles.”<sup>31</sup>

Several Native American villages were located within the general vicinity of present-day Paramount. These villages were located near water sources, likely shifting to accommodate yearly changes in the river’s course.<sup>32</sup> Villages include Tevaaxa’anga (Tibahangna; Tibajabit), Ahaungna (Abahagna), Chokiishnga (Chokishngna; Chokish-gna), and Huutnga.<sup>33</sup>

The village of **Tevaaxa’anga** (Tibahangna; Tibajabit) was located in “Serritos,” or the Rancho Los Cerritos, near the Los Angeles River.<sup>34</sup> One possible etymology for the name was “Kivahaṅa” meaning “in the old houses.”<sup>35</sup> A second settlement, **Ahaungna** (Abahagna; ‘Ahwaanga)<sup>36</sup> was also identified as located in “Los Alamitos, Cerritos.”<sup>37</sup>

**Chokiishnga** (Chokishngna; Chokish-gna) was located on the west bank of the Rio Hondo near Telegraph Road in the vicinity of present-day Downey and Bell Gardens.<sup>38</sup> The settlement was likely arranged along the banks of the river and set back from the riverbed as a precautionary measure against flooding.<sup>39</sup> It was situated near, and associated with, La Jabonería, or “soap factory,” established by Lemuel Carpenter in 1833. However, the village’s exact location is difficult to identify because La Jabonería refers not only to the soap factory, but also to a 2,400-acre rancho owned by Vicenta Lugo.<sup>40</sup>

The village of **Huutnga**, meaning “en los sauces” (in the willows), was also on the “Ranchito de Lugo,” to the east of the Jabonería.<sup>41</sup>

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<sup>30</sup> Longcore and Ethington.

<sup>31</sup> George H. Bixby as quoted in James W. Reagan, “A Report on Floods, River Phenomena and Rainfall in the Los Angeles Region,” (Los Angeles: Los Angeles County Board of Engineers, Flood Control, 1939), 363-364.

<sup>32</sup> Blake Gumprecht, *The Los Angeles River: Its Birth, Death, and Possible Rebirth* (Baltimore: John Hopkins University Press, 2001), 142-143.

<sup>33</sup> Some information regarding the location of these villages is contradictory. For example, the Kirkman-Harriman map shows Abahagna as north of Hynes, whereas the village appears further south on Kroeber’s Plate 57 map (1925) and the Southwest Museum’s Map of the Gabrielino Indians (1962).

<sup>34</sup> Hugo Reid, “Los Angeles County Indians, *Los Angeles Star* 1(41)-2(11), February 21-July 24. Reprinted *The Indians of Los Angeles County: Hugo Reid’s Letters of 1852*, ed. Robert F. Heizer (Los Angeles: Southwest Museum, 1986), 8; Alfred L. Kroeber, *Shoshonean Dialects of California* 4 (Berkeley: University Press, 1907), 143; Alfred L. Kroeber *Handbook of the Indians of California* (Washington, D.C.: Smithsonian Institution, 1925), Plate 57.

<sup>35</sup> John P. Harrington, *John Harrington Papers, Vol. 3: Southern California/Basin* (Washington, D.C.: Smithsonian Institution, 1986), R102, F375-377; William McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles* (Banning: Malki Museum Press, 1996), 59.

<sup>36</sup> It is unclear whether this was one village or two separate communities (Amaunga and ‘Ahwaanga). For example, the names are used interchangeably in some sources but are distinct in others.

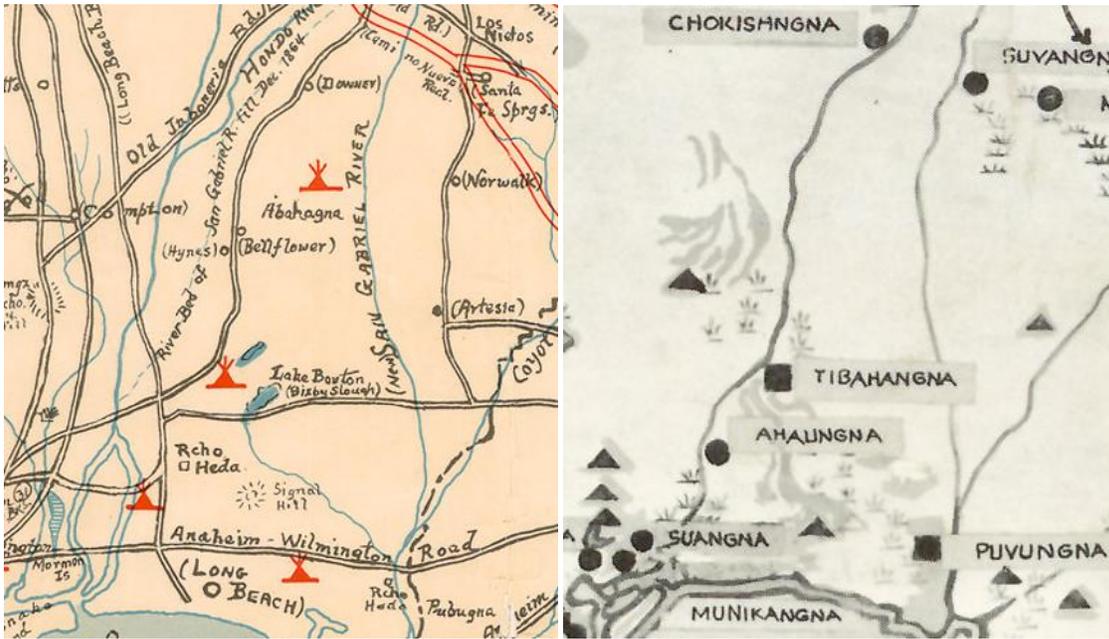
<sup>37</sup> Kroeber, *Shoshonean Dialects of California*, 144; Kroeber, *Handbook of the Indians of California*, Plate 57; McCawley, 69.

<sup>38</sup> Kroeber, *Shoshonean Dialects of California*, 142.

<sup>39</sup> William McCawley, John Romani, and Dana Slawson, *The Los Angeles County Drainage Area Subsequent Environmental Impact Report*, prepared for Woodward-Clyde Consultants (Pacific Palisades: Greenwood and Associates, 1994), 4.

<sup>40</sup> McCawley, 58.

<sup>41</sup> Harrington, R 104 F35; R102 F128.



Detail of Kirkman-Harriman Pictorial and Historical Map (left, 1937) and Map of the Gabrielino Indians at the Time of the Portolá Expedition (right, 1962) showing villages near present-day Paramount. Source: Los Angeles Public Library.<sup>42</sup>

## Eligibility Standards

There are no extant built resources from this period of development in Paramount. The identification of archaeological resources is outside the scope of this study.

<sup>42</sup> For a map with separate villages for Amaunga and 'Ahwaanga, see: David Deis and Cindi Moar Alvitre, "Coyote Tours: Unveiling Native LA," in *Latitudes: An Angeleno's Atlas*, ed. Patricia Wakida (Berkeley: Heyday, 2015), 42.

## II. EUROPEAN EXPLORATION AND COLONIZATION (1542-1783)

### Summary Statement

This context examines early European exploration and colonization of Southern California. The colonization of this area was one of the most transformational events in California's history. Alta California, or "Nueva California," was a province of New Spain that was explored as early as the sixteenth century. Despite this early interest, it wasn't until 1769 that the mission system was established by the Spanish and colonization began in earnest. During the Spanish and Mexican colonial period, present-day Paramount was located closest to the Mission San Gabriel Arcángel (San Gabriel Mission), which is in present-day San Gabriel.

This context examines the history of Spanish and Mexican colonization of Alta California, the establishment of settlements near present-day Paramount, and relationships with nearby Native American populations. There are no extant built resources in the City of Paramount dating from the period of European exploration and colonization. The study of archaeological resources is outside the scope of this project.

### Historical Background

#### EARLY EXPLORATION

Although the territory known today as California was already inhabited by Native Americans, by the 1500s Spain sought to take possession of the Pacific Coast. King Carlos dispatched Portuguese explorer Juan Rodriguez Cabrillo to explore the West Coast of North America on behalf of the Spanish Empire. Cabrillo set sail in June 1542 and arrived in what is now San Diego Bay in September of that year. In doing so, Cabrillo became the first European to set foot on Californian soil, claiming the territory for the Spanish Empire by "right of discovery."

Cabrillo sailed northward along the coast, eventually encountering coastal Native American tribes on Catalina Island. He also visited the Chumash village of šišolop, located in present-day Ventura, and provided the earliest written record of land use patterns established by the indigenous peoples in the area. Cabrillo continued his voyage north, laying claim to the Pacific Coast as far as the 42nd parallel before returning to Catalina Island for the winter. He died unexpectedly in December 1542 as a result of complications from an injury sustained during an altercation between his party and Native Americans. His deputy later returned the ship to Spain. The official report of Cabrillo's expedition was subsequently lost, and for many years his discoveries went unnoticed.

In 1579, a competing claim of the Pacific Coast was made for England by Sir Francis Drake, which prompted two more expeditions to be dispatched by Spain. The first was headed by Sebastián Rodríguez Cermeño, who set sail in 1596 carrying Cabrillo's writings and revisited some of the same coastline. The second expedition was made by Sebastián Vizcaíno in 1602; this time, contact was made once more with the Chumash, but the party did not journey further inland. Instead, Vizcaíno continued to venture along the coast as far north as Monterey, mapping the coastline as he went and assigning place names to prominent geographical and

ecological features, such as San Pedro Bay, Catalina Island, San Clemente Island, and Monterey Bay.<sup>43</sup> However, despite his efforts, no ideal harbor was identified from which Spain could facilitate its maritime trade with Japan and Mexico. As a result, the Spanish Empire made no further effort to explore or colonize the Pacific Coast for another 160 years.

By the 1760s, political and economic conditions – as well as leadership – had changed in Spain. The Spanish Crown made the transition from exploration to permanent settlement of Alta California following the Seven Years War (1756–63). In this war, Great Britain gained several territories in the Americas, including Canada, thereby undermining Spain’s dominance in the region.<sup>44</sup> At the same time, Russia also laid claim to Alaska and Jesuit missionaries had begun to establish a series of missions along the Baja California Peninsula. The Jesuits were actively forcefully evangelizing Native Americans – another threat to Spain’s control of California.

As part of a coordinated effort to suppress the Jesuit influence, in February 1767 King Carlos III of Spain issued a proclamation ordering all Jesuits to be expelled from Spanish territories. Gaspar de Portolá was named “Governor of the Californias” and dispatched to the Pacific Coast to dispossess the Jesuits and turn the California missions over to the Spanish Franciscans.<sup>45</sup> At the same time, King Carlos, aware of the growing threat of Russian advancement, also ordered the viceroy of New Spain to “take effective measures to guard that part of his dominions from danger of invasion and insult.”<sup>46</sup>

## **SETTLEMENT IN ALTA CALIFORNIA**

In 1769, Captain Gaspar de Portolá, the newly appointed governor of Baja California, and Franciscan Father Junipero Serra, religious leader, led an expedition to establish the first Spanish settlement in Alta California. Portolá established a military outpost at the Presidio of San Diego, thereby claiming Alta California as Spanish territory. Shortly thereafter, Serra founded the Mission San Diego de Alcalá at Presidio Hill, the first of the twenty-one missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.<sup>47</sup> These efforts marked the beginning of a coordinated campaign by the Spanish to impose European religious beliefs and social and cultural ideals upon the existing Gabrielino/Tongva/Kizh population, leading to the widespread abuse of, and injury to, Native Americans through enslavement, forced religious conversion, and the introduction of infectious diseases.

Following establishment of the Presidio of San Diego, Portolá set out with a small group of explorers on an overland expedition along a route now known as *El Camino Real* (“The Royal Road”). The expedition reached the present-day boundaries of Los Angeles County on July 30, 1769. Franciscan Fray Juan Crespi named the area after “Nuestra Señora la Reina de los Angeles de la Porciúncula,” or “Our Lady the Queen of Angels of the Porciúncula.”<sup>48</sup>

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<sup>43</sup> Zoeth Skinner Eldredge, *The March of Portolá and the Discovery of the Bay of San Francisco* (San Francisco: The California Promotion Committee, 1909), 21–22.

<sup>44</sup> Eldredge, 23.

<sup>45</sup> Eldredge, 23.

<sup>46</sup> Eldredge, 23.

<sup>47</sup> Theodore E. Treutlein, “The Portolá Expedition of 1769–1770,” *California Historical Society Quarterly* 47, no. 4 (University of California Press, 1968): 291–313.

<sup>48</sup> Raymund F. Wood, “Juan Crespi: The Man Who Named Los Angeles,” *Southern California Quarterly*, 53, no. 3 (September 1971): 199–234.

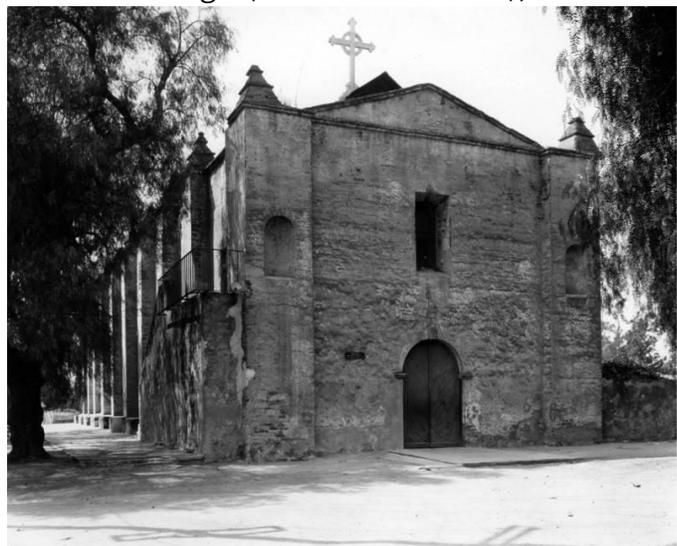
While the route does not directly lead through present-day Paramount, the general area was described in early historical accounts:

*At the date of the settlement of Los Angeles City, a large portion of the country, from the central part of the city to the tide water of the sea, through and over which the Los Angeles River now finds its way to the ocean, was largely covered with a forest, interspersed with tracts of marsh. From that time, it was seldom, if in any year, that the river discharged, even during the rainy season, its waters into the sea. Instead of having a river-way to the sea, the waters spread over the country... forming lakes, ponds and marshes. The river water, if any, that reached the ocean, drained off from the land at so many places, and in such small volumes, that no channel existed...<sup>49</sup>*

## MISSION SAN GABRIEL

Founded on September 8, 1771, the Mission San Gabriel Arcángel (Mission San Gabriel), which is located approximately 15 miles north of present-day Paramount, became the fourth in the chain of missions established along the California coast by the Franciscans. Initially sited along the banks of the Rio Hondo, it was moved in 1776 to a location above the floodplain of the Los Angeles River. Due to its proximity, this mission impacted development on the area that would become Paramount.

The mission practiced a form of penal servitude that exploited the local indigenous population, and often forced their conversion through coercion or violence. These converts were referred to as “Gabrieliños” or “Gabrieleños” by the Spanish in regard to the mission, or other times “neophytes,” or “new converts.”<sup>50</sup> Exploitation of native labor included the physical construction of the Mission San Gabriel, as well as specialized trades. Neophytes labored at such positions as saddlers, blacksmiths, tailors, millers, bakers, shepherds, masons, soap makers, and winemakers, among others.<sup>51</sup> They were also forced to labor in the agricultural and ranching activities that ensured the Mission’s economic success.



Mission San Gabriel Arcangel, western entrance, 1910. Source: Los Angeles Public Library.

<sup>49</sup> Col. J. J. Warner, Judge Benjamin Hayes, and Dr. J. P. Widney. *An Historical Sketch of Los Angeles County, California from the Spanish Occupancy by the Founding of Mission San Gabriel Archangel, September 8, 1771 to July 4, 1876* (Los Angeles: Louis Lewin & Co, 1876), 10.

<sup>50</sup> Benjamin Madley, “California’s First Mass Incarceration System: Franciscan Missions, California Indians, and Penal Servitude, 1769–1836,” *Pacific Historical Review* 88, no. 1 (2019): 14–47.

<sup>51</sup> Hiram Reid, *History of Pasadena* (Pasadena: Pasadena History Company Publishers, 1895), 25–26.



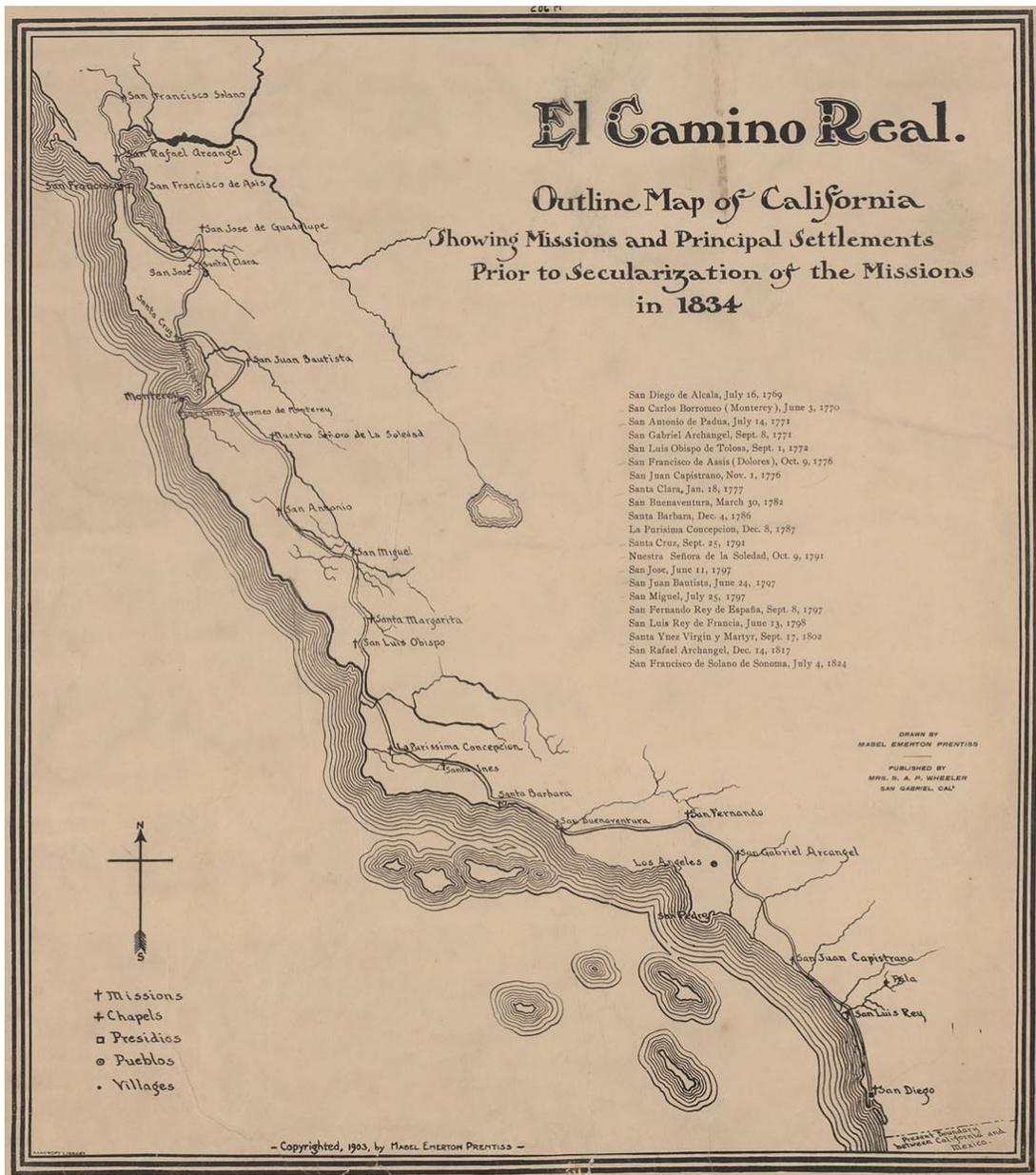
Native American House at the Mission San Gabriel, c. 1844. Source: University of Southern California Libraries and California Historical Society.

Over time, the San Gabriel Mission came to control some 1.5 million acres of land. While some of this land was used for ranching and herding, much of it was owned by the Mission in name but was not settled by the Spanish in the eighteenth century.

Even though the valley in which Paramount was located was not settled by the Spanish, and despite its geographic distance from the San Gabriel Mission, the lives of Native Americans in present-day Paramount were dramatically impacted by the Mission. Native Americans from all over the Los Angeles Basin were brought to the mission, sometimes through violence and force. Mission records recount inhabitants from various villages located near present-day Paramount, including several of those mentioned in Section I (Native American Period). The introduction of the Rancho system in the late eighteenth century further altered the lives of indigenous, Spanish, and Mexican populations in the area.

## **Eligibility Standards**

There are no extant built resources from this period of development in Paramount. The identification of archaeological resources is outside the scope of this study.



El Camino Real; outline map of California showing missions and principal settlements prior to secularization of the missions in 1834, drawn by Mabel Emerton Prentiss, c. 1903. Source: Bancroft Library, University of California, Berkeley.

### III. THE RANCHO ERA (1784-1885)

#### Summary Statement

The Rancho Era spans the Spanish, Mexican, and early American colonial periods for present-day Paramount. The area that would become the City of Paramount was part of one of the earliest and largest land grants by the Spanish government in 1784. It continued to function as a collective rancho (first as Rancho Los Nietos and later as Rancho Los Cerritos) while under Spanish, Mexican, and eventually American governmental rule.

Because there are no extant built resources in the City of Paramount dating from the rancho period, no themes were developed for this context. The study of archaeological resources is outside the scope of this project.

#### Historical Background

In the eighteenth and nineteenth centuries, Spain and Mexico established a system of land grants that divided land into large tracts known as ranchos, or ranches, in Alta California. The majority of land grants awarded under the rancho system were given to prominent Spanish or Californio families,<sup>52</sup> who accumulated great wealth during this period, largely through cattle ranching.

Native Americans, whose labor was originally exploited by the missionaries and soldiers stationed at the missions, often became the labor source for the growing ranchos. The result was that most Native Americans either labored on ranchos, went to live among other indigenous populations in non-coastal areas, or had to fend for themselves with no assets. In addition to these early Spanish ranchos, mission lands were also divided to create ranchos during the later Mexican era.

In 1821, Mexico won its independence from Spain, and Alta California became a Mexican province. At that time, about thirty land grants throughout the territory had already been presented to Spanish soldiers and government officials by the King of Spain. However, no titles were actually transferred as part of this effort; Spanish governors were authorized to give concession to the individuals, which allowed them to run stock in certain areas without a formal deed.<sup>53</sup> The “rancho system” as it is known today was instead unique to California under Mexican rule in the 1830s and 1840s.

By the 1830s, an increasing number of Mexicans were migrating and settling in the region, and the focus on secular agricultural settlement increasingly overshadowed the mission system. Consequently, in 1833, the Mexican Congress passed the Act for the Secularization of the Missions of California. Franciscan padres abandoned the missions, and the new Mexican government seized most mission lands from the Catholic Church. As a result, the Mission San

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<sup>52</sup> *Californio* refers to people of Hispanic descent who were born in what would become the state of California, generally between 1683 and 1848, when California became a U.S. territory. The *Californios* were powerful landholders, receiving large land grants from Spain and Mexico in the nineteenth century.

<sup>53</sup> “Orange County’s First Ranchos – Manuel Nieto and Juan Pablo Grijalva,” *OC Historyland*, accessed March 12, 2024, <https://www.ochistoryland.com/firstrancheros>.

Gabriel and its lands were divided, sold, or abandoned. Of the nearly eight million acres of mission lands, nearly all were divided among 50 Mexican men and women.<sup>54</sup> The lands that comprise present-day Paramount were part of the Rancho Los Nietos, and later the Rancho Los Cerritos.

## **RANCHO LOS NIETOS AND RANCHO LOS CERRITOS**

Originally measuring approximately 300,000 acres, Rancho Los Nietos was one of the earliest and largest Spanish land grants in Alta California. Don Manuel Nieto, a soldier of the Royal Presidio of San Diego, petitioned Spanish Governor Pedro Fages for the land in 1784:

*I, Manuel Perez Nieto, a soldier of the Royal Presidio of San Diego, with due respect appear and say: that in view of the fact that I have my stock, horses and cattle, at the Royal Presidio of San Diego, and that they have much increased, and that I have no place to put them, having no place assigned to me, pray your Honor, to be pleased to assign me a place which is about three leagues distant from the Mission of San Gabriel, on the road to the Royal Presidio of San Carlos of Monterey, which place is called the Sanja, considering that this will not prejudice anyone living at the Mission of San Gabriel and less the inhabitants of the Pueblos of Los Angeles, I earnestly pray your Honor to be pleased to grant my petition, if such be your pleasure, in which I shall receive favor, making the necessary oath. Not being able to sign, I make the sign of the cross.*<sup>55</sup>

Nieto was an accomplished soldier who had accompanied the Portolá-Serra expedition to Alta California in 1769, before serving at the Monterey and San Diego presidios.<sup>56</sup> Governor Fages granted Nieto the land in 1784. Nieto improved his holdings with a hut and corral, used by his vaqueros, and “spent a considerable amount in making water ditches for the purpose of irrigating the land, by which means course it to produce reasonable crops” including wheat and corn.<sup>57</sup>

In 1796, the land’s ownership was contested by the Mission San Gabriel, which claimed Nieto was impinging on its territory.<sup>58</sup>

The Mission’s complaint read:

*The Mission of San Gabriel contains more than eleven hundred Christians, with many savages in its neighborhood; and with the Pueblos of Santa Maria de los Angeles on one side, which the sierra on the other, it is manifest that it needs the place of la Sanja, not only at the present time, but much more in the future. What we desire is that the Indians may be enabled to have from the product of their lands, which are to be given to them. The*

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<sup>54</sup> Heather Valdez Singleton, “Surviving Urbanization: The Gabrieleno, 1850-1928.” *Wicazo Sa Review* 19, no. 2, Colonization/Decolonization, I (Autumn 2004), 50-51.

<sup>55</sup> *California, U.S., Spanish Land Records, 1784-1868*, Spanish Archives Translations, vol. 7, pg. 172.

<sup>56</sup> Iris H. W. Engstrand, “Rancho Los Cerritos: A Southern California Legacy Preserved,” *Southern California Quarterly* 82, no. 1 (Spring 2000), 9; Orange County California Genealogical Society, *Saddleback Ancestors: Rancho Families of Orange County California* (Orange: Orange County California Genealogical Society, 1998), 187.

<sup>57</sup> *California, U.S., Spanish Land Records, 1784-1868*, Spanish Archives Translations, vol. 7, pg. 170.

<sup>58</sup> *California, U.S., Spanish Land Records, 1784-1868*, Spanish Archives Translations, vol. 7, pg. 165.

*Mission is much prejudiced by cheats and others who have settled in its neighborhood, which I think is not consistent with the decree of the King.<sup>59</sup>*

As a result of the dispute, Governor Diego de Borica determined on May 14, 1796, that Nieto could retain the land that he had cultivated, but that uncultivated lands would be given to the Mission San Gabriel.<sup>60</sup> As a result, Nieto's land grant was dramatically reduced in size to 167,000 acres. Upon his death in 1804, the remaining rancho was passed to his wife and four children, who continued to reside on the land.

Following Mexico's independence from Spain in 1821, owners of the Rancho Los Nietos sought to prove their ownership against encroaching settlers. From 1817 to 1833, the heirs appealed to the Superior Political Chief for the issuance of a new title. In 1834, the rancho was divided amongst Nieto's heirs and the Mexican government provided titles for: the Rancho las Bolsas to Catarina Ruiz; Rancho Santa Gertrudis to Josefa Cota; Rancho Serritos (Cerritos) to Manuela Nieto; and Ranchos Coyote, Alamitos, and Palo Alto to Juan Jose Nieto.<sup>61</sup>

On May 22, 1834, Governor José Figueroa deeded the Rancho Los Cerritos to Manuela Nieto Cota, daughter of the late Manuel Nieto, and her husband Guillermo Cota, a judge and mayor of Los Angeles. The land deed included the requirements that the Cota family cultivate the land, build a house, and inhabit the land within one year.

*Whereas, Dona Manuela Nieto has proven her right as an heir of the late Manuel Nieto, and taking into consideration the ancient and peaceable possession of the place known by the name of Serritos [sic], bounded by the places of San Pedro Santa Gertrudis, Los Coyotes, Los Alamitos, and the sea cost; necessary proceedings having been take and the investigations made, as required by the laws and regulations on the subject by virtue of the authority conferred upon me, I have determined by decree of the 24<sup>th</sup> of July of the last year, I have determined in the name of the Mexican Nation, to declare to her the ownership of said land by these presents, and that she be placed in peaceable possession thereof, the same being in entire conformity with the laws in relation to the matter.<sup>62</sup>*

By the late 1830s, the Cota family included eleven children.<sup>63</sup> The ranch also prospered, and boasted approximately 82 cattle, 129 horses, one hut, and one corral. In 1838, neighbors accused the four Cota sons of stealing unbranded cattle and selling their hides. A secret investigation was held from 1838 to 1839. Upon learning of the investigation, Guillermo Cota wrote to the judge, condemning it in 1840:

*Los Cerritos ranch is an old possession of over fifty years which my wife inherited. From her, it was passed on to my children. It must be accepted as a dowery of the woman and as such deserves respect; to deprive them of this possession is to infringe the third article of the Constitutional Law that also sets forth the rights of the Mexican citizen.<sup>64</sup>*

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<sup>59</sup> California, U.S., Spanish Land Records, 1784-1868, Spanish Archives Translations, vol. 7, pg. 173.

<sup>60</sup> California, U.S., Spanish Land Records, 1784-1868, Spanish Archives Translations, vol. 7, pg. 173.

<sup>61</sup> California, U.S., Spanish Land Records, 1784-1868, Spanish Archives Translations, vol. 2, pg. 301-302.

<sup>62</sup> California, U.S., Spanish Land Records, 1784-1868, Spanish Archives Translations, vol. 2, pg. 304-305.

<sup>63</sup> Orange County California Genealogical Society, 201.

<sup>64</sup> Los Angeles Prefecture Records, Vol 2, 92-98, October 21, 1840, Huntington Library.

Following his request for a public trial, a lengthy investigation was held from 1840 to 1842, during which time the Cota sons were not allowed near the ranch. The trial involved numerous witnesses, including Juan Temple and Abel Stearns. A statement by “Indian Simon” was omitted from the record because there was “no one to verify his statement.”<sup>65</sup> The court ultimately found that there was insufficient proof that the Cota sons had committed the accused crimes.

In 1843, Jonathan Temple and his wife Rafaela Cota, daughter of Guillermo Cota and Manuela Nieto Cota, purchased the rancho from Guillermo Cota.<sup>66</sup> Rafaela Cota and Jonathan Temple permanently settled on the ranch. Originally born in Massachusetts, Temple became a Mexican citizen and adopted the Spanish name “Juan.” He worked as a merchant and ran a mercantile store. Over the course of the 1840s and 1850s, Temple acquired even more tracts of land in the area. In 1848 alone, his purchases included: a vineyard of 16,000 vines, a house, and hut from Samuel Carpenter; a house, corral, and land measuring 41 by 40 *varas*<sup>67</sup> from Casildo Aguilar; an adobe house, corral, and land measuring 50 by 31 *varas* from Juan Bouet.<sup>68</sup> Temple was also tangentially involved in the gold rush; he provided numerous loans to gold prospectors between 1849 and 1850.<sup>69</sup>



Rafaela Cota Temple, 1850. Source: Long Beach Public Library.

At the Rancho Los Cerritos, Temple built a two-story Monterey style adobe dwelling and small garden in 1844.<sup>70</sup> The rest of the ranch was used as pasture for cattle, sheep, and horses. The area was also the location for an early horse racetrack, which hosted horse races and bull fights. Parties were held there on a regular basis. The racetrack was later used by farmers to test their farm horses and carriages.<sup>71</sup>

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<sup>65</sup> Los Angeles Prefecture Records, Vol 2, 30-79, Huntington Library.

<sup>66</sup> Sarah Wolk Fitzgerald, “Rafaela Cota de Temple,” *Rancho Los Cerritos*, March 8, 2021; Engstrand, 13.

<sup>67</sup> A *vara* is a unit of measurement equal to approximately 33 inches. The *vara* was used to measure land in California under Spanish and Mexican rule.

<sup>68</sup> Los Angeles Prefecture Records, Vol A, 447, 477-478, 499, Huntington Library.

<sup>69</sup> Los Angeles Prefecture Records, Vol A, 613-636, Huntington Library.

<sup>70</sup> Located in the City of Long Beach, the adobe is a National Historic Landmark.

<sup>71</sup> Fae M. Pitchie, “The History and Development of Paramount, California,” Master’s thesis, (University of Southern California, June 1956), 44.



Rancho Los Cerritos Adobe, located in the present-day City of Long Beach, 1910. Source: Los Angeles Public Library.

The Mexican–American War lasted from 1845 to 1848. In 1846, the Battle of Rancho Dominguez took place immediately southwest of Rancho Los Cerritos. American forces advanced in a solid column against Californio Jose Antonio Carillo’s troops. This allowed the Californios<sup>72</sup> to fire upon them unimpeded, and six Americans were killed. The American forces retreated to San Pedro, resulting in a Mexican victory, although the war was ultimately won by the Americans.<sup>73</sup> The Mexican–American War ended in 1848 with the signing of the Treaty of Guadalupe Hidalgo, which formally annexed California to the United States.

On September 9, 1850, California officially became the 31st state in the Union. As required by the Land Act of 1851, Temple filed a land claim with the Public Land Commission for the Rancho Los Cerritos. His claim was confirmed in 1853, and upon contestation, again in 1855–1856. By 1850, there were 36 residents living on the rancho, including 22 Native Americans and eight children.<sup>74</sup> The 1860s brought several catastrophic floods and droughts to the Los Angeles area. As later recalled by an early settler in 1867:

*From 1825 until January 1867, the San Gabriel and Los Angeles Rivers united at a point northerly from the dwelling house on the Cerritos Ranch, and flowing past the house on the west, emptied into the San Pedro estuary southwest of that dwelling house. The San Gabriel River, in the flood of 1867, left its bed at a point near where it struck the northern line of the Ranchito, and cut a new water-way [sic] through the central part of that ranch... to the sea.<sup>75</sup>*

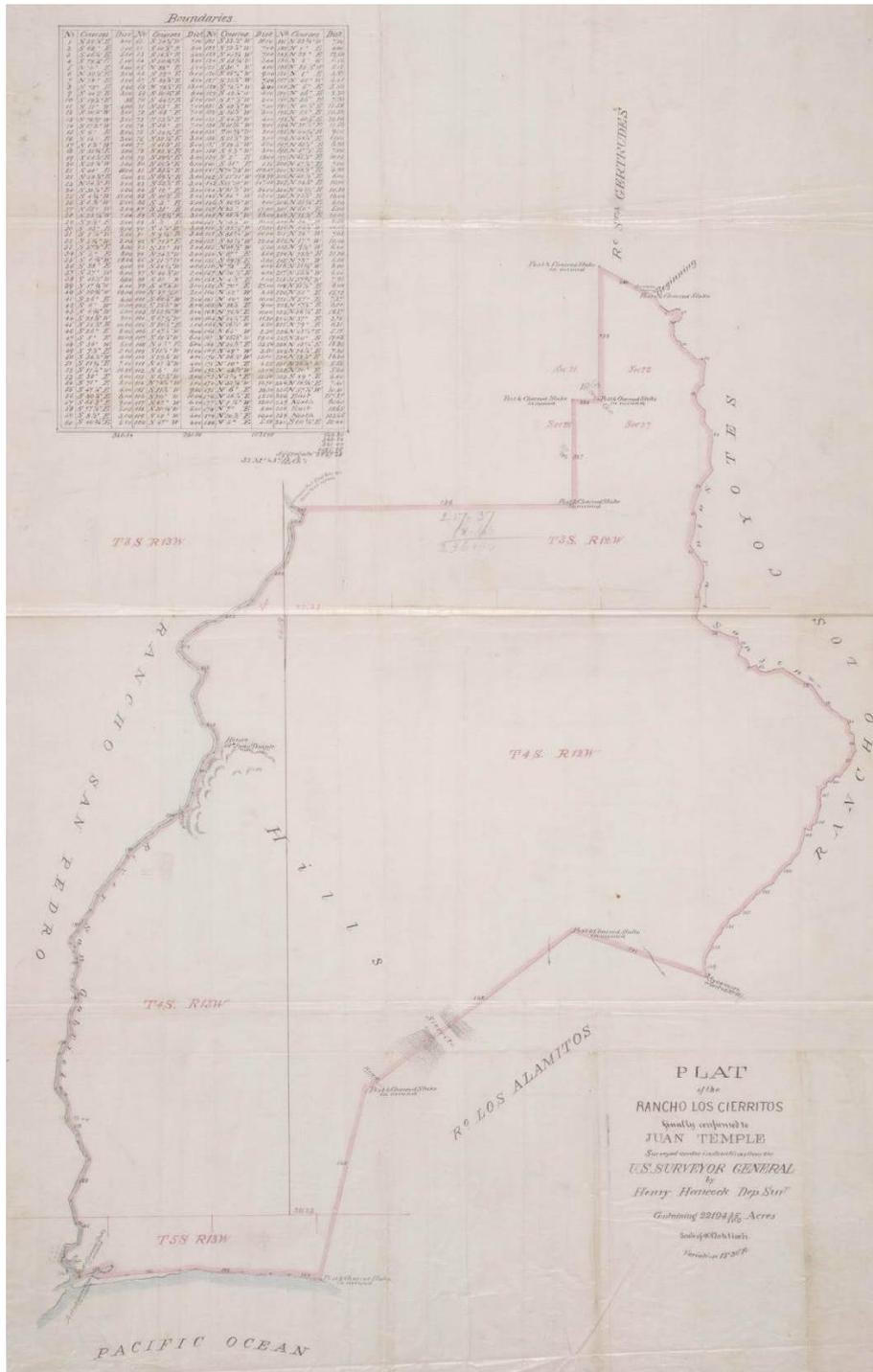
<sup>72</sup> Californios were the group of people who inhabited then-Alta California before the United States’ annexation of the state. The majority of those who identified as Californio were of Spanish or Mexican origin. For additional information see: Leonard Pitt, *The Decline of the Californios* (Berkeley, CA: University of California Press, 1966).

<sup>73</sup> Hubert H. Bancroft, *History of California II, 1801-1824*. Reprinted. (Santa Barbara: Wallace Heberd, 1886), 392-395.

<sup>74</sup> *Census of the City and County of Los Angeles, California for the Year 1850*, edited by Maurice H. Newmark and Marco R. Newmark (Los Angeles: The Times-Mirror Press, 1929), 79-80.

<sup>75</sup> Col. J. J. Warner, Judge Benjamin Hayes, and Dr. J. P. Widney. *An Historical Sketch of Los Angeles County, California from the Spanish Occupancy by the Founding of Mission San Gabriel Archangel, September 8, 1771, to July 4, 1876* (Los Angeles: Louis Lewin & Co, 1876), 10.

The series of floods and droughts, combined with a drop in cattle prices, damaged Temple's ranching enterprises, and in 1866, he sold the Rancho Los Cerritos to the northern California sheep ranching firm of Flint, Bixby and Company for \$20,000.<sup>76</sup>



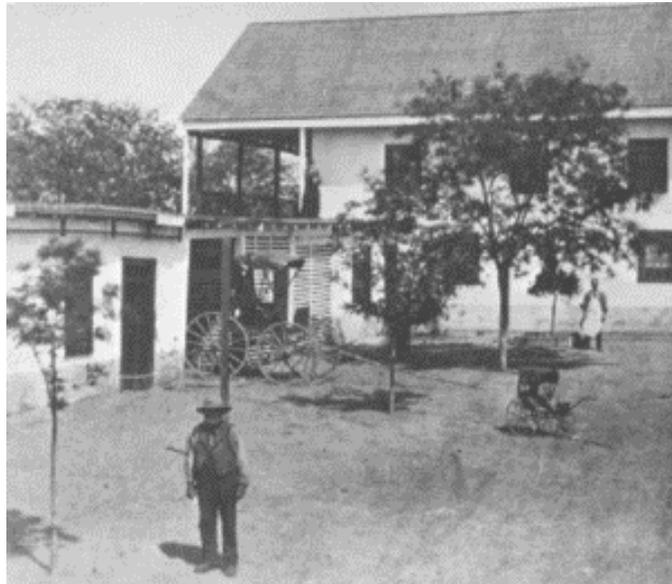
Plat of the Rancho Los Cerritos as confirmed to Juan Temple, 1862. Source: The Huntington Library, San

<sup>76</sup> Engstrand, 16; Sarah Bixby Smith, *Adobe Days* (Los Angeles, J. Zeitlin, 1931), 59.

## BIXBY RANCH

Originally established as a gold mining venture in 1849, Flint, Bixby & Company was composed of relatives Benjamin and Thomas Flint and Lewellyn Bixby. The cousins brought a herd of over 1,800 sheep from Iowa to Southern California in 1853. Jotham Bixby joined with his brother and cousins and, in 1866, was entrusted with managing the Rancho Los Cerritos. Bixby established his own company, J. Bixby & Co., which acquired a half interest in the ranch in 1869. The rancho prospered, and by the 1870s had over 30,000 Spanish sheep; a large adobe residence; garden with oranges, lemons, pomegranates, and figs; and a large barley field.<sup>77</sup>

Flooding subsided in the area as Bixby gradually improved the land. As recounted by Jotham Bixby's son, George H. Bixby: "As the country became more settled and wells were sunk in the upper land, there was less water and the springs flowed less and less until in the final attempt to drain the land, they used tile drains and the springs disappeared."<sup>78</sup> By the late 1880s, Rancho Los Cerritos had ten artesian wells and a small lake, named by later settlers as the Clearwater Lake.<sup>79</sup>



Photograph of Bixby Ranch with Ah Ying in background, 1872.  
Source: Rancho Los Cerritos.

The Bixby family employed at least two Chinese cooks, Ah Ying and Ah Fan, who prepared meals including rice, dried fish, and soy sauce.<sup>80</sup> Ah Ying, age 38 in 1880, and Ah Fan, age 21, were important figures in the household, especially for the children. Daughter Sarah Bixby Smith later recalled that in the kitchen "Ying reigned supreme and Fan was his prime minister."<sup>81</sup> After completing his apprenticeship, Ah Fan moved to serve as the head cook at the Rancho Alamitos. Another Chinese resident named Linn was identified as a dairyman in the 1880 U.S. Census.

These early Chinese residents were impacted by the Chinese Exclusion Act in 1882, which was enacted in response to labor agitation against Chinese immigrants in California and growing racism in the United States overall.<sup>82</sup> The Chinese Exclusion Act barred practically all Chinese

<sup>77</sup> A. Maxon Smith and Thomas F. Andrews, "The Bixby Land Company: A Continuing Family Endeavor," *Southern California Quarterly* 69, no. 3 (Fall 1987): 275-278; "A Los Angeles Sheep Rancho," *Santa Barbara Weekly Press*, September 27, 1873, 6.

<sup>78</sup> George H. Bixby as quoted in Reagan, "A Report on Floods, River Phenomena and Rainfall in the Los Angeles Region," 363-364.

<sup>79</sup> The Clearwater Lake was located on the present-day site of the Paramount Swap Meet.

<sup>80</sup> Anne Bixby Chamber to William S. Evans, September 24, 1957, in Engstrand, 20. Archaeological excavations have uncovered the remains of soy sauce bottles at the rancho.

<sup>81</sup> Bixby Smith, 93; "In Honor of Lunar New Year, a Glimpse into the Lives of Ah Ying and Ah Fan," *Rancho Los Cerritos*, January 28, 2017.

<sup>82</sup> "Johnson-Reed (Immigration Restriction) Act (1924)," 721-723.

immigrants from entering the United States for ten years, excepting only diplomats and their servants.<sup>83</sup> It was the first federal U.S. law ever passed banning a group of immigrants based solely on race or nationality. The law also prevented Chinese immigrants from becoming American citizens, making Chinese residents in the United States permanent aliens.<sup>84</sup> The Scott Act, which was enacted in 1888, expanded upon the Chinese Exclusion Act by barring reentry to the United States after leaving, making it virtually impossible for Chinese merchants who had settled in America to ever reunite with their families.

Census records show that sheepherders on the ranch included French, Irish, and Mexican workers. Farmers and laborers were largely from Missouri, Kentucky, Tennessee, and other U.S. states and territories.<sup>85</sup> By the late 1880s and early 1890s, much of the rancho was subdivided for sale or converted for dairy operations. Charles Healey surveyed the area north of the ranch house for a potential colony, purchasing a large swath of land in 1886. Increasing debts ultimately forced the dissolution of Flint, Bixby & Co. in 1899. In 1891, the land became the town of Clearwater. The age of the rancho had ended.



Jotham Bixby during sheep dipping at the Los Cerritos Rancho, c. 1872. Source: Los Angeles Public Library.

## Eligibility Standards

There are no extant built resources from this period of development in Paramount. The identification of archaeological resources is outside the scope of this study.

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<sup>83</sup> The following discussion has been excerpted and adapted from Andrew Gyory, "Chinese Exclusion Acts," in *Encyclopedia of U.S. Labor and Working Class History 1: A-F*, ed. Eric Arnesen (New York: Routledge, 2007).

<sup>84</sup> The Chinese Exclusion Act was subsequently renewed in 1892 and 1902 and made permanent in 1904. The law, which remained in effect for over sixty years before it was repealed, set a precedent for all future anti-immigration laws in the United States; Gyory, "Chinese Exclusion Acts."

<sup>85</sup> 1880 United States Federal Census. California: Los Angeles, Los Nietos (030).

## IV. EARLY CLEARWATER AND HYNES (1886-1919)

### Summary Statement

Rancho Los Cerritos dissolved in the late nineteenth century as Anglo-American settlers acquired the divided ranch lands. Two communities in present-day Paramount were founded on the lands of the former rancho: Clearwater and South Clearwater (later Hynes). These communities quickly established a strong agricultural economy and set about organizing their townships. The period was characterized by the development of early institutions and municipal services, infrastructural improvements, expanded commercial enterprises, changing demographics, and early industrial operations.

The present-day City of Paramount was historically comprised of the early communities of Clearwater and Hynes (briefly known as South Clearwater), both of which were formed in the late nineteenth century. These communities were distinct towns but also worked together with several shared municipalities over the decades. As the communities grew, in population and geography, they became increasingly intertwined to the extent that they were often considered both by residents and visitors to functionally relate as a single town. Increasingly over the early twentieth century, the area became known as “Clearwater-Hynes,” or “Hynes-Clearwater,” as a cohesive singular community. This cohesion became official in 1948, when the towns officially combined as the community of “Paramount,” a name chosen after a central arterial street shared by the two towns. In 1957, Paramount was incorporated as a City in the County of Los Angeles. This marked a change in the community, as zoning was introduced.

This context examines the early settlement of Clearwater and Hynes, the impact of agriculture and dairy farming, and the establishment of transportation, water, and communications infrastructure in the region. Residential and commercial growth, new institutions, and changing demographics all defined early Clearwater and Hynes. This context spans from the late nineteenth century to 1919 because these two communities remained largely agriculture in nature with scattered development through the first two decades of the twentieth century.

### Historical Background

#### CLEARWATER AND HYNES

Southern California experienced a land boom in the 1880s, fueled by the arrival of the intercontinental railroads. During this period, major railroads launched fare wars that led to inexpensive tickets; as a result, a greater number of people visited the region or permanently relocated. Drawn by the area’s favorable climate and affordable real estate, some enterprising groups or syndicates settled in Southern California with the intent of creating idyllic new colonies. In 1886, one such group, the California Cooperative Colony Tract Company, purchased 6,000 acres of the Rancho Los Cerritos in present-day Paramount. The syndicate offered prospective buyers 10 to 40 acres for sale; to encourage residential and small-scale agricultural development, land sales of more than 40 acres were prohibited.

As shown in the *Price List of Lands and Lots for Sale by the California Co-operative Colony, February 1, 1886*, the vast majority of lots for sale were 10-acre parcels. Based on their location,

these parcels ranged from \$250 to \$850.<sup>86</sup> However, it was not uncommon to see lots for sale for as low as \$8 or \$22.<sup>87</sup>

As laid out in the Bylaws of the Colony, it was the Directors' responsibility to lay out the streets and plant shade trees. They were also responsible for building business blocks, hotels and other buildings to further the sale and development of Colony land.<sup>88</sup>

Ralph E. Hoyt served as the President of the Colony. A Chicago journalist, Hoyt moved to California in late 1886 and began to extol the virtues of the climate, scenery, and potential of the land. Other early settlers who served on the board of directors included Col. F.A. Atwater, George Rice, W.W. Ross, Mrs. Anna Atwater, O.H. Violet, John Robson, C.W. Strong, P.S. Goodwin, Alvin D. Brock, C.N. Earl, and Mrs. S.H. Scarborough—all of Los Angeles.<sup>89</sup> By early 1888, Mr. J.M. Miller was the superintendent of the Colony.<sup>90</sup>

Charles Healey surveyed land for the colony, which in 1887 became the town of Clearwater.<sup>91</sup> The one square mile of town of Clearwater was located just south of a natural lake, which served as the nascent community's namesake. Shortly after establishment, the Salt Lake Railroad established a railroad station in Clearwater, and the Montana Land company shipped large amounts of livestock, milk, butter, and other commodities through the station. Ultimately, however, the location of the station was not ideal for the company, and a new station was founded approximately one mile south of the Clearwater station. Briefly known as South Clearwater station, in 1898, the residents of South Clearwater met to discuss changing their name, and, within a few months, renamed their settlement "Hynes" after an official of the Salt Lake railroad who happened to visit it around the time of its establishment.<sup>92</sup>

One of the early founders and residents of Clearwater was Edwin A. Rogers (1849-1946).

Real Estate.

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# COÖPERATION.

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## Homes and Land

—AT FIRST COST!—

---

**10-ACRE TRACTS AND UPWARD, \$50 PER ACRE,**

—ON THE MOST LIBERAL TERMS,—

Ten miles from Los Angeles, two miles from Railroad Stations  
and six miles from the Ocean Beach.

---

**The Tract Comprises 7000 Acres!**

**Of Splendid Garden, Grain and Fruit Lands,**

With abundance of PURE WATER, a rich, sandy loam soil, easily worked, capable of producing big crops of vegetables of all kinds, grapes, the finest of pears, peaches and apples, olives, apricots, figs, prunes, nectarines, strawberries and other small fruits, corn, alfalfa, barley, etc., etc.

These lands are sold to stockholders of the California Co-operative Colony at "bedrock" prices. One-third cash, one-third in one year and one-third in two years.

Purchasers need not "camp out" while looking at this tract. It lies at the threshold of Southern California's metropolis. The grandest opportunity ever offered to persons of moderate means to obtain homes and small farms.

A City Lot in the Colony site absolutely free with each share of stock

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**CALIFORNIA COÖPERATIVE COLONY,**

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

FIRST NATIONAL BANK, TREASURER.

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Advertisement for the California Cooperative Colony, 1887. Source: *Los Angeles Times*.

<sup>86</sup> California Co-operative Colony, *Price List of Lands and Lots for Sale by the California Cooperative Colony*, 1886, 1-4.

<sup>87</sup> Ibid.

<sup>88</sup> California Co-operative Colony By-Laws, n.d., 7.

<sup>89</sup> "Cooperative Colony to Be Formed on the Only Practical Plan," *Los Angeles Times*, January 29, 1887, 1.

<sup>90</sup> "At Clearwater," *Los Angeles Times*, December 30, 1887.

<sup>91</sup> "The Colony Town Named," *Los Angeles Times*, May 19, 1887, 3.

<sup>92</sup> "Clearwater," *Los Angeles Evening Express*, February 11, 1898.; "Clearwater Cream," *Los Angeles Herald*, August 14, 1898.

Rogers was born in Moscow, Maine and came to California in the 1880s. He is credited with the founding of Clearwater.<sup>93</sup> In 1890, he and J.F. Turner purchased the only hotel in Clearwater.<sup>94</sup>

Clearwater and Hynes were largely agricultural communities in the late nineteenth and early twentieth centuries, with an emphasis on dairies and hay. As a result, they earned reputations as “The Milk Shed of Los Angeles,” and “The World’s Largest Hay Market.”<sup>95</sup> Under the Hay Tree (California Historical Landmark No. 1038), prices for hay were established.

The community also excelled in sugar beet cultivation, and during World War I was even visited by Herbert Hoover, then the federal food administrator.<sup>96</sup> Sugar beet production was likened to “the cause of democracy” with politicians claiming that sugar beet production in Southern California would “occupy a prominent place in winning the great war.”<sup>97</sup> Within ten years of its founding, the town of Clearwater hosted its first fair to exhibit local agricultural products, which showcased the area’s abundance. Early residential development during this period reflected the agricultural-based economy and included early tract development as well as individual farmhouses established throughout both communities.

Natural disasters plagued early residents of Clearwater and Hynes, which relied on agriculture for financial stability. As recounted by an early settler in Clearwater:

*Up to the early 1890s the Los Angeles River came down through the depression between Bell and Huntington Park and crossed Washington Street (Compton Blvd.) near the west line of the Jennings’ property. (About Atlantic Avenue). This was a harmless looking little meandering channel during the spring, summer and autumn months, decorated its entire length with cattails and pussy-willows, but in winter when she went on a rampage and tried to hornswoggle all the water this side of the Antelope Valley, she seemed indifferent where she belonged, and like a million bootleggers bent on unloading their wares, caused no end of trouble.<sup>98</sup>*

In order to combat these natural disasters, water controlling infrastructure was installed to better manage flooding and its resultant hardships. Beginning in 1891, discussions were underway for the implementation of measures to mitigate and prevent future flood damage. That year, a deep channel and bridges were completed for the San Gabriel River. Additional flood control measures along the San Gabriel River were completed in 1910 and 1919. Despite the unpredictability of flooding rivers, the communities continued to grow and thrive. Resultant communications infrastructure, including a telegraph station and poles, helped Clearwater and Hynes stay connected to the wider world.

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<sup>93</sup> “Edwin Rogers, Early Oilman Here, Dies at 97,” *Los Angeles Times*, February 28, 1946, 12.

<sup>94</sup> In the 1910 and 1920 censuses, Rogers was enumerated as a farmer in Clearwater. An early association with Edward L. Doheny proved fruitful, as the two men formed Rogers & Doheny to develop oil properties on the outskirts of Los Angeles.<sup>94</sup> In 1922-23, Rogers’ large oil interests in Maricopa through the Calitroleum Oil and Gas Company, turned profitable when several wells became large producers of oil. Rogers moved away from Clearwater shortly thereafter.

<sup>95</sup> California Historical Landmark No. 1038. Plaque placed by the State Department of Parks and Recreation in Cooperation with the City of Paramount. Designated 2003, plaque placed June 2004; “Hynes Assumes Importance as Cattle Market,” *Long Beach Sun*, October 21, 1931, 7.

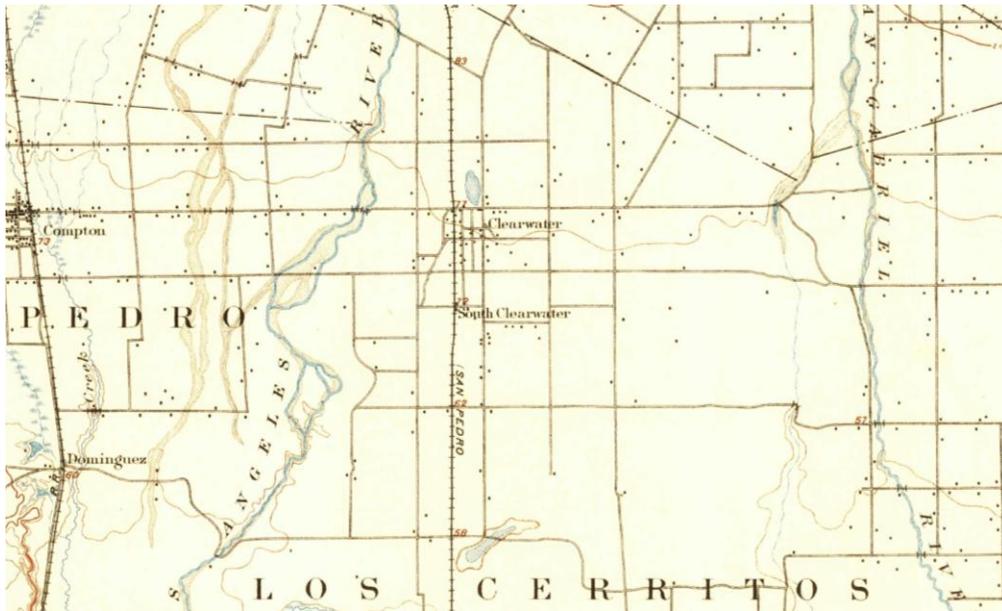
<sup>96</sup> “U.S. Speakers to Urge More Beet Production,” *Los Angeles Evening Express*, November 19, 1917.

<sup>97</sup> “Sugar Will Play Important Part,” *The Redondo Reflex*, November 23, 1917.

<sup>98</sup> Mr. McKelvey as quoted in Hillyard, 9.

By the late 1890s, Clearwater had 142 voting males listed in the Great Register of Voters, the vast majority of whom worked in agriculture. The early population was a mix of farmers from the Midwest, as well as natives of England, Sweden, Germany, and France. A relatively large number of Portuguese immigrants from the Azorean Islands also settled there. A small group of Latinos of Mexican heritage lived in a railroad camp near the Union Pacific Railroad.

While small municipalities like Clearwater and Hynes often united to establish water service, the area was served by a number of Artesian wells, precluding formation of a water company. The two towns did combine forces for education though, with the establishment of the Clearwater School District in 1888. The communities also came together for social organizations, such as the Literary Society, which boasted a majority of residents from both towns among its members.



Topographic Map showing Clearwater and South Clearwater (later known as Hynes), 1896. Source: United States Geological Survey.

Harness racing was a popular sport in early Clearwater. Property holders in the vicinity sought to establish a race and training track as early as 1902. Developers considered the conditions in Clearwater “perfect” for a track:

*There being abundance of pure water already developed, abundance of the best and cheapest feed, a perfect character of soil for the purpose, which will never be too hard or too soft, never dusty, and with sufficient “springiness” to develop the highest speed.<sup>99</sup>*

By December of 1902, over 2,000 residents of Clearwater and neighboring towns celebrated the Christmas holidays with harness racing and foot races at the track.<sup>100</sup> The Hynes Driving Club held regular horse matinee races at the track, from at least 1908 to 1909.<sup>101</sup>

<sup>99</sup> “Another Race-Track,” *The Evening Express*, August 3, 1892, 7.

<sup>100</sup> The location of this racetrack is not known. “Racing Sport at Clearwater,” *Los Angeles Times*, December 28, 1902, 25.

<sup>101</sup> “Driving Club Headquarters,” *Los Angeles Herald*, October 11, 1908, 25; “Racing at Hynes,” *Los Angeles Times*, August 1, 1909, 85; “Hynes Racing is Exciting,” *Los Angeles Times*, August 30, 1908, 6.

## Theme: Early Residential Development (1896-1919)

Residential development differed between the nascent communities of Clearwater and Hynes. While there were homes in both early communities, Clearwater was the more residential in character with homes on large parcels with schools and churches nearby. Clearwater had some neighborhood development, especially in the early twentieth century when residential tract development was spurred by the completion of the streetcar. Hynes by contrast was more agricultural in nature, with scattered development of farmhouses with few centralized residential neighborhoods. Clearwater and Hynes had a diverse population, which included neighborhoods of Latino and Chinese residents.

Located between Los Angeles and Long Beach, Clearwater and Hynes both remained satellite agricultural communities compared with these metropolitan areas. At the same time, many people residing in Clearwater and Hynes commuted to Long Beach for work. This was especially true for workers of the Long Beach shipyards.

One early and prominent resident was H.P. Epperson, a Long Beach man who initially purchased 40 acres from the California Cooperative Colony where he constructed a residence for his family. Over time, Epperson expanded his holdings and eventually farmed several hundred acres. In 1890, he built a “commodious house, a two story structure with a tower” in Hynes on present-day Paramount Boulevard.<sup>102</sup> Epperson also was an early real estate investor, and purchased a tract of land in Hynes lying west of Paramount Boulevard, east of the railroad tracks, and bordered by Jackson Street on the north and 70<sup>th</sup> Street on the south, known as the Eureka Tract.<sup>103</sup> It is currently unknown if Epperson himself subdivided the property, sold lots, or resold large portions to other developers.<sup>104</sup> His own house stood on the site until 1934, when the Rhodes and Reed auction firm acquired the property.<sup>105</sup>

The City of Paramount was home to a diverse population in the late nineteenth and early twentieth centuries. There were concentrations of both Latinos and Chinese residents during this period. Latino residents were mostly located in a Union Pacific railroad camp along “Rail Road” in Clearwater.<sup>106</sup> A dozen Chinese farmers, ranchers, and laborers also resided in the community, primarily single men who had been recruited to the U.S. as railroad laborers during the 1870s and 1880s.

When considering the non-white communities of Clearwater and Hynes, it should be noted that there is little evidence of the presence of African Americans in the towns during this period. That remains the case until the 1970s. Given the relationship between Clearwater-Hynes and Long Beach, it may be that the presence of a large, visible, and active Ku Klux Klan in Long Beach during the 1920s and 1930s discouraged the settlement of Blacks in the outlying communities. By 1922, the Klan was “...the strongest organization in the city” of Long Beach, advertising in the newspaper, and boasting a strong wave of new membership.<sup>107</sup> Cross burnings

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<sup>102</sup> Walter H. Case, “Did You Know That...?” *Long Beach Sun*, March 6, 1934, 4.

<sup>103</sup> Ethel Hillyard, *The Story of Paramount*, Paramount Journal (Paramount, CA: 1988), 9.

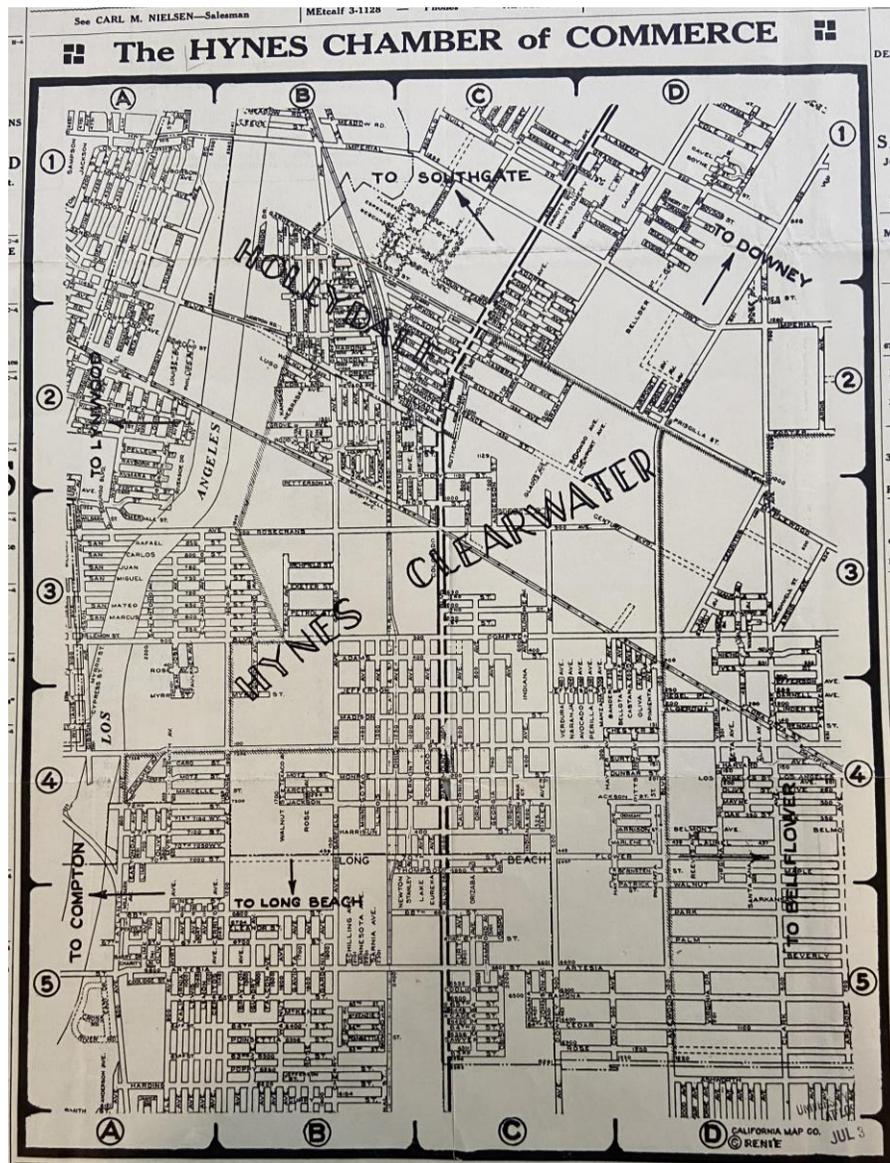
<sup>104</sup> See the land subdivided by H. C. Whittekin in 1906 on subsequent pages.

<sup>105</sup> Walter H. Case, “Did You Know That...?” *Long Beach Sun*, March 6, 1934, 4.

<sup>106</sup> The exact location of Rail Road camp has yet to be identified. More research is needed. However, it is likely that Rail Road camp was adjacent to the Union Pacific tracks that bisect Paramount.

<sup>107</sup> “Ku Klux Klan Initiation Ceremonies Feature Naturalization of Members,” *Long Beach Telegram*, April 9, 1922, 10.

and parades, along with hosting the national Klan convention, gave the Long Beach Klavern a visible presence. Housing discrimination, including restrictive covenants and deed restrictions, as discussed later in this document, may have also been contributing factors.



Clearwater and Hynes in 1947. Source: City of Paramount.

By the early twentieth century there were multiple concentrations of farmhouses dotting the Clearwater and Hynes landscape. These include the east side of Vermont Avenue between Monroe and Alondra Boulevard; the east side of Georgia Street just south of Alondra Boulevard; the west side of Orizaba Street between Alondra Boulevard and Madison Street; and the west side of Orizaba Street between Madison Street and Jefferson Street.<sup>108</sup> Additional development was located on the south side of Harrison Street, across from the intersection of Georgia Avenue; the west side of Illinois Street Between Harrison Street and Jackson Street; along the

<sup>108</sup> Los Angeles County Land Use Maps, Book 5, Sheet 16. LACoPRC 05, Maps, Huntington Digital Library, The Huntington Library, accessed April 27, 2024, San Marino, California. <https://hdl.huntington.org/digital/collection/p15150coll4/id/11039/rec/64>.

south side of Rosecrans Avenue between Garfield Avenue and Paramount Boulevard; and along both sides of Arthur Avenue, between Rose Street and Pearle Street and some fronting on McClure Avenue between Rose Street and Howe Street.<sup>109</sup> A remnant example of a farmhouse from this period is located at 16639 Indiana Avenue (extant).

Early multi-family residential development in Clearwater-Hynes was extremely rare. The 1936 Los Angeles County Land Use Map shows only two fourplexes on the north side of Monroe Street east of California Street.

### **CLEARWATER AND HYNES: STREETCAR SUBURBS**

This section includes an overview of tract development starting in the first decade of the twentieth century in order to inform an understanding of the built environment in what would become Paramount. Although many tracts were recorded during this period, development was limited.

The Pacific Electric Railway extended service between Los Angeles and Santa Ana with the completion of the Santa Ana Line on November 6, 1905, which diverted from the Long Beach Line at Watts and headed southeast. Riders could catch the Red Car at the Clearwater station, or at stops at present-day Downey Avenue or Garfield Avenue.<sup>110</sup> The line was used both for passengers and freight until service was discontinued on May 25, 1958.



Pacific Electric Santa Ana Line Train, 1950. Source: Los Angeles Public Library.

The location of Clearwater-Hynes along the Pacific Electric Railway line in 1905<sup>111</sup> spurred the development of residential subdivisions during the early twentieth century. This started with the speculative development of 25 homes in Clearwater in 1904, with the promise that the Pacific Electric “Red Cars” would bring new residents and more growth.<sup>112</sup> Longtime Clearwater resident and farmer Theron F. Downs (1843-1929) subdivided nearly 300 parcels along the Pacific Electric Railway line south of present-day Somerset Boulevard and west of Lakewood Boulevard. In 1922, Downs sold five acres of his property for oil exploration.<sup>113</sup> A 1928 aerial photograph suggests that only a few parcels in Downs’ subdivision were developed.

<sup>109</sup> Los Angeles County Land Use Maps, Book 5, Sheet 22. Huntington Digital Library.

<sup>110</sup> Mike McKown, Progress in Paramount Facebook page, posted January 10, 2024.

<sup>111</sup> “The Electric Railway Historical Association of Southern California,” accessed February 8, 2024, <https://www.erha.org/pessa.htm>.

<sup>112</sup> “The County of Los Angeles Outside the Chief City,” *Los Angeles Times*, January 1, 1905, AM237.

<sup>113</sup> “Clearwater Man Leases Acreage in Oil District,” *Press Telegram*, December 5, 1922, 12.

A Los Angeles County Land Use Map from 1936 indicates how few homes were built in this tract. In fact, many of these early subdivisions were sparsely developed for many years or even decades.

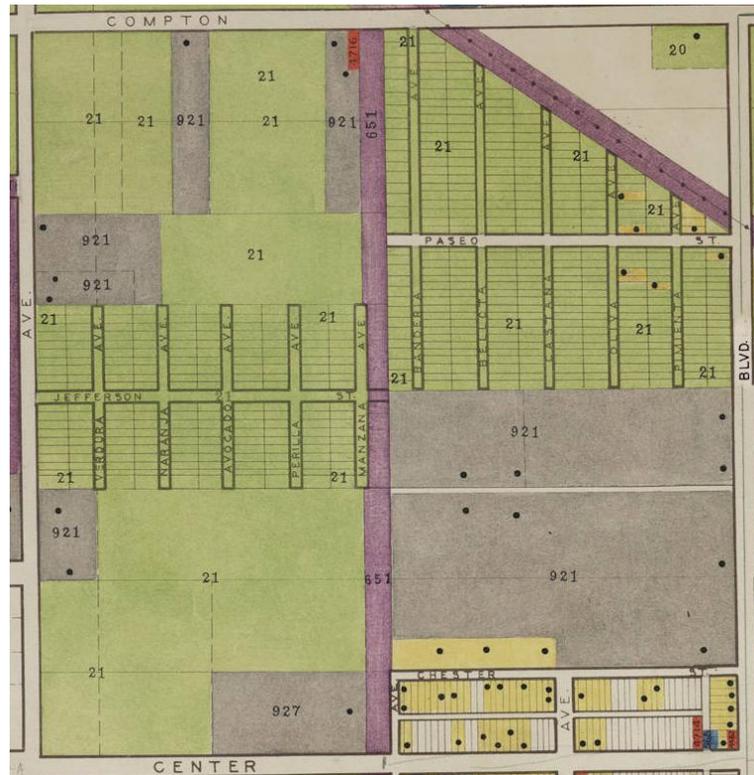
### **Hynes Improvement Co. Tract**

In 1906, H. C. Whittekin purchased land in what may have been the aforementioned H.R. Epperson-owned area (Eureka Tract) and subdivided 99 parcels into streets and alleyways as bordered by Jackson Street on the north, Lincoln Street on the south, present-day Paramount Street on the east, and the railroad tracks on the west.

### **Washington Park Home Tract**

In 1914, the land that would become the Washington Home Park Tract was purchased by F.M. Cook and A.F. Haraszthy of the Western Realty Company. It was a rectangular tract consisting of Verdura, Naranja, Avocado, Perilla, and Manzana Avenues, located

east of present-day Downey Avenue. The tract consisted of 198 32-foot wide parcels in the vicinity of the Cretcher Pacific Electric Railway Station. Among the owners were sisters Nettie Getchell and Cora M. Clifford (née Getchell) who were schoolteachers in Los Angeles dating back to the early 1880s. In 1919, Haraszthy and Cook were federally indicted on mail fraud charges for misrepresenting the completion of improvements, infrastructure, and homes in the tract in their advertisements. The government charged that the area was nothing but “alfalfa fields.” Most of the buyers were living in Arizona, Nevada, and distant parts of California.<sup>114</sup> The outcome of the case is currently unknown, but Haraszthy continued development activities in the Van Nuys area during the subsequent decades.



Down's Subdivision in 1936. Source: Huntington Library.

## **LATINO COMMUNITY/THE BARRIO**

By the time of the 1910 Census, there was a small Latino community in Clearwater, concentrated along Michigan Avenue (present-day Garfield Avenue) and in a Union Pacific railroad camp along “Rail Road” in Clearwater.<sup>115</sup> The majority of the heads of these families worked as laborers in the local sugar beet farms or laborers for the railroad.

<sup>114</sup> “Paved Streets Only a Field,” *Los Angeles Times*, April 22, 1919, I15.

<sup>115</sup> The exact location of Rail Road camp has yet to be identified. More research is needed. However, it is likely that Rail Road camp was adjacent to the Union Pacific tracks that bisect Paramount.

Ten families where the head of households were laborers for the railroad with immigration dates between 1904 and 1909 suggests that men left the economic and political turmoil in Mexico during the first decade of the twentieth century and/or were recruited by the Union Pacific to build new lines. A few Latinos were employed as railroad workers associated with the Southern Pacific.<sup>116</sup> Jose Pisenó (1886-unknown) was among the farm workers who resided in Clearwater in 1918.<sup>117</sup> Jose remained in Clearwater until 1940, eventually operating his own vegetable farm.<sup>118</sup>

In Hynes, there was a relatively large concentration of Latino residents in the area where Jefferson Street crosses the railroad tracks (often called “The Barrio”<sup>119</sup> today). The 1920 Census enumerates approximately 40 families of Latino heritage living in the area, on Illinois Street, Illinois Alley (present-day Rosales Alley), Vermont Avenue, and Jefferson Street.<sup>120</sup> Virtually all of the families recorded in the 1920 Census came to the US. in the 1910s—suggesting they were part of the great migration of Mexican immigrants who fled the revolution and economic turmoil in Mexico. They were employed in the shipyards of Long Beach, as laborers on nearby farms, and by the railroad.

The early members of this community included the families of Louis and Nettie Rosales, Manuel and Narcisa Rosales, Manuel and Ellie Sepada, Gumisindo Martínez, Salome Sentino, Secundino Martínez, Cecilio and Mary Magania, Jesus and Tomasa Peceno, Abraham and Magdalena Martínez, Armando Lopez, and Sistus Negrete.

The Rosales family was one of the early Latino families who lived in the area known as “the Barrio.” It is likely that Illinois Alley was re-named Rosales Alley in honor of this family. Manuel (1877-unknown) and Narcisa (1858-1958) Rosales were both born in Zacatecas, Mexico. They emigrated to the U.S. on foot in 1901 through El Paso, Texas as a married couple with one son. By 1901, they were living in Clearwater where their remaining eight children were born. By the 1920 Census, they resided at 15550 Illinois Avenue (extant). During the 1930s, Manuel Rosales was employed as a Works Progress Administration (WPA) laborer. Their son, Fred F. Rosales (1904-1995), lived in this home through the 1950s.<sup>121</sup>

Louis Ortiz Rosales (1894-1977) and his wife Nattie lived at 15543 Illinois Avenue (not extant) as early as the 1920s. His relationship to Manuel is currently unknown; however, he was also born in Zacatecas, Mexico and emigrated in 1901, likely with Manuel. Luis’ residence in



Manuel Rosales in 1940. Source: Naturalization Petition, 1940, Ancestry.com.

<sup>116</sup> A much larger enclave of Latino railroad workers was located on Rail Road Street in Downey.

<sup>117</sup> Draft Registration Card, Jose Pisenó, 1918.

<sup>118</sup> The 1940 Census records Pisenó living at 312 Jefferson Avenue (status unknown).

<sup>119</sup> A term used to denote a Spanish-speaking quarter or neighborhood in a city or town in the U.S.

<sup>120</sup> Many of the records do not include a street number.

<sup>121</sup> Los Angeles County Tax Assessor and the 1920 US Census.

Clearwater dates to the early 1900s. By 1950, Luis was operating the Rosales Café in Los Angeles. Their son Hilario (Larry) Rosales served in the Korean War while calling the Illinois Avenue address his home. Larry was well known as a leader within the community.<sup>122</sup>

By 1956, there were multiple generations of the Rosales family living on Illinois Avenue: Fred F. (15550 Illinois Avenue, extant); Hilario (15523 Illinois Avenue, not extant); Louis C. (15537 Illinois Avenue, not extant); Louis O. (15548 Illinois Avenue, not extant); Manuel (15558 Illinois Avenue, not extant); and May (15559 Illinois Avenue, extant).

The residence located at 7702 Jefferson Avenue (extant), constructed in 1917, was the home of Jesus Martinez and his wife in 1920.<sup>123</sup> Homes lined Rosales Alley as well. The residence at 15512 Rosales Alley, constructed in 1925, is one of the few remaining residences in the alley.

## **THE CHINESE AMERICAN COMMUNITY**

The agrarian nature of the area attracted a small number of Chinese residents. The 1920 Census accounts for approximately a dozen Chinese farmers, ranchers, and laborers. The Chinese residents were primarily single men who had been recruited to provide labor for the building of the railroads in the 1870s and 1880s. Four enterprising men: Yan Kee, Woo Say, Tom Tip, and Lee Fat worked a truck farm in a rural area off present-day Paramount Boulevard in 1920.

## **Eligibility Standards**

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>122</sup> “Cigars Sent Soldier to Mark Birth of Son,” *Press-Telegram*, March 15, 1952, 5.

<sup>123</sup> Los Angeles County Tax Assessor and the 1920 US Census.

## Theme: Commercial Development (1896-1919)

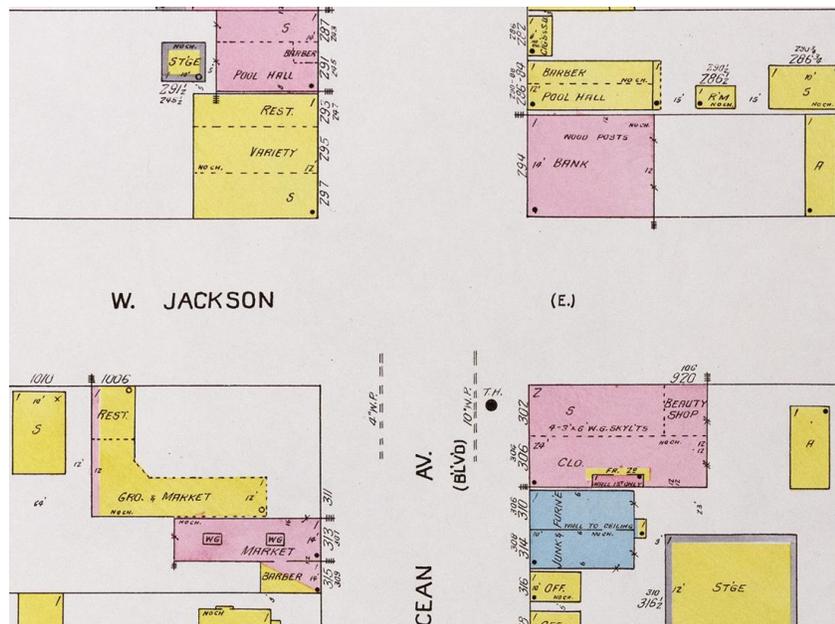
Clearwater and Hynes were small, primarily agricultural communities in the late nineteenth and early twentieth centuries. Commercial development was limited; there are no built resources remaining from this period. At the time of its founding, Ocean Boulevard (present-day Paramount Boulevard) was the main thoroughfare in Clearwater and Hynes. While development in Clearwater was primarily residential in nature, Hynes became the main commercial area for the townships. This reflected the general nature of development in Clearwater and Hynes, where the two towns were separate settlements that functioned as one due to a sparsity of development in the area.

The first store to be built as part of the California Cooperative Colony Tract was the 1893 Clearwater Cooperative Company Store at the corner of Jackson Street and Vermont Avenue. It was later moved to the corner of Paramount Boulevard and Jackson Street.<sup>124</sup> Partners in the store included H.P. Epperson, W.O. Houston, F.A. Atwater, C.P. Eldridge, G.A. Harris, and John Philoin.<sup>125</sup>

During the late 1880s and early 1900s, a series of wood-frame buildings were completed to house services for the local population, including a blacksmith shop for George Wheat on the east side of Paramount Boulevard (historically Ocean Avenue) near Jackson Street.

A grocery was established south of the blacksmith store on the southwest corner of Paramount Boulevard and Jackson Street and operated by A.S. Sargent. The building was ultimately purchased by early pioneer Ed Hottenroth. In 1909, the Hynes Market, as it was then known, was run by Joseph Schilling, who operated it well into the 1920s.<sup>126</sup>

In 1897, a two-story hotel existed on present-day Somerset Boulevard near the railroad depot and Clearwater Lake. This building was moved from the site of present-day Paramount



1930 Sanborn Fires Insurance Map of Clearwater and Hynes, 1930. Source: Los Angeles Public Library.

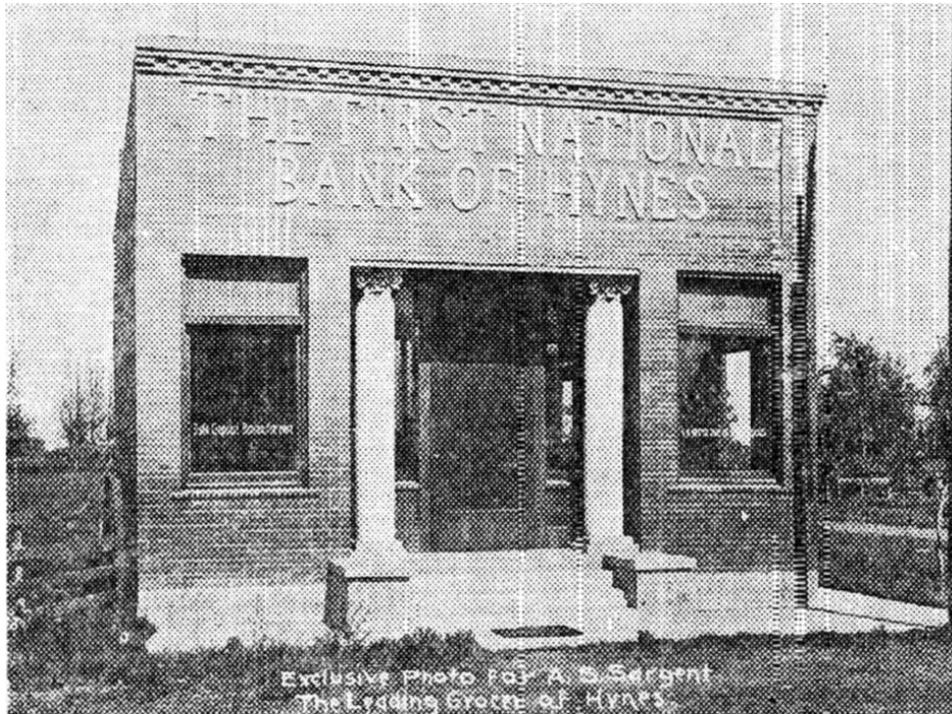
<sup>124</sup> Hillyard, 5.

<sup>125</sup> Hillyard, 6.

<sup>126</sup> "Clearwater - Hynes Has Fine Location and Chance to Grow," *The Long Beach Telegram and the Long Beach Daily News*, March 5, 1922, 7D.

Boulevard and Alondra Boulevard.<sup>127</sup> Mr. John Sharpe ran a dairy nearby, while his wife Eunice A. Sharpe and her daughter, Lilliebel, managed the hotel.

With the completion of the streetcar in 1905 and the resultant population growth, commercial activity increased in the first decades of the twentieth century, including the establishment of the first financial institution to serve the nascent community. In 1911, the First National Bank of Hynes was organized by Claire S. Thompson, O.L. Cocke, and J.J. Chamberlain. They constructed a building for the bank on the northeast corner of present-day Paramount Boulevard and Jackson Street (not extant). Other early banks included the Citizens State Bank of Hynes-Clearwater and the Azores Bank.<sup>128</sup>



First National Bank of Hynes, c. 1915. Source: "The History and Development of Paramount."

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>127</sup> Pitchie, 60.

<sup>128</sup> Ethel Hillyard, *The Story of Paramount*, (Paramount, CA: The Paramount Journal), 1988, 13.

# THEME: CIVIC AND INSTITUTIONAL DEVELOPMENT (1896-1919)

## CIVIC IMPROVEMENTS

As the two communities of Clearwater and Hynes grew, so did their municipal services. Founded in 1888, the Clearwater post office was one of the earliest services established in the nascent communities. Prior to the establishment of the post office, post was often exchanged at central places of business. Located out of the general merchandise store of Plaisted & Miller, Henry Harrison served as the first postmaster for the Clearwater post service. The Hynes postal service was established in 1897 at the Huitt grocery store.<sup>129</sup>

As part of Los Angeles County, Clearwater and Hynes also benefitted from several county-wide programs. Perhaps most notably, a county library was established in Clearwater in 1913. The library was one of the 125 libraries formed by the county in the 1910s, which covered “practically every book and cranny of the surrounding country, serving thousands of citizens, representative of nearly every walk of life, with the books they want most to read.”<sup>130</sup> Located out of a single room building, the library boasted a collection of 121 books within the first year.

## SCHOOLS

As settlers made Clearwater and Hynes home, the need for a centralized education system became increasingly important. The first school established in Clearwater, which served both Clearwater and Hynes, was constructed by the California Cooperative Colony in December 1887. The school was managed by Mrs. S.A. Cowles. The *Los Angeles Times* described the “new and beautiful schoolhouse” as a “neat, cosy [*sic*], well-equipped structure.”<sup>131</sup> (not extant). The school’s dedication was “the first public entertainment given at Clearwater, and the colony people [felt] justly proud of the successful dedication of their educational institution.”<sup>132</sup>

Shortly after its establishment in 1888, the Clearwater School District began planning a larger, more centralized school building, known as the Clearwater Grammar School (not extant). The need for a larger building was poignantly reflected in the population statistics: between 1887 and 1889, the number of school-aged children in the community had grown from nine to 43. As a result, making the new school a reality was a community effort: funded by an \$8,000 bond approved by property owners, it was situated on land donated by the California Cooperative Colony. The two-story schoolhouse was lauded as “large, artistic, and convenient, with all modern improvements, including a tower 80 feet high.”<sup>133</sup> Constructed by J.C. Pelton and dedicated on April 18, 1889, the *Los Angeles Herald* called it “one of the most prosperous [schools] in the county.”<sup>134</sup>

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<sup>129</sup> “Clearwater Notes,” *Los Angeles Evening Express*, February 10, 1888, 2.

<sup>130</sup> “Books Put in Reach of Every County Dweller,” *Los Angeles Times*, July 16, 1916, 19.

<sup>131</sup> “At Clearwater: A Noteworthy Entertainment by Cooperative Colonists and Others,” *Los Angeles Times*, December 30, 1887, 8; “Celebration at Clearwater,” *Los Angeles Evening Express*, December 29, 1887, 5.

<sup>132</sup> “At Clearwater: A Noteworthy Entertainment by Cooperative Colonists and Others,” *Los Angeles Times*, December 30, 1887, 8; “Celebration at Clearwater,” *Los Angeles Evening Express*, December 29, 1887, 5.

<sup>133</sup> “Clearwater Dedication,” *Los Angeles Times*, April 21, 1889, 3; “Clearwater,” *Los Angeles Times*, September 27, 1888, 8; “Financial and Commercial,” *Los Angeles Evening Express*, December 12, 1888, 7; “J.C. Pelton Buildings Completed,” *Los Angeles Herald*, January 1, 1889, 15; “The City in Brief,” *Los Angeles Times*, April 11, 1889, 8; “The City in Brief,” *Los Angeles Times*, May 11, 1889, 8.

<sup>134</sup> “The Town of Clearwater,” *The Los Angeles Herald*, December 15, 1895, 5.

Like other late nineteenth-century schools in the state, which were formal “big-block” institutions often designed to house large numbers of students, the Clearwater Grammar School contained all classrooms and communal areas within a single building. To accommodate a growing demand by the turn-of-the-century, notable architects Morgan & Walls designed two classroom additions in 1906 (not extant).<sup>135</sup>



Clearwater Grammar School, 1889. Source: City of Paramount

## **SOCIAL, CULTURAL, AND RELIGIOUS INSTITUTIONS**

During the Progressive Era, which generally spanned from the 1880s to the 1920s, there was an increased effort to reform society in the United States. Largely spurred by a surge in population and immigration, increased urbanization, and resulting economic inequality, Progressives sought to make the country a better and safer place to live. Key goals included regulating big business, conserving the environment, and spreading democracy at home and abroad. Many professional, civic, and religious societies were founded to discuss, debate, and ultimately combat issues plaguing society. Like other communities across the country, several societies and organizations were established in Clearwater and Hynes that espoused Progressive ideals.

The same year as its founding, the first of several popular social groups was established in Clearwater. In 1888, the *Los Angeles Times* reported that a “goodly number of the leading citizens” of the town had formed a literary society. “The residents of this thriving young town are evidently an intelligent, wide-awake people, sure to attract a most desirable class of residents to their beautiful locality.”<sup>136</sup> Mere months after its founding, the society had a roster of 42 members.<sup>137</sup> Membership continued to increase, to the point where the society ran out of suitable meeting venues. In 1894, residents raised \$400 for the construction of a meeting space, known as the Literary Hall (not extant). Accommodating up to 500 people, the hall hosted community dances, fund-raising events, debates, and meetings.<sup>138</sup> In many ways, the new

<sup>135</sup> “New Work Planned,” *Los Angeles Times*, June 24, 1906, 70.

<sup>136</sup> “A Literary Society,” *Los Angeles Times*, January 13, 1888, 1.

<sup>137</sup> “Clearwater Notes,” *Los Angeles Evening Express*, February 10, 1888, 2.

<sup>138</sup> “Clearwater,” *Los Angeles Times*, September 24, 1894, 7; “Clearwater Dedication of the Literary Society’s New Hall,” *Los Angeles Herald*, November 26, 1894, 8.

building served as the community's first town hall. In 1895, the *Los Angeles Herald* wrote of the literary society:

*One of Clearwater's most noteworthy features, and one that furnishes an index to the character of the community, is the literary society...Its membership has steadily increased, till now it includes nearly everybody in the community and a good many from contiguous towns and settlements. At the regular Saturday night entertainments, the house is generally filled to overflowing. The exercises comprise music, elocutions, readings, speeches, and dramatic performances, and, in short, everything to suit every taste. Frequently the festivals are supplemented by a dance, to the delight of the "gay and giddy young people" among us.<sup>139</sup>*

From the time of its founding, the Literary Hall was the site of numerous political debates and rallies. In 1896, Republican and Populist supporters addressed a large crowd of residents regarding the upcoming presidential election. A speaker at the meeting encouraged residents to vote as "intelligent, liberty-loving Americans, not allured by the silver-tongued orators of any party."<sup>140</sup> A newspaper article covering the event alluded to the Populists among the crowd, who were typically left-wing agrarian voters with policies influenced by Progressives in the 1910s.

The Clearwater Literary Society built a large addition c. 1895 to host banquets and dances. By 1900, the group had 250 members. It incorporated as an official organization in 1908.<sup>141</sup> The hall was again remodeled in 1909; its dedication was marked by an "old-fashioned minstrel show" held by the young men of Hynes and Clearwater (not extant).<sup>142</sup>

Increased urbanization, an expanding middle class, and a growing number of women involved in the labor and reform movements brought issues of gender inequality to the forefront of political thought during this period. Women challenged existing gender relations and the distribution of power in society. Adopting first-wave feminism, women increasingly demanded the rights and privileges that were customarily accorded only to white middle-class men.<sup>143</sup> On October 10, 1911, women were accorded the right to vote in California.<sup>144</sup> Consequently, numerous organizations were formed throughout the state to equip women with an understanding of government, civics, and current events.

In Clearwater, women were involved in political rallies as early as 1912. That year, the Literary Hall hosted speakers that extolled the merits of former Progressive President Theodore Roosevelt for re-election. Newspaper articles recorded that "confident predictions were made by those present, including most of the influential men and women of the community, that the precinct will give an overwhelming majority for Roosevelt." Participants included Grace Sage and M.R. Lincoln, vice presidents of the Literary Society, "both of whom are to be women

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<sup>139</sup> "The Town of Clearwater," *Los Angeles Herald*, December 15, 1895, 5.

<sup>140</sup> "More Good Work," *Los Angeles Times*, October 9, 1896, 8.

<sup>141</sup> Article of Incorporation No. 9199, 1908. Seaver Center for Western History Research.

<sup>142</sup> "Hynes," *Los Angeles Times*, August 27, 1909, 24.

<sup>143</sup> William Eskridge, *Dishonorable Passions*, (New York: Viking, 2008), 41.

<sup>144</sup> "No Title," *Stockton Daily Independent*, September 15, 1911, 1. Quoted in Audrey Mackey Johnson, "A Historical Study of the Woman Suffrage Movement in California, 1910-1911," Master's thesis (University of the Pacific, June 1962), 32.

voters.”<sup>145</sup> Extolling the Progressive era sentiments of the era, keynote speaker Arthur P. Will argued:

*It is in the denial of the right of the people to rule themselves—in the denial of their ability to decide what is for their good, it is in the turning over to a few politicians and to combinations of capital who govern those politicians, that we find the elements that are going to eat away and destroy the fabric of our institutions unless they themselves are rendered harmless and that right speedily.*<sup>146</sup>

In 1915, the Hynes Clearwater Woman’s Betterment Club was founded as a branch of the California Federation of Women’s Clubs.<sup>147</sup> The California Federation of Women’s Clubs, formed in 1900, was a statewide women’s reform organization that established individual, local clubs for a greater feminine impact across the state.<sup>148</sup> The group voted on such matters as protesting the teaching of militarism in schools and petitioning the University of California to fund the education of rural women. In Clearwater-Hynes, the Woman’s Betterment Club hosted social events, including a patriotic social program that provided ideas on how to meet the need for practical patriotism in the home during World War I.<sup>149</sup> The club met in various members’ homes as well as at the Presbyterian Church.

Men in Clearwater and Hynes also joined together to form social groups, particularly during the golden age of fraternalism, which lasted from the late nineteenth to early twentieth centuries. Fraternal societies could provide mutual aid and insurance, political interests, social functions, and a sense of stability and belonging for members. In Clearwater and Hynes, men formed the Fraternal Brotherhood of Clearwater, also known as the Clearwater Lodge No. 59, as early as 1898.<sup>150</sup> The group was reorganized as a union lodge within a year of its founding and provided members with insurance benefits.<sup>151</sup> For example, beneficiaries of a member claimed \$500 after his death in 1898.<sup>152</sup> The group also provided members with social functions and occasionally educational talks. In 1919, the group consolidated with the San Pedro branch to join the Long Beach Fraternal Brotherhood.<sup>153</sup>

### **Religious Institutions**

As with other aspects of life, as people settled in Clearwater and Hynes, religious institutions were established to serve the spiritual needs of the growing community. Founded in the 1890s, the Cumberland Presbyterian Church was one of the earliest religious institutions built in Clearwater. Occupying a “neat, comfortable and commodious building” at the corner of Ocean Avenue and Center Street, the church was expanded with a large addition in 1897 (original location not extant).<sup>154</sup>

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<sup>145</sup> “Strong Roosevelt Club Formed at Clearwater,” *Los Angeles Evening Express*, April 6, 1912, 8.

<sup>146</sup> “Strong Roosevelt Club Formed at Clearwater,” *Los Angeles Evening Express*, April 6, 1912, 8.

<sup>147</sup> “Clubwomen to Ballot Today,” *Los Angeles Times*, March 4, 1915, 15.

<sup>148</sup> Gayle Gullett, *Becoming Citizens: The Emergence and Development of the California Women’s Movement 1880-1911* (Chicago, IL: University of Illinois Press, 2000), 114.

<sup>149</sup> “In Society,” *Press-Telegram*, March 4, 1915, 6; “Hynes,” *Los Angeles Times*, June 17, 1917, 39.

<sup>150</sup> “Fraternal Brotherhood,” *Los Angeles Evening Express*, November 5, 1898, 8.

<sup>151</sup> “The Fraternal Field,” *Los Angeles Times*, November 10, 1899, 7.

<sup>152</sup> “The Fraternal Brotherhood,” *Los Angeles Times*, October 28, 1898, 10.

<sup>153</sup> “Lodges Joined at Meeting Held in Moose Hall,” *Press-Telegram*, April 16, 1919, 5.

<sup>154</sup> “Index to Southern California News,” *Los Angeles Herald*, September 11, 1897, 8; “Clearwater,” *Los Angeles Herald*, June 29, 1897, 7; “Lower San Gabriel Valley,” *Los Angeles Herald*, December 12, 1897, 24.

A Catholic parish was also established in 1898, although the congregation had no dedicated meeting space. In 1912, Bishop Conaty held a meeting for Catholics of Clearwater, Somerset, and Hynes to discuss building a church for the communities. According to *The Tidings*:

*It was the universal opinion that a church should be built at Clearwater and in answer to the Bishop's appeal about \$600 was then and there subscribed, and it was felt that within a short time \$1,000 would be pledged, which would form a nucleus for the church to be erected. The Bishop said that he simply awaited the manifestation of their good will, when he would proceed at once to arrange for the erection of a church.<sup>155</sup>*

Residents held to their pledged funds, and construction of the church was underway by that autumn.<sup>156</sup> By 1915, the church was known as the Our Lady of the Rosary Church (original location not extant).

In 1900, the *San Francisco Chronicle* recorded that union revival services were being held at the United Brethren and Presbyterian churches in Clearwater, and that there were some “twenty conversions as the results of the first week’s labor and prospects are encouraging.”<sup>157</sup>

The Methodist Episcopal Church in Hynes was organized in 1901 with a congregation of 17 people. Members of the church formed the Ladies’ Aid Society, which was involved in charitable efforts and often held events at the hall. In 1917, a speech on “Our Recruits” was given regarding U.S. involvement in World War I.<sup>158</sup> The congregation also established the Barathea Sunday School, which met at the hall (not extant).



Baraca Hall, Methodist Episcopal Church and Parsonage, Hynes, 1920. Source: City of Paramount.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>155</sup> “A New Church for Clearwater,” *The Tidings*, March 1, 1912, 4.

<sup>156</sup> “A New Church for Clearwater,” *The Tidings*, March 1, 1912, 4. 1912, 17.

<sup>157</sup> “Church News,” *San Francisco Chronicle*, December 16, 1900, 13.

<sup>158</sup> “Society,” *Los Angeles Times*, December 2, 1917, 38.

## Theme: Industrial Development (1896-1919)

### AGRICULTURE INDUSTRY

When gold was discovered at Sutter's Mill in California in 1848 and an ensuing settlement rush occurred, the need for an established agricultural industry to feed the rapidly growing population arose.<sup>159</sup> The same was true for settlements in Southern California, including Clearwater and Hynes. Like earlier settlers in California, the new population found climate and land that were highly conducive to agricultural pursuits. Situated between the Los Angeles and the San Gabriel rivers, Clearwater settlers quickly concluded that their land showed "great possibilities" not only for private production of agricultural foodstuffs but also for industrial level agricultural output.<sup>160</sup>

While early infrastructural additions to Clearwater put the new town on the map, the potential for a booming agricultural industry made Clearwater a highly desirable place to settle. A lengthy description of the town in an 1895 newspaper publication described it as a "quiet, modest, but growing little town," replete with "fertile soil and an abundance of artesian water" that made it a farming center suited to agriculture, horticulture, and the dairy industry. The article notes the "several scores of good flowing wells in the town" that "facilitate the raising of crops" and contributed to the resident farmers' success.<sup>161</sup>

Prior to the establishment of Clearwater in 1887, the main industry was "stock ranch." As early as 1890, successful agricultural products in Clearwater included sugar beets, English walnuts, cereals, alfalfa, vegetables, and fruit trees.<sup>162</sup> Within months of the news of agricultural success in Clearwater, the first Farmers' Alliance in Los Angeles County was established by 37 Clearwater residents in August 1890.<sup>163</sup> A newspaper article from 1895 recorded the following agricultural products as produced in Clearwater: oranges, sugar beets, corn, and dairy products including milk and butter.<sup>164</sup> Evidence suggests that early agricultural production in Clearwater was primarily for "domestic purposes," meaning that individual farmers produced only what they needed with a "small surplus."<sup>165</sup> Still, the early success, fertile soil, and abundant water supply encouraged the agricultural industry in Clearwater.

Within ten years of founding, the town of Clearwater hosted its first fair to exhibit local agricultural products. Residents displayed poultry, pigeons, rabbits, pumpkins, sweet potatoes, onions, grapes, figs, apples, pears, peaches, quinces, plums, corn, watermelons, beets, tomatoes, sorghum, hops, rye, squash, radishes, beans, artichokes, peanuts, tobacco, alfalfa, cucumbers, chili peppers, lemons, oranges, and blackberries.<sup>166</sup> While these goods were primarily produced at the domestic level, the success and surplus hinted at a burgeoning agricultural industry in the area.

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<sup>159</sup> "A Historical Context and Methodology for Evaluating Agricultural Properties in California," Caltrans 2023, 11.

<sup>160</sup> "Farm and Fruit Notes," *Los Angeles Evening Express*, January 31, 1890.

<sup>161</sup> "The Town of Clearwater," *Los Angeles Herald*, December 15, 1895, 4.

<sup>162</sup> "Farm and Fruit Notes," *Los Angeles Evening Express*, January 31, 1890.; "Farm and Orchard," *Los Angeles Evening Express*, April 11, 1890.; "A Fertile Valley," *Los Angeles Evening Express*, July 17, 1890.

<sup>163</sup> "A Farmers' Alliance of 37 members was organized at Clearwater," *Los Angeles Evening Express*, August 23, 1890.

<sup>164</sup> "The Town of Clearwater," *Los Angeles Herald*, December 15, 1895.

<sup>165</sup> "The Town of Clearwater," *Los Angeles Herald*, December 15, 1895.

<sup>166</sup> "Clearwater Holds a Very Successful Local Fair," *Los Angeles Herald*, September 14, 1897.

In addition to agricultural pursuits, other local businesses were established to support the growing agriculture industry. This included the Clearwater Sileage Company, which filed articles of incorporation in June 1898 with the intention to “purchase and build machinery for the purpose of cutting into small bits the corn fodder and other kinds of feed...to be packed away in tanks or bins built for the purpose, and in this form will keep for many months in a condition that makes it most excellent feed.”<sup>167</sup> The Clearwater Sileage company responded to the need of local dairy farmers looking to extend their producing seasons by forming an organization that would cut and store feed for farmers to feed their animals year-round.

Another company which responded to the growing agricultural industry in the area was the Hynes Irrigation company. Founded in 1899, the Hynes Irrigation Company was born out of the need for corn production to increase following the founding and success of the Clearwater Sileage Company which allowed farmers to store excess produce. A steady supply of water was necessary for said growth, so stockholders set about boring a well and constructing redwood flumes, which conducted water to patrons’ ranches.<sup>168</sup> Within a year of the founding of the Hynes Irrigation Company, another water company was formed in Clearwater with the intention of providing water for both “domestic and irrigation purposes.”<sup>169</sup>

### **Sugar Beet Industry**

Sugar beets, a root plant with a high concentration of sucrose that can be converted into sugar, were first grown in the United States in 1830 near Philadelphia. It was not until 1870, however, that a farmer outside of San Francisco successfully grew a sugar beet crop and processed it into viable sugar to be sold at market.<sup>170</sup> Entrepreneurs in California took notice and quickly followed suit. In 1890, the Oxnard brothers established the first sugar beet processing plant in Southern California at Chino and began operations in 1891, incentivizing local farmers to grow sugar beets.<sup>171</sup> The Bixby family,<sup>172</sup> still in possession of vast swaths of land in southern Los Angeles County, organized the Los Alamitos Sugar Company in 1897; by 1898, their sugar beet farms produced approximately six million pounds of sugar.<sup>173</sup>

Clearwater and Hynes farmers successfully grew sugar beets as early as 1890, contributing to California’s growing sugar beet industry. By 1897, the nearby Los Alamitos Sugar Company averaged a daily output of 335 tons of sugar, noting that no results as high as these “have ever been known before in the history of beet sugar.”<sup>174</sup> In the same article, the company reported that farmers were paid between \$3.25 and \$4.75 per ton of sugar beets produced, and called the lands surrounding Clearwater “a magnificent body of very fine beet land.”<sup>175</sup> With depots on the Los Angeles Terminal railway at both Clearwater and Hynes, farmers could easily sell and transport their produce to sugar beet processing facilities.

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<sup>167</sup> “Practical Scheme: Corporation Formed to Assist Farmers in Solving the Feed Problem,” *Los Angeles Herald*, June 25, 1898.

<sup>168</sup> “Development of the Great Southwest,” *Los Angeles Times*, December 3, 1899.

<sup>169</sup> For additional information, see the Infrastructure Section of this chapter; “Clearwater. Water Company Forming,” *Los Angeles Times*, April 13, 1900.

<sup>170</sup> Torsten A. Magnuson, “History of the Beet Sugar Industry in California,” *Annual Publication of the Historical Society of Southern California* 11, no. 1 (1918), 71-73.

<sup>171</sup> Magnuson, 75-76.

<sup>172</sup> The Bixby family was instrumental in the development of the southern region of Los Angeles County. For additional information on this family, see the section on the Rancho Los Cerritos.

<sup>173</sup> Magnuson, 77.

<sup>174</sup> “Profits of Sugar Beets,” *Los Angeles Herald*, August 21, 1897.

<sup>175</sup> “Profits of Sugar Beets,” *Los Angeles Herald*, August 21, 1897.

The sugar beet industry continued to grow, and by 1911, there were 65 sugar beet processing factories in the United States, with ten in California alone. Of these, seven were in Southern California: Chino, Oxnard, Covina, Los Alamitos, Santa Ana, Santa Maria, and Crocker. At this time, plans were also underway for the construction of an eighth factory to be constructed in Clearwater.<sup>176</sup> Although the factory was never realized, it is indicative of both the success and quantity of sugar beets produced by Clearwater-Hynes area farmers. Production in the sugar beet industry continued to increase during the second decade of the twentieth century.



Sugar Beet Farming in Hynes, 1910. Source: University of Southern California, Workman and Temple Family Homestead Museum.

When World War I broke out in 1914, European countries that produced sugar beets either stopped trading with the United States or saw their production drastically decline due to the destruction of their countries. This resulted in a worldwide shortage of sugar, which increased the commodity's demand as well as price.<sup>177</sup> In 1917, a meeting held in Clearwater advocated for an increase in the production of sugar beets to help alleviate the sugar shortage. The meeting was part of a campaign organized by Herbert Hoover, then the federal food administrator.<sup>178</sup> Sugar beet production was likened to “the cause of democracy” with politicians claiming that sugar beet production in Southern California would “occupy a prominent place in winning the great war.”<sup>179</sup>

One proposal for increasing Southern California sugar beet production was centered around the lands surrounding Clearwater and Hynes. Due to the towns' locations between two rivers, major portions were considered swamps unfit for agricultural production and prone to flooding. Earlier campaigns had pushed for the construction of water-controlling infrastructure to prevent damage from floods while wartime campaigns focused on the “thousands of acres of fertile land” which could be reclaimed for sugar beets.<sup>180</sup>

<sup>176</sup> “Remarkable Development of Sugar Beet Industry,” *Los Angeles Evening Express*, April 22, 1911.

<sup>177</sup> Matthew Godfrey, “National Sugar Policies and the First World War,” In *Religion, Politics, and Sugar: The LDS Church, the Federal Government, and the Utah-Idaho Sugar Company, 1907-1927*, (Logan, UT: Utah State University Press, 2008), 94.

<sup>178</sup> “U.S. Speakers to Urge More Beet Production,” *Los Angeles Evening Express*, November 19, 1917.

<sup>179</sup> “Sugar Will Play Important Part,” *The Redondo Reflex*, November 23, 1917.

<sup>180</sup> “New Waterway Intended First as Drainage Canal,” *The Long Beach Telegram and The Long Beach Daily News*, January 29, 1912.

A 1917 campaign launched in the Clearwater-Hynes district promised to add “millions to the taxable values of Los Angeles County” and “\$10,000,000 annually to the commerce of Los Angeles.”<sup>181</sup> The interest and passion for this endeavor perhaps reached its height in November 1917, when a man named Oswald Wilson established a bi-weekly newspaper called the *Sugar Bowl* in Hynes. Wilson’s publication advocated for the “development of this sugar-producing area” and for “the great drainage project to extend from the Hynes-Clearwater section to the ocean.”<sup>182</sup>

## DAIRY INDUSTRY

In January 1890, a newspaper reported that “a dairy will be established at Clearwater soon” with the “apparatus on the way.”<sup>183</sup> Up to this point, individual farmers in Clearwater were producing dairy products such as cream, cheese, and butter for their household consumption. The newspaper report marked a shift in Clearwater toward industrial level production of dairy products. Thus, the dairy industry in Clearwater was born. About a week prior to the news that Clearwater was to have a dairy established, a meeting was held in Los Angeles for parties interested in forming a dairy company with the intention of creating a depot in Los Angeles where they would sell “dairy products of every description.”<sup>184</sup> The company would encourage creameries “where they already exist” as well as establish “new creameries where practicable.”<sup>185</sup> In attendance was a Mr. Mather of Clearwater.<sup>186</sup>

By May, Mr. Mather (along with others), filed articles of incorporation for the Clearwater Dairy Company.<sup>187</sup> L.G. Kellogg was general manager and superintendent, while N.S. Harshman was manager of the cheese making department, having gained experience in the cheese making industry in a Compton, California cheese factory he and his brother had founded. The dairy company was supplied by milk purchased from Clearwater farmers. An 1891 publication mentioned the benefits of Clearwater: “Here is one of the best opportunities ever offered for a good dairy man...This valley is destined to furnish the dairy products required by the city.”<sup>188</sup>



Newspaper Advertisement from November 6, 1895. Source: *Los Angeles Herald*.

On September 30, 1896, the Clearwater Creamery company filed articles of incorporation to “carry on the manufacture of dairy products, to buy, sell and hold such real estate and other

<sup>181</sup> “Drainage System,” *Press-Telegram*, September 24, 1917.

<sup>182</sup> “More Sugar and Big Drainage Project Are Interesting at Hynes,” *Press-Telegram*, November 2, 1917.

<sup>183</sup> “News Notes,” *Los Angeles Herald*, January 28, 1890.

<sup>184</sup> “Dairy Products,” *Los Angeles Herald*, January 16, 1890.

<sup>185</sup> “Dairy Products,” *Los Angeles Herald*, January 16, 1890.

<sup>186</sup> “Dairy Products,” *Los Angeles Herald*, January 16, 1890.

<sup>187</sup> “Incorporated,” *Los Angeles Evening Express*, May 17, 1890.

<sup>188</sup> “Clearwater,” *Los Angeles Evening Express*, September 25, 1891; It is unclear where the first dairy in Clearwater was located.

property as it is necessary or profitable for the business of the corporation; also, to buy, sell and deal in livestock and merchandise.”<sup>189</sup> By April 1897, the *Los Angeles Herald* reported that “the central interest of the town is the creamery,” following up in May to call it a “success.”<sup>190</sup> That month, the *Los Angeles Evening Post-Record* newspaper reported the daily output of the Clearwater creamery as forty gallons of cream and 400 pounds of butter.<sup>191</sup>

Farmers in both Hynes and Clearwater contributed to the rapid growth of the dairy industry in the area now known as Paramount. The early establishment of dairying infrastructure in the town allowed farmers to easily transport perishable milk to local creameries to be pasteurized and shipped to Los Angeles to be sold or processed into cream or butter products to be sold. As early as 1903, butter making was considered the “chief industry” of Clearwater due to the success of the creamery founded there in 1896.<sup>192</sup>

In 1905, the Clearwater creamery reported an average of 5,000 pounds of milk received daily while the Hynes creamery, founded in 1904, reported an average of 7,000 pounds of milk received daily. While these numbers seem large, both companies reported the quantity of milk they received and processed to increase soon.<sup>193</sup> The quantity of milk produced in both Hynes and Clearwater was rightfully predicted to increase as farmers learned how to maximize their milk-producing capacities in addition to more settlers (and more cows) arriving in the area. The cow breeds favored by Southern California dairymen were Jersey, Holstein, and Guernsey.<sup>194</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>189</sup> “For Dairy Products,” *Los Angeles Herald*, October 1, 1896.

<sup>190</sup> “Clearwater,” *Los Angeles Herald*, April 18, 1897.; “Index to Southern California News,” *Los Angeles Herald*, May 2, 1897.

<sup>191</sup> “Neighborhood News,” *Los Angeles Evening Post-Record*, May 3, 1897.

<sup>192</sup> “Clearwater Makes Butter,” *Los Angeles Evening Express*, December 19, 1903.

<sup>193</sup> “Clearwater and Hynes,” *Los Angeles Times*, January 1, 1905.

<sup>194</sup> “Most of these creameries are run under the cooperative system,” *Los Angeles Times*, January 5, 1898.

## Theme: Infrastructure (1886-1919)

As part of the early development of Clearwater and Hynes, significant infrastructure improvements were completed to support the new communities. In particular, the development of transportation, water control, and communications services allowed the communities to thrive into the early twentieth century.

### TRANSPORTATION INFRASTRUCTURE

Within six months of lots going up for sale in Clearwater, news of a rail line which would potentially connect the new settlement with the City of Los Angeles was published. On December 9, 1887, the *Los Angeles Evening Express* reported “The line of the Los Angeles and Ocean Railroad is surveyed to pass directly through Clearwater.”<sup>195</sup> In January 1888, an agreement was signed by the Los Angeles and Ocean Railroad with Jotham Bixby to build their line from Los Angeles to Long Beach through Bixby’s land.<sup>196</sup> Though grading began in February 1888 on the rail line and the California Co-Operative Colony gave the railroad company a right of way through the town of Clearwater, the Los Angeles and Ocean railroad company went bankrupt in the summer of 1888, delaying the establishment of a rail line through Clearwater.<sup>197</sup>

By 1891, Clearwater residents again had hope of a railroad line which would connect them to Los Angeles to the north and Long Beach to the south. The Los Angeles Terminal Railroad company, following their bankrupt predecessors, signed an agreement with Bixby to build a rail line through the lands previously identified by the Los Angeles and Ocean Railroad as a suitable route.<sup>198</sup> In March 1891, work recommenced on grading the rail line.<sup>199</sup> Railroad workers were of Anglo, Hispanic, and Chinese descent. Chinese workers were often forced to complete the most physically strenuous and dangerous jobs while working on the railroads.<sup>200</sup>

Tracks reached Clearwater in September 1891 and on November 7, 1891, the railroad line officially opened.<sup>201</sup> A Clearwater writer declared, “We now feel fully justified in assuming suburban airs, being but half an hour from the city, on a line of road that is the peer of the best...We welcome the Terminal and honor its builders.”<sup>202</sup>

With the completion of the railroad line and beginning of service came the need for a local depot. The location of the depot was in Clearwater at Washington Street (not extant), and by December 1891, the building was completed. Henry Harrison, Clearwater’s first postmaster, was chosen as the station agent.<sup>203</sup> A second depot was constructed just south of Clearwater (not extant), which developed into the town of South Clearwater.<sup>204</sup> In 1898, the residents of

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<sup>195</sup> “California Co-Operative Colony,” *Los Angeles Evening Express*, December 9, 1887.

<sup>196</sup> Franklin Hoyt, “The Los Angeles Terminal Railroad,” *The Historical Society of Southern California Quarterly* 36, no. 3 (Los Angeles, CA, 1954), 186.

<sup>197</sup> Hoyt, 187.

<sup>198</sup> Hoyt, 187.

<sup>199</sup> “Work on Terminal Company’s Line Recommenced,” *Los Angeles Herald*, March 4, 1891.

<sup>200</sup> Historic Resources Group, *SurveyLA: Chinese Americans in Los Angeles, 1850-1980*, prepared for the City of Los Angeles, October 2018, 13.

<sup>201</sup> “The Terminal Company and Pasadena Again at Odds,” *Los Angeles Herald*, September 16, 1891.

<sup>202</sup> “Great Satisfaction over the opening of the Terminal,” *Los Angeles Evening Express*, November 20, 1891.

<sup>203</sup> “Henry Harrison, the Clearwater post-master, has accepted the position of station agent for the Terminal railroad at that place,” *Los Angeles Herald*, November 13, 1891.; “The Terminal’s Telegraph Wires Strong Flow from a Well,” *Los Angeles Evening Express*, December 11, 1891.; “Clearwater’s Postmaster,” *Los Angeles Herald*, March 14, 1888.

<sup>204</sup> “The Town of Clearwater,” *Los Angeles Herald*, December 15, 1895.

South Clearwater met to discuss changing their name, and, within a few months, renamed their settlement “Hynes.”<sup>205</sup>

The Los Angeles Terminal Railroad was eventually acquired by William Andrews Clark in 1900 and renamed the San Pedro, Los Angeles, Salt Lake Railroad in 1901. In 1916, “San Pedro” was dropped from the name, and it became the Los Angeles & Salt Lake Railroad. In 1921, the Union Pacific Railroad company became the majority shareholder of the company, officially changing the line’s name to Union Pacific even though many continued to refer to it as the Los Angeles Terminal or Salt Lake line.<sup>206</sup>



Hynes Train Depot, no date. Source: City of Paramount.

With the advent of electric powered railcars, introduced to Los Angeles in the early 1890s, private companies sprung up to provide electric powered transportation for a fee to area residents. In 1901, Henry Huntington organized the Pacific Electric Railway Company and began constructing electric rail lines across Los Angeles, Orange, and San Bernardino Counties to facilitate convenient interurban travel on his company’s electricity powered railroads.<sup>207</sup> As early as September 1901, it was known that the Pacific Electric Railway Company would construct the Santa Ana Line, which would branch off at Watts and reach Santa Ana, passing through Clearwater.<sup>208</sup>

In December 1904, surveyors staked the line, with grading to begin by the end of the month.<sup>209</sup> Grading was still underway in November 1904 when a fatal shooting occurred at a Pacific Electric Railway grading camp near Hynes, which received extensive newspaper coverage.<sup>210</sup> It is

<sup>205</sup> “Clearwater,” *Los Angeles Evening Express*, February 11, 1898.; “Clearwater Cream,” *Los Angeles Herald*, August 14, 1898.

<sup>206</sup> John R. Signor, *The Los Angeles and Salt Lake Railroad Company: Union Pacific’s Historic Salt Lake Route* (San Marino, CA: Golden West Books, 1988), 26, 86–87, 89.

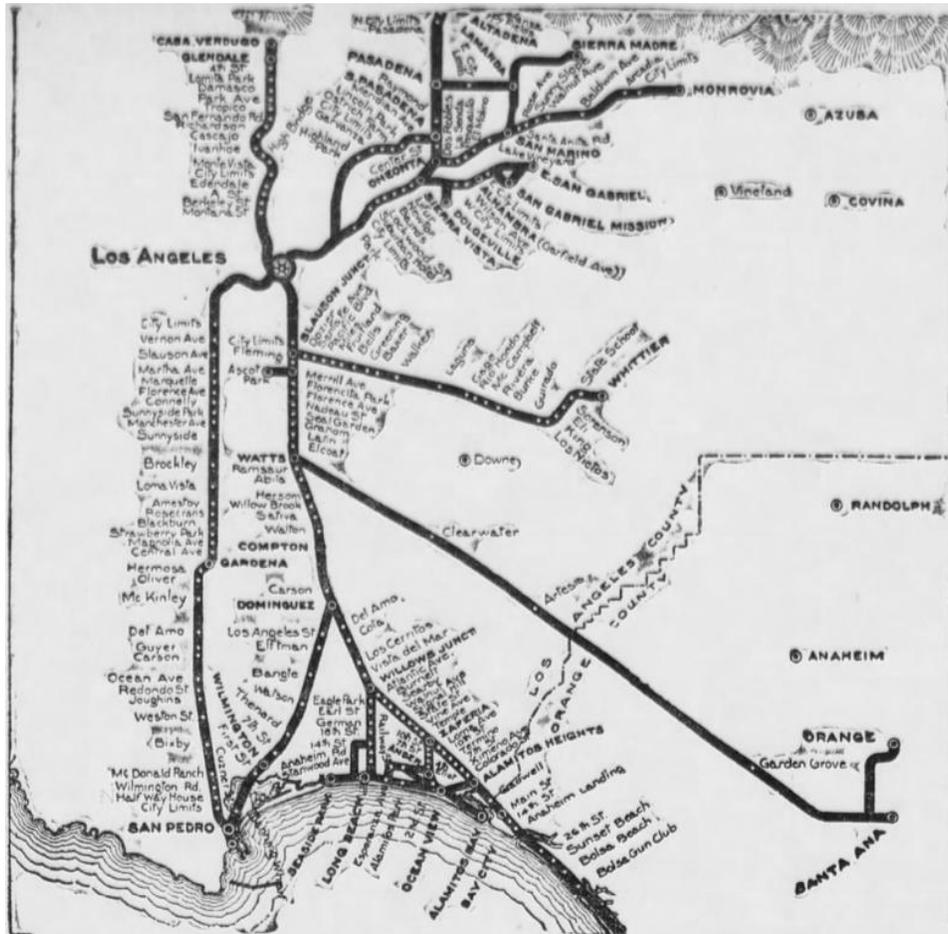
<sup>207</sup> “Pacific Electric,” Southern California Railway Museum, accessed March 2024, <https://socalrailway.org/collections/pacific-electric/>.

<sup>208</sup> “Santa Ana Electric Cars to have Toilet Rooms,” *Los Angeles Evening Express*, September 3, 1901.

<sup>209</sup> “Santa Ana Line,” *Press-Telegram*, December 9, 1904.

<sup>210</sup> “Shoots Mexican Laborer,” *Los Angeles Herald*, November 14, 1905.

unclear exactly where the camp was located in the Clearwater-Hynes vicinity. A year later, on November 6, 1905, the first electric car of the Pacific Electric Railway travelled from Los Angeles to Watts, through Clearwater, and on to Santa Ana, marking the inaugural opening of the Santa Ana line. Fare was set at \$1 for a round trip ticket.<sup>211</sup>



Pacific Electric Railway Line Map with newly opened Santa Ana Line, November 6, 1905. Source: *Los Angeles Herald*.

In addition to railroad lines serving Clearwater and Hynes residents, Los Angeles County graded roads were also traversed, first by horse drawn carts and later by cars. In 1908, the Los Angeles County Highway Commission planned to secure a \$3 million bond for the construction of highways connecting all areas of the county, including one stretching from Lamanda Park through Pasadena and the San Gabriel Valley and onto Downey and Clearwater.<sup>212</sup> By the end of 1911, a road was completed which connected Downey with Clearwater and plans were underway to build and grade another road which would connect Clearwater with Compton.<sup>213</sup> The bond, which grew to \$3.5 million, was considered “well spent” for it resulted in approximately 400 miles of macadamized (graded with crushed stone) roads throughout Los

<sup>211</sup> “First Electric Car Runs to Santa Ana,” *Los Angeles Times*, November 6, 1905.

<sup>212</sup> “Commission Prepares Report for the County Supervisors,” *The Whittier News*, March 13, 1908.

<sup>213</sup> “Additional Units of County Highway System Will be Opened Early in New Year,” *Los Angeles Evening Express*, December 25, 1911.

Angeles County. The roads served a “dual purpose in that they are not only main traveled routes for local trade, but scenic drives of varied attractions.”<sup>214</sup>

## **WATER CONTROL**

While the residents of Clearwater and Hynes benefitted from transportation infrastructure connecting them to Los Angeles County, they also pushed for the development of water-controlling infrastructure in their immediate vicinity. Specifically, multiple flood events spurred residents into action in the late nineteenth and early twentieth centuries.

Clearwater and Hynes were located between the Los Angeles River and the San Gabriel River, which faced its first major flood event in February 1891.<sup>215</sup> Meetings were held beginning in April 1891 to discuss ways to mitigate and prevent future flood damage.<sup>216</sup> In July 1891, a council of Clearwater residents concluded that “two thousand dollars would straighten and clear the San Gabriel River so as to prevent a repetition of the damage of last spring’s flood.”<sup>217</sup> By August, work had begun on a channel “some thirty or forty feet wide” along the San Gabriel River. The plans included the plowing of a deep channel and construction of embankments and levees.<sup>218</sup> In addition to efforts to control the movement of water, bridges were constructed over the San Gabriel River and Los Angeles River in the autumn of 1891.<sup>219</sup>

Despite these measures, floods continued to ravage the Los Angeles area, including Clearwater-Hynes, into the 1910s. The increasing severity of flooding, combined with the Progressive Era<sup>220</sup> desire to better the world, convinced locals that they faced a real hazard that required immediate remediation.

In 1913, a canal was constructed to better control the floodwater, as recorded by the *Press-Telegram*:

*Reclaiming many thousands of acre of what is now waste swamp lands and with the further object of affording a deep waterway more than twelve miles long from a point near Clearwater to the San Pedro Inner Harbor, the first six miles of the eight-foot canal following the courses of the Rio Hondo and the San Gabriel River, which from the southern boundary of the vast Dominguez rancho, is now complete after a year’s digging by a gigantic dredger, says the Los Angeles Examiner.*<sup>221</sup>

Despite these improvements, flooding continued. A catastrophic flood in February of 1914 forever changed the way Southern Californians thought about water and rivers. In March of that year, the Los Angeles County Board of Supervisors appointed a team of engineers to study the flood, which found that Los Angeles and its surrounding communities could expect a

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<sup>214</sup> “Macadamized Roads,” *The Pomona Daily Review*, June 1, 1914.

<sup>215</sup> “The Rush of Water,” *Los Angeles Evening Express*, February 25, 1891.

<sup>216</sup> “Reclamation Meeting: Convention to Consider the Formation of Districts,” *Los Angeles Evening Express*, April 4, 1891.

<sup>217</sup> “Every real estate owner in Clearwater was in the council last night to devise ways and means to protect their lands against floods,” *Los Angeles Herald*, July 18, 1891.

<sup>218</sup> “To Prevent Overflow. Action Taken by Districts on the San Gabriel,” *Los Angeles Evening Express*, August 20, 1891.; “Work in Progress. Improving the San Gabriel – The Terminal Railroad,” *Los Angeles Evening Express*, August 27, 1891.

<sup>219</sup> “The Terminal’s Progress. Bridging the San Gabriel – Channel Improvement,” *Los Angeles Evening Express*, September 4, 1891.; “Clearwater,” *Los Angeles Herald*, November 26, 1891.

<sup>220</sup> The Progressive Era was a time when societal problems were found to require remediation, and groups increasingly formed to better society.

<sup>221</sup> “Twelve Miles Waterway Clearwater-San Pedro,” *Press-Telegram*, January 20, 1913.

damaging flood every 3.25 years.<sup>222</sup> As a result, Southern California set out to control its rivers. As recorded by the U.S. Army:

*Flood events that occurred between 1914 and 1934 were some of the most economically devastating floods the Los Angeles area historically experienced. These flood events prompted the Federal Government to allocate funds in the Flood Control Act of 1936 to assist Los Angeles County in developing and expanding flood control infrastructure, including channelizing 52 miles of the Los Angeles River (LAR). Construction of the channel occurred between 1936 and 1959. The flood control channel is owned by Los Angeles County, City of Los Angeles, and private land owners.*<sup>223</sup>

The flood of 1914 was responsible for the disappearance of the Clearwater Lake.<sup>224</sup>

In 1919, members of the Los Angeles County Board of Supervisors toured the Los Angeles, Rio



Flooding of streets and fields in Hynes, c. 1919. Source: University of California, Irvine; Orange County Regional History Collection.

Hondo, and San Gabriel Riverbeds from El Monte to Clearwater, where flood control work continued. The work involved 20 pile drivers, 150 teams and 325 men. According to the *News-Pilot*, “Twenty piles a day are being driven by each gang in two parallel lines, the space between being filled by brush and the whole reinforced by willows...”<sup>225</sup> Flood control management brought about more predictable rainy seasons for Southern California, including for the Clearwater and Hynes communities.

## COMMUNICATIONS

Other infrastructural improvements to Clearwater during this period included telegraph lines. In January 1892, the Western Union Telegraph company reached Clearwater and “established an office in the terminal depot.”<sup>226</sup> Henry Harrison, the postmaster and station agent, also worked as the telegraph operator.<sup>227</sup> The Western Union Telegraph Company, known today as the Western Union Company, was established in 1851 as a communications facilitation servicer.<sup>228</sup>

Telegraphs transmitted messages by sending electric signals over wires, requiring the

<sup>222</sup> Jared Orsi, *Hazardous Metropolis: Flooding and Urban Ecology in Los Angeles* (Oakland: University of California Press, 2004), 39-42.

<sup>223</sup> U.S. Army Corps of Engineers, “Los Angeles River,” accessed April 9, 2024, <https://www.spl.usace.army.mil/Missions/Asset-Management/Los-Angeles-River>.

<sup>224</sup> “Hynes---Clearwater,” *Los Angeles Times Midwinter*, December 4, 1931 6:18.

<sup>225</sup> “Rush Work on Flood Control,” *News-Pilot*, November 26, 1919.

<sup>226</sup> “Telegraph Connection Made,” *Los Angeles Evening Express*, January 11, 1892.

<sup>227</sup> “Rural Improvements: Clearwater and Compton Making Good Progress,” *Los Angeles Evening Express*, March 17, 1892.

<sup>228</sup> Karl Montevirgen, “Western Union Corporation,” *Britannica*, March 23, 2024. <https://www.britannica.com/topic/Western-Union-Corporation#ref360415>.

installation of poles to hold those wires as well as offices where messages are sent or received.

In 1900, an ordinance was approved by the board of supervisors of Los Angeles County to grant the United Electric, Gas & Power Company special privileges to erect poles, string wires, and “construct, maintain and operate a line or lines for the transmission and distribution of electrical energy along and over the public roads and highways of the County of Los Angeles.”<sup>229</sup> Both Clearwater and Hynes were included in the ordinance as locations to receive electric lines.



Telegraph poles along Jackson and Ocean Streets (now Paramount Boulevard), c. 1920. Source: City of Paramount.

As communication technology improved, more infrastructure was added to accommodate its growth. In November 1908, the Sunset Telephone company purchased lines held by the Bixby family, and extended coverage to Hynes and Clearwater, allowing residents to communicate via telephone.<sup>230</sup> Like the telegraph, telephone communication required electricity and necessitated the construction of telephone poles and lines. In 1913, the Sunset Telephone Company, under control of the Pacific Telephone Company, established a station in Compton which allowed area subscribers to make long distance calls. Both Clearwater and Hynes residents were included in the list of subscribers to the communication utilities company.<sup>231</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>229</sup> “Ordinance No. 21,” *Los Angeles Evening Post-Record*, March 22, 1900.

<sup>230</sup> “Long Beach Brevities,” *Los Angeles Herald*, November 8, 1908.

<sup>231</sup> “Another Step Toward Universal Telephone Service,” *Evening Vanguard*, August 20, 1913.

## V. EXPANSION AND GROWTH (1920-1940)

### Summary Statement

Clearwater and Hynes continued to grow and diversify from the 1920s through the late 1930s. The 1920s was a transformational period in Southern California as cities expanded, capital was plentiful, automobile ownership became more prevalent, and entertainment became more easily accessible. Industry in Clearwater and Hynes diversified with the introduction of the oil industry, and expanded with the lucrative agriculture, dairy, and hay industries. Although the Great Depression did impact the local economy, the region's emphasis on farming ventures and industry helped minimize economic losses in the early 1930s. The enactment of federal New Deal-era programs further brought several civic improvements to the communities of Clearwater and Hynes.

This context examines the continued growth of Clearwater-Hynes throughout the 1920s and 1930s and the impact of the automobile, population growth, the 1933 Long Beach Earthquake, and the Great Depression, among others, on the built environment.

### Historical Background

The 1920s brought a new wave of development and speculation to Clearwater and Hynes. Southern California's position as a leading source of oil, along with rising interest in automobiles, required facilities for refining and processing the oil being extracted. Clearwater and Hynes became a key location for those activities, and the population rose significantly from the influx of oil workers. In 1925, the population of Clearwater-Hynes was about 2,000; by 1928 it was 6,500 people. The population influx fueled real estate speculation and residential development, which was subsequently curtailed by the Great Depression of the 1930s. However, the twin industries of oil and agriculture made Clearwater and Hynes more resilient during the Great Depression than many other towns across America.

As the population expanded, civic and institutional services and new schools were established to meet the growing demand. The Clearwater Fire Department, along with the new schools of Abraham Lincoln Elementary School, Theodore Roosevelt Elementary School, and Clearwater Junior High School were all developed during this time.

With their basic needs and requirements met, residents increasingly turned to social and cultural pursuits. Social clubs established in Clearwater and Hynes during this period include the Clearwater Improvement Society, Hynes-Clearwater Women's Club, La Junta Patriótica de Clearwater, the Comisión Honorífica de Clearwater, Clearwater Flying Club, and the Hynes American Legion, among others. These social clubs reflect the diversity of the community, from women's clubs to Mexican American societies to Portuguese religious institutions.

Both Clearwater and Hynes remained unincorporated communities in Los Angeles County during this period. The mix of partially developed residential tracts, agricultural fields, dairies, and oil industry processing created a patchwork of development not often seen in locations with strong zoning and planning ordinances. This also made the communities vulnerable to

encroaching neighboring cities, and in 1924, the southern region of Hynes, including the newly built McKinley Elementary School, was annexed by the City of Long Beach.

## **THE GREAT DEPRESSION AND THE NEW DEAL**

In October of 1929, the U.S. Stock Market crashed, marking the beginning of the Great Depression. In the ensuing weeks, the solvency of many banks was challenged when panicked depositors simultaneously demanded their money. Consumer confidence plummeted and led to a downturn in spending and investment. Many Americans forced to buy on credit fell into debt. What resulted was the worst economic downturn in the history of the industrialized world, lasting from 1929 to 1939.<sup>232</sup>

In the wake of Great Depression, President Roosevelt's New Deal era programs, including the Civil Works Administration (CWA), Works Progress Administration (WPA), and State Emergency Relief Administration (SERA) programs, allocated funds for the construction of public works projects across the country and created jobs for workers to improve their own communities. From 1933 to 1940, the finances provided by the New Deal enabled Clearwater and Hynes to construct new municipal buildings and improve infrastructure in the area. A total of 1,400 workers were recruited for the CWA from the unemployment lists of Hynes, Clearwater, Bellflower, Artesia, Norwalk and Downey in 1933 alone.<sup>233</sup>

## **THE 1933 LONG BEACH EARTHQUAKE**

In March of 1933, Long Beach was the epicenter of a 6.4 magnitude earthquake. The temblor shook the nearby communities of Hynes and Clearwater. Overall, the earthquake caused extensive damage in Southern California, with a price tag of some \$50 million in 1933 dollars.<sup>234</sup> The earthquake had calamitous effects for communities across Southern California, and required the demolition, rebuilding, or repair of countless buildings and structures, mostly to poorly designed and unreinforced brick buildings. The earthquake also resulted in 120 fatalities.

The earthquake impacted Clearwater and Hynes in various ways, including in the necessary rebuilding or repair of commercial buildings and municipal/civic institutions, including several schools.

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<sup>232</sup> "Great Depression History," *History*, October 20, 2023, accessed May 15, 2024, <https://www.history.com/topics/great-depression/great-depression-history>.

<sup>233</sup> "Police to Hear Jobless Today," *Los Angeles Times*, December 13, 1933, 24.

<sup>234</sup> California Department of Conservation, "The 1933 Long Beach Earthquake," accessed February 9, 2024, <https://www.conservation.ca.gov/cgs/earthquakes/long-beach>.

## Theme: Residential Development (1920-1940)

The 1920s brought a new wave of development and residential speculation. The discovery of oil on Signal Hill contributed greatly to the growth of Hynes-Clearwater. Refineries were built in the area and soon the need for housing for oil workers became acute. A newspaper account from 1923 describes the large number of tracts being developed in the Hynes area, appealing to families with heads of households engaged in business in Long Beach.<sup>235</sup> In 1925, the Clearwater Men's Club endorsed a building campaign.<sup>236</sup> Many large homes were relocated to Hynes from Signal Hill.<sup>237</sup> In 1925, the population of Hynes-Clearwater was about 2,000. By 1928, it was 6,500 people—an increase of 164 percent. There were 1,227 houses.<sup>238</sup> Like so many places, residential development in Clearwater and Hynes was minimal during the Great Depression. During a twelve-month period in 1935 and 1936, just seventeen building permits were issued in the school district area. Most of these were in the very northern part of the city.<sup>239</sup>

Farmhouses in agricultural communities such as Clearwater and Hynes are often associated with Victorian, Queen Anne, or other pre-1900 styles. However, the growth of the dairy business in Clearwater and Hynes during the early decades of the 20<sup>th</sup> century resulted in the construction of residential buildings in popular styles from the period, including Craftsman and Period Revival styles. Originally isolated on large parcels with agricultural outbuildings, these farmhouses became integrated into the residential tract development in present-day Paramount. The unidentified Tudor Revival residence associated with the dairy operation depicted below was featured in a Chamber of Commerce promotional brochure as evidence of the design quality of the community.



Dairy Farm, c. 1930. Source: Paramount Public Library Local History Collection.

<sup>235</sup> Note that a number of the subdivisions mentioned as being in Hynes were south of the present-day city limits of Paramount. They include Fredericks Square, Maple Gardens, Schilling Heights, Ocean Boulevard Tract, Floral Gardens, and Maple Gardens; "Subdivisions at Hynes Sell Out; Homes Going Up," *Press-Telegram*, December 30, 1923, 16.

<sup>236</sup> Ethel Hillyard, *The Story of Paramount*, Paramount Journal (Paramount, CA: 1988), 19.

<sup>237</sup> Hillyard, 19.

<sup>238</sup> Hillyard, 19.

<sup>239</sup> Skutt, 30.

## **GROWTH OF RESIDENTIAL SUBDIVISIONS**

Among the Clearwater-Hynes residents who sold land during this period was Edwin A. Rogers. He sold ten acres north of the First National Bank of Hynes for commercial and residential development.<sup>240</sup> The following history outlines the major residential subdivisions within the boundaries of present-day Paramount during this period.

### **Colony Acres**

Subdivided in three phases in 1923, Colony Acres was marketed by Paris & Downie. The exact location of this development is not currently known, other than it was west of Hynes and east of Compton. Initially the group offered land parcels, but by August of 1923, the developers built some speculative houses for sale.<sup>241</sup> Newspaper articles suggest that several homes were constructed in Colony Acres and that it may have been wholly or partially annexed into the City of Long Beach.

### **Gibson Park Tract (Tract 6251)**

Globe Petroleum Corporation, one of the many oil drilling companies operating in the area, subdivided a large tract of land east (and west) of the Los Angeles River into almost 500 residential parcels in 1923. The parcels on the west side of the river are in Compton, the parcels on the east side of the river are located in present-day Paramount. The tract was bordered by present-day Rosecrans Avenue to the north, Somerset Boulevard to the south, Salud Park to the east, and the Los Angeles River/Paramount city limit to the west. Based upon historic aerial photos, the lots largely went undeveloped during the 1920s. By 1931, there were only 125 homes in Gibson Park.<sup>242</sup> A review of the 1930 Census suggests that the relationship between the developer and the residences was tightly connected: many of those living in Gibson Park were oil workers, ironworkers, or in occupations relating to the oil industry.

Los Angeles County Land Use maps from 1936 show that single-family residences were scattered throughout the tract, with the majority of the parcels still undeveloped, even more than ten years after subdivision. San Vicente Street, San Mateo Street, San Marcus Street, and San Luis Street had the highest number of homes.

### **Eureka Tract (Tract 8711)**

The growing influence of the automobile and its relationship with housing development is apparent in the marketing of the 147-parcel Eureka Tract. In November of 1923, the seller, Long Beach-based W.R. Missman, placed advertisements in the *Long Beach Telegram* which offered an eight-room Craftsman-style bungalow and 5 “closed automobiles” as incentives for purchase of lots in the tract. With the automobile gaining favor in Southern California, its popularity helped overcome the relatively remote location of the Eureka Tract, located south of Hynes. The subdivision was located north of 70<sup>th</sup> Street, south of Harrison Street, east of the railroad tracks, and west of Paramount Boulevard, on the former site of the Albert Hunt property.<sup>243</sup>

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<sup>240</sup> “Subdivisions At Hynes Sell Out; Homes Going Up,” *Press-Telegram*, December 30, 1923, 16.

<sup>241</sup> “Colony Acres’ #rd Unit Open,” *Press-Telegram*, August 12, 1923, 3.

<sup>242</sup> “2 Districts May Merge,” *Long Beach Sun*, October 10, 1931, 5.

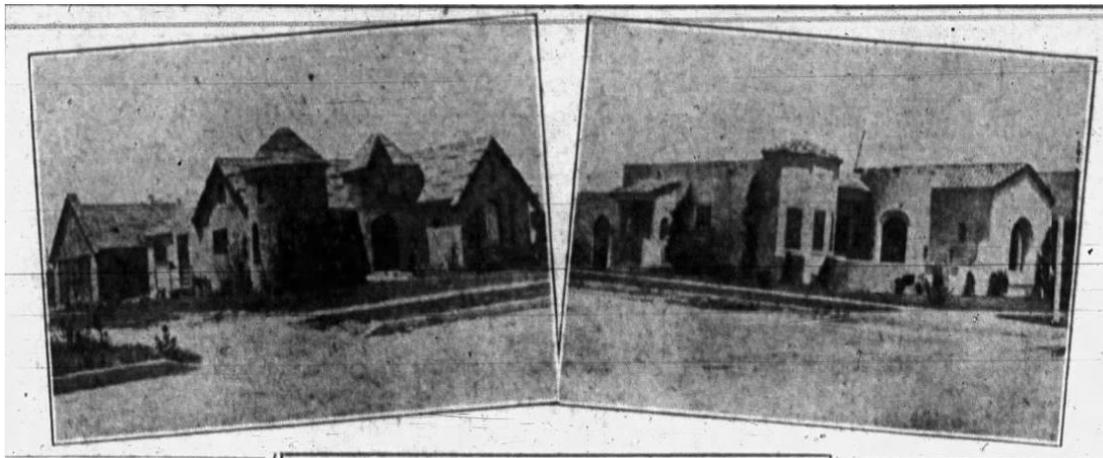
<sup>243</sup> “Subdivisions At Hynes Sell Out,” *Press-Telegram*, December 30, 1923, 16.

In 1923, twenty-five new homes were built by members of the Long Beach police force.<sup>244</sup> This subdivision was one of the most built-out tracts by 1936, with 32 single-family residences in the block bordered by Harrison Street to the north, 70<sup>th</sup> Street to the south, Paramount Boulevard to the East, and Vermont Avenue to the west. The tract spanned Vermont Avenue, Lake Avenue, and Eureka Avenue. A southern section of the Eureka Tract was annexed into Long Beach during the 1930s.

### Other Tracts

Around this same time, J.W. Craven and Robert S. Smith and their wives subdivided 150 parcels bordered by Third Street to the north, Somerset Boulevard to the south, the block east of Orizaba Street to the east, and Paramount Boulevard to the west. Historic aerials suggest that this subdivision contained only a few homes by 1938. The trend continued with the development of Tract 7890 in 1924 in western Paramount by George and Ruby Faulkner. A rectangular tract of 126 narrow, 40' wide lots bordered by Somerset Boulevard to the north, present-day Mark Keppel Street to the south, the east side of Faulkner Avenue to the east, and the west side of San Jose Avenue to the west.

In 1926, builder Ralph Levi Williams (1883-1956) and his wife Carol subdivided the rectangular Tract 9371, bordered by Marcelle Street to the north, Jackson Street to the south, Garfield to the east, and present-day S. Texaco Avenue to the west. As a builder, not just a real estate developer, Williams may have had more luck with home construction, as historic aerials suggest the tract was substantially built out by 1928. In 1931, Williams established a lumber business in Clearwater and lived there until 1955.<sup>245</sup>



Example of an English Revival residence in Paramount, August 3, 1930. Source: *Press-Telegram*.

During the late 1920s, a small group of English/Tudor Revival style residences was constructed along Clearbrook Drive between Alondra Boulevard and Monroe Street. These include 15912 Clearbrook Drive, 15819 California Avenue, and 15923 Clearbrook Drive, for which no Tax Assessor information is available, but they appear on historic aerial photos and on the 1936 Los Angeles County Land Use Map. 15947-15953 Clearbrook Drive was built in 1930 and 15950-15954 Clearbrook Drive/8061 Monroe Street was constructed in 1928. At the southern end of

<sup>244</sup> "Clearwater," *Los Angeles Times*, June 1, 1914, V10.

<sup>245</sup> "Ralph R Williams Buried in Whittier," *Lake Elsinore Valley Sun Tribune*, November 8, 1956, 3.

Clearbrook Drive, just north of Monroe Street, are two English Revival multi-family residential buildings. Available research yields little insight about the developers or the development. However, the timing of this development coincided with the Great Depression, therefore, it is likely that it was only partially realized.<sup>246</sup>



A 1930s Aerial photo shows Tudor Revival-style homes and apartments along Clearbrook Drive. Source: University of California, Santa Barbara Frame Finder.

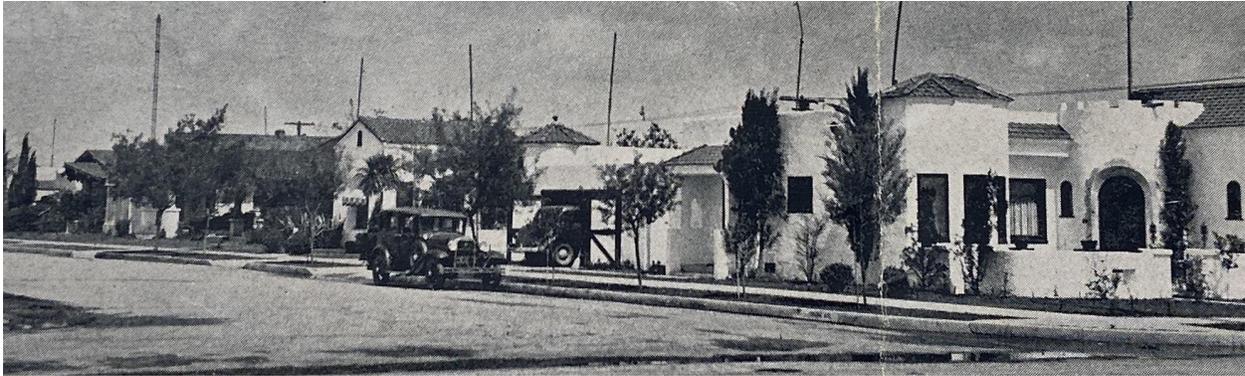
No new subdivisions were recorded during the height of the Great Depression. However, prior to World War II, between 1939 to 1941, five new subdivisions were recorded. Tract 11835, subdivided in 1939 by Harry and Helen Hutchins, was a triangular-shaped tract bordered by Century Boulevard to the north and east of Garfield Avenue. Tract 11721 along Motz Street, Caro Street, and Marcelle Street between Garfield Avenue and Texaco Avenue consisted of 63 parcels. Tract 11676, along the same streets west of Orange Avenue, consisted of 103 parcels. The developers, James H. and Joada Knowles, brokered and sold the lots themselves in 1940.

Residential developer Paul C. Lambert (1888-1985) first worked as an organizer for agricultural cooperative associations. He started his land development business in Long Beach and was instrumental in the creation of Belmont Shore.<sup>247</sup> He started out selling unimproved lots in

<sup>246</sup> Census and Voter Registration research has determined the historic addresses for the homes on Clearbrook Drive to be as follows: 15917 Clearbrook (formerly 117), 15923 Clearbrook (formerly 123), 15928 Clearbrook (formerly 128), 15942 Clearbrook (formerly 142), 15947 Clearbrook (formerly 147), 15949 Clearbrook (formerly 149), 15950 Clearbrook (formerly 150), 15951 Clearbrook (formerly 151), 15952 Clearbrook (formerly 152), 15953 Clearbrook (formerly 153), and 15954 Clearbrook (formerly 154).

<sup>247</sup> "Pioneer Paramount Developer Left Legacy," unidentified newspaper clipping from 1985, Paramount Library.

Hynes near the end of the 5-cent bus line, but by the 1940s, he was selling constructed homes marketed to aerospace workers as “...between Douglas and Vultee.”<sup>248</sup> The first subdivision included the construction of 26 homes, followed by 48 more.<sup>249</sup> Lambert and his family lived at 16458 Georgia Avenue (extant) from the 1930s until at least the 1950s. It is currently unknown if this residence was near or in the tract of land he developed.



Unknown residential street in Clearwater-Hynes, 1930. Source: Chamber of Commerce.

## **SEGREGATION, DEED RESTRICTIONS & REDLINING**

During the Great Depression, two New Deal housing initiatives—the Home Owners Loan Corporation (HOLC), founded in 1933, and the Federal Housing Administration (FHA), founded in 1934—were created by the U.S. government to encourage homeownership and protect homeowners at risk of foreclosure. In practice, however, these initiatives only provided protection for White homeowners. The FHA in particular played a significant role in the legalization and institutionalization of racism and segregation through an overt practice of denying mortgages based upon race and ethnicity.

The FHA insured bank mortgages that covered some 80 percent of purchase prices. To be eligible, the FHA conducted an appraisal of the property to select properties that had a low risk of default. The guidelines included a “Whites only” requirement. The FHA underwriting manual for its appraisers also recommended against “an infiltration of inharmonious racial or nationality groups,” and discouraged loans in older, urban neighborhoods, largely populated by people of color.<sup>250</sup> The 1936 FHA Underwriting Manual recommended “deeds to properties for which it issued mortgage insurance should include an explicit prohibition of resale to African Americans.”<sup>251</sup>

To fulfill their missions of refinancing mortgages and granting low-interest loans to those who had lost their homes, the HOLC began rating neighborhoods as “security risks.” What emerged was a system of ranking of neighborhoods by race, with African Americans and other ethnic minorities at the bottom. While other factors were also considered—such as class, the presence of industry, density, housing stock, and tax blight—a neighborhood’s racial composition was a

<sup>248</sup> Advertisement, *Press-Telegram*, May 31, 1941, 12.

<sup>249</sup> “Pioneer Paramount Developer Left Legacy,” unidentified newspaper clipping from 1985, Paramount Library.

<sup>249</sup> Advertisement, *Press-Telegram*, May 31, 1941, 12.

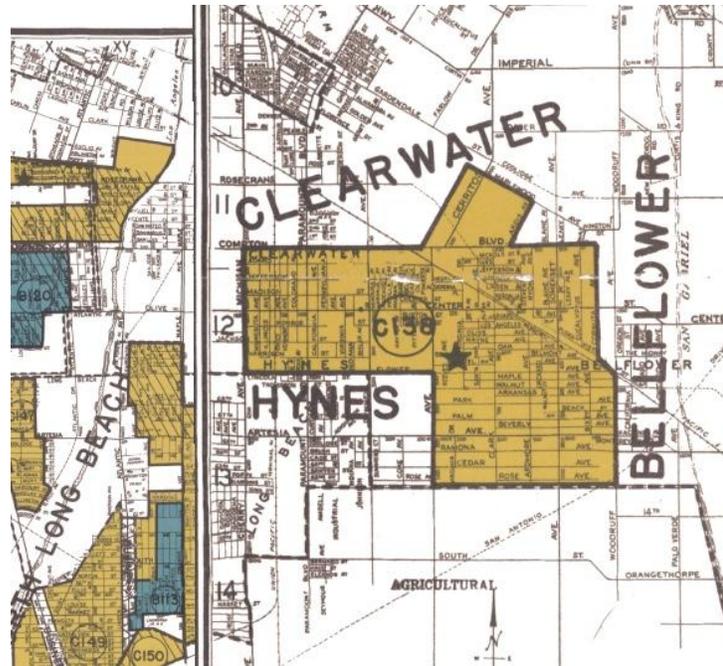
<sup>250</sup> Richard Rothstein, *The Color of Law: A Forgotten History of How Our Government Segregated America* (New York: W.W. Norton, 2017), 67.

<sup>251</sup> Rothstein, 84.

key factor in determining its ranking. Areas deemed high risk were systematically denied financial services such as mortgages and insurance loans. These areas were delineated on maps with a red line, a practice known as “redlining.” These areas were also barred from receiving federal assistance, effectively segregated, and plunged into a vicious cycle of decline.

The HOLC’s original system (later adopted by the FHA) for appraising risk used letter grades. “A” areas, in green, indicated places where maximum loans were granted. “B” areas, in blue, were not as desirable but still considered relatively low risk. “C” areas, in yellow, were determined to be in decline. “D” areas, in red, were considered to be in full decline and, therefore, rejected for mortgage insurance.

The redlining map for Clearwater and the area directly to the east squarely placed the area in decline. It described the area with small cottages, and construction, both old and new, of substandard quality. The description of the area continued, “Population is largely of the lower income group. While there are few, if any, subversive racial elements directly in the area, there are numerous small settlements of Mexican and Japanese farm laborers in the adjacent farm districts.”<sup>252</sup> The description also estimated that the majority of dwellings were four to five rooms, with ten percent larger homes, and five percent multi-family apartments.<sup>253</sup> The description cited lack of zoning in the unincorporated area as contributing to its decline.



Redlining Map of Clearwater and Hynes, 1939. Source: Mapping Inequality.

## LATINO COMMUNITY

The Latino community in Hynes, concentrated around Illinois Avenue and Jefferson Street, continued to grow during the 1920s and 1930s. The 300 and 400 blocks of Vermont Avenue were home to a large number of Latino families. The 1940 Census shows expansion to Madison Street and Ohio Street, with the area home to approximately 1,000 Latino households—mostly large families. Heads of these households were typically laborers, dairy workers, truck drivers, and farm workers, reflecting job opportunities nearby.

<sup>252</sup> “Mapping Inequality Area C138,” accessed February 9, 2024, [https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area\\_descriptions/C138#loc=10/34.0049/-118.1561](https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions/C138#loc=10/34.0049/-118.1561).

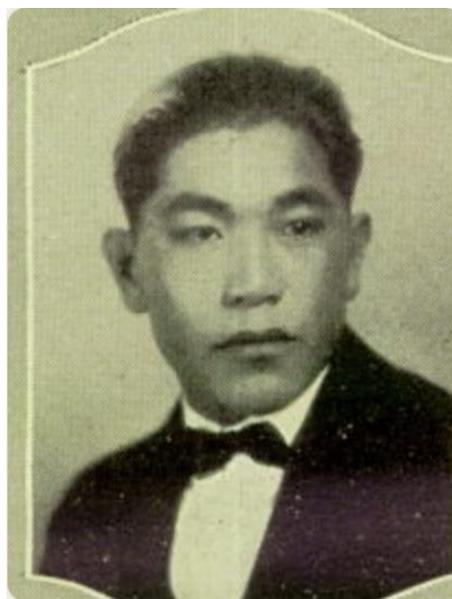
<sup>253</sup> “Mapping Inequality Area C138,” accessed February 9, 2024, [https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area\\_descriptions/C138#loc=10/34.0049/-118.1561](https://dsl.richmond.edu/panorama/redlining/map/CA/LosAngeles/area_descriptions/C138#loc=10/34.0049/-118.1561).

## JAPANESE COMMUNITY

There was also a small Japanese community located in Hynes during this period. The *Rafu Shimpō*'s Southern California Nisei<sup>254</sup> Directory for 1934-45 identifies fourteen families in Hynes—mostly located along rural routes. This follows similar patterns of Japanese settlement in agricultural areas throughout Southern California. Japanese residents typically constructed vernacular homes on the land upon which they worked. Only one Japanese resident, T. Abe, was identified as living in “town” near the intersection of Somerset Boulevard and Garfield Avenue.

Residents in the nascent community of Hynes included Misao Ikeda, Charles M. Ishibiashi, Riyoko Kinoshita, Harue Miyamoto, Hideo Sechi, and Michele Horikiri. Harry Murakami was president of the Clearwater Japanese Young People's Union.<sup>255</sup> While many of the Japanese within the community were farm laborers, a few were gardeners—a popular occupation for Japanese men at the time.

In 1939, the aforementioned Riyoko Kinshita (1914-2016) married local Hynes resident Yoshio “Jack” Chickami (1909-1999). Yoshio and his brother Shiguru were successful vegetable and berry farmers in Hynes at 8814, 8822, and 8828 Century Boulevard (not extant) in 1930. Yoshio farmed the property with his mother and father, new wife, siblings, and a few Japanese and Japanese American laborers. Yoshio was also a leader in the community and the Orange County Chapter of the Japanese American Citizens League (JACL) and a member of the Downey Shojo-kai social club. Jack was also involved in the formation of the first Japanese Farmer's Cooperative in Orange County.<sup>256</sup>



Yoshio Chickami's senior photo from Venice High School before he and his family moved to Hynes, 1928. Source: Venice High School Yearbook.

## PORTUGUESE COMMUNITY

During the 1910s, there was a migration of Portuguese from Portugal and the Azores Island, as immigrants sought to escape poverty and avoid military conscription. Many Portuguese settled in Massachusetts and became part of the whaling industry. By 1920, there was a small but cohesive community of Portuguese in Clearwater, Hynes, and the surrounding areas. Attracted by the availability of land for dairy farming, the relatively large Portuguese families appear to have been scattered through the area, as opposed to occupying a single enclave. Historian Fae Pitchie suggests that the Los

<sup>254</sup> Nisei were second generation Japanese Americans. Nisei were born in the United States, primarily between 1910 and 1940. They grew up during the Great Depression and were teenagers during World War II. They attended local schools and many attended Japanese language schools (gakuen).

<sup>255</sup> “Clearwater YP Select New Officers Headed by Chickami,” *Rafu Shimpō*, May 4, 1940, 6.

<sup>256</sup> “County's First Cooperative for Japanese Perfected Here,” *The Register*, May 27-1939,n4.

Angeles Creamery played an important role in relocating Portuguese dairymen from the San Joaquin Valley to Hynes and Clearwater, where skilled dairy workers were needed.<sup>257</sup>



Joe Brazil at the time of his naturalization in 1942.  
Source: Ancestry.com

The 1930 Census identifies two Portuguese dairy farmers on the east side of present-day Lakewood Boulevard. The first, Joe De Sousa Brazil (1893-unknown) and Eugenia Brazil, worked their rented farm in Hynes, with their children as milkers, between 1925 and 1932. Their neighbors, Jose Coehlo Gonsalves (nee Gonzales, 1880-1952) and Adelaide Gonzalves emigrated to the U.S. through Massachusetts before making their way to Hynes. Around the 1940s, the Brazils and Gonsalves were farming in nearby Artesia.

Even earlier Portuguese settlers in the area were John (1892-unknown) and Isabel Ferreira who by 1920 had a farm on Center Street (present-day Alondra Boulevard). The Ferreira family farmed into the 1950s (15923 Colorado Avenue, not extant), when fields were purchased for postwar tract home development. John Ferreira was an active member of the community and by 1950 was working maintenance at the D.E.S. Portuguese Hall.

Two other Portuguese dairy farmers with adjacent farms along Jackson Street were Joao “John” Alves (1895-1971) and Jordin Cambra (1896-1973). Alves began farming in Hynes during the mid-1920s and emigrated by way of Massachusetts. Both men farmed in Paramount c. 1930, but neither remained in Hynes for very long. By 1940 they had both relocated — part of the exodus of dairy farmers during this period.

## DUTCH COMMUNITY

Among the immigrants who came to the Clearwater-Hynes area were the Dutch from the Netherlands (Holland). Largely a nation of dairy farmers, those skills were supported by the agricultural nature of Clearwater and Hynes. These immigrants established dairies and a pipeline for ongoing immigration of Dutch to the area.

The Dutch begin to appear in earnest in the greater Downey and Bellflower communities in the 1930s and 1940s. Twelve hundred Dutch families resided in the region by 1935.<sup>258</sup> According to the *Los Angeles Times*, the low, flat lands in the area with proximity to the sea, reminded many of the Dutch of their homeland. The majority of the immigrants came from the towns of Oppenhuyze and Friesland. They typically leased ten-acre farms and purchased cows.

Among the Dutch pioneers in Clearwater and Hynes were Mr. and Mrs. Jake Van Leeuwen, who moved to town in 1927. Other early Dutch residents included Joe Martins, Richard Van Rennes,

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<sup>257</sup> Pitchie, 54.

<sup>258</sup>“The Lee Side of LA,” *Los Angeles Times*, September 28, 1953, 20.

John J. Alewyn, Andrew DeBlacy, Dick Van Eck, and John Van den Raat, who were all dairymen in Hynes by 1930.

By 1935, there were 15 Dutch families living in the vicinity of Hynes.<sup>259</sup> Among the earliest Dutch residents of Clearwater-Hynes was Arthur Koopman (1884-1934), a merchant who lived in Chicago and Los Angeles before he opened a general store in Hynes. Koopman and his wife, Jacoba, had six children. They were enumerated in the 1930 Census as living on Paramount Boulevard (between Jackson Street and Harrison Street, status unknown).<sup>260</sup> Arthur Jr. is listed in the 1940 City Directory as residing at 1004 Monroe Street (between Paramount Boulevard and Colorado Avenue).

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>259</sup> "The Lee Side of LA," *Los Angeles Times*, September 28, 1953, 20.

<sup>260</sup> Historic address was 317 Ocean Avenue.

## Theme: Commercial Development (1920-1940)

The population surge and residential building boom in Clearwater-Hynes during the early decades of the twentieth century resulted in a commercial building boom as well. During the 1920s, commercial development remained concentrated immediately north and south of Jackson Street on present-day Paramount Boulevard. Hynes boasted a general store, bakery, drug store, gift shop, jewelry store, barber, and two restaurants. M.D. Tubbs was the manager of a hay, grain, and feed store at the corner of Paramount Boulevard and Alondra Boulevard.

By 1927, the commercial district for Hynes-Clearwater was concentrated in Hynes, largely centered on the intersection of present-day Paramount Boulevard and Jackson Street. A cluster of brick storefronts (not extant) completed in 1924 at a cost of \$18,000, housed a grocery store, plumbing repair shop, printing shop, and offices.<sup>261</sup> The 1930 Sanborn map also shows four pool halls—providing entertainment for the oil workers and agricultural laborers.

The First National Bank of Hynes was remodeled in 1923 and another block of stores was constructed adjacent to the bank.<sup>262</sup> The Azores Dairy Bank in Hynes was established in May of 1928 by V.B. Dewey, Frank Bettencourt, and W.H. Walker.<sup>263</sup>



Remolded First National Bank c. 1930s. Source: City of Paramount.

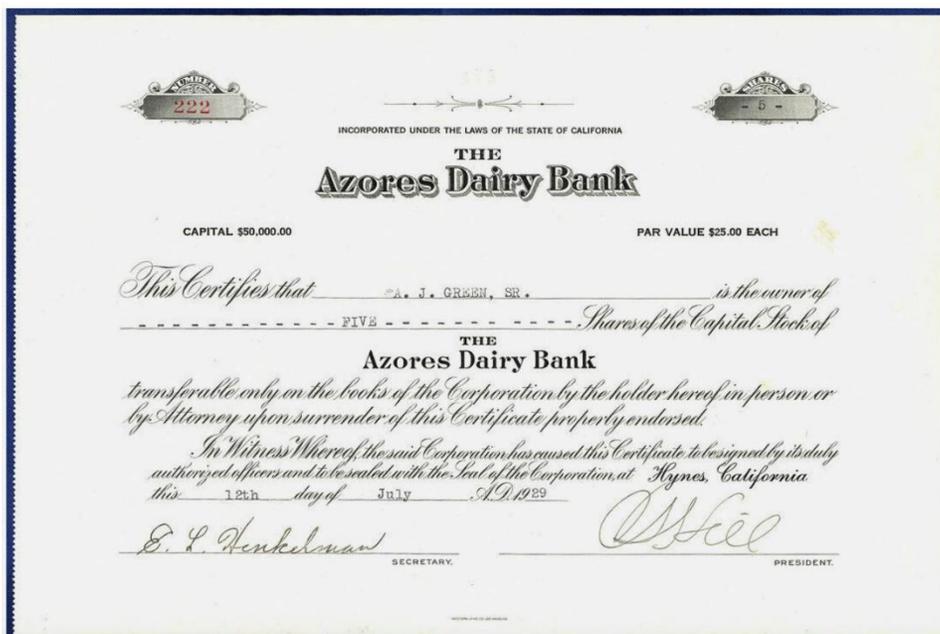
Following the Stock Market crash of October 1929, the solvency of many banks was challenged when panicked depositors simultaneously demanded their money.

<sup>261</sup>Historically the address was 139-155 Paramount Boulevard; “Clearwater,” *Los Angeles Times*, June 1, 1924, V10.

<sup>262</sup> “Clearwater,” *Los Angeles Times*, June 1, 1924, V10.

<sup>263</sup> Additional research is needed to determine the exact location of the Azores Dairy Bank.

The Azores Dairy Bank (with ties to the local Portuguese dairy community) was closed by the State Banking Department in late 1929 to avert failure.<sup>264</sup> Attempts at reorganization appear to have failed, but depositors were made whole after a period of years.



Azores Dairy Bank Stock Certificate, 1929. Source: eBay.

The St. George Hotel, located at the southeast corner of Alondra Boulevard and Paramount Boulevard, was built in 1928 by realtor George Sourisseau, as a means to provide lodging and encourage lot sales. The two and a half-story brick building featured a large lobby, a restaurant, and offices. It had two rooms and four suites with private bathrooms.<sup>265</sup>

During the early 1920s, May C. Smith opened May's Café at the corner of present-day Artesia Boulevard and Paramount Boulevard. By 1935, May's Café and Hotel had moved (16683 Paramount Boulevard, extant). The Streamline Moderne-style building offered hotel rooms in addition to cocktails and fine food. May, a widow, worked at the café with her two sons as waiters.

Business operators in Clearwater-Hynes reflected the early diversity of immigrants attracted to the agricultural lands in the area. Early Dutch immigrant Arthur Koopmans (1884-1934) established Koopmans & Sons (16458 Paramount Boulevard, extant) during the late 1920s.<sup>266</sup> The general store sold general merchandise as well as specialized goods appealed to the large Dutch community in the area. Wooden shoes were sold there as preferred by many dairymen.<sup>267</sup> Koopmans emigrated to the U.S. in 1906 and moved to Clearwater-Hynes in 1926. Koopman and his wife Jacoba had six children. During the 1930s, their son Charles Koopmans opened Koopman's Steamship Agency, which sold rail and steamship tickets to destinations all over the

<sup>264</sup> "Closed Banks to Pay Depositors," *Long Beach Sun*, January 27, 1932, 1.

<sup>265</sup> Hillyard, 19.

<sup>266</sup> Historically the address was 201 S. Paramount Boulevard.

<sup>267</sup> "The Lee Side of LA," *Los Angeles Times*, September 28, 1953, 20.

world.<sup>268</sup> In 1940, Charles Koopmans (1910-1977), then secretary of the Clearwater-Hynes Chamber of Commerce, was responsible for proposing changing the name of Clearwater-Hynes to Paramount.<sup>269</sup>



Photo of Koopman's Store (extant) at 16458 Paramount Boulevard, 1935. Source: *Hynes-Clearwater Journal*.

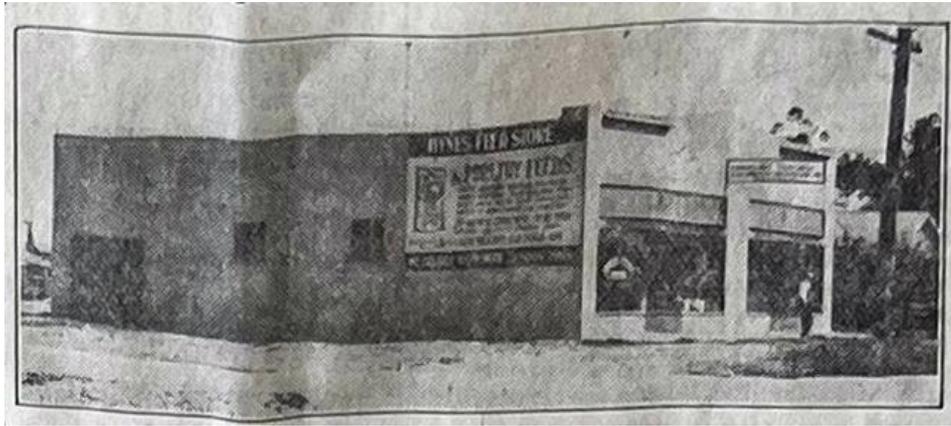
Another Dutch business from the period was the Holland-American Bakery (16267 Paramount Boulevard, not extant) was owned by Ryan and Margarita Jansen, who emigrated from the Netherlands in 1923. The bakery offered a variety of cookies, cakes, and bread for sale. By the 1950s, their son, Jan Jansen, had joined the family business. The business was active through the early 1960s.

One of the earliest immigrant entrepreneurs in present-day Paramount was Axel Victor Wahlgren (1879-1944). The Swedish-born Wahlgren immigrated to the U.S. in 1906, and by 1918, he and his wife Maria were living in Hynes. Working initially as an ironworker, by 1930 Wahlgren started a poultry hatchery and subsequently opened the Hynes Feed Store (8047 Alondra Boulevard, not extant). By 1935, Wahlgren owned one of the largest hatcheries in California.<sup>270</sup>

<sup>268</sup> Historically, the address was 253 S. Paramount Boulevard.

<sup>269</sup> "Clearwater and Hynes Shaken by Name Suggestion," *Press Telegram*, October 2, 1940, B-6.

<sup>270</sup> "One of the Leading Poultry Supply Stores in District," *Hynes-Clearwater Journal*, September 6, 1935, no page.



Hynes Feed Store in 1935. Source: *Hynes-Clearwater Journal*.

A Mexican grocery store on present-day Paramount Boulevard was owned by the Guillermo Sanchez family.<sup>271</sup> Established around September of 1920, the grocery was one of the earliest Latino-owned businesses in town.<sup>272</sup> Guillermo Sanchez's bilingual capabilities and stock of groceries and vegetables made him a successful businessman.



Sanchez Market c. 1920. Source: *Fiestas and Freeways*.

There was also a produce market known as Clearwater Fuji Market, operated by K. Hada and K. Mori. Prior to World War II, Japanese immigrants and Japanese Americans were often employed as truck farmers, laborers, or produce purveyors.<sup>273</sup> Clearwater's Fuji Market is the earliest known Japanese-owned business established in present-day Paramount.

<sup>271</sup> This family owned business is noted in the Ethel Hillyard book *The Story of Paramount*. U.S. Census and City Directory. The exact location of the Sanchez-owned store is currently unknown.

<sup>272</sup> "Clearwater – Hynes Has Fine Location and Chance to Grow," *The Long Beach Telegram and the Long Beach Daily News*, March 5, 1922, 7D.

<sup>273</sup> This family owned business is noted in the Ethel Hillyard book *The Story of Paramount*. This market does not appear in the 1914-15 City Directory, the 1940 City Directory, or the 1950 City Directory. More research is necessary.

Another type of commercial development that blossomed in the area was automobile-related development. There was the Smith and Cook Clearwater Garage at Somerset Boulevard and Paramount Boulevard with a gas station next door (not extant). Owned by W.R. Smith and P.D. Crook, their advertisement in the 1940 Hay and Dairy Fiesta Program suggested that they were “the largest and fastest growing automotive dealers in the hay and dairy center.”<sup>274</sup> John Schilling, an authorized representative for Ford service, operated an automobile repair garage on the northwestern corner of Harrison Street and present-day Paramount Boulevard.<sup>275</sup> The Palm Service Station, managed by Gibson and Wolf, at the corner of Washington Avenue and Paramount Boulevard (not extant), was established in 1920 and, in addition to gasoline service, offered motorists food at a lunch stand.<sup>276</sup> The Tower Service station (location unknown) offered services to passing motorists.



Tower Service Station and Reynder’s Garage on present-day Alondra Boulevard in the 1920s. Source: City of Paramount.

By 1930, Clearwater and Hynes also had two of the most au courant property types of the period: the drive-in market. The drive-in market appealed to a new generation of drivers who desired the convenience of shopping while commuting.

Located at the southwestern corner of Paramount Boulevard and Jackson Street, the L-shaped Pioneer Market offered on-site parking on the corner of the parcel (not extant). The Spanish Colonial Revival-style building featured open archways through which merchandise was visible. Another drive-in market, Miller’s, was built in 1929 and located on the northeast corner of Somerset Boulevard and Paramount Boulevard (8001-8011 Somerset Boulevard, extant).<sup>277</sup> It

<sup>274</sup> Official Program Eighth Annual Hay & Dairy Fiesta of Hynes-Clearwater, California, August 29, 30, 31, 1940. No page.

<sup>275</sup> John Schilling’s relationship to pioneer Joseph Schilling is presently unknown; “Clearwater – Hynes Has Fine Location and Chance to Grow,” *The Long Beach Telegram and the Long Beach Daily News*, March 5, 1922, 7D.

<sup>276</sup> “Clearwater – Hynes Has Fine Location and Chance to Grow,” *The Long Beach Telegram and the Long Beach Daily News*, March 5, 1922, 7D.

<sup>277</sup> The building is listed in the California Register of Historical Resources.



The Pioneer Market, a drive-in market, c. 1930. Source: City of Paramount.



Miller's Market complex in the Spanish Colonial Revival style. Source: City of Paramount.

consisted of a drive-up grocery flanked by two, two-story buildings designed in the Spanish Colonial Revival style of architecture. One housed a drug store and one a café.

During the 1930s, Harry Johnson's "Johnson Water Gardens" nursery located at Garfield Avenue and Jackson Street (not extant) was one of the foremost nurseries for water lilies and rare cacti. Known as the "pioneer aquatic Nursery in America," they specialized in exotic species of lotus and night-blooming lilies. The nursery enjoyed a thriving mail order business. Although the company dates to the 1880s, the earliest location of the nursery is currently unknown.<sup>278</sup>

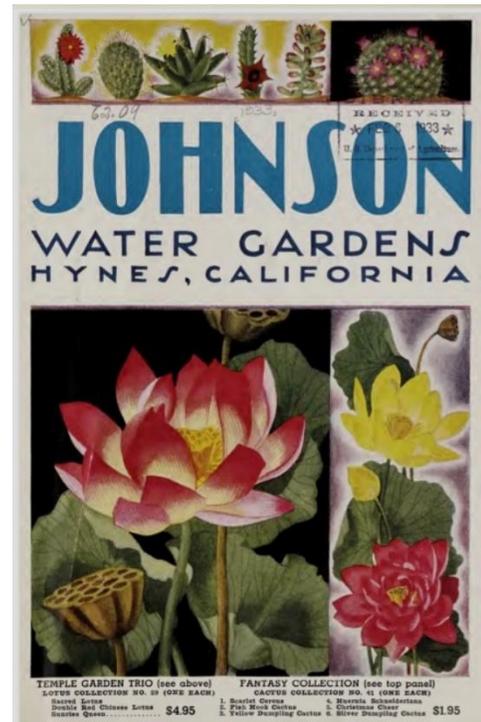
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<sup>278</sup> "Johnson Water Gardens, Hynes, California, 1933," accessed March 20, 2024, Huntington Library Online Archive.

For the residential subdivisions that were not adjacent to the main commercial strip of Clearwater-Hynes, such as Gibson Park (Tract 6251), small neighborhood stores were established. A store on the northeast corner of present-day Orange and San Mateo Streets was present by 1936 to serve the residents nearby. A series of stores were also located on the north side of Somerset Boulevard between San Jose Avenue and Orange Street.

To serve residents of Tract 5790, more neighborhood stores were constructed c. 1926 along the east side of Paramount Boulevard north of Somerset Boulevard (14155-14151 Paramount Boulevard, extant). The two-story brick building housed the real estate and insurance office of Ernest Weigold.<sup>279</sup> A small store on the northeast corner of present-day Orizaba Avenue and Somerset Boulevard was also constructed. Another small group of stores was established on the west side of Paramount Boulevard north of the Pacific Electric Railway tracks to service residents of Tract 5792. Another cluster existed just north of the Pacific Electric tracks along with three stores at the intersection of Howe Street and Paramount Boulevard.

For Tract 9371, neighborhood stores were located at the northwest corner of Garfield Avenue and Jackson Street, and on the southwest and northeast corners of Alondra Boulevard and Garfield Avenue.



Johnson Water Garden Brochure, 1933.  
Source: Huntington Library.



Retail building at 14155-14151 Paramount Boulevard, c. 1926. Source: *Hynes-Clearwater Journal*.

<sup>279</sup> The building has been remodeled beyond recognition.

## POST-1933 LONG BEACH EARTHQUAKE

The 1933 Long Beach Earthquake destroyed many unreinforced masonry buildings in Clearwater and Hynes. The St. George Hotel was badly damaged and ultimately demolished as a result of the natural disaster.

Other commercial buildings managed to escape demolition. One of the only commercial buildings from this period that is still standing is the two-story Spanish Colonial Revival style Klippel Building (also sometimes referred to as the Taback Building) at 16402-16404 Paramount Boulevard (extant).<sup>280</sup> The building was owned by Martin G. Klippel (c. 1866-1949), a beet farmer, who invested in substantial real estate in Hynes.<sup>281</sup> It housed two stores, offices, and a beauty shop in the rear at 920 Jackson Street (extant). The Taback Pharmacy (with soda fountain) was housed in the corner store. It would later be home to the *Hynes Journal/Paramount Journal* newspaper office and the first site of City Hall. The Taback Pharmacy appears to have been associated with James Taback of Long Beach.



Klippel Building/Taback Building c. 1940. Source: City of Paramount.

Commercial enterprises established to support the surrounding farms and dairies were an essential part of Clearwater-Hynes commercial development. Five such establishments were located along Paramount Boulevard: A.L. LaRue, Alfalfa Grain & Hay; J.L. Cotton Hardware; Fred W. Ehrmann Hardware; Breeders Fur and Feed Company; and Western Consumers Feed Company. The Hynes Feed Store was located just off Paramount Boulevard, on Alondra Boulevard.

<sup>280</sup> The building is listed in the California Register of Historical Resources. The building's historic address was 302-306 S. Ocean Avenue, per the 1930 Sanborn map.

<sup>281</sup> "Klippel Rites to Be Saturday," *Independent*, April 22, 1949, 30.



Western Consumer Feed Office, undated. Source: *Fiestas and Freeways*.

Western Consumers Feed Company was a longstanding business in Hynes-Clearwater. It supplied dairymen with products such as Blackleg Bacterin, Mastitis Bacterin, Udder Eze, Dehorning Paste, and branding irons.<sup>282</sup> By 1940, Western Consumers occupied the former Schilling garage and repair building (16493 Paramount Boulevard, extant). It continued to serve the community as “one of the largest hay suppliers to the Southern California Dairy industry.”<sup>283</sup> By 1956, management included Charles Sander and Kenneth Sheller.

Up until the outbreak of World War II, Clearwater and Hynes remained sleepy, small towns offering basic goods and services, although residents often relied on the nearby communities of Compton, Long Beach, and Downey for durable goods such as furniture, clothing, appliances, and specialty goods.



Western Consumers Feed Co. (16493 Paramount Boulevard, extant) in 1941. Source: Ebay.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>282</sup> “Advertisement,” *Hynes-Clearwater Journal*, September 6, 1935, no page.

<sup>283</sup> As described on the plaque at the Hay Tree.

## Theme: Civic and Institutional Development (1920-1940)

Civic and institutional development in Clearwater-Hynes increased apace with an ever-growing population in the 1920s and 1930s.<sup>284</sup> As the population expanded, civic and institutional services and new schools were established to meet the growing demand. Additionally, with their basic needs and requirements met, residents increasingly turned to social and cultural pursuits. This manifested in the growth of the post office and fire department; social, fraternal, and women's groups; new religious institutions; and educational facilities. As time advanced, Paramount residents were increasingly afforded the luxury of leisure.

In tandem with the new developments, two of the earliest landmarks in Clearwater-Hynes were lost during this period. The original Clearwater Grammar School building was demolished in 1928, a loss recounted in the *Los Angeles Times*: "The Clearwater grammar school, torn down last year after standing for forty-one years, [w]as one of the oldest buildings in this section."<sup>285</sup> The Literary Hall, built in 1894 and seminal in the community's early development, was demolished in 1939.<sup>286</sup>

### CIVIC IMPROVEMENTS

In 1926, the Hynes post office relocated from Huitt grocery store into an adjoining storeroom with more space. The *Press-Telegram* noted that the "necessity of larger quarters for the Hynes post office is accepted here as an index of the rapid growth of the community during the past year."<sup>287</sup> Equipped to serve 500 families and 200 rural box holders, the post office was raised from a third to a second class post office in 1929 due to increasing business. In 1930, the post office garnered widespread attention when explosives were used to force open its safe. In turn, the explosions set off a tear gas bomb, which forced the robbers to evacuate before they could steal more than \$20 in stamps and stamp money.<sup>288</sup>

The Clearwater County Fire Department (also known as the Clearwater-Hynes Fire Protection District) was founded in 1925.<sup>289</sup> The department established its first fire station (Engine No. 31) at that time on Paramount Boulevard in what was previously a private garage, and a 350 gallon pumping engine and other necessary equipment was purchased and placed in service (not extant).<sup>290</sup> The formation of the Clearwater-Hynes Water District, which included the installation of one hundred fire hydrants in the central, most heavily settled part of town, also improved firefighting. By 1929, the fire department had two full-time firefighters, and expected that number to rise to four within the next year.<sup>291</sup> The department built a modern fire station on Paramount Boulevard in 1929 to accommodate the growing number of workers and demand.<sup>292</sup> With oil production an increasingly lucrative business in Clearwater-Hynes and the surrounding areas, the fire department sought to spread fire safety awareness regarding oil fires. In 1935, the

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<sup>284</sup> "Three Grammar Schools," *Press-Telegram*, December 31, 1930, 63.

<sup>285</sup> "March of Progress Destroys Landmark," *Los Angeles Times*, March 17, 1929, 76.

<sup>286</sup> "Landmark Being Razed," *Los Angeles Times*, July 2, 1939, 32.

<sup>287</sup> "Post Office at Hynes Takes Larger Room," *Press-Telegram*, March 15, 1926, 6.

<sup>288</sup> "Hynes-Clearwater," *Long Beach Sun*, May 5, 1929, 6; "Thugs Blow Hynes Safe," *Long Beach Sun*, September 26, 1930, 4.

<sup>289</sup> "Splendid Fire Department Cuts Down Fire Losses in Community," *Hynes-Clearwater Journal*, September 6, 1935, 2; "Long Beach Plan for Annexation," *Press-Telegram*, August 29, 1924, 9; Los Angeles County Sanborn Fire Insurance Map, Clearwater, 1927, 2; "Fire Captain Reports at Hynes-Clearwater," *Long Beach Sun*, September 19, 1929, 18.

<sup>290</sup> The building's historic address was 345 North Ocean.

<sup>291</sup> "Hynes-Clearwater," *Long Beach Sun*, October 21, 1929, 16.

<sup>292</sup> The building's historic address was 415 North Paramount Boulevard.

fire department held demonstrations on methods for fighting oil fires, as evolved during years of fire fighting in the Signal Hill and Santa Fe Springs fields.<sup>293</sup>

Early Settler N.B. Haydon served as the fire department's first acting Deputy Fire Warden. He later recalled (with his notorious wit):

*We were getting along fine, for there were not enough buildings to make a good fire, and just as soon as they began to move in on us some nut thought of a fire department, well we have that hung on us too, and one of the best equipped in the Southeast part, which has saved the Community more in putting out fires, saving other buildings that were exposed, fire prevention work, than the thing can ever cost us. The Engine is all paid for and from now on we pay for upkeep and personnel.*<sup>294</sup>

The County Free Library in Clearwater continued to expand its collection during the 1920s and 1930s. In 1924, it received 70 new volumes including "The Perfect Wife" by Phyllis Bottome; "The Zeppelin's Passenger," by E. Phillips Oppenheim; and "America and the New Epoch," by Charles Steinmetz, among others.<sup>295</sup> In 1930, the library moved to a new location in the McBain building on Paramount Boulevard (not extant).<sup>296</sup> Its lease on the building was renewed in 1937.<sup>297</sup>

## **SOCIAL, CULTURAL, AND RELIGIOUS INSTITUTIONS**

The 1920s through the 1940s was a very socially active time in Clearwater and Hynes, with numerous social organizations and fraternal societies formed by interested citizens. These organizations varied and reflected the diverse interests and beliefs of the growing population.

Charitable works and city improvements served as the impetus for the formation of at least two social organizations. The Clearwater Improvement Society was formed in 1922 with the aim of the "upbuilding of the community."<sup>298</sup> The society focused on public improvement projects such as building bridges and street lighting.

Women continued to be active participants in social organizations in the Hynes and Clearwater areas into the 1920s and 1930s. The Hynes-Clearwater Women's Club (not to be confused with the Hynes Clearwater Woman's Betterment Club) was founded in 1927 at the residence of Hattie Flint. At the time of its founding, 27 charter members were present, and the club grew to 98 members in less than a decade.<sup>299</sup> Active through the 1940s, the club engaged in many charitable works, including hosting a sanitation committee that procured waste cans for streets in the community. Speakers hosted by the group included a child welfare worker and missionary.<sup>300</sup>

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<sup>293</sup> Sam Hogan, "Splendid Fire Department Cuts Down Fire Losses in Community," *Hynes-Clearwater Journal*, September 6, 1935, 2. "Fire Tests Climaxed," *Los Angeles Times*, April 13, 1934, 21.

<sup>294</sup> N. B. Haydon, "Old Timer Gives Interesting as Well as Historical Facts on Early Days in the Community," *Hynes-Clearwater Journal*, September 6, 1935, 1. On file at the California State University, Dominguez-Hills archives.

<sup>295</sup> "Popular Books for Clearwater Library," *Press-Telegram*, August 10, 1924, 19.

<sup>296</sup> The historic address was 130 North Ocean Avenue; "Library Moves," *Long Beach Sun*, June 16, 1930, 16.

<sup>297</sup> "Clearwater Library Lease Recommended," *Press-Telegram*, July 3, 1937, 11.

<sup>298</sup> "Clearwater," *Long Beach Telegram*, April 26, 1922, 10.

<sup>299</sup> Elizabeth Von Bronigen, "Clearwater-Hynes Women's Club," October 24, 1935, Compton Union High School, 1903-1935 Time Capsule, California State University, Dominguez Hills.

<sup>300</sup> "Welfare Worker to Address Women," *Press-Telegram*, December 4, 1927, 26; "Two Clubs Elect New Officials," *Press-Telegram*, May 13, 1928, 23; "Community Singing Revival Set for Clearwater Tomorrow," *Los Angeles Times*, July 10, 1943, 15; "Club Hears Talk on Far East War," *Long Beach Sun*, March 7, 1932, 12.



Women of the Hynes-Clearwater Women's Club at the Hay and Dairy Festival Parade, c. 1935. Source: City of Paramount.

In 1936, Elizabeth Von Grunigan, then-president of the club, purchased an 11-room house on E. Center Street for \$2,500 to serve as a clubhouse (not extant). Von Grunigan offered to take over the property after six months if the club found the cost too taxing. The Hynes-Clearwater Women's Club managed to meet payments and owned the house outright by 1940, when they ceremoniously burned their mortgage.<sup>301</sup>



Women's Club Clubhouse (not extant). Source: City of Paramount.

A substantial Portuguese population, largely from the Azorean Islands, resided in Hynes by the late nineteenth and early twentieth centuries. Portuguese immigrants formed the Hynes Portuguese Society and held festivals, or Festas, in Clearwater-Hynes as early as 1923. In 1929, the Portuguese Pentecostal festival and queen's processional attracted over 10,000 Portuguese residents and visitors to Clearwater-Hynes.

<sup>301</sup> "Where There's a Will There's a Way," *San Bernardino County Sun*, January 4, 1936, 8; "Club Mortgage to be Burned by Hynes Women," *Press-Telegram*, December 8, 1940, 26.

The Portuguese population raised \$10,000 to build a community hall, and in 1940 the Hynes D.E.S. Portuguese Hall was constructed (7812 Alondra Boulevard).<sup>302</sup>



Hynes D.E.S. Portuguese Hall at 7812 Alondra Boulevard, 2024. Source: HRG.

The growing Latino population in Clearwater also formed several social groups, including La Junta Patriótica de Clearwater, Sociedad Mexicana Progresista de Clearwater, and the Comisión Honorífica de Clearwater.<sup>303</sup> These groups held celebrations for the Latino community from at least 1923 into the 1930s, including a dance in the Literary Hall for Mexican Independence Day and a fiesta for Cinco de Mayo.<sup>304</sup> The Comisión Honorífica also formed a Mexican baseball team, the “Clearwater Merchants,” in the 1930s. The Clearwater Merchants, under the management of Jesús Serrato, competed regionally with other baseball teams.<sup>305</sup>

The tight-knit community also banded together to cover costs for burials and memorials of neighbors who had passed away, and many articles in the newspaper *La Opinión* record these contributions. One of the earliest presidents of La Junta Patriótica de Clearwater was Francisco Castaneda, who served from 1924 to 1927. Born in Mexico, Castaneda was a dairyman who had an “enviable reputation for obtaining production from his dairy herd.”<sup>306</sup>

In 1927, the Latino community built the Benito Juárez School on an unidentified lot of land owned by a resident named Villanueva, who had served as a past president of the *Comisión Honorífica*. According to the newspaper *La Opinión*, the community had a large Mexican

<sup>302</sup> “Church Folk of Clearwater in Street Parade,” *Press-Telegram*, May 23, 1923, 10; “Portuguese Will Observe Church Rite,” *Long Beach Sun*, June 15, 1929, 20; “History,” *Hynes D.E.S. Hall*, accessed March 6, 2024, <http://www.hynesdes.org/about/history/>; “Hynes Fraternity Builds,” *Los Angeles Times*, March 3, 1940, 21.

<sup>303</sup> “La C. Honorífica de Clearwater da un Voto de Adhesión a Calles,” *Heraldo de México*, September 12, 1926, 1.

<sup>304</sup> “Los Preparativos Para las Fiestas Patrias,” *Heraldo de México*, August 3, 1923, 3; “La Colonia Mexicana de Clearwater, Calif., Celebrará Dignamente las Fiestas Patrias,” *Heraldo de México*, August 2, 1924, 8; “En Clearwater se Celebrará el 5 de Mayo,” *Heraldo de México*, April 24, 1927, 6; “Las Fiestas Patrias en Clearwater Serán También Suntuosas,” *Heraldo de México*, September 15, 1927, 6.

<sup>305</sup> “Clearwater Derrotó al Radiators,” *La Opinión*, May 28, 1931, 10; “Clearwater Merchants Derrotó a Laundry Co.,” *La Opinión*, June 20, 1931, 9; “Champion Brass’ Derrotó al Club de Clearwater,” *La Opinión*, June 4, 1931, 9.

<sup>306</sup> “News of the Sales,” *The California Dairyman*, October 19, 1929, 15.

population, and the founding of the school was imperative in keeping families in the area.<sup>307</sup> An article in the *Heraldo de Mexico* recorded the feat:

*Los niños Mexicanos de Clearwater tienen una primorosa escuela que sus padres hicieron con sus propias manos. El salón es pequeño; pero tan bonito y lleno de luz y limpieza que no da vergüenza en manera alguna que allí se ostente el pabellón mexicano.”*

*The Mexican children of Clearwater have an exquisite school that their parents made with their own hands. The room is small; but so beautiful and full of light and cleanliness that it is not embarrassing in any way that the Mexican flag is displayed there.<sup>308</sup>*

The school was run by Teresa Lopez, director and teacher. Professor Abdulia/Obdulia Velazquez was also very involved in the education of the Mexican community in Clearwater. Velazquez held night classes for adults that taught Spanish, English, music, singing, and classics.<sup>309</sup> She also formed the Club Español in 1940, which sought to improve its members' command of written and spoken Spanish, as well as serving as a general support group.<sup>310</sup> The group had 65 members within the first year.

The Hynes American Legion was established in the area in 1927.<sup>311</sup> In 1936, the group built the Hynes American Legion Hall, also known as the Ed Webb American Legion Post of Clearwater-Hynes, located at 15706 Georgia Avenue (extant). The new Spanish Colonial Revival style clubhouse was designed by architect Clifford K. Denham and constructed at a cost of \$2,500. The building was of frame and stucco construction with tile roofing and a large central fireplace. It was dedicated in August of 1936 and later converted into a church.

A major annual event in Clearwater-Hynes was the autumnal Holland Hay and Dairy Festival. This festival was hosted by the large Dutch community, and typically included a parade with a Holland Queen of the celebration, games, and feasting. Games played included “kuipje steken,” or punching the water barrel, and “sakloopen,” a boys hindrance race. Several participants dressed in traditional Dutch garb for the festivities.<sup>312</sup>



Anna Van Delft and Arthur Koopmans at the Holland Hay and Dairy Festival in Hynes-Clearwater, 1935. Source: University of California, Los Angeles.

The Hynes-Clearwater-Hollydale Kiwanis

<sup>307</sup> “Otra Escuel de Mexicanos Se Abrio en Clearwater,” *La Opinión*, October 25, 1926.

<sup>308</sup> “Ejemplo Digno de Imitarse,” *Herlado de Mexico*, August 23, 1927, 1.

<sup>309</sup> “Cursos Nocturnos Para Adultos,” *La Opinión*, September 22, 1940.

<sup>310</sup> “Se Funda El Segundo Club Español,” *La Opinión*, May 29, 1940.

<sup>311</sup> Howard N. Tanner, “Ed Webb Post #134,” October 24, 1935, Compton Union High School, 1903-1935 Time Capsule, California State University, Dominguez Hills; “Three Grammar Schools,” *Press-Telegram*, December 31, 1930, 63.

<sup>312</sup> “Hynes-Clearwater Open Gay Hay and Dairy Festival,” *Los Angeles Times*, September 12, 1936, 6.

Club was founded in 1927, with a primary mission to serve the children of the area by improving their health, nutrition, education, and literacy. Into the 1930s, the group supplied milk to underweight school children of needy families in the Clearwater-Hynes schools.<sup>313</sup> Following the Long Beach Earthquake of 1933, the group also helped restore damaged buildings and provided general community aid.<sup>314</sup>

The Clearwater Flying Club, also known as the Aero Club, was informally founded in 1927.<sup>315</sup> Operating out of a 75-acre field at the corner of Paramount and Alondra Boulevards, the club boasted a Travelair plane among its small fleet of aircraft. The club built a second hangar and clubhouse in 1929, and was officially established that year with 26 members, seven of whom were women.<sup>316</sup> According to the *Aeronautical Industry*, the group's opening day celebration was attended by pilots from Hynes-Clearwater, Long Beach, and naval reserves.<sup>317</sup>



Clearwater Flying Club, 1929. Source: Mark Gebert, *Abandoned & Little Known Airfields*.

As with other organizations, religious institutions also proliferated in Clearwater and Hynes during this period. The Clearwater-Hynes Dutch Reformed Church was organized in 1925 with 33 members. The congregation held its services in Holland Dutch, and almost all members of the congregation were new arrivals from Holland. Services were originally located in Literary Hall, until a new church was built in 1927. The church later became known as the Emmanuel Reformed Church.<sup>318</sup> Prior to World War II, the Dutch community also had a mutual-aid society in Hynes known as the Dutch Burial Society, which provided indigent members of the community with death, burial, and sickness benefits.

Formed in the late 1930s, the Nisei Japanese Baptist Church in Clearwater (8043 Madison Avenue, extant) was in operation until at least 1959. Japanese resident Jean Horikiri was a minister at the Clearwater Baptist Church, which drew members from the larger Japanese community in Downey and outlying areas. The church was credited with easing relations between the Japanese and white residents, in an era when anti-Japanese sentiment was common.

During the 1920s, the national spiritual renewal campaign spread across America, and into Clearwater and Hynes. A *Los Angeles Times* article from 1931 recorded that while a permit was granted for the erection of a tent for a revival campaign adjacent to the library, the Clearwater-Hynes Chamber of Commerce opposed the permit's approval, noting it would not be "conductive

<sup>313</sup> "Hynes Kiwanis Club Hears Address by Captain Henderson," *Long Beach Sun*, March 18, 1932, 8.

<sup>314</sup> B.F. Jamison, letter to Board of Trustees, October 25, 1935, Compton Union High School, 1903-1935 Time Capsule, California State University, Dominguez Hills.

<sup>315</sup> "Junior Aviators to Enter City Contest," *Press-Telegram*, May 17, 1928, 20; "Flying Club Field Lures Air Guests," *Press-Telegram*, December 26, 1928, 10.

<sup>316</sup> "Clearwater Flying Club Builds a New Hangar for Plane," *Press-Telegram*, February 20, 1929, 18.

<sup>317</sup> "Large Crowd at Opening of Hynes-Clearwater Port," *Aeronautical Industry* 5, January 5, 1929, 2.

<sup>318</sup> "Church Conference Delegates Will be Guests at Hynes," *Press-Telegram*, April 10, 1929, 16; "Dutch Church Plans Change," *Los Angeles Times*, April 9, 1949, 17.

to peaceful concentration and study.”<sup>319</sup> A month later, a group of teenagers attempted to break up a revival tent service and were charged with disturbing the peace.<sup>320</sup> The spiritual renewal movement ebbed as quickly as it had entered Clearwater and Hynes.

## SCHOOLS

In the 1920s, with a growing population of school-aged children in Paramount, the school district sought to expand existing institutions and assist students traveling to nearby schools. New schools reflected early twentieth century ideals of the Progressive Education Movement. Shunning traditional teaching philosophies, the Progressive Education Movement emphasized hands-on methods of teaching that allowed children to explore and learn to the best of their own individual abilities.<sup>321</sup> This influenced school programming, which increasingly stressed individualized curriculum. As populations increased and space became scarce at schools, the Progressive Education Movement philosophies also provided a method for economizing space. This resulted in a more differentiated, expansive school plant, with specialized facilities and program-specific buildings and classrooms; this new design ended the era of the monumental, big-block school.

Following the Clearwater Grammar School, the next major school developed in town was the development of Lincoln Elementary School (15324 California Avenue, extant), which opened in 1923 to serve fourth through sixth graders, and was located immediately south of the original Clearwater Grammar School.<sup>322</sup> However, the new school did not fully alleviate population pressures, and by the end of the year it was “taxed almost to capacity,” with new families “coming at the rate of about three a week.”<sup>323</sup>



Lincoln Elementary School students and teachers, 1924. Source: City of Paramount.

<sup>319</sup> “Revival Near Library Fought,” *Los Angeles Times*, October 2, 1931, 36.

<sup>320</sup> “Pair Accused in Hynes Row Given Liberty on Bail,” *Long Beach Sun*, November 5, 1931, 6.

<sup>321</sup> Sapphos Environmental, Inc., *Los Angeles Unified School District Historic Context Statement, 1870 to 1969*, Prepared for the Los Angeles Unified School District, 2014, 29-30.

<sup>322</sup> “Hynes-Clearwater,” *Long Beach Telegram*, November 18, 1922, 14; “Clearwater,” *Press-Telegram*, April 4, 1923, 7; Charles Adelbert Skutt, “A Housing Survey of the Clearwater Elementary School District,” Master’s thesis, (University of Southern California, June 1937), 2.

<sup>323</sup> “Subdivisions at Hynes Sell Out; Homes Going Up,” *Press-Telegram*, December 30, 1923, 16.

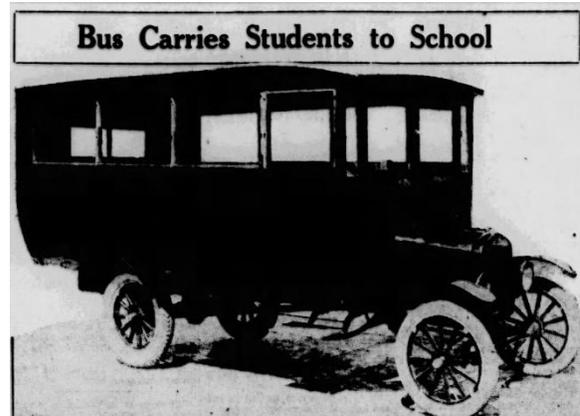


Lincoln Elementary School, 1940s. Source: City of Paramount.

In neighboring Hynes, McKinley Elementary School was built in 1923 to accommodate the rapidly growing population (6822 Paramount Boulevard, Long Beach). Within the first year of completion, subdivisions developed so quickly in the surrounding neighborhood that the new building, which school board officials “expected to be entirely too large” for the enrollment, quickly reached capacity.<sup>324</sup> A bungalow school building previously used in Clearwater was transported to the new school to accommodate the increased number of school children in the southern end of the district.<sup>325</sup>

Some students walked as many as four miles to McKinley Elementary School; to help alleviate the distance children walked, the school district established a bus route between residences and schools in 1922.<sup>326</sup> In 1924, the southern region of Hynes, including the new McKinley Elementary School, was annexed by the City of Long Beach.<sup>327</sup>

The increase of school-aged children in Clearwater-Hynes was so extreme, that by 1926 Lincoln Elementary School had an attendance of over 450 students. That year, in a bid to accommodate more students, the Theodore Roosevelt Elementary School was constructed (not extant, relocated). However, shortly after dedication, the school was also overcrowded.



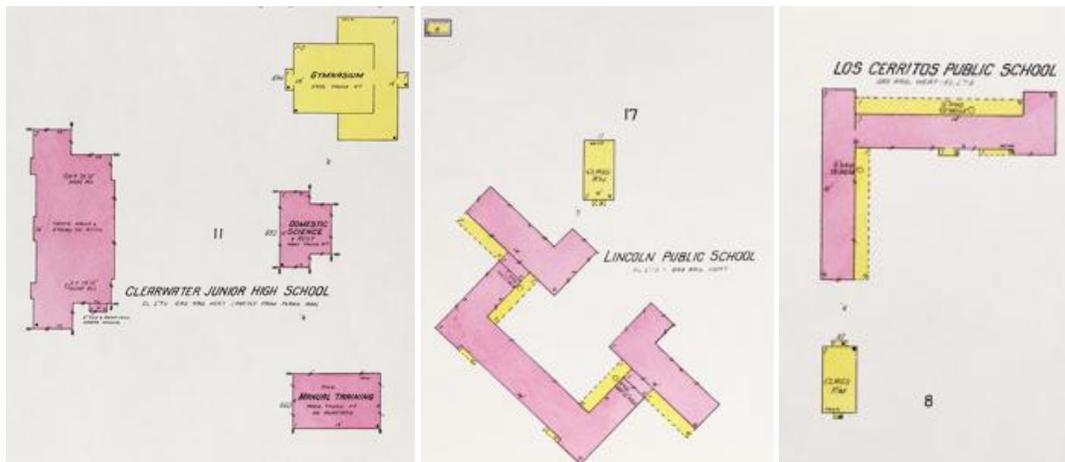
Hynes School District Bus, 1922. Source: *Daily Telegram*

<sup>324</sup> “New Atlantic Tract Now Open,” *Press-Telegram*, June 10, 1923, 4.

<sup>325</sup> “Clearwater,” *Press-Telegram*, September 13, 1923, 3.

<sup>326</sup> “Clearwater,” *Long Beach Telegram*, April 26, 1922, 10.

<sup>327</sup> “McKinley School,” *Long Beach Sun*, February 3, 1929, 15.



Clearwater Junior High School (later Paramount High School – West Campus, left); Lincoln Elementary School (not extant, center), and Los Cerritos Elementary School (not extant, right) Sanborn Fire Insurance Map, 1930.  
Source: Los Angeles Public Library.

Consequently, a \$100,000 bond was approved in 1927 for the expansion of the Lincoln and Roosevelt elementary school campuses with five classrooms and a kindergarten room.<sup>328</sup> That year, the population of children in each school was 520 at Lincoln Elementary School and 77 at Roosevelt Elementary School. In 1928, the Los Cerritos Elementary School on Somerset Boulevard opened immediately north of Lincoln Elementary School (not extant, relocated). This school helped accommodate the rapidly growing population of school-aged children; enrollment at Lincoln Elementary School dropped by half with 266 students enrolled, while Roosevelt Elementary School had 139 students, and Los Cerritos Elementary accommodated 235 children.<sup>329</sup>

The new Clearwater Junior High School (now Paramount High School-West Campus) was completed in 1930 (14708 Paramount Boulevard, extant). Designed by architect Frank M. Goodwin of Compton, the school included sixteen classrooms, a library, and general science and biology laboratories for “domestic science,” and “manual training.”<sup>330</sup> Prior to this time, students had attended junior high school in Compton.

The bus service was discontinued in 1933, and as a result, many students transferred to closer schools in Long Beach and Bellflower. To prevent this, a new bus was introduced in 1935, which increased enrollment in Clearwater-Hynes district by 93 pupils.<sup>331</sup> By 1937, the school district was administered by a board of education composed of three members; a superintendent; and a principal in charge of each building. Approximately 30 teachers were employed across the district at that time.

Following the 1933 Long Beach Earthquake, early CWA efforts under the New Deal included clearing damage from the earthquake, specifically at school sites. The CWA cleaned earthquake debris at Clearwater Junior High School before beginning improvement projects at the site, which

<sup>328</sup> “Clearwater,” *Tulare Advance-Register*, December 20, 1927, 7; “Bids to be Opened for Additions to Clearwater Schools,” *Press-Telegram*, January 3, 1928, 27.

<sup>329</sup> Skutt, 21.

<sup>330</sup> “Three Grammar Schools,” *Press-Telegram*, December 31, 1930, 63.

<sup>331</sup> Skutt, 2.

included laying modern athletic fields.<sup>332</sup> The administration building at Clearwater Junior High School was also redesigned, repaired, and partially reconstructed by the architectural firm of Marsh, Smith & Powell following the earthquake.<sup>333</sup> To celebrate the school's reopening in January 1934, students performed in a pageant "The Miracle of the Phoenix." The Phoenix, an Egyptian mythical bird, was "symbolic of the rising of the new school building from the ruins of the old...The scene is laid on the Clearwater campus following the catastrophe of March 10."<sup>334</sup> Classrooms and an auditorium at Clearwater Junior High School were also completed under the auspices of the WPA from 1940 to 1941. *The Whittier News* reported that the project cost \$145,411 and employed 75 men for eight months.<sup>335</sup>

As a result of the earthquake, the Roosevelt Elementary School and Lincoln Elementary School campuses were reportedly severely damaged and were rebuilt later that year.<sup>336</sup> Los Cerritos was expanded under the auspices of the WPA with two new classrooms (not extant).<sup>337</sup> In 1940, \$60,000 in WPA funding was provided to construct an auditorium and classroom at the new Roosevelt Elementary School campus. Clifford K. Denman served as the architect for the project, which was dedicated in December of 1940.<sup>338</sup> At Lincoln Elementary School, 11 WPA workers were employed for 30 days improving the school grounds with fencing, landscaping and grading.<sup>339</sup>

Additionally, during the Great Depression, the California Department of Education used federal emergency relief funds to provide classes for unemployed people who were qualified to teach. Adult classes were held during the day at several schools in the area, including Clearwater Junior High School. Courses were offered in homemaking; health and physical education; social civics; and cultural education.<sup>340</sup>

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<sup>332</sup> "662 Men go to Work Today on Civil Program," *Whittier News*, November 28, 1933, 1; "Athletic Field to be Provided for Each of Five Junior Highs," *Lynwood Press*, December 29, 1933, 1.

<sup>333</sup> "Plans Ordered for Clearwater School," *Press-Telegram*, August 25, 1929, 18; "Notice to Contractors," *Lynwood Press*, September 10, 1933, 6.

<sup>334</sup> "Reopening of the Clearwater Junior High School Today to be Marked by Fine Program," *Clearwater-Hynes Journal*, January 25, 1934, 1.

<sup>335</sup> "Third Street WPA Unit to Be Completed," *Eastside Journal*, August 29, 1940, 1; "WPA Starts 5 New Jobs," *The Whittier News*, May 16, 1940, 5.

<sup>336</sup> "Council to Ask More Aid Funds," *Los Angeles Times*, October 27, 1933, 36.

<sup>337</sup> Skutt, 37.

<sup>338</sup> "Clearwater School Job Nears Finish," *Press-Telegram*, November 26, 1940, 18.

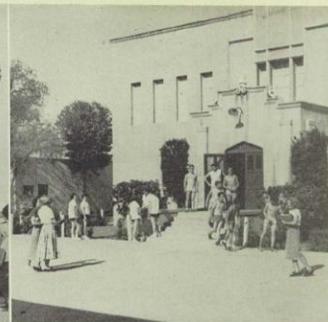
<sup>339</sup> "Clearwater Job Near Completion," *Press-Telegram*, January 25, 1941, 12.

<sup>340</sup> "California Department of Education Provides Classes for Unemployed," *Lynwood Tribune*, January 5, 1934, 5.

## Unison

At times a school like an orchestra may be caught tuning up. Then a test, a term paper, a play, a concert, a game, or a club may each fight for attention with seeming disregard for anything else. However at Paramount, there is an underlying current of unison. Among Vikings, classes produce tones of authority, games bring skill and precision, clubs promote friendly harmony while plays lend poise and distinction.

Thus the sections at Paramount are not straying from each other, but are working in unison to produce valuable performers in that much larger orchestra, life.



Paramount High School Yearbook, 1950. Source: Ancestry.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

## Theme: Industrial Development (1920-1940)

Clearwater-Hynes was strategically located along the Union Pacific Railroad Company's Salt Lake line – a freight line, primarily, after the Santa Ana passenger line was established – and as a result, industry steadily grew between the first and second World Wars. Additionally, as the population grew in neighboring Los Angeles and Long Beach, industries requiring more space turned their attention to places like Clearwater and Hynes where they could access the railroad, artesian wells, and inexpensive land to grow their businesses.

One newspaper claimed: “It is one of the best spots in the country on which small manufacturing plants could be located: no better shipping facilities could be wanted or desired and there is plenty of water.”<sup>341</sup> Clearwater-Hynes proved to be a prime location for industrial growth and expansion, attracting multiple industries and expanding the already present agricultural industry in the area between 1920 and 1940. Specific sectors of this agricultural industry included dairy, cattle, and hay; at the same time, the oil industry was established in the area.

### AGRICULTURAL INDUSTRY

Between 1920 and 1940, Los Angeles' population soared, increasing demand for agricultural products while urban development decreased available land for producing foodstuffs. This put Clearwater-Hynes residents in a positive position in the 1920s as they looked to grow and develop the agricultural industry. While the Clearwater-Hynes population also grew during this period, the area's already well-established agricultural industry grew alongside the population, becoming a center for Los Angeles County's agricultural output. Known agricultural industries in Clearwater-Hynes between 1920 and 1940 include sugar beet farming, truck farming, turkey and chicken poultry raising enterprises, cattle breeding, dairying, and the importation and sale of hay.

A 1936 WPA map of Los Angeles County documents Clearwater-Hynes land use and demonstrates that the agricultural industry remained the area's primary focus through the end of the decade.<sup>342</sup> It shows that people working in the agriculture industry within Paramount's current borders were primarily keeping livestock, whether for dairying or breeding, raising poultry or rabbits, and growing crops such as sugar beets, corn, and row crops such as tuber or root vegetables, as well as orchards and bush fruits, such as strawberries.

### Dairy

Dairying rose to become the area's main industry in the period between 1920 and 1940. On the first day of January 1920, a newspaper declared:

*The prosperous district embodying Hynes, Clearwater and Bellflower is rapidly becoming one of the richest dairying communities in the Southland. Practically all the milk and butter used in Los Angeles, Long Beach, Pasadena and surrounding cities [come] from the contented cows raised in increasing numbers in this district. More interest in dairying has*

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<sup>341</sup> “Clearwater-Hynes has a fine Location and Chance to Grow,” *Long Beach Telegram and Long Beach Daily News*, March 5, 1922.

<sup>342</sup> Land Use Survey Map, County of Los Angeles. Regional Planning Commission, County of Los Angeles, 1936. Works Progress Administration.

*been manifested around Hynes, Clearwater and Bellflower this year than in any other activity. The district boasts about 2,500 population. Beet raising continues to be an important activity in this section, although dairying has come to the front as the chief industry.*<sup>343</sup>

In 1921, another newspaper claimed that “dairying is now the predominating activity” in Clearwater-Hynes with “ranch leases for this pursuit at a premium.”<sup>344</sup> Additionally, the article notes that the population of the Hynes, Clearwater, and Bellflower area purportedly grew from 3,000 to 4,000 between 1920 and 1940.<sup>345</sup> Dairying became Paramount’s chief industry during this period for two interconnected reasons: population growth and a rapidly advancing dairying industry. Between 1920 and 1940, LA County’s population went from 936,455 to 2,785,643 – a nearly 200% population increase.<sup>346</sup> This population growth was from both foreign and domestic immigration that was spurred by World War I’s destruction in Europe as well as those seeking work in the West during the Great Depression.

While the population also steadily grew in the Clearwater-Hynes vicinity during this period, most growth was concentrated in neighboring major urban centers. This resulted in an explosive demand for dairy products, putting Clearwater-Hynes in a very profitable position due to the already well-established dairy infrastructure, water, land, and freight transportation lines. Dairy farmers met the challenge, bringing the “amount of milk sold in the county...to over 41 million gallons” between 1921 and 1926. In 1925, Los Angeles County was named the number one milk producer in both California and the nation. The dairy industry continued growing between 1927 and 1930, when “the number of milk cows increased by 49 percent.”<sup>347</sup>

One way that dairy farmers increased production during this period was through the adoption of drylot dairying and corral feeding, dairying techniques introduced to Los Angeles County by Dutch immigrants from the Netherlands.<sup>348</sup> Many Dutch immigrants settled in the Clearwater-Hynes vicinity, with some 12,000 people claiming Dutch ancestry in Paramount by 1952.<sup>349</sup> Coming from the Netherlands, a smaller country with limited lands available for agriculture, dairy farmers innovated the drylot dairy and corral feeding, in which cows were concentrated on small landholdings and fed with purchased feed given to them in a milking stanchion.<sup>350</sup> One Dutch immigrant, John Coopman, even returned to his native Holland but only remained for three years before returning to Clearwater to become the owner of a large dairy ranch in the area in 1930.<sup>351</sup> Portuguese immigrants, the second largest immigrant group dominating the

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<sup>343</sup> “Hynes-Clearwater-Bellflower,” *Los Angeles Times*, January 1, 1920.

<sup>344</sup> “Hynes-Clearwater-Bellflower,” *Los Angeles Times*, January 1, 1921.

<sup>345</sup> “Hynes-Clearwater-Bellflower,” *Los Angeles Times*, January 1, 1921.

<sup>346</sup> Jess Gilbert & Kevin Wehr, “Dairy Industrialization in the First Place: Urbanization, Immigration, and Political Economy in Los Angeles County, 1920-1970,” *Rural Sociology* 68, no.4 (2003), 472.

<sup>347</sup> Gilbert & Wehr, 473-474.

<sup>348</sup> Trudy Vermeer Selleck, “Land of Dreams and Profits: Social Networks and Economic Success among Dutch Immigrants in Southern California’s Dairy Industry, 1920-1960,” PhD diss., (University of California, Riverside, December 1995), 58-59; Gilbert & Wehr, 474-475.

<sup>349</sup> “Pave street in honor of Dutch queen,” *Daily News*, April 17, 1952.

<sup>350</sup> J Gilbert & Wehr, 471, 473-474.

<sup>351</sup> “California Lure Too Much, So He Leaves Holland,” *The Long Beach Sun*, February 9, 1930.

dairying industry behind the Dutch in Clearwater-Hynes, were also familiar with drylot dairying, further spreading the practice.<sup>352</sup>

A 1949 article from *Westways Magazine* by Joe Kugelmas recorded the following history:

*One Dutch family living in Paramount could not afford pasture acreage for their cow and so they had her put inside. They fed her on linseed meal, hay and cottonseed instead of sending her to pasture. "Bossy" thrived and soon was grateful that she wasn't driven out to work every morning. Her meals were served in her room, and she speedily responded by giving off gushing quantities of milk. Soon, the Dutch family started selling the excess milk to neighbors and purchased a second cow to keep up with a sustained demand for dairy products. They found that the forced-feeding technique was the pump primer. They sent word back home to the Netherlands and soon a rush of uncles, cousins, sisters and aunts came to the Paramount area....4,000 families comprise what they call the richest dairy farmers in the world. After two and half years of milking the cows, they are "burned out" and are sold as beef. The Indoor cows at Paramount and the adjacent milk "factories" were found to be healthier, less liable to diseases which lurk in pasturage. The Dutch colony cared for its bossies just as a factory owner does for his machines.<sup>353</sup>*

There were numerous early dairy related enterprises in Clearwater-Hynes, including the Alpine Goat and Cow dairy. The Alpine Goat and Cow dairy was the only certified goat dairy in the state in the early 1920s.<sup>354</sup> The company was lauded as a "model of cleanliness, meeting every requirement and standing ace high according to those elected to make tests that will meet with approval of the pure food commission."<sup>355</sup> The Alpine Dairy boasted 200 head of Toggenberg Swiss goats and a large herd of Holstein and Jersey cows. It offered two deliveries daily in the City of Long Beach, as well as constant supply to residents of Clearwater-Hynes.

The *California Dairyman* was a free publication distributed to producers.<sup>356</sup> First produced in Hynes in February 1922 from an office on present-day Paramount Boulevard, the magazine provided reliable information and advice on "breeding and Milk Production; market conditions; activity and announcements furnished by Associations, State, City and County institutions and departments having to do with regulating or promoting dairy and livestock conditions."<sup>357</sup>

Transportation of dairy products was important to Clearwater-Hynes farmers, and several operations opened in response. R.E. Robson started one of the first milk delivery services, which was originally headquartered in Downey and served Hynes, Long Beach, and other surrounding areas. In 1932, the business was sold to California Milk Transport, Inc. At that time,

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<sup>352</sup> Galvin & Associates for the City of Ontario Planning Department, "The City of Ontario's Historic Context for the New Model Colony Area," September 2004, 14.; Frederick G. Bohme, "The Portuguese in California," *California Historical Society Quarterly* 35, no. 3 (1956), 242-243.

<sup>353</sup> Excerpted from *The City of Ontario's Historic Context for the New Model Colony Area*, prepared by Galvin & Associates for the City of Ontario Planning Department (September 2004), 14.

<sup>354</sup> "Milk Company to Start Operations," *Los Angeles Evening Express*, June 6, 1922, 35.

<sup>355</sup> "Clearwater-Hynes Has Fine Location and Chance to Grow," *Long Beach Telegram*, March 5, 1922, 27.

<sup>356</sup> The historic address for the headquarters was 280 S. Paramount Boulevard, status unknown.

<sup>357</sup> "Our Aim," *The California Dairyman* 1, no.1 (1922), 1.

the company's services were expanded to 26 pieces of equipment over two routes.<sup>358</sup> Operations relocated from Downey to Clearwater in 1933.<sup>359</sup>

The 1929 stock market crash hit the west coast dairy industry in the early 1930s, when many people drastically reduced the amount of milk and other dairy products they purchased. As a result, the purchasers and distributors of Clearwater-Hynes dairy products attempted to stabilize sales to consumers by reducing the price paid for milk from the dairy farmers. Farmers fought against this practice and a chaotic and competitive dairy market ensued; this effectively worsened conditions and costs for everyone, with the farmers suffering the most. The atmosphere became so heated that negotiation efforts resulted in fears of violence and desperate appeals to the Governor of California.<sup>360</sup>



California Milk Transport, Inc. Truck, 1935. Source: University of Southern California.

The California Department of Agriculture intervened in August 1932 after months of milk being sold to the public for as little as “five cents and even free” with dairy farmers suffering the cost.<sup>361</sup> The Los Angeles “milk wars” ended when a program presented by the state was signed by nearly all producers and distributors which set prices for farmers, distributors, grocery stores and home deliveries under the newly formed Los Angeles Milk Arbitration Board.<sup>362</sup>

Eventually, these early government interventions within the Dairy Industry resulted in state laws regulating dairy industry pricing.<sup>363</sup> As the industry stabilized, dairy farmers focused on improving and modernizing their set ups, switching to “stainless steel and tile walls...geared toward cleanliness and efficiency” as well as opting for the use of vacuum pump milking machines.<sup>364</sup> With World War II looming, the dairymen of Los Angeles County were preparing.

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<sup>358</sup> “Robson Milk Line Ends Tire Trouble,” *Long Beach Sun*, March 9, 1930, 11; “Transportation Approved,” *Los Angeles Times*, March 14, 1932, 14.

<sup>359</sup> “New Building Occupied,” *Los Angeles Times*, October 3, 1933, 21.

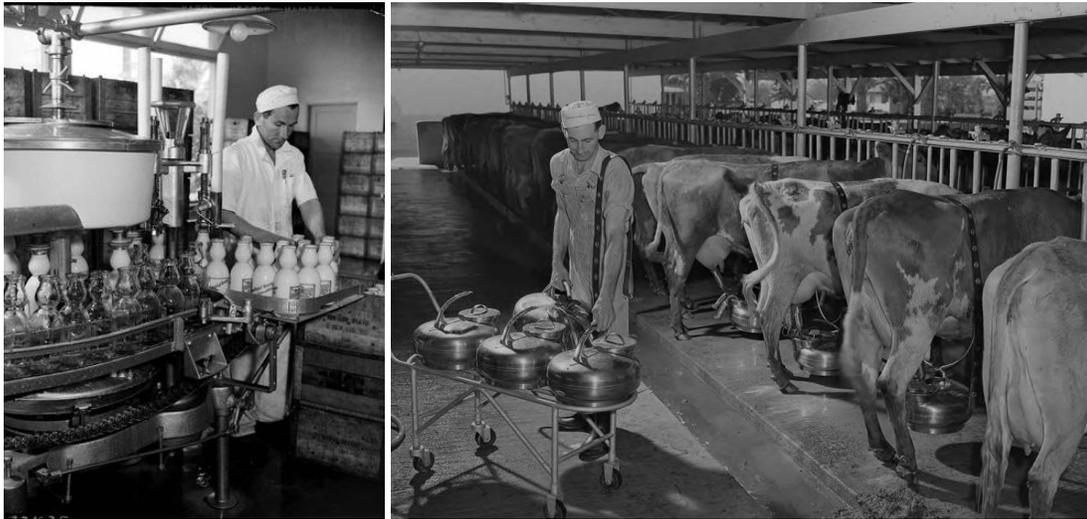
<sup>360</sup> William J. Kuhrt, “The Story of California’s Milk Stabilization Laws: From Chaos to Stability in the California Milk Industry,” *Agriculture Bulletin* 54, no.4 (1965), 176-179.

<sup>361</sup> “State Inquiry of Milk Price War Started,” *The Pasadena Post*, August 9, 1932.

<sup>362</sup> Kuhrt, 179-180.

<sup>363</sup> Kuhrt, 184, 189.

<sup>364</sup> Gilbert & Wehr, 480.



Bottling Machine and Dairy Cows with Milking Machines at the Thompson Dairy in Hynes, c. 1939.  
Source: Huntington Digital Library.

### Cattle

By the late 1930s, the land in present-day Paramount was still primarily utilized for agriculture, with the majority related to livestock. While most of the livestock categorizations were likely dairies, a cattle industry emerged alongside the dairy industry and centered in Hynes during the early- to mid-twentieth century. As such, the growth of the cattle industry was directly related to the prominence of the dairy industry. Hynes specifically became a cattle center in which dairy farmers would come from all over Los Angeles County and other surrounding cities to learn about, purchase, and sell cattle. By 1921, the Rhoades & Rhoades Sales Pavilion, a staging center located at Hynes, hosted cattle auctions almost daily.

One early, significant rancher in Hynes was Albert Sorenson. Originally born in Anaheim, Sorenson moved to Hynes at the turn-of-the-twentieth century and began a business in buying and selling livestock. As recorded by the *Long Beach Telegram*, he was regarded “throughout Southern California as the ‘cattle king.’” Sorenson was lauded for his “shrewdness,” which helped him place the title of “blue ribbon’ ranch where at any time can be found from 60 to 75 head of Holstein beauties. Once a month he conducts a sale which is attended by large crowds from different cities and towns in this end of the state.”<sup>365</sup>

By 1931, in an article titled “Hynes Assumes Importance as Cattle Market,” *The Long Beach Sun* wrote:

*If this community, now holding title as the largest hay market in the world, today laid claim to new honors as “the second largest cattle market in California.” Chamber of commerce workers of Clearwater-Hynes base their statement on the fact that 107 carloads or 2675 head of cattle were unloaded at various local sales yards here in the past eight months.*<sup>366</sup>

<sup>365</sup> “Clearwater-Hynes Has Fine Location and Chance to Grow,” *Long Beach Telegram*, March 5, 1922.

<sup>366</sup> “Hynes Assumes Importance as Cattle Market,” *Long Beach Sun*, October 21, 1931, 7.

February 4, 1922 THE CALIFORNIA DAIRYMAN

**RHOADES & RHOADES**  
AUCTION SALES

**RECEIVER'S SALE**  
at the R. E. Whiting Ranch, corner of Veterans Blvd. and  
Hollywood Blvd., Los Angeles, California

**VAN NUYS**  
Tuesday, February 7, at 9 A. M. Sharp  
IMPLEMENTS, FURNITURE, ETC.

**AUCTION**  
23 Head of Top Holstein Dairy Cows  
at the Rhoades & Rhoades Sales Pavilion at  
HYNES  
Wednesday, February 8, at 10 A. M.

**AUCTION**  
35 High Class Holstein Dairy Cows 25  
Tuberculin Tested  
at the Rhoades & Rhoades Sales Pavilion at  
HYNES  
Monday, February 6, at 10 A. M.

**THE**  
**Rhoades & Rhoades**  
**Sales Pavilion**  
And Stock Yards At  
**HYNES, CALIF.**

FOR COMPLETE INFORMATION IN REGARD TO ABOVE SALES  
Phone **RHOADES & RHOADES** P.O. 2275

**Announcing**  
A Complete Dispersal Sale  
**J. S. Brahman**  
Registered  
**Holstein**  
**Herd**  
at the Rhoades & Rhoades Sales  
Pavilion at  
**HYNES**  
Thursday, March 16th, 1922

I would be pleased to have Breeders and Dairymen interested in high-class registered Holsteins to call and inspect this choice herd at the dairy on the Gibson Road, just south of the Arden Dairy, one mile north-west of El Monte. Everything tuberculin tested.

**JOHN S. BRAMAN**

**AUCTION**  
**35 — TOP DAIRY COWS — 35**  
At the Rhoades & Rhoades Sales Pavilion at  
**HYNES, MONDAY, FEBRUARY 20th at 10 a. m.**  
AN OUTSTANDING OFFERING OF HIGH CLASS DAIRY COWS  
TUBERCULIN TESTED

Particular buyers who have in mind strict dairy type, good color markings, large well-developed udders, cows that are either strictly fresh or very heavy springers, will be interested in this sale because the cattle in the offering combine these qualities. They are all young and in splendid condition.

The milking qualities will be represented at exactly what they are giving. Any buyer has the privilege of leaving the cows he purchased at the Yards three or four days after the sale and if they do not give the amount of milk represented he is under no obligations to take them. Terms: \$100 and under cash; over \$100, one-third cash, balance in nine monthly payments with approved note. Liberal discount for cash on time sums.

**ALBERT SORENSON, Owner** **RHOADES & RHOADES, Auctioneers**

Advertisements in the *California Dairyman* for Cattle & Dairy Cows for sale in Hynes, various dates. Source: *California Dairyman*.

## Hay

Like the cattle industry's emergence and dominance, the hay industry of the Clearwater-Hynes district succeeded because of the large and powerful dairy industry there. As early as 1898, entrepreneurs in the Clearwater-Hynes vicinity were experimenting with agricultural technology that would allow farmers to increase their production. That was the year the Clearwater Silage company filed articles of incorporation with the intention to "purchase and build machinery for the purpose of cutting into small bits the corn fodder and other kinds of feed...to be packed away in tanks or bins built for the purpose, and in this form will keep for many months in a condition that makes it most excellent feed."<sup>367</sup> And while this early industrial pursuit related to and aided in the emergence of the Clearwater-Hynes early dominance in dairying, it was not until the period between 1920 and 1940 that a number of factors converged to result in the height of the hay industry in Clearwater-Hynes.

The introduction, widespread adoption, and dominance of drylot dairying directly resulted in the hay industry in Hynes. Like the cattle industry, the dairy farmers were nothing without their cows and certainly nothing without feed for their animals. As the dairy industry advanced, farmers worked out specific feed allotments to best maximize milk production. As herd sizes increased on fixed landholdings in the Clearwater-Hynes vicinity, land that might have previously been used for open grazing was utilized solely for milk production. Clearwater-Hynes dairy farmers relied heavily upon the Hynes hay market to feed their animals, produce milk, and maintain their dominant position in the dairy industry.

Clearwater and Hynes both had stops on the Los Angeles Salt Lake railroad line, which was primarily used for hauling freight during this period, giving dairy, cattle, and hay industry workers an advantage over other rural Los Angeles County towns and cities vying for economic dominance in the agricultural industry. Dairy farmers could easily access the Hynes Hay market which sprung up as a result of the repeated, constant, and sheer volume of hay being hauled

<sup>367</sup> "Practical Scheme: Corporation Formed to Assist Farmers in Solving the Feed Problem," Los Angeles Herald, June 25, 1898.

into Hynes during this period. Hay imported into Hynes primarily came from the Antelope Valley; trucking charges from the valley to Hynes were \$6 per ton in 1924.<sup>368</sup>

Hay from the Antelope Valley and other locations around Los Angeles were trucked to Hynes, where they were temporarily stored in large lots. In these lots, salesmen and dairymen bartered for the feed in cartload lots. From these negotiations, the national hay and feed prices were reported daily. In addition to alfalfa hay, animal feeds from across the world were also supplied at the Hynes market. Examples included babassu nut meal from Brazil; palm kernel meal from Africa; and corpra meal from the Philippines, among others. The hay market also brought entertainment to Hynes in the form of dairy cattle shows, horse shows, feed and milk judging contests, parades, and the Hynes Holland games, with over 40,000 people attending some events.<sup>369</sup>



Hay Lot, no date. Source: City of Paramount.

Quickly, Hynes rose to become the largest hay market in the United States. The *Long Beach Sun* recorded that over the last nine months of 1931, Hynes had “wrested from Kansas City, the former record holder, the title of ‘world’s largest hay market.’”<sup>370</sup> That year, reports held that Hynes had an average of 65 carloads of hay per day, with an aggregate worth of the weekly importations, computed on an average of 15 tons per carload, is in excess of \$78,000.<sup>371</sup> From 1939 to 1940, Hynes won the world record of tonnage handed during a year, with over 800 million pounds of hay sold.<sup>372</sup>

The success of the industry brought many competitors who tried to break into the hay market. Rhoades & Rhoads, a company originally located out of Los Angeles, ran the *California Dairyman* magazine, which had a circulation of over 3,5000 people in Southern California by the late 1920s. In addition to covering the dairy and cattle industry, the magazine featured the hay industry by the 1930s. In a 1932 advertisement, the company claimed that by advertising with them, they could directly sell to interested dairymen, instead of going through the hay market. “Eliminate the middleman’s profit. Sell direct to the consumer... We are bonded for your protection.”<sup>373</sup>

<sup>368</sup> “The ‘Green Gold’ of the Antelope Valley,” *Los Angeles Times*, November 2, 1924, 143.

<sup>369</sup> “Eighth Annual Hay and Dairy Fiesta at Haynes Aug. 29-31,” *Van Nuys News*, August 22, 1940, 18.

<sup>370</sup> “Hynes Becomes Leading Hay Market,” *Long Beach Sun*, June 24, 1931.

<sup>371</sup> “Hynes Becomes Leading Hay Market,” *Long Beach Sun*, June 24, 1931.

<sup>372</sup> “Eighth Annual Hay and Dairy Fiesta at Haynes Aug. 29-31,” *Van Nuys News*, August 22, 1940, 18.

<sup>373</sup> “A Cash Markey for Your Alfalfa Hay,” *Imperial Valley Press*, April 21, 1932, 12.



Hay Trucks during Hay and Dairy Festival Parade, no date. Source: City of Paramount.

A living remnant of the hay market in present-day Paramount is the Hay Tree, which was planted in 1883. Designated in 2003 as a California Historical Landmark, a nearby plaque bears the inscription:

*The towns of Hynes and Clearwater, later incorporated as Paramount, were the center of the hay and dairy industry in Los Angeles and Orange Counties from the 1920s through the 1960s. Considered the “Milk Shed of Los Angeles”, Paramount developed into the largest hay market in the world. Each day the price of hay sold here was quoted by brokers in Chicago and New York City as the International Standard. Major hay sellers would gather each morning under this 120-year-old Camphor tree to determine the day’s price. The Hay Tree was also a cherished spot where truckers, workers, and farmers gathered for a lazy lunch or a spirited game of cards. The Camphor is the last remnant of the “World’s Largest Hay Market.”<sup>374</sup>*

## **OIL INDUSTRY**

In the 1920s, oil was certainly in the front of mind throughout Los Angeles County, if not the entire nation. With the invention, progress, and popularity of the automobile, the need to acquire more oil to power personal vehicles was paramount. Edward Doheny’s discovery of oil north of downtown Los Angeles in 1892 set off an oil prospecting boom throughout the city, filling the skyline with tall oil derricks. While these fields continued to produce oil, peaking in 1901 with approximately 830,000 barrels of oil per day, the city’s oil production generally slowed despite the state’s continued oil industry growth, with production reaching 70 million barrels per year in 1910.<sup>375</sup>

<sup>374</sup> California Historical Landmark No. 1038. Plaque placed by the State Department of Parks and Recreation in Cooperation with the City of Paramount. Designated 2003, plaque placed June 2004.

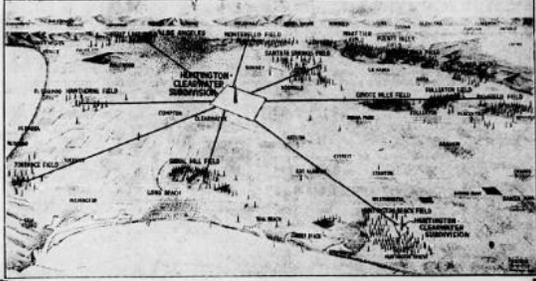
<sup>375</sup> LSA Associates, Inc., *SurveyLA: Industrial Development, 1850-1980*, prepared for the City of Los Angeles, September 2011, rev. February 2018, 82. [https://planning.lacity.gov/odocument/ad40500b-cf5a-436e-8c80-a81606544c01/IndustrialDevelopment\\_1850-1980.pdf](https://planning.lacity.gov/odocument/ad40500b-cf5a-436e-8c80-a81606544c01/IndustrialDevelopment_1850-1980.pdf)

With the discovery of large oil fields at Huntington Beach in 1920, Long Beach and Santa Fe Springs in 1921, and Dominguez Hills in 1923, Los Angeles was again engulfed in the search for oil, this time throughout the county.<sup>376</sup>

In pursuit of oil wealth in the Clearwater-Hynes vicinity, multiple local oil companies were founded. One example was the Triune Oil Company, with headquarters near the intersection of the Pacific Electric passenger rail line and the Salt Lake / Union Pacific freight rail line.<sup>377</sup> Other local companies include the Huntington-Clearwater Oil Company, located between present-day Paramount Boulevard and Cerritos Avenue; the Mid-Oil Home tract at the intersection of Paramount Boulevard and Somerset;<sup>378</sup> and the Midvein Oil Refining Company, at the corner of Downey Avenue and Somerset.<sup>379</sup>

Both the Huntington-Clearwater Oil Company and the Mid-Oil Home tract operated as subdivisions where purchasers could buy a homesite that came with oil wells already drilled on the property. Depending on the volume produced, homeowners would receive royalties.<sup>380</sup>

In addition to oil pumping, oil homesite, and oil refining companies in Clearwater-Hynes, a manufacturing plant was established in 1922 to make tools for the oil industry invented by Clearwater resident William Bessolo. Though the planned 9,000-square-foot facility was never realized, the first building was converted to a warehouse for storing and shipping the tools to oil fields in the area.<sup>381</sup>



**World's Deepest Oil Well**  
RIGHT IN THE HEART OF THE GREAT OIL FIELDS  
DOWN 5214 FEET—FINISHED SETTING OIL STRING. PROSPECTS LOOK LIKE ONE OF BIGGEST PRODUCERS IN THE DISTRICT, WHICH MEANS A FORTUNE—FOR DEVELOPMENTS LOOK THAT WAY.  
**WHAT YOU ARE BUYING AND THE POSSIBILITIES**  
Investigate Huntington-Clearwater Subdivision  
Homesites 25 or more feet in width and ranging from 80 to 135 feet in length, according to the location, but regardless of size of homesites each owner will participate equally in royalties.  
**POSSIBILITIES OF INCOME**  
With our first well at Huntington Beach coming on to production at 2000 barrels per day (which will insure the drilling of two more wells on this valuable lease) at \$1.00 per barrel, \$6,000.00 per day. Each lot owner makes \$4.00 on his investment.  
On well at Clearwater, 3500 barrels at \$1.00 per barrel, \$3,500 per day. Each lot owner makes \$1.00 on the money. Think what 200 acres fully drilled out means to you.  
"SEEING IS BELIEVING"  
You are invited, as a guest, to take a trip of inspection without any obligations and be shown this wonderful opportunity. Watch for our solicitors and cars. Branch offices in all Southern California cities.  
**W. N. Gates Company**  
Fiscal Agents  
Main Office, 430 Locust Ave. Phone 634-21 Long Beach, Calif.

Advertisement for Huntington-Clearwater Homesites with Oil Wells, April 22, 1923. Source: *Long Beach Telegram & Long Beach Daily News*.

<sup>376</sup> "Oil and Gas Production: History in California," pages 4-6.

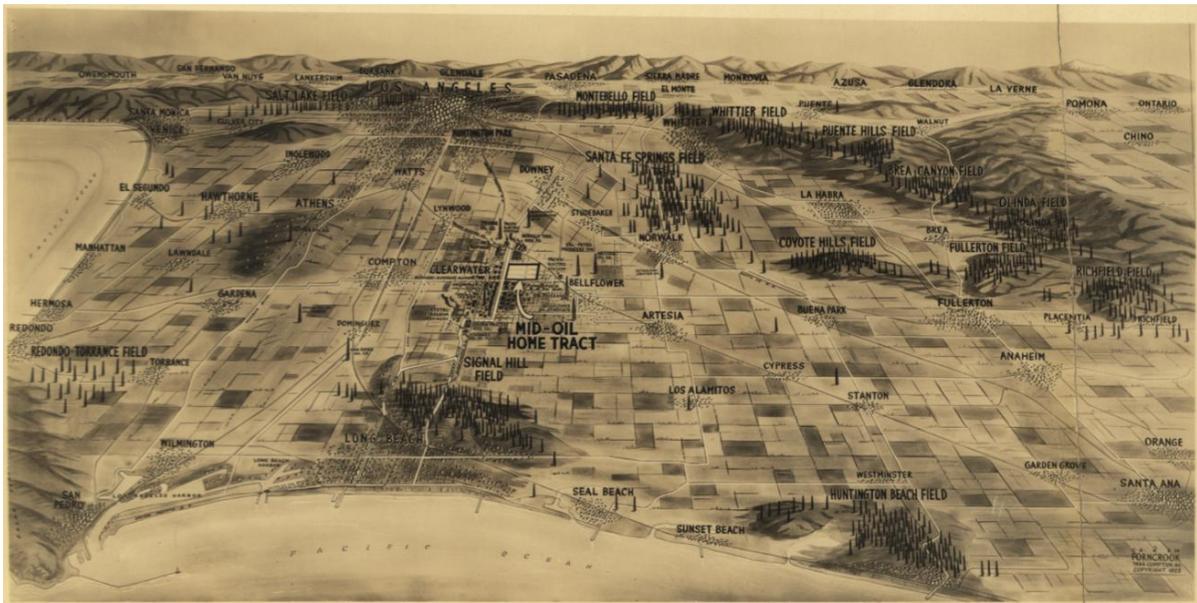
<sup>377</sup> C.S. & E.M. Forncrook. *Views of oil fields around Los Angeles*. [S.l.: C.S. & E.M. Forncrook, 1922] Map. <https://www.loc.gov/item/2006627695/>.

<sup>378</sup> "Soap Factory at Clearwater May Increase Output," *Press-Telegram*, December 31, 1922.

<sup>379</sup> "The Midvein Oil company," *Long Beach Telegram and Long Beach Daily News*, December 24, 1922.

<sup>380</sup> "World's Deepest Oil Well," *Long Beach Telegram and Long Beach Daily News*, April 22, 1923.; "The Handwriting on the Wall," *Long Beach Telegram and Long Beach Daily News*, November 19, 1922.

<sup>381</sup> "New Shops to Have 900 Feet of Floor Space in Ten Acres," *Long Beach Telegram and Long Beach Daily News*, June 22, 1922.; "Bethlehem Shipbuilding Corp. Making Oil Well Tools on Coast," *Oil Trade Journal* December 1922. Pg. 40. Volume 13.



*Views of Oil Fields around Los Angeles* by C.S. & E.M. Forncrook. 1922. Source: Library of Congress.

## OTHER INDUSTRIES

In addition to its agricultural and oil exports, Paramount was also home to several other industries in the 1920s and 1930s. As recorded by the *Press-Telegram* in 1930:

*An ice cream factory, new mortuary, expansion of a feed and fuel company, a new \$10,000 post office, an ice company, large lumber company, a large farm produce packing and shipping company, a new and large electric company, tile plant, and other lesser projects mark the progress of the community during the past few years.*<sup>382</sup>

Examples of new industries in Clearwater-Hynes include the California Sanitation Products Company, founded in 1919 (later the Hallford Manufacturing Company), which produced hand soap for industrial purposes; the Globe Tile Company, founded in 1926, which produced tile and porcelain; the Pacific Tile & Porcelain Company, founded in 1935, which also produced tile and porcelain; and the ‘Quality’ Bottling works of Hynes, founded in 1921, which used pure cane sugar and artesian water to produce such popular syrup brands as ‘grape mash’ and ‘Cascade ginger ale.’<sup>383</sup> Additionally, patrons could take their items to the Hynes laundry at the corner of Jefferson and Ohio Streets beginning in December 1920.<sup>384</sup>

The Hynes Community Ice company was founded in 1927 with a \$50,000 ice plant.<sup>385</sup> In 1933, Clearwater-Hynes and Long Beach ice companies engaged in a so-called “ice war,” wherein Long Beach workers sabotaged their competitor’s ice loads. In 1933, at least four drivers of the Community Ice Company of Hynes were the victims of ice robberies by “gangsters” using “racketeering methods.”<sup>386</sup> In April, several Long Beach ice men stole an ice truck from its driver,

<sup>382</sup> “Clearwater and Hynes Once Part of Big Ranch,” *Press-Telegram*, December 31, 1930, 63.

<sup>383</sup> “Soap Factory at Clearwater May Increase Output,” *Press-Telegram*, December 31, 1922; “Incorporations,” *Southwest Builder and Contractor* Volume 53, April 4, 1919; Wanted Advertisement, *Los Angeles Times*, April 6, 1926, 33; “Clearwater-Hynes has a Fine Location and Chance to Grow,” *Long Beach Telegram*, March 5, 1922, 21.

<sup>384</sup> “Clearwater-Hynes Has Fine Location and Chance to Grow,” *Long Beach Telegram*, March 5, 1922, 27.

<sup>385</sup> “Hynes – Community Ice Company Construction \$50,000 ice plan on West Jackson Street,” *Monrovia Daily News*, April 21, 1927.

<sup>386</sup> “Police Investigate Asserted ‘Ice War,’” *Long Beach Sun*, April 18, 1933, 9.

dumped the load of ice on the highway, and overturned the truck in an oil field on the outskirts of town. The act was described by local newspapers as an “act of violence growing out of the Long Beach-Hynes ice war.” Due to insufficient evidence, the three men brought to trial for the grand theft were dismissed.<sup>387</sup> A few days later, another Hynes ice trucker was pulled from his truck and beaten severely. “You will sell ice in Long Beach will you... You will cut ice prices, will you?” the men were quoted as saying.<sup>388</sup> Once the county sheriff became involved, incidents ceased by the end of the year.

Two notable Paramount companies both began during this period in 1929: Macco Corporation and Carlton Forge Works (previously Carlton Bit and Forge Works). Macco Corporation started as a lumber yard on Paramount Boulevard and went on to become a major corporation with offices in Paramount and operations throughout the United States.<sup>389</sup> Their name changed to Paramount Pacific following a 1967 sale.<sup>390</sup> Carlton Forge Works was first established by Allen Carlton Sr. to sell oil field equipment but diversified throughout the years, responding to evolving needs.<sup>391</sup> Their offices and manufacturing plant have been located at 7743 Adams Street (extant) in Paramount since at least 1952.<sup>392</sup>



“Industrial Center Plans for Hynes Materialize,” 1927. Source: *Press-Telegram*.

<sup>387</sup> “Judge Frees 2 in Ice War Theft Charge,” *Long Beach Sun*, May 12, 1933, 9; “Icemen Freed on Charge of Grand Theft,” *Long Beach Sun*, May 13, 1933, 2.

<sup>388</sup> “Law Officers Take Hand in Ice Outbreak,” *Long Beach Sun*, April 19, 1933, 12.

<sup>389</sup> “Production of Wood Normal,” *News-Pilot*, March 4, 1929; Pitchie, 21.

<sup>390</sup> “Macco Name Changed to Paramount Pacific,” *Press-Telegram*, April 23, 1967.

<sup>391</sup> “About Us,” Carlton Forge Works, accessed April 2024, <https://www.carltonforgeworks.com/about/>.

<sup>392</sup> Historical address was 1220 West Adams Street; “Bit and Forge Plant Business Expands,” *Clearwater-Hynes Journal*, November 29, 1934, 1; “Industrial Facilities Hit Highest Peak in History,” *Press-Telegram*, June 15, 1952.

On December 26, 1939, the Clearwater-Hynes Chamber of Commerce commenced a “midwinter ice carnival” to celebrate the opening of a new outdoor skating rink in Hynes.<sup>393</sup> The rink was owned and operated by Frank and Lawrence Zamboni, both Hynes residents, and was notable for being “one of the largest outdoor rinks in the county” as well as “first to use sheet metal freezing units instead of pipe refrigeration.”<sup>394</sup>

The Zamboni brothers opened Iceland using skills acquired in the electricity and ice industries: First installing refrigeration units in the Clearwater-Hynes area dairies to keep milk cool and eventually building an ice manufacturing plant to keep produce cool during transit. Demand for block ice waned as technology evolved so the brothers chose to construct a skating rink in Hynes.<sup>395</sup> Within three months of opening, the rink’s popularity was so great that Frank Zamboni, the brother serving as President of Iceland, announced the construction of bleachers around the rink.<sup>396</sup>

The large Dutch population in Clearwater-Hynes particularly enjoyed Iceland and held their “‘Elf Steden Tocht’ ice skating race there in 1941. A racing event in the Netherlands where skaters raced on the frozen canals and rivers of Holland from city to city, the Iceland rink was substituted to continue the tradition and pass on ice skating traditions to Dutch American children growing up in Southern California.<sup>397</sup>



Iceland Construction, 1939. Source: *LA Kings Insider*.



Model A of the Zamboni Ice Resurfacing Machine. Source: Paramount Library.

<sup>393</sup> “Ice Carnival to Open Rink,” *Daily News*, December 26, 1939.

<sup>394</sup> “Hynes Chamber Ice Carnival to Open New Rink,” *Press-Telegram*, December 23, 1939.

<sup>395</sup> “The Zamboni Story,” Zamboni.com, accessed April 29, 2024, <https://zamboni.com/about/zamboni-archives/the-zamboni-story/>.

<sup>396</sup> “Bleachers to be Built at Iceland Rink,” *Independent*, March 8, 1940.

<sup>397</sup> “Friesland Eleven Cities Contest Set,” *Press-Telegram*, January 21, 1941.



Aerial Photograph of Iceland, 1940. Source: *LA Kings Insider*.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

## Theme: Infrastructure (1920-1940)

Infrastructure boomed during the 1920s and 1940s. In 1935, N.B. Haydon, an early settler and first acting Deputy Fire Warden, sarcastically recounted the changes in Clearwater-Hynes over the last twenty years:

*We were getting along alright under existing facilities until someone moved in here and thought of SEWERS, or maybe it was a rainy day and several thought of it. Anyhow we now have a well built sewer system connected with the metropolitan system and our troubles are over, for only a few more payments and the thing is ours.*

*We got along very well with lanterns and coal-oil lamps until a few fellers induced the So. Cal. Edison Co. to build into our community and now we have one of the best lighting systems in the Southeast, with charges as low as any and lower than any incorporated city.*

*We wanted to use up the rest of our trees and old wood for fuel, which would have kept the place cleaner by burning trash, etc. but NO SIR the women wanted GAS, so you other married men know we have gas, and served by the So. Cal. Gas. Co. with a constant supply of natural gas at a very favorable rate. I don't know, maybe the women were right.<sup>398</sup>*

### TRANSPORTATION INFRASTRUCTURE

Transportation diversified in Clearwater-Hynes, as in much of the country, during the 1920s to 1930s. While many relied on railroad services prior to this period, the rise in bus and automobile transportation increased residents' mobility and improved the movement of agricultural, industrial, and commercial goods in the region.

In 1919, a potential issue for the railroad in Clearwater arose when a petition filed with the Railroad Commission by the Los Angeles and Salt Lake Railroad claimed there was insufficient business at the Clearwater station to justify its maintenance. According to the petition, Clearwater station was solely used as a beet loading station. This was likely because so many goods from the area were shipped from Hynes station, slightly further to the south. The Railroad Commission ultimately denied the petition, and instead suggested that the Clearwater and Hynes stations be combined.<sup>399</sup> In 1924, the railroad line received some improvements with the replacement of its poles and the installation of catenary trolley construction.<sup>400</sup>

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<sup>398</sup> N. B. Haydon, "Old Timer Gives Interesting as Well as Historical Facts on Early Days in the Community," *Hynes-Clearwater Journal*, September 6, 1935, 1. On file at the California State University, Dominguez-Hills archives.

<sup>399</sup> "Would Abandon Clearwater Sta.," Long Beach Telegram and Long Beach Daily News, June 30, 1919; "May Combine Stations" Los Angeles Times, December 6, 1920.

<sup>400</sup> "Red Line Plans Modernization of Facilities," Los Angeles Times, March 30, 1924.

Beginning c. 1920, stage buses were available from Long Beach to Clearwater and Hynes through the Crown Stage Company. The company operated on a 5-cent fare basis on a regular schedule. Another firm operated by Joe Bozoff and Acop Tarvoff began operation of an auto stage line between Los Angeles and Clearwater-Hynes in 1922.<sup>401</sup> In 1927, Lang Motor Bus Company (1927) bus lines were established.

The rise of the automobile also ushered in major transportation changes in Clearwater-Hynes. Chief amongst these was the paving of roads and the opening of local highways. Washington Boulevard was paved as far as the Los Angeles River bridge by 1922, which aided Clearwater-Hynes merchants in moving their wares. Within a few years, Ocean Avenue (now Paramount Boulevard) was paved to a width of seventy feet, providing a major improvement for the community's principal north-south traffic artery. Atlantic and Pacific Avenues, both already paved thoroughfares, were extended northwards towards Los Angeles and Pasadena.<sup>402</sup>

Alongside paved streets came sidewalks, which ushered in the community's transition "from the country-town era" into a modern town.<sup>403</sup> According to a newspaper in 1925, "Other highway improvements also are contemplated which indicate that the entire Hynes-Clearwater area is just on the eve of a great development era."<sup>404</sup>

## CIVIC INFRASTRUCTURE

Other civic improvements in Clearwater-Hynes included the completion of a major sewer project, street lighting, and tree planting. In 1925, a \$12,500,000 metropolitan sewer project was undertaken to improve the sanitation needs of Los Angeles County outside the city. One hundred and eight water hydrants were installed in 1929.<sup>405</sup>

Streetlighting, first introduced in Clearwater-Hynes in the early part of the twentieth century, continued to improve into the 1920s. In 1925, a large celebration of 6,000 people was held to honor a "large new district, two and a half miles by one and a half," which was entirely lit by streetlights.<sup>406</sup> Tree planting sought to beautify the town and included a 1930 effort to obtain

**ANNOUNCING**  
The Opening of a New  
**STAGE DEPOT**

The Crown Stage Company and the Long Beach Whittier Stage Company announce the opening of a new Stage Depot at  
**245 East Ocean Avenue**

All stages operated out of Long Beach by these Bus Lines will arrive and depart from the new terminal. All the conveniences and comforts of a modern waiting room will be in evidence at the new depot.

—Take Stages Here For—

<p>LOS CERRITOS HYNES CLEARWATER DOWNEY RIVERA ARTESIA NORWALK SANTA FE SPRINGS LOS NIETOS WHITTIER SANTA ANA POMONA</p>	<p>ANAHEIM FULLERTON ORANGE BREA LOS ALAMITOS SEAL BEACH NEWPORT BEACH BALBOA BEACH LAGUNA BEACH</p>
--	--

AND 5 CARS DAILY TO SAN DIEGO.  
CARS LEAVE FOR SANTA ANA AT 7:30, 9:15, 11:15, 1:55, 3:35, 5:45.

CARS LEAVE AT 7:30, 9:30, 10:30 and 11:30  
A. M.—1:30, 2:30, 4:30, 5:30, 6:30 and 9:30  
P. M.

EXTRA SERVICES SATURDAY & SUNDAY,  
7:10, 8:30.  
FOR POMONA AT 8:30, 11:00, 2:30, 5:30.

**Terminal for the Crown Stage and  
Long Beach-Whittier Stage**

Advertisement for Crown Stage and Long Beach-Whittier Stage, 1920. Source: *Long Beach Telegram*.

<sup>401</sup> "Hynes-Clearwater Bus Firm Files a Charge with Board," *Long Beach Telegram*, November 22, 1922, 24.

<sup>402</sup> "Long Beach to Open Highways," *Los Angeles Times*, January 16, 1925, 4.; "Long Beach Firm Bidder on Pavement," *Press-Telegram*, February 6, 1925, 6.

<sup>403</sup> "San Diego County is Booming," *Los Angeles Times*, June 1, 1924, D8.

<sup>404</sup> "Cream Checks Make Hynes Prosperous," *Press-Telegram*, October 1, 1925, 17.

<sup>405</sup> "Hynes-Clearwater," *Long Beach Sun*, October 21, 1929, 16.

<sup>406</sup> "Clearwater and Hynes," *Los Angeles Times*, May 10, 1925.

trees through the U.S. Forest Service.<sup>407</sup> The effort was successful, and the forestry department planted and cared for trees on Monroe and Pennsylvania Streets.<sup>408</sup>

## COMMUNICATIONS INFRASTRUCTURE

In 1921, the Federal Telegraphy Company erected a large wireless radio plant in Clearwater-Hynes. Radio, which did not require the construction of costly wire lines, was increasingly hailed as a preferred method of communication for remote or distant locations. The Clearwater plant was one in a chain of substantial radio stations erected along the Pacific Coast that connected several important cities, including Los Angeles, San Francisco, San Diego, Portland, Seattle, and Tacoma. The “efficient and well-equipped” Clearwater transmitting plant “created wonderment at Clearwater,” was “part of the world’s first inter-city system,” and gained a reputation as “one of the largest wireless stations in the country.”<sup>409</sup>

## WATER CONTROL INFRASTRUCTURE

In 1940, the control of water continued to be central to Paramount’s infrastructural development. In March 1940, the United Community Association of Clearwater advocated for the construction of a bridge over the Los Angeles River at Rosecrans Avenue, which would connect them to neighboring Compton. It was to replace a bridge lost to a flood in 1914.<sup>410</sup> The bridge was constructed in the post war years, between 1947 and 1949.<sup>411</sup> In April 1940, Los Angeles County acquired eighty-eight acres of land near Pico Rivera to supplement the county flood control district and expand their spreading grounds.<sup>412</sup> Development of spreading grounds allowed the county to conserve stormwater and aid in refilling naturally occurring groundwater stores. This development was of particular necessity to Paramount’s agriculture and other industrialists who relied on groundwater for their work. Clearwater-Hynes residents reported that water levels were already rising with the county’s previous flood control efforts.<sup>413</sup>

In 1941, Los Angeles County was changed forever when the Colorado River Aqueduct was officially completed, thus ensuring a consistent water supply for Los Angeles’ urban population.<sup>414</sup> Local Paramount contractors, Macco Construction Company, received one of the final pipeline construction contracts in 1940 which brought Colorado River water to Southern California.<sup>415</sup> Another crew out of Hynes, the Artukovich Brothers, also received a Colorado River Aqueduct pipeline contract in 1940 for the “construction of 10 miles of cast iron pipe lines running from the south portal of the Hollywood Tunnel to Beverly Hills and Santa Monica.”<sup>416</sup>

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<sup>407</sup> “Trees Sought for Streets at Hynes,” *Long Beach Sun*, May 14, 1930, 8.

<sup>408</sup> “New Street Name Given C.C. Okeh,” *Long Beach Sun*, June 20, 1931, 10.

<sup>409</sup> “Direct Commercial Radio to North,” *Long Beach Telegram and Long Beach Daily News*, December 11, 1921; “Coastwise Air Communication Line Adds Unit,” *Los Angeles Times*, June 11, 1922.

<sup>410</sup> “Rosecrans Bridge Plan Due Study,” *Press-Telegram*, March 16, 1940, 5.

<sup>411</sup> Aerial Image Flight C\_11351, Frame 8-40, Scale 1:24,000, May 1, 1947, UCSB Library.; U.S. Geological Survey, South Gate Quadrangle Topographic Map, 1949.

<sup>412</sup> “Ranch Land to be Purchased,” *Pomona Progress Bulletin*, March 30, 1940, 7.; “Bio Rio Hondo Tract Bought,” *Pomona Progress Bulletin*, April 4, 1940, 13.

<sup>413</sup> <sup>413</sup> “Ranch Land to be Purchased,” *Pomona Progress Bulletin*, March 30, 1940, 7.

<sup>414</sup> “Colorado River Aqueduct,” Water Education Foundation, accessed April 28, 2024.

<sup>415</sup> “Aqueduct Pipeline Contract Let,” *Daily News*, July 13, 1940.

<sup>416</sup> “Contracts Awarded for Aqueduct Lines,” *Long Beach Sun*, July 1, 1940, 6.

## **Eligibility Standards**

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

## VI. WORLD WAR II, 1941-1945

### Summary Statement

Clearwater and Hynes continued to grow and prosper into the mid-twentieth century. During the early 1940s, conversation around finding a single name for the Clearwater-Hynes community gained momentum. Residents were sharply divided over the need for a unifying name. Options included Union City, Hyneswater, Crosserville, and Dairydale. As previously mentioned, Charles P. Koopmans advocated for the name Paramount, while some residents suggested “Koopman’s Corners,” since he started the whole discussion.<sup>417</sup>

Largely an agricultural hub, the United States’ entry into World War II marked a change for Clearwater-Hynes. Industries that had become established over the previous decades, including the dairy and cattle industries, were in demand during the war to feed hungry troops. As a result, although development in many sectors was limited during this period, these agricultural products were sought after. Conversely, residential construction was largely halted for the duration of the war to divert essential materials to the war effort. Civilians and troops alike rallied to the war effort, with local fallen heroes memorialized in the city to come.

This context examines Clearwater-Hynes’ role in World War II from the establishment of several schools for training efforts to the general development (and lack thereof) in the towns during the war. It does not cover commercial development, which was largely absent from the community during World War II.

### Historical Background

During World War II, all eyes in Southern California turned to the war effort. The bombing of Pearl Harbor, Hawaii in 1941 resulted in deep concerns about Japanese attacks in Southern California. The Clearwater and Hynes Japanese populations working on farms were forcibly removed from their homes, sent to makeshift assembly centers, then transported to prison camps in remote locations.

Air defense measures even came to Clearwater and Hynes. In 1943 and 1944, anti-aircraft guns and searchlights were placed in the parking lot of the Hynes D.E.S. Hall—and were even reportedly fired one night. Men in the Clearwater-Hynes community formed a state militia unit in 1942. In support of the war effort, C.R. Nevis, a Hynes merchant, was named campaign chairman for the United Service Organizations in the Hynes and Clearwater areas.

With all available materials going to the war effort, a moratorium was placed on residential buildings for anything other than war workers’ housing. Clearwater-Hynes’ proximity to the shipyards in Long Beach may have resulted in some population growth; however, it does not appear to have been a period of significant expansion for present-day Paramount. Only one notable development, Happy Homes, was completed during this period.

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<sup>417</sup> “Clearwater and Hynes Shaken by Nam Suggestion,” *Press Telegram*, October 2, 1940, B-6.

One area of development that did not entirely stop during the war was the construction of educational and training facilities. Two schools in present-day Paramount were constructed by the federal government during World War II under the Lanham Act of 1942, also known as the Defense Housing and Community Facilities and Services Act, which allowed the government to build the school to accommodate the growing defense industry. In present-day Paramount, the government built the Grove Avenue Elementary School, originally part of the Lynwood School District, and the Major Lynn H. Mokler School, named after a fallen local World War II hero.

## **JAPANESE RESIDENTS AND THE NISEI JAPANESE BAPTIST CHURCH OF CLEARWATER**

Immediately after the attack on Pearl Harbor in December 1941, the U.S. government declared prominent Japanese American businessmen, clergy, schoolteachers, and others to be enemy aliens. That month, the Federal Bureau of Investigation instructed local police that all “alien Japanese” must remain in their homes at night, must not congregate, and only one family member could go to the store. Additionally, any Japanese driving during the hours after dark would be apprehended for identification.<sup>418</sup>

On February 18, 1942, President Franklin D. Roosevelt signed Executive Order 9066. This directive authorized the Secretary of War and any military commander designated by him “to prescribe military areas...from which any or all persons may be excluded.”<sup>419</sup> Although the order did not specify the exclusion of Japanese Americans, the intention was clear.<sup>420</sup> Several prisons were constructed to aid with the forced removal and incarceration of persons of Japanese descent in California. Processing centers and temporary housing were needed while the construction of prisons could be built. Most Clearwater residents appear to have been imprisoned at Rohwer, though some were held in Poston, AZ; Gila River, AZ; Manzanar, CA; Brighton, CO; and Granada, CO prison camps or other relocation centers across the Western United States.<sup>421</sup>

Formed in the late 1930s, the Nisei Japanese Baptist Church in Clearwater (8043 Madison Avenue, extant) was in operation until at least 1959.<sup>422</sup> In 1941, a newspaper article titled “Police Met with Japanese Situation,” recorded that “Lynwood police were confronted on Christmas eve with their first Japanese complication since the outbreak of the war.”<sup>423</sup> According to the article, 12 young people and pastor Kazuo Harper Sakaue from the Clearwater Japanese Baptist Church were taken to the Lynwood police station for identification. All of those detained were American-born and reportedly told police “‘We are glad to have this identification made.’ ‘We are not embarrassed or chagrined.’ ‘We have nothing to hide.’ ‘We will do anything we can to help.’”<sup>424</sup> The church was headed by Reverend Kazuo Harper Sakaue, a Japanese American resident of Terminal Island prior to moving to Clearwater. Sakaue was enrolled as a divinity

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<sup>418</sup> “Police Met with Japanese Situation,” *Lynwood Press*, December 26, 1941, 1.

<sup>419</sup> Brian Nilya, “Executive Order 9066, in *Densho Encyclopedia*, accessed May 13, 2024.

<sup>420</sup> City of Los Angeles, Office of Historic Resources, *Japanese Americans in Los Angeles, 1869-1970*, August 2018, 50.

<sup>421</sup> *Clearwater Clarion Call: Clearwater Baptist Church News* II, no. 11 (November-December 1943), 1; *Clearwater Clarion Call: Clearwater Baptist Church News* III, no. 1 (January-February 1944), 1.

<sup>422</sup> U.S. City Directory, Compton, 1940, 418; U.S. City Directory, Paramount, 1956, 41; “Churches’ Christmas Parade Set,” *Press-Telegram*, December 10, 1959.

<sup>423</sup> “Police Met with Japanese Situation,” *Lynwood Press*, December 26, 1941, 1.

<sup>424</sup> “Police Met with Japanese Situation,” *Lynwood Press*, December 26, 1941, 1.

student at the Berkeley Baptist Divinity School in the 1940s. Prior to World War II, he lived on present-day Orizaba Avenue (status unknown).<sup>425</sup>

During World War II, Sakaue and others of the community were forcibly incarcerated at the Rohwer Japanese Prison Camp in Arkansas. While incarcerated, Sakaue married Sophie Toyo Shizume and volunteered for the Rohwer Federated Christian Church. At the church, he was the only English-speaking pastor, serving alongside six Japanese-speaking ministers.<sup>426</sup> In 1942, he was photographed for the *Knoxville News-Sentinel* and was quoted as saying: “We pray for the President of the United States and for Divine guidance for him in solving the trying problems which face him in the successful conduct of the war.”<sup>427</sup>

He also authored the “Clearwater Clarion Call,” a newspaper for Japanese and Japanese Americans who were interned in prison camps across the country. Each issue announced the birthdays of congregants, as well as the prison camps where they were imprisoned. It also included messages from congregants and others in the community, which shared news of their location and helped friends and families stay connected while separated. In 1943, Sakaue took a church business trip to the Jerome Relocation Center and Brighton Military Camp. The purpose of his trip was to contact “relocated folks” as well as “local church groups, encouraging them to accept nisei into their congregation.”<sup>428</sup>

Following his release from the prison camp, Sakaue returned to Clearwater-Hynes, where he continued to lead the Nisei Japanese Baptist Church from 1947 to 1951. Sakaue and his family resided at 15338 Paramount Boulevard (not extant).



Reverend Kazuo Harper Sakaue while at Rohwer Prison Camp, 1942. Source: *The Knoxville News-Sentinel*.

<sup>425</sup> The historic address of his residence was 111 N. Pennsylvania Avenue.

<sup>426</sup> “Kazuo Harper Sakaue,” World War II Draft Cards, 1940, Ancestry.com; “Marriage License Coupon,” no. 009738, June 16, 1945, State of Arkansas, Ancestry.com; Tom Sugi “Rohwer,” *Stones That Speak*, March 28, 2022, accessed March 27, 2024, <https://tomsugi.com/rohwer/>.

<sup>427</sup> “Our Country is U.S.,” Say Japanese-Americans,” *Knoxville News-Sentinel*, November 22, 1942, 38.

<sup>428</sup> *Clearwater Clarion Call: Clearwater Baptist Church News II*, no. 9 (August 25, 1943), 1.

2198

SERIAL NUMBER 1753	1. NAME (Print) Kazuo Harper Sakaue <small>(First) (Middle) (Last)</small>	ORDER NUMBER 2198
2. ADDRESS (Print) 111 No. Pennsylvania Ave. Clearwater (0-25-4) <del>2606 Dwight Way Berkeley California</del> <small>(Number and street or R. F. D. number) (Town) (County) (State)</small>		
3. TELEPHONE Berkeley Be 9528 <small>(Exchange) (Number)</small>	4. AGE IN YEARS 29 <small>DATE OF BIRTH (Mo.) (Day) (Yr.)</small>	5. PLACE OF BIRTH Bellevue King Co. Wash. <small>(Town or county) (State of country)</small>
6. COUNTRY OF CITIZENSHIP U.S.A.		8. RELATIONSHIP OF THAT PERSON
7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Mr. Jirokichi Sakaue <small>(Mr., Mrs., Miss) (First) (Middle) (Last)</small>		
9. ADDRESS OF THAT PERSON 149 N. Seaside Ave Terminal Island Calif <small>(Number and street or R. F. D. number) (Town) (County) (State)</small>		
10. EMPLOYER'S NAME Discriminatory Student at Berkeley Baptist Divinity School		
11. PLACE OF EMPLOYMENT OR BUSINESS		
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.		
REGISTRATION CARD D. S. S. Form 1 <small>(over)</small>	10-17105	Kazuo H Sakaue <small>(Registrant's signature)</small>

World War II Registration Card for Kazuo H. Sakaue, n.d. Source: Ancestry.com.

## Theme: Residential Development (1941-1945)

Residential development was very limited during World War II as critical building materials could be diverted to the war effort. Residences were typically small, as efficient construction was of the utmost concern. Some residences built during this period were likely intended to serve as worker housing, to assist the war effort by providing reasonable accommodations for people employed in war industries in Paramount and nearby communities, like Long Beach. As a result, extant residences built during this period are rare.

### HAPPY HOMES (TRACT 11595, 12562, AND 14327)

In February 1941, Ed Krist (1891-1956) subdivided Tract 12562 bordered by the north side of Mendy Street to the north, railway tracks to the south, the east side of Façade Avenue to the east and Garfield Avenue to the west. Krist came to Los Angeles after World War I, working as a carpenter. He formed the Ed Krist Company and began building what he branded as “Happy Homes.” The small 2-bedroom, mostly Minimal Traditional style homes were available for sale for as little as \$21 per month.<sup>429</sup> In August of the same year, Krist developed a 68-parcel rectangular tract bordered by Rood Street to the north, the south side of Lionel Street to the south, and Garfield Avenue on the east.

The Paramount developments are among his earliest tracts. Krist went on to develop Happy Homes in Compton, Norwalk, Artesia, Lakewood, Pomona, La Puente and West Covina. Florine Avenue was named after his wife. No architect is currently identified with these homes. Although development was mostly limited to the year immediately prior to major World War II efforts, it also continued immediately after the war. In 1949, Krist developed Tract 14327, another small, square, self-contained tract of 50 parcels.



Ed Krist, developer of the 1941 Happy Homes subdivision. Source: Find-A-Grave

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>429</sup> “Display Ad,” *Southwest Wave*, April 9, 1940,4.

## Theme: Civic and Institutional Development (1941-1945)

### CIVIC IMPROVEMENTS

Clearwater-Hynes rallied to the efforts of World War II. In 1942, residents in the Clearwater-Hynes community formed a state militia unit.<sup>430</sup> Over 400 residents from the area were in military service during the war, and in 1944 the community began planning a World War II memorial.<sup>431</sup>

Major Lynn H. Mokler Post No. 3916 of the Veterans of Foreign Wars was established in 1944. The post was named after a local World War II hero, Major Mokler (1919-1943), an Army Air Force flyer who completed 27 bombing missions over Germany and Nazi-occupied territory. He received the Distinguished Flying Cross medal to honor his efforts in the war. In 1946, the post purchased two lots on the northeast corner of Jackson and Colorado Avenue to build a Veterans of Foreign Wars (V.F.W) hall.<sup>432</sup> A monument still stands to veterans at the site in front of City Hall.



Major Lynn H. Mokler (left) and cadet, c. 1942. Source: American Air Museum.

A new post office at 518 Paramount Boulevard was dedicated in 1941. Clearwater Park was dedicated in 1944. Situated adjacent to the Clearwater Junior High School, the 10-acre site had over 165 trees.<sup>433</sup>

### SCHOOLS

Two schools in present-day Paramount were constructed by the federal government during World War II. Under the Lanham Act in 1942, the federal government built the Grove Avenue Elementary School, originally part of the Lynwood School District (7351 Grove Street, not extant). The Lanham Act, also known as the Defense Housing and Community Facilities and Services Act, allowed the government to build the school to accommodate the growing defense industry. Funded with over \$199,000 in grants by the government, the Grove Avenue Elementary School was designed by architects Marsh, Smith & Powell and constructed by the Campbell Construction Company. At the time of its completion, the school had a kindergarten building, sixteen classrooms, and a cafeteria. It originally served grades one to six.<sup>434</sup>

In 1945, the federal government also developed the Major Lynn H. Mokler School, named after the World War II hero (8571 Flower Street, extant). Over \$85,000 in federal funds were allocated

<sup>430</sup> "Clearwater Men to Form Militia," *Press-Telegram*, June 21, 1942, 21.

<sup>431</sup> "Hynes Planning War Memorial," *Los Angeles Times*, July 31, 1944, 14.

<sup>432</sup> "Maj. Lynn H. Mokler," *The Tidings*, December 15, 1944, 37; "Hynes V.F. W. Post to Build Memorial," *Los Angeles Times*, August 19, 1946, 12.

<sup>433</sup> "Clearwater Park Dedication Set," *Los Angeles Times*, March 28, 1944, 28; "Flag Raised at Clearwater," *Press-Telegram*, March 22, 1941, 12.

<sup>434</sup> "Details Completed for Start of Construction on New Building," *Lynwood Press*, April 10, 1942, 1.

for the nine-room school, which was designed by architect Clifford Denman.<sup>435</sup> Both schools were purchased by the Paramount School District in 1950.<sup>436</sup>

During the war, the notable architectural firm of Marsh, Smith & Powell was responsible for designing extensive additions to the Clearwater Junior High School campus (Paramount High School-West Campus) under the auspices of the WPA (Works Progress Administration) (14708 Paramount Boulevard, extant), including a new \$50,000 auditorium in 1941.<sup>437</sup> Federal involvement on the campus continued into World War II, when four classrooms, including shop and sewing classrooms, a storage building, and library buildings were constructed under the auspices of the PWA (Public Works Administration) program. Entirely funded by the Federal government, the new facilities were completed to assist in the training of national defense workers.<sup>438</sup>

Students in Paramount were heavily involved in raising funds for the war efforts. Elementary students doubled their 1944-1945 War Bonds and Savings Stamp quota, using funds towards twelve Army field ambulances costing \$1,950 each. As part of the “Name Your Weapon” campaign, the name “Clearwater School District” was inscribed on the side of each ambulance.<sup>439</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>435</sup> “Clearwater Will Honoring Hero,” *Los Angeles Times*, August 26, 1945, 18; “School Bearing Name of Hero Ready to Open,” *Los Angeles Times*, September 2, 1945, 14; City of Paramount, various Building Permits, November 21, 1946.

<sup>436</sup> “Grove, Mokler Schools Purchase Project Okayed,” *South Gate Daily Press-Tribune*, January 14, 1951, 3.

<sup>437</sup> “Inquest Today Studies Quake,” *Los Angeles Times*, March 21, 1933, 16; “Clearwater School’s Auditorium Opens with Exhibit of Paintings,” *Los Angeles Times*, March 28, 1941, 44; “Clearwater Auditorium Open Soon,” *Press-Telegram*, February 28, 1941, 20.

<sup>438</sup> City of Paramount, various Building Permits, June 30, 1943; A. P. Mattier, letter to Mr. A. Flick, Regarding Classrooms at Clearwater Junior High School Plan and Lynwood Junior High School Plant, September 21, 1942.

<sup>439</sup> “Army Ambulances Set by Students,” *Los Angeles Times*, February 11, 1945, 16.

## Theme: Industrial Development (1941-1945)

### AGRICULTURE: DAIRY, CATTLE, AND HAY INDUSTRIES

In the years immediately before the United States' involvement in World War II, the well-established agricultural industry in Clearwater-Hynes slowly receded as land-use transitioned to primarily suburban housing developments and other industries. While Clearwater-Hynes was still nicknamed the "Milk center in the United States" and Hynes the "Hay center in the United States," these superlatives were more indicative of the area's past.<sup>440</sup>

A 1940 newspaper article detailing Los Angeles County's dairy industry argued, "Whereas 10 years ago Clearwater Hynes was literally the center of the milk production area, now the geographical center is nearer Artesia." The Clearwater-Hynes dairies of old were either being converted to a new land use or occasionally remodeled into "modern landscaped plants equipped with the latest in sanitation and milk production safeguards."<sup>441</sup> This exposé correctly identified the larger patterns of the dairy, cattle, and hay industries of Los Angeles County; however, it took many more years for these industries to completely migrate out of Paramount. Perhaps one unforeseen reason for their perpetuation in the area was the United States' involvement in World War II following the attack on Pearl Harbor in December 1941.

In keeping with tradition, the annual hay and dairy fiesta was held in both August 1940 and 1941 to honor Clearwater-Hynes' most celebrated industries. Started as a "rodeo" in 1933 wherein participants rode and roped "hundreds of horses, steers and wild cattle," in a parade on Paramount Boulevard, the gathering was meant to showcase the area's agricultural industry.<sup>442</sup> It soon evolved into a multi-day affair complete with contests, competitions, and costumes – in addition to a parade.



Parade float from Hay and Dairy Festival, no date. Source: City of Paramount.

The 1940 fête featured a 4-year-old queen of the Hay and Dairy fiesta, Holland costumes and games, hayrides, dairy cattle and horse shows, an ice circus, and a parade to celebrate Hynes' "new record hay handle of 410,000 tons of hay."<sup>443</sup> The 1941 event hinted at the role that the dairy industry of Clearwater-Hynes would play in World War II. On the final day of the affair, the three-hour parade was themed, "Hay for Milk – Milk for Health – Health for

<sup>440</sup> "Superlatives & Diminutives of Los Angeles County," *West Los Angeles Independent*, April 5, 1940.

<sup>441</sup> "Dairy Industry Los Angeles County's Third Largest," *Long Beach Press-Telegram*, November 10, 1940.

<sup>442</sup> "Dairy Center Plans Week-End Rodeo," *News-Pilot*, August 31, 1933.

<sup>443</sup> "Hynes fiesta for record 'hay handle,'" *Daily News*, August 29, 1940.

National Defense.”<sup>444</sup> After the United States declaration of war in December 1941, the hay and dairy festival was postponed, and all civilian and industrial pursuits shifted to the war effort.

In October 1941, a newspaper reported that in the Clearwater-Hynes area “practically all available land already has been subdivided and dairies which yesteryear dotted the landscape...have been crowded out.” All that remained of the once center of the Los Angeles County milk shed was a few dairies, sales yards, and the hay market.<sup>445</sup> These remnants proved to be vital to Clearwater-Hynes war effort contributions. It was around this time, in 1942, that Romberg Milling, Inc. was established (16433 Illinois Avenue, extant).<sup>446</sup>



Romberg Mill Facilities, 1942. Source: Romberg Milling Inc.

A January 1943 newspaper advertisement for a bank in Hynes declared that its resources were “serving the demands which total war imposes upon American business, industry, and agriculture,” essentially claiming that every dollar deposited in their bank went toward funding not only the national war effort but also democracy.<sup>447</sup> The bank was appealing to those making more money in the local dairy, cattle, and hay industry booming as a result of government demands for dairy products.

In April 1942, the demand for milk products was so great that fears of milk rationing swept Los Angeles.<sup>448</sup> This resulted from milk and milk products being considered necessary for the modern American soldier’s diet with each soldier receiving one-half pint of fresh milk daily while in camp. Evaporated milk, milk powder, and cheddar cheese were shipped with soldiers during their deployment. While the amount of milk products requested by the federal government certainly put a strain on the industry in Los Angeles County, dairy farmers rose to the challenge.

A federal report concluded that Los Angeles County was producing “more than 400,000,000 million quarts of milk annually,” which was close to double what the second most productive county in the nation produced at the same time. As a result, fears of milk rationing for civilians were unnecessary within Los Angeles County. However, the industry faced other issues because of the wartime demand. Drylot dairying in the Clearwater-Hynes area as well as throughout Los Angeles County resulted in a reliance upon imported feed for the cows and laborers for milking, feeding, bottling, and transportation. Hay prices soared because of the wartime demand and labor shortages were frequent.<sup>449</sup> Despite these issues, the dairy, cattle, and hay industries of Clearwater-Hynes continued to produce and play their role in providing for the United States’ demands during World War II.

<sup>444</sup> “Hynes Preparing for Ninth Annual Hay and Dairy Show,” *Long Beach Sun*, August 11, 1941.

<sup>445</sup> “New Tracts Link Towns of Southeast,” *Press-Telegram*, October 16, 1941.

<sup>446</sup> Romberg Milling remains one of Paramount’s legacy businesses. In 1960, Daryl Hofmeyer took over the business and became active in the city’s civic life including the Chamber of Commerce, as City Commissioner, and City Council member.

<sup>447</sup> “Dollars of Democracy,” *Monrovia News-Post*, January 4, 1943.

<sup>448</sup> “Milk Dry-Up in L.A. feared,” *Daily News*, February 24, 1943.

<sup>449</sup> “Rationing of Milk is Unlikely in this Area,” *Metropolitan Pasadena Star-News*, April 30, 1942.

## Local Farms

Other agricultural industries in the Clearwater-Hynes area which rose to the challenge of meeting wartime demands were local farms run by white families. According to a newspaper report, many farms along the Los Angeles River in the Hynes district were, prior to the United States' involvement in WWII, were owned or operated by Japanese American people.<sup>450</sup> Following President Roosevelt's executive order in February 1942 which authorized "the evacuation and relocation" of Japanese American people from military zones such as California, the Japanese American citizens of Clearwater-Hynes were forcibly removed from their homes and farms and relocated to internment camps.<sup>451</sup>

The newspaper report details how Col. C.S. Smith, an officer in the California State Guard and owner of a chain of grocery stores, had "leased five farms and put them under production for fresh vegetables to be sold" in his stores. It also noted that when Japanese American farmers were removed from their land, "Many farms in this locality were taken over by white farmers." Smith is recorded as regarding it as the community's "patriotic duty" to operate the farms to supply more vegetables such as carrots, turnips, spinach, lettuce, sweet potatoes, and tomatoes for soldiers.<sup>452</sup> In late 1944, though it was acknowledged that the Clearwater-Hynes district was headed toward becoming a "great industrial district," the area was still considered a "great farm center" crucial for supplying food products to the naval installations both at the Port of Long Beach and in the Pacific arena.<sup>453</sup>



Work on a Farm Poster, 1941. Source: National Archives.



Harvest War Crops Poster, 1941. Source: National Archives.

<sup>450</sup> "Purchase of Farms by Smith's Markets Ensures Fresh Vegetables for Patrons," *Independent*, January 15, 1943.

<sup>451</sup> "Japanese American Internment," Library of Congress, accessed April 28, 2024, <https://www.loc.gov/classroom-materials/japanese-american-internment/>

<sup>452</sup> "Purchase of Farms by Smith's Markets Ensures Fresh Vegetables for Patrons," *Independent*, January 15, 1943.

<sup>453</sup> "18<sup>th</sup> Congressional District," *South Gate Press*, October 12, 1944.

## ADDITIONAL INDUSTRIES

Pacific Tile & Porcelain Company, the ceramic and tile company founded in 1935, continued production at their manufacturing plant in Paramount during World War II as an essential industry. Their listed address was 1270 Olive Street in Hynes (status unknown).<sup>454</sup>

Macco Corporation, which started as a lumber yard on Paramount Boulevard in 1929, grew exponentially in the pre-war years and, upon the United States' involvement in WWII, rose to meet wartime demands.<sup>455</sup> In January 1940, the company was contracted to rebuild the seawall at Alamitos Bay in Long Beach.<sup>456</sup> In May 1940, it constructed the airport landing strip on Catalina Island.<sup>457</sup> In July 1940, Macco Corporation built nine miles of the steel aqueduct water pipe supplying water from the Colorado River to Los Angeles under direction of the Los Angeles Metropolitan Water District office.<sup>458</sup> In September 1941, it was contracted to grade six miles of the Redwood Highway in Mendocino County.<sup>459</sup> This sample of Macco Corporation's projects, though all prior to the United States' official involvement in WWII, illustrate the reasons why this company was an essential wartime industry: All the projects were vital to national security and defense. After the bombing of Pearl Harbor, the company's role became even more obvious. In June 1942, the War Department of the Federal Government authorized Macco Corporation's contract to redevelop and expand the Long Beach Harbor to make it "safer." More details were not published by the newspaper for "military reasons."<sup>460</sup>



Wartime Advertisement, October 18, 1943.  
Source: *South Gate Daily Press-Tribune*.

Carlton Forge Works, founded in Clearwater-Hynes in 1929, began as oil field tool and machinery manufacturers but pivoted during WWII to aid the war effort. In 1942, the founder's son, Allan J. Carlton Jr., took over the company and began manufacturing gun barrels.<sup>461</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

<sup>454</sup> "Pacific Tile & Porcelain Co.," *Daily News*, February 9, 1935, 6; "Help Wanted," *South Gate Daily Press-Tribune*, October 18, 1943, 6;

"Pacific Tile to Expand Distribution," *Daily News*, January 6, 1951, 5.

<sup>455</sup> "Production of Wood Normal," *News-Pilot*, March 4, 1929; Pitchie, 21.

<sup>456</sup> "More Rock Arrives to Bolster Bay Seawall," *Long Beach Sun*, January 8, 1940, 11.

<sup>457</sup> "Catalina Airport Contract Awarded," *News-Pilot*, May 8, 1940, 7.

<sup>458</sup> "Metro Water," *News-Pilot*, July 13, 1940, 2.

<sup>459</sup> "Road Work Awarded," *Los Angeles Evening Citizen News*, September 27, 1941, 1.

<sup>460</sup> "Development Job on Port Set to Start," *Press-Telegram*, June 26, 1942, 15; "Maritime Notes," *News-Pilot*, July 2, 1942, 9; "Outer Port Channels to be 40 Feet," *Long Beach Sun*, July 16, 1942, 7.

<sup>461</sup> "About Us," Carlton Forge Works, accessed April 28, 2024, <https://www.carltonforgeworks.com/about/>.

## Theme: Infrastructure (1941-1945)

### TRANSPORTATION INFRASTRUCTURE

Between 1940 and 1945, the demand for reliable, efficient interurban travel grew as transportation infrastructure advanced. Civic leaders in Long Beach spearheaded efforts for improving transportation services between itself and the “neighboring communities” of Bellflower, Artesia, Norwalk, Downey, and Clearwater-Hynes.<sup>462</sup> These communities were, in the eyes of Long Beach boosters, part of the Long Beach “trade territory,” and needed to be carefully considered in long term planning efforts.<sup>463</sup> In September 1940, negotiations between Long Beach city leaders and the Lang Motorbus company commenced with the aim to expand their bus lines.<sup>464</sup> Representatives Ernest Weigold and George Atkinson represented Clearwater and Hynes during the survey phase of the bus line extension project.<sup>465</sup>

By March 1942, the “North Long Beach-Hynes route” was well established and running a brand new 47-passenger Lang Streamliner bus. The advertisement for the North Long Beach-Hynes route reminded patrons that they could help with the war effort by advising them to “save seats for workers during rush hours” to help “Speed up Victory.”<sup>466</sup> Within a year, it was proposed to further extend the route from Long Beach to Hynes and Clearwater up through Hollydale north to the County Farm.<sup>467</sup>

During the United States’ involvement in WWII, few transportation infrastructure additions came to the Clearwater-Hynes area apart from the expansion of bus lines. Paying to regrade or construct additional road infrastructure in Los Angeles County was not prioritized during the height of the war effort. In July 1945, there was one project initiated. It was an engineering study of present-day Paramount Boulevard to investigate the possibility of extending it into Long Beach as it, at the time, terminated at Artesia Street. The Los Angeles County Road

**America is Counting**  
**ON LONG BEACH WORKERS TO RUSH PLANES AND SHIPS**

**OUR JOB IS TO GET THESE MEN TO THEIR WORK**  
**YOU CAN HELP US BY AVOIDING RUSH HOUR CONGESTION**

We've got a big job—and it's getting bigger! And we're going to see it through—with your help. ★ Every minute of Long Beach is all-out to back our fighting men, and this can be done only by seeing that our vast army of vital war workers get in and from their jobs—on time! ★ These thousands of men and women, in addition to those who faithfully drive their private cars, must ride the buses during the rush hours of early morning and late afternoon. ★ Therefore, out of consideration to them and to avoid the discomfort of overcrowding, we ask that shoppers and other bus riders who can adjust their riding time to the middle of the day to cooperate and save a seat for the workers. ★ We will show our appreciation by providing the maximum service possible.  
Let's Speed Up Victory!

**DO YOUR SHOPPING AND VISITING IN THE MIDDLE OF THE DAY, SAVE SEATS FOR WORKERS DURING RUSH HOURS**

**RIDE THE BUSES**  
*between*  
**9 A.M.**  
*and*  
**4 P.M.**

**NEW LINER IN SERVICE**

This 47-passenger Lang Streamliner, newly arrived from the factory, has just been placed in service on the North Long Beach-Hynes route. Every possible effort is being made to rush additional equipment for local service to be made by the Lang System.

Advertisement for North Long Beach-Hynes route, March 31, 1942. Source: *Long Beach Sun*.

<sup>462</sup> “Interurban Roads to be Discussed,” *Press-Telegram*, July 26, 1940, 7.

<sup>463</sup> “Better Transportation Civic Aim,” *Independent*, October 7, 1945, 68.

<sup>464</sup> “Way Cleared for Southeast Bus Line,” *Press-Telegram*, September 30, 1940, 16.

<sup>465</sup> “Transport in Southeast to be Listed,” *Press-Telegram*, October 4, 1940, 26.

<sup>466</sup> “America is Counting on Long Beach Workers,” *Long Beach Sun*, March 31, 1942, 21.

<sup>467</sup> “Bus Extension to Hondo is Asked,” *Press-Telegram*, November 16, 1943, 7.

Department proposed the extension to reduce traffic on Cherry Avenue and Lakewood Boulevard.<sup>468</sup>

Though the County did not prioritize road building infrastructure in Clearwater and Hynes during WWII, they did invest in infrastructure aimed at keeping citizens safe in the unincorporated areas of Los Angeles County. In January 1942, Los Angeles County supervisors voted to secure funding to purchase and place air raid alarm horns in Hynes and Clearwater.<sup>469</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>468</sup> "County Considers San Antonio Road, Paramount Link," *Press-Telegram*, July 31, 1945, 11.

<sup>469</sup> "Medley in Air Raid Alarms Looms," *Long Beach Sun*, January 20, 1942, 1.

## VII. THE BIRTH OF PARAMOUNT, POSTWAR PROSPERITY, AND REDEVELOPMENT (1946-1979)

### Summary Statement

The newly named City of Paramount exploded in the postwar years, as returning veterans settled in the area. The postwar period transformed the character of Paramount's industrial, commercial, institutional/civic, and residential development, and changed all sectors of life in the city.

### Historical Background

In 1946, residents of Clearwater and Hynes voted in favor of merging under the name of "Paramount." The vote was 1192 votes in favor and 186 against.<sup>470</sup> On 1948, they officially unified. The city remained an unincorporated part of Los Angeles County until 1957—when it officially became a municipality. In 1958, the city's population was officially established as 25,128.<sup>471</sup> In 1960, the population of Paramount was 27,249. By 1970, it rose to 34,734. The first elected City Council members included Ernest W. McCracken, Charles E. Kennedy, C.D. Mosier, Louis J. Spane, and the first City Councilwoman, Gladys R. Iliff (c. 1922-unknown) who quickly rose to Vice Mayor and by 1963, she became Mayor.

The post-World War II housing shortage and ensuing "Baby Boom" in Southern California spawned residential development in agricultural areas like Paramount. The city's location, not far from Los Angeles and Long Beach, and connected by the new freeway system, led to its significant growth. Tract home development became popular, and Paramount used its central location as a selling point for the city as a suburb of both Los Angeles and Long Beach. In 1959, a survey of the city was completed and a master plan for orderly development was approved by the City Council. The Chamber of Commerce began to market Paramount as "The City of Progress."



Gladys R. Iliff, *Press Telegram*, May 13, 1964, 13.

<sup>470</sup> "Unification of Communities Into One Ancient Local Issue, Research Shows," *The Paramount Journal*, July 22, 1948, 1.

<sup>471</sup> "Set For Birthday," *Los Angeles Times*, January 19, 1958.



Newsboys Holding Newspapers Titled “Paramount Unification Completed,” 1948. Source: City of Paramount.

Municipal and institutional development expanded in the postwar years, with the city gaining new fire stations in 1952 and 1966, new libraries in 1955 and 1968, a new City Hall in 1963, and a new post office in 1969. The demand for educational spaces also increased. Two new schools were established: Los Cerritos School and Alondra Middle School, while other campuses were expanded, such as Roosevelt Elementary School, Grove Avenue Elementary School, and Harry Wirtz Elementary School, among others.

Residential development during this period was defined by tract and infill development, as well as multi-family residential development, such as the growth of trailer parks, mobile home parks, and townhomes. Several major infrastructure projects, including the Century Freeway, had long lasting impacts on development of all kinds, but in particular to the residences in its path. Commercial development also changed, as the automobile defined new property types in Paramount, such as the drive-in theater and drive-thru dairy. Postwar industry also took off, with several notable companies, such as Macco Corporation, calling Paramount home. During this period, a growing Latino population was also establishing a greater foothold in the city.

Several major projects that affected almost all aspects of development in Paramount during the postwar period were the completion of zoning/master plans in 1962 and 1973; development of the Century Freeway; and the introduction of the Paramount Redevelopment Agency.

### **1962 ZONING PLAN & 1973 GENERAL PLAN**

During this period, the city of Paramount embarked on the development of planning the city’s future development. To this end, it adopted a zoning plan in 1962 and a general plan in 1973.

The Master Zoning Ordinance and Land Use Map of 1962 (as developed by Gordon Whitnall and Brysis Whitnall) reflected the city’s interest in standardizing zoning, including lot sizes and parking requirements, among other considerations. Land uses and zoning were defined and identified within the city for single-family residential, two-family residential, limited multiple-

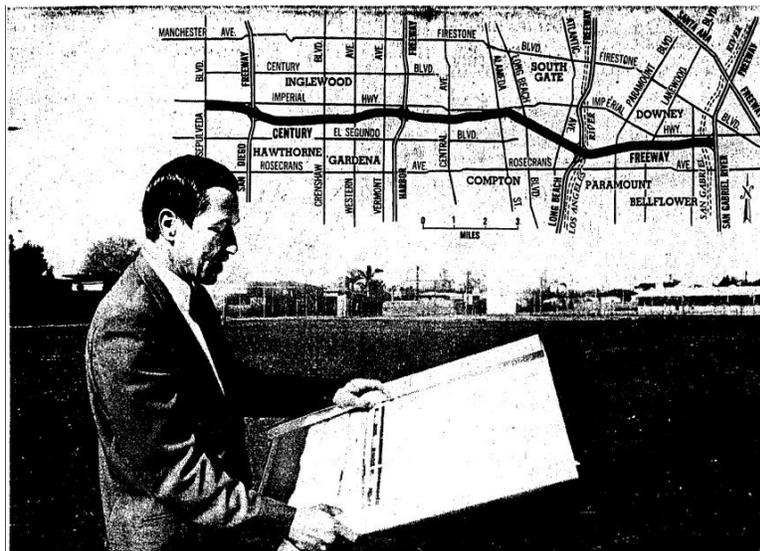
family residential, unlimited multiple-family residential, general commercial, commercial-manufacturing, light manufacturing, and heavy manufacturing.<sup>472</sup>

In 1973, the Paramount General Plan reported that the city had a very high percentage of rental units and a low percentage of multi-family residences, indicating a large number of renter-occupied single-family residences. As reported in the 1973 General Plan, only 14 percent of the available housing stock in Paramount was constructed prior to 1940—suggesting the tremendous scarcity of potential early residential resources in the city.<sup>473</sup> Only 19 percent of the housing stock was constructed between 1940 and 1950, with 67 percent constructed between 1950 and 1970.<sup>474</sup>

With the majority of parcels in Paramount built out (developed with buildings and no longer vacant land), it suggests that residential development during this period consisted primarily of in-fill development. In many cities, such development often consisted of condominiums or townhomes.

### CENTURY FREEWAY

In 1973, the *Paramount General Plan* noted that the city was “built out.”<sup>475</sup> In fact, the population fell between 1970 and 1973, due to clearance for the Century Freeway/Interstate 105.<sup>476</sup> While Paramount didn’t experience as much residential demolition as other municipalities in the freeway’s path, it did bisect the northwestern portion of the city, cutting through established neighborhoods.



Heinz Heckerroth of the State Highway Department studies the route of the proposed Century Freeway, 1969.  
Source: *Los Angeles Times*.

<sup>472</sup> “Official Zoning Plan: City of Paramount,” map, adopted by Paramount City Council by Ordinance 178 on February 20, 1962.

<sup>473</sup> Wisley & Ham, *City of Paramount General Plan*, August 1973, 37.

<sup>474</sup> Wisley & Ham, 37.

<sup>475</sup> Wisley & Ham, 35.

<sup>476</sup> Other historic names associated with this freeway included the Norwalk Freeway, the Norwalk-El Segundo Freeway, and the Glenn Anderson Freeway.

The Century Freeway was originally planned as part of the 1960s master plan for the California freeway and expressway system, but in 1968, it received interstate designation and federal funding. By 1972, 2,000 parcels had been acquired and 7,000 people displaced.<sup>477</sup> Plans called for 4,000 additional parcels displacing another 14,000 people along the route. Paramount's sacrifice included 421 parcels for clearance—half of which were razed by July 1972.<sup>478</sup>

That same year, a class action suit, *Keith vs. Volpe*, was filed by thousands of plaintiffs including the Sierra Club, the National Association for the Advancement of Colored People, the Environmental Defense Fund, and the Hawthorne Freeway Fighters. The class action suit was granted an injunction that tied the project up in the courts into the late 1970s. The result was a blighted area of vacant homes that fostered degradation and crime. Once the class action suit was resolved, budget cuts resulted in a reduction of the width of the freeway and number of on/off ramps. The city of Paramount, which had historically been supportive of the freeway — anticipating its positive impact on the city's ability to recruit and sustain industry — now balked when the number of ramps in/out of the city was cut in half. The Century Freeway finally opened in 1993.

### **PARAMOUNT REDEVELOPMENT AGENCY**

During the late 1960s and 1970s, urban renewal projects were all the rage among city planners. The projects targeted “blighted” areas (be they residential, commercial, industrial or all three) with wholesale demolition and land purchase by a local redevelopment agency. This often resulted in the displacement of communities of color and mom-and-pop businesses.

By the 1960s and 1970s, shopping malls were having a deleterious effect on downtown merchants in cities across Southern California. Paramount was no different. The lure of larger stores with more diverse wares siphoned retail dollars out of Paramount to Long Beach, Compton, Downey, and neighboring communities. The commercial strip of Paramount Boulevard sank into decline.

As a result, the whole central business district of Paramount was deemed a blighted area for redevelopment. A redevelopment program, the Paramount Redevelopment Agency, was established in 1973. It allowed the City Council to purchase property and sell it to the Paramount Redevelopment Agency, who would, in turn, sell it to private developers. Richard Powers was the longtime director of the Agency. The business blocks along both sides of Paramount Boulevard between Alondra Boulevard and Jackson Street were razed. Sections of Monroe Street and Colorado Avenue were also eliminated. Many businesses left town, but a few stayed and used incentives provided by the city.

One of the few buildings to escape the wrecker's ball was the Klippel Building (16402-16406 Paramount Boulevard, extant). However, it was remodeled and modernized to blend in with the new development. The replacement development in downtown Paramount was comprised of Town Center East and Town Center West, two large shopping centers with anchor stores

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<sup>477</sup> “Class Action Lawsuit Hits Century Freeway,” *Los Angeles Times*, February 18, 1972, B1.

<sup>478</sup> Reaction to Freeway Halt Ruling Varied,” *Los Angeles Times*, July 15, 1972, C6.

(market, clothing, etc.), small retail stores, and fast food restaurants. These shopping complexes opened during the 1980s.<sup>479</sup>

The Paramount Redevelopment Agency was also heavily involved in institutional and community development. In 1978, the Agency purchased the Harry Wirtz School site from the Paramount School District for \$3.8 million. The agreement obligated the school district to use the money from the sale to rehabilitate Paramount High School. Funds went towards the construction of 34,000 square feet of new classroom space, new athletic facilities, and a new gymnasium on the high school campus.<sup>480</sup>

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<sup>479</sup>The 1980s are beyond the period of study for this Historic Context Statement.

<sup>480</sup> Larry Lane, "Bold Paramount School, Center Plans Studied," *Los Angeles Times*, October 30, 1977, 637; Gerald Faris, "Board, Council Approve Sale of Paramount Parcel," *Los Angeles Times*, March 2, 1978, 166.

## Theme: Residential Development (1946-1979)

World War II had a profound impact on residential development from both a supply and demand standpoint in cities throughout Southern California. Thousands of returning servicemen came to Southern California to start families. Between 1940 and 1950, California's population increased by fifty-three percent, which was partially accounted for by the 850,000 veterans who took up residence there after the war.<sup>481</sup>

In formerly agrarian places like eastern Long Beach, Bellflower, Lakewood, and the San Fernando Valley, large subdivisions popped up seemingly overnight to address the postwar housing needs and ensuing baby boom. Developers and builders often adopted an assembly line approach to housing construction, using prefabricated components, standardized floor plans, and other means of quickly erecting homes. Ranch-style homes became the popular style of the day.

During the War, architects reflected on how technology could be harnessed to solve the nation's housing crisis, but also about how postwar prosperity and American ideals could be harnessed to provide better quality of life through architecture. California led the way in this endeavor through John Entenza's magazine, *Arts + Architecture*. Entenza developed the influential "Case Study House" program in which the work of Southern California's most talented avant-garde architects was featured in the magazine. Built as showcase homes for touring and decorated with modern appliances and the most tasteful furnishings, they attracted thousands of local visitors and were the talk of avant-garde architects nationally. Architects participating in the program included Richard Neutra, Buff Straub & Hensman, Jones and Emmons, and Pierre Koenig.

Population figures for the early postwar period are complicated: with no identifiable city boundary, different groups were counted in varying ways. In Fae Pitchie's master's thesis, the scholar quotes the 1950 population as 18,594—up 105% from between 1940 and 1950.<sup>482</sup> In the first official U.S. Census for Paramount from 1960, the population was 27,249.

The vast majority of Paramount's population in 1960 was white. The second largest group was the Latino population at 2,469, followed by 211 people of "other races" including Asians, and only two African Americans. By 1970, the city's population was 34,734 with 6,810 Latinos and 29 African Americans.

### DUTCH, JAPANESE, AND LATINO COMMUNITIES

Paramount's residential development in the postwar period was influenced by the emigration of thousands of Dutch from the Netherlands. The first Dutch started emigrating during the 1920s, but numbers escalated in 1948 and 1949 when many Dutch left economically depressed Europe to pursue the American dream in sunny California. The Dutch community settled in Paramount (as well as neighboring Bellflower, Cerritos, Norwalk, and Artesia) for the cheap land where they could become dairy farmers. The Dutch community in Southern California numbered 100,000 during the 1950s—making it the one of the largest concentrations of Dutch immigrants in the US.<sup>483</sup> In the late 1950s, as tract housing developments moved into Paramount, the Dutch dairy

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<sup>481</sup> Kevin Star, *Embattled Dreams: California in War and Peace, 1940-1950*. (New York, NY: Oxford University Press, 2003), 193-194.

<sup>482</sup> Pitchie, 11-12.

<sup>483</sup> Rita Pyrellis, "Little Bit of Holland is Mostly Memories," *Los Angeles Times*, April 26, 1987, accessed February 13, 2024, <https://www.latimes.com/archives/la-xpm-1987-04-26-me-1617-story.html>.

farmers relocated to other communities, including Chino. During this period, pioneer Dutch resident Jake Van Leeuwen resided at 5933 Colorado Avenue (status unknown) and continued as a leader in the community. He helped host the Emmanuel Reformed Church's visit from Queen Juliana of the Netherlands in 1952.<sup>484</sup>

When people of Japanese heritage were released from the prison camps that Roosevelt's Executive Order 9066 subjected them to, many families without social or economic capital returned to find their stored possessions looted or their homes no longer available to them. As a result, there was a diaspora among returning Japanese. Yoshio "Jack" Chickami, introduced in section 5, was sent to Hart Mountain, WY via the Santa Anita Assembly Center. Once released, however, he returned to Hynes. The 1950 Census shows that his mother, brothers, wife, and their growing family all returned to the Century Boulevard farm. A son, Raymond, born in the prison camp in Hart Mountain brought the total number of children to four. Jack's mother Hatsu and his brother Shigeru also lived with the family. Next door, Joe Chickami (relationship currently unknown) operated a fishing boat, likely out of Long Beach.

Paramount's Latino community along Illinois Avenue, Jefferson Street, Madison Street, and Vermont Avenue continued to thrive during this period. With declining agriculture and increasing manufacturing in the area, fewer residents were working on farms, and more were employed by companies.

## **TRACT DEVELOPMENT**

Like many areas of Southern California, Paramount offered reasonably priced, open land that tract developers wanted. Its central location and proximity to freeways afforded developers the opportunity to market it as a suburb of downtown Los Angeles. A number of well-known developers, including Mark Taper and Ray Watt, elected to build in Paramount. The following is a chronological discussion of postwar suburban tract home developments in the city.

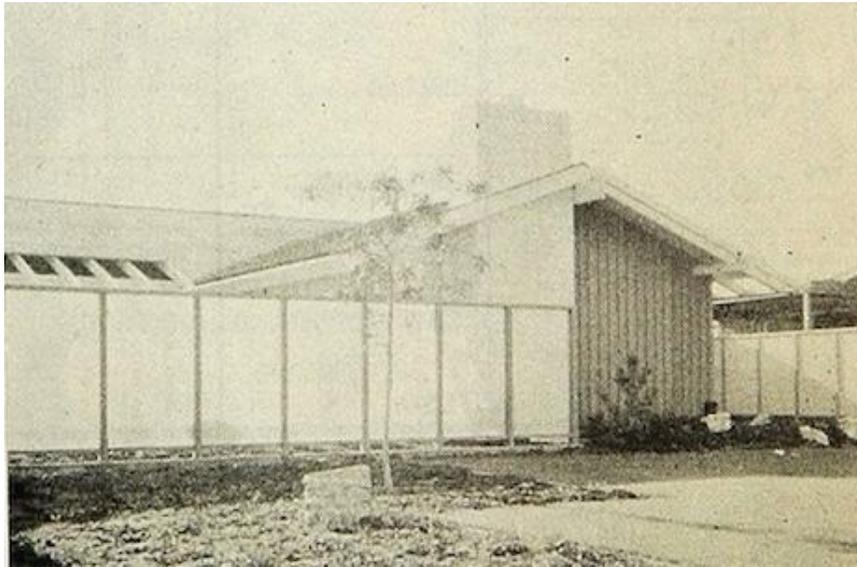
### **Tract 16832**

In April of 1955, Joseph R. Bolker (1924-1986), an executive with Biltmore Homes (Mark Taper's development and building company), subdivided Tract 16832 in northwestern Paramount. The 96-parcel tract was exclusively composed of a series of cul-de-sac streets accessed from Orange Avenue (Vanna Drive, Cortland Drive, Cloverlawn Drive, Hogue Drive, Treves Drive, and Lugo Street).

Bolker married Janice Ann Taper, Mark Taper's daughter, in 1950 and worked in the family business. In 1953, the company engaged architect William M. Bray, AIA to design homes for the company. It is currently unknown if the homes designed and built for Tract 16832 were Bray designs, but the company worked with a series of architects during its heyday. By 1958, the company became Brighton-Bilt Homes. Bolker built thousands of homes throughout Southern California and was a known philanthropist.

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<sup>484</sup> "Dairy Community's Beginning Recalled," *Press-Telegraph*, April 20, 1952, 21.

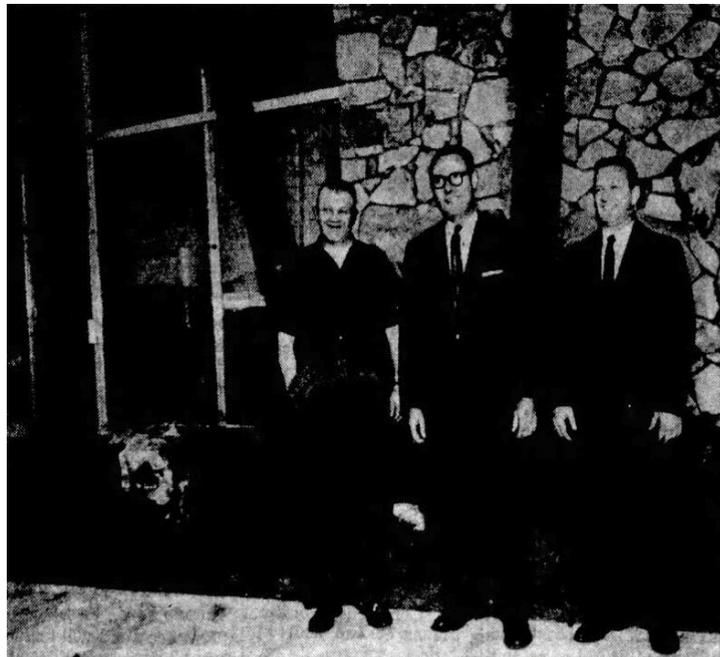


Unidentified Tract Home in Paramount, c. 1956. Source: 1956 Paramount City Directory.

### **Tract 24467**

In January of 1959, a new residential tract was subdivided by Ray A. Watt and Ralph Garland under the auspices of the Vixler Corporation. The 153-parcel, irregularly shaped tract lay on the east side of the city of Paramount, southwest of the intersection of Downey Avenue and present-day Somerset Boulevard. The Ranch-style homes were designed by W.A. Pollock. Watt and Garland had a longstanding relationship developing Sun Ray homes. In 1958 and 1959, Sun Ray Co. constructed model homes at the Los Angeles Home Show toured by thousands of visitors. By 1960, the Sun Ray Co. had completed 50 residential developments and 7,000 dwellings in places such as Torrance, Montebello, South San Gabriel, West Covina, San Fernando Valley, Glendora, Bellflower, La Puente, and Artesia. Sun Ray homes were typically three-bedroom, two-bath Ranch-style residences.

Ralph Garland (1927-1996) was a self-employed land developer for the majority of his life. Ray Watt (1919-2006) also saw an opportunity in housing development in Southern California's post World War II landscape. His first enterprise was a mobile home park as Night and Day Construction in



Ray Watt (center) and Ralph Garland (right) in front of the Sun Ray Co. offices, 1959. Source: *Los Angeles Mirror News*.

1946.<sup>485</sup> Watt is believed to have built over 100,000 homes in Southern California. He also served as Secretary of Housing and Urban Development under President Richard Nixon.

The Sun Ray Estates in Paramount were available in four floor plans and ranged from \$15,000 to \$17,400. The sales brochure for the tract shows that the elevations of these homes were primarily traditional Ranch Style. They featured such elements as dovescotes, diamond paned windows, board and batten siding and decorative wooden detailing.



Sun Ray Estates sales brochure. Courtesy Paramount Historical Society.

### **Tracts 27871 and 23481**

Another developer of single-family residences in Paramount was Hub City Construction. The company subdivided many neighborhoods in Bellflower, Downey, Lakewood, Whittier, and Pico Rivera. In 1963 and 1966, they developed Paramount Tracts 27871 and 23481, respectively. Tract 27871 was just 40 homes on Passage and Perilla Avenues. Tract 23481 was a 78-parcel rectangular tract bordered by the south side of Myrrh Street to the north, the south side of Madison Street to the south, the east side of Gundry Avenue to the east, and the west side of Brayton Street to the west. The one and two-story homes were predominantly designed in the Ranch style.

### **Additional Tracts**

In nearby Bellflower, Bonnie Lee Builder, a contracting firm headed by Ted J. Lee began constructing homes in 1953. The firm advertised a series of predetermined plans and styles for immediate construction on flat empty lots. They offered single-family residences of all sizes as

<sup>485</sup> "Ray Watt Dies at 90; Innovative Developer," *Los Angeles Times*, July 8, 2009, accessed February 3, 2024, <https://www.latimes.com/local/obituaries/la-me-ray-watt8-2009jul08-story.html>.

well as multi-family residences.<sup>486</sup> They are also known to have constructed homes in Bellflower and Long Beach.

D & E Corporation, a major developer of tract homes headed by brothers Daniel E. Cohn and Edgar M. Cohn, subdivided a 102-parcel tract in late 1956. It consisted of a rectangular neighborhood from the north side of Northdale Street to the north, to Contreras Street to the south, the east side of Castana Avenue to the east, and the west side of Passage Avenue to the west. The group of Ranch style homes was similar to other D & E Corporation developments in Monterey Park, Santa Ana, La Habra, and Norwalk. The Beverly Hills-based developers were also active philanthropists in the Los Angeles Jewish community.

Robert K. Light, President of Bobwill Building Company, developed a tract of 112 parcels in 1958. The self-contained, irregularly shaped tract was bordered by the north side of Aravaca Drive to the north, the south side of Festina Drive to the south, and the east side of Delcambre Avenue to the east. Beverly Hills-based Bobwill also built large subdivisions in Anaheim and Reseda during the 1950s, then built homes in Rancho Mirage during the 1960s.

### **CUSTOM RESIDENTIAL DEVELOPMENT AND ROBERT PETER ZAMBONI, AIA**

Although the Zamboni name in Paramount is most often associated with Iceland, Robert Peter “Bob” Zamboni, son of Emma and Pietro (Pete) Zamboni, became an architect and built several custom homes in Paramount. Born in Hynes in 1926, his father was a home building contractor in the area for several decades. Guy Zamboni (likely an uncle) was a carpenter and Zamboni Electric was a firm responsible for much of the electrical work in Paramount.

Robert Peter Zamboni (1926-2009) graduated from St. Anthony High School in Long Beach in 1945 and later that same year enlisted in the Army Air Corps. After World War II, Zamboni graduated with a degree in architecture from California Polytechnic University, San Luis Obispo. In 1957, he won an award from the *Chicago Tribune* Better Rooms Competition for a bedroom design.<sup>487</sup> In 1959, Zamboni passed his architectural licensing exam and appears to have gone to work for J. Richard Shelley & Associates in Long Beach. By 1962, the firm was known as Shelley, Montierth & Zamboni.

There were three homes constructed for the Zamboni family after World War II: the Frank Zamboni Residence (15523 Orizaba Avenue, extant), 1951-52; the Peter Zamboni Residence (15533 Orizaba Avenue, extant), 1953; and the L. E. Zamboni Residence (15543 Orizaba Avenue, extant), 1949. Peter Zamboni is listed as the builder/contractor, but no architect is identified on building permits. There are two other Mid-Century Modern style residences, the Charles and Betty Cooper Residence (16256 Orizaba Avenue, extant), 1954 and the Dr. Richard Chase Residence (15959 Indiana Avenue, extant), 1965 credited to Peter Zamboni as the contractor on record. No architect is listed on the building permits, but it is likely that these homes were designed by Robert P. Zamboni. The Chase Residence was referred to as a “showplace home” in a 1969 advertisement.<sup>488</sup>

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<sup>486</sup> “Display Ad,” *Los Angeles Times*, November 8, 1959, L2.

<sup>487</sup> “Wins Award,” *Independent*, April 12, 1957, 4.

<sup>488</sup> “Showplace Home,” *Press-Telegram*, April 25, 1969, 52.

The Robert P. Zamboni design of a new office building for Balser, Abrams and Horowitz in Long Beach published in the *Independent* in June of 1961, suggests that the architect was facile in post-and-beam design. His obituary indicates that he designed both residential and commercial buildings in the greater Paramount area. By 1966, Robert P. Zamboni, AIA was the chairman of the City Planning Commission for the city of Paramount.<sup>489</sup>

Zamboni may have also designed industrial/warehouse buildings within the city limits. City records indicate that he designed SC Fuels (6825 Rosecrans, extant) in 1979, as well as a light industrial building (15327 Colorado Avenue, extant) in 1984, and another building (7027 Motz Street, extant) in 1987.

## **MULTI-FAMILY RESIDENTIAL DEVELOPMENT**

Due to the housing shortage after World War II, multi-family residential development was prevalent throughout Southern California. Prior to the establishment of the municipality of Paramount, there was little zoning for areas of multi-family residential buildings, and the few examples of this property type were situated in single-family residential neighborhoods. Some residents took advantage of their large lots and built additional units to rent behind their residences. Over time, pockets of multi-family residential development sprang up north of Somerset Boulevard and west of Garfield Avenue. Other apartments were constructed in the old Hynes area. One of the few large-scale apartment development areas in the 1960s was Passage Avenue, located north of Alondra Boulevard.

One of the first multi-family residential projects in the community following World War II were the six units developed on Paramount Boulevard (14039-14045 Paramount Boulevard, extant). Constructed in 1948, the linear grouping reflects a small motel/motor court configuration. However, no evidence currently exists that they were used as such. By 1956, they were purely residential.

The Paramount Square Apartments (13490 Paramount Boulevard, extant), an avant-garde Mid-Century Modern design from 1963 by Schneider & Berman,<sup>490</sup> was developed as a luxury, adults-only apartment complex. It featured six parallel residential buildings, a common entry building with a community room, a large pool, and a long building at the rear of the parcel. The six residential buildings were set within lushly landscaped areas and vehicular traffic was relegated to the perimeter, reflecting some of the best contemporary practices in apartment planning. Paramount Square Apartments was built by well-known builder-developer James S. Pelton (1924-unknown) whose James Pelton & Associates built tract homes, commercial buildings, and shopping centers and multi-family residential projects throughout Southern California. His projects were often associated with respected architectural firms.

Postwar design for multi-family residential took other forms besides Modernism. Many apartment complexes expressed Americans' newfound affection for all things Hawaiian and "exotic." Often expressive in their architecture and names, these complexes were frequently organized around a pool and patio area and emphasized leisure. An example of this in Paramount is the Exotic Isle Apartments (8600 Rosecrans Avenue, extant) designed by D & E Associates in

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<sup>489</sup> "Notice of Public Hearing," *Independent*, April 8, 1966, 42.

<sup>490</sup> The firm consisted of Frank P. Schneider, AIA and Michael Berman, who was not an architect.

1963.<sup>491</sup> Another example of this is the Azores Apartments (15560 Orange Avenue, extant) designed in 1962 by Robert W. Hall, AIA, for local realtor Dwight L. Gilbert (1915-1962). Any connection with the local Azores community has not been confirmed.

During the 1960s, new forms of multi-family residential development such as co-operative apartments and condominiums became popular. Co-operative apartments dated back to the 1920s on the east coast, and the condominium movement was born out of the earlier co-op apartment trend. However, condominiums diverged from co-op apartment arrangements in that the residences were not technically owned collectively: each unit was owned individually but common areas were subject to collective ownership. Typically, homeowners' associations were established, and monthly ownership dues were collected to fund maintenance of the common areas. A lack of financing for the new ownership concept, however, suppressed initial development of condominiums. In 1961, the Federal Housing Authority was only authorized to insure mortgages on condos for 85 percent of the appraised value. It wasn't until September 1963 that tax appraisal methods for condominiums were settled, and developers began building condominiums in earnest.<sup>492</sup>

Townhomes, units with individual, street-facing entrances, were increasingly popular as condominiums during the 1960s and into the 1970s. A contemporary version of a row house, townhomes varied in their massing and were usually two-story in plan. The design of townhomes was in response to large apartment buildings with double-loaded internal corridors of identical unit entrances.

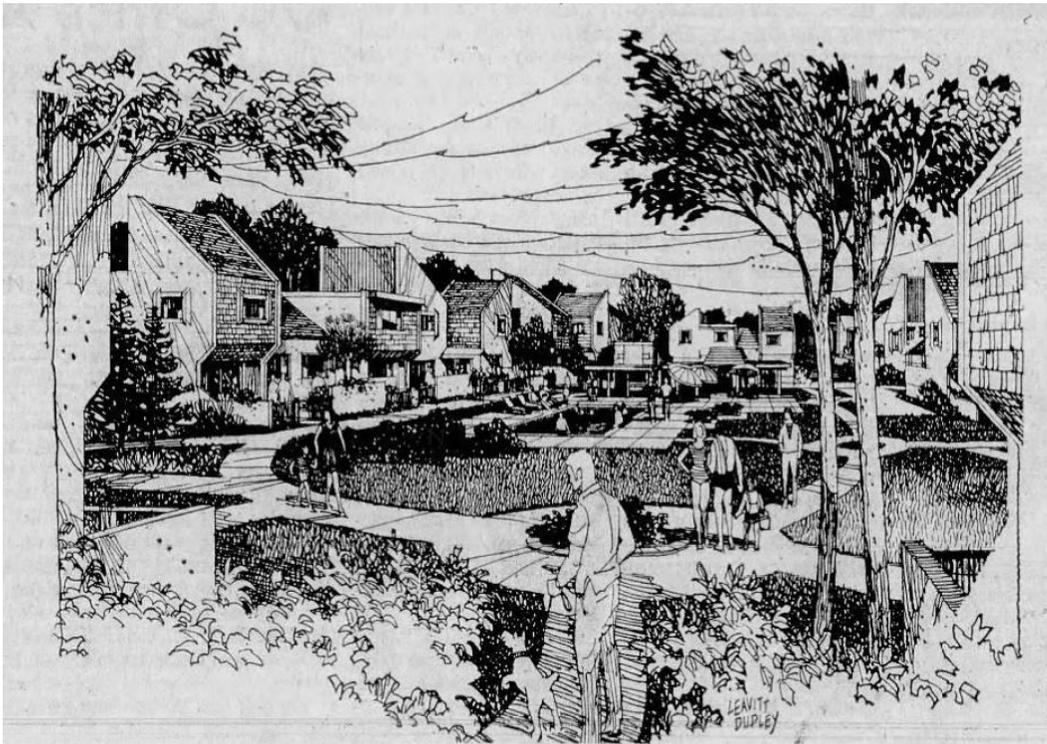
An example of this kind of development within the city was the Casas del Patio (16710 Orange Avenue, extant) designed by Daniel N. Salerno & Associates of San Diego and constructed in 1973. The \$3 million Late Modern-style complex with Spanish cladding and roof tiles, included 94 two-story, two- and three-bedroom town homes, priced at \$28,000 each.<sup>493</sup> Marketed for their proximity to downtown Los Angeles, Lakewood, and Long Beach, the townhomes' amenities included a large pool, cabana, and clubhouse with kitchen located at the center of the plan with a generous amount of green space and landscaping. It was developed by Buena Park-based M. B. Johnson Development Company. Another townhome development was the 12-unit Casas Del Orange (15139 Orange Avenue, extant). These three-bedroom, three-bath units measured approximately 1,500 square feet. The Paramount Redevelopment Program active at this time focused primarily on commercial development. However, some senior housing was developed through the program dating to the period beyond the scope of this study.

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<sup>491</sup> City of Paramount, various Building Permits, 1963.

<sup>492</sup> Dan Mac Masters, "Condominiums—The Most Exciting Housing Development in 15 Years," *Los Angeles Times*, July 26, 1964, 44.

<sup>493</sup> "Two Freeways Serve Homebuyers," *Los Angeles Times*, January 1, 1973, J1.



Rendering of Casas del Patios, c. 1972. Source: *Independent*.

## TRAILER AND MOBILE HOME PARKS

Trailer parks can be considered a unique type of multi-family residential development. Trailer and mobile home parks were largely a post-World War II phenomenon, although they have their roots in prewar America. Growth in automobile ownership, combined with a post-World War I restlessness led to the rise of family camping trips as a popular pastime during the mid-1920s.<sup>494</sup> The Great Depression proved a boom for the travel trailer industry as thousands of migrants from the Dust Bowl made their way to California. Campgrounds that accepted the trailers were referred to as “trailer parks,” and their more urban concrete counterparts became known as “trailer courts.”

Some citizens saw the trailer parks and courts as unsightly and argued they were occupied by people of questionable character. In response, many cities passed zoning ordinances designed to keep the trailer villages out: banishing them from the city limits. In the housing shortage after World War II, some people sought to profit by buying broken down trailers and leasing them out.<sup>495</sup>

One of Paramount’s earliest extant trailer parks, dating to 1940, was the Orange Avenue Mobile Home Park (15325 Orange Avenue, extant).<sup>496</sup> Historic aerials show that the southern half of the park was developed first, as a series of long narrow streets accessed off Orange Avenue.

<sup>494</sup> Enterprising car campers began building their own canvas tent trailers on wooden single-axle platforms. The idea caught on and soon several manufacturers were making recreational tent trailers; these were called “travel trailers” or “trailer coaches” by the nascent industry. Soon manufacturers began building larger trailers and adding amenities such as camp stoves, cold-water storage, and fold down bathroom fixtures.<sup>494</sup>

<sup>495</sup> “Mobile Homes Growing in Favor,” *Press-Telegram*, September 24, 1971, B4.

<sup>496</sup> “Orange Avenue Mobile Home Park,” *MH Village*, accessed January 6, 2024, <https://www.mhvillage.com/parks/33213>.

The northern half of the park was established prior to 1964. In total, the park holds 120 spaces. Los Amigos Trailer Park (8052 Alhambra Avenue, extant) was built in 1948.

By 1960, there were 24 trailer parks in locations across the city. Most of these were small, one- or two-street communities with no amenities. Twelve of these trailer parks are no longer extant with the land redeveloped for commercial, industrial, or condominium usage. Among the early smaller trailer parks still in existence are the Wheel Trailer Park (15523 Lakewood Boulevard, extant), Kay's Trailer Park (14903 Garfield Avenue, extant), Modern Trailer Park (now Woodland Grove at 8614 Flower Street, extant), and the Los Amigos Trailer Park (8052 Alhambra Avenue, extant).

As Baby Boomers grew up and out of the house, empty nester parents also downsized. Some elected to live in trailer parks for their low maintenance, lower costs, and increasingly luxurious mobile home designs. In 1967, the *Long Beach Press-Telegram* profiled one such couple from Paramount's Metropolitan Mobile Home Park (16600 Orange Avenue, extant), the Howard W. Gephards, whose 1,200 square foot mobile home boasted a landscaped patio with waterfall.<sup>497</sup> The Gephards' home was a double-wide trailer, and the retired couple purchased a smaller trailer for travel. By the mid-1960s, mobile homes were growing larger, more luxurious, and less mobile—as they were installed on fixed foundations.

During the 1960s, a number of new and larger trailer parks were established in Paramount. This was during a period when trailer park planning was starting to take a more enlightened turn, with more creative street planning, setbacks, and landscaping. These planning amenities were more often used in resort towns (e.g. Palm Springs and Ventura). A review of the extant plans for the trailer parks developed in Paramount during the 1950s and 1960s finds little trace of this approach. The Metropolitan Estates (16600 Orange Avenue, extant) development in 1966 was one of the more sophisticated plan designs in the city, with shorter streets and wider slips to accommodate larger mobile home designs.

By 1971, Paramount had 23 mobile home parks and 1,550 spaces—making it the city with the highest per capital mobile home population in Southern California.<sup>498</sup> Paramount Mobile Village (16511 Garfield Avenue, extant) residents were recorded as “professionals or highly skilled workmen” in 1971.<sup>499</sup> Occupants of Paramount mobile home parks were evenly split between younger people and retirees. In 1978, Cactilandia Mobile Home Park residents sued the owner/operators of the park who wished to transition from month-to-month rentals to annual leasing agreements.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>497</sup> “Plush Living in a Modern Mobile Home,” *Press-Telegram*, May 14, 1967, 9-10.

<sup>498</sup> “Mobile Homes: Growing in Favor,” *Press-Telegram*, September 24, 1971, B4.

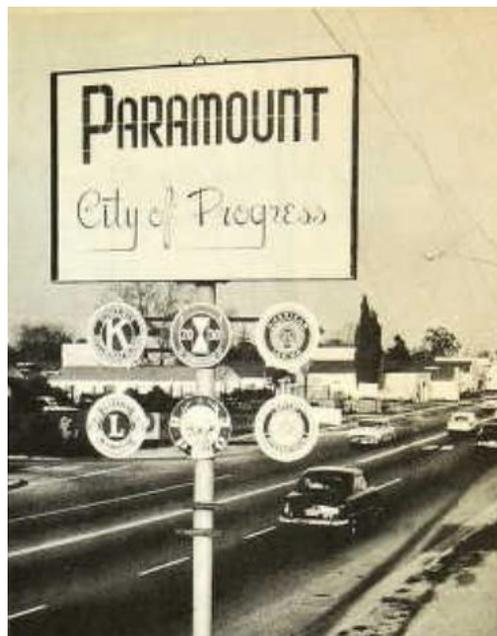
<sup>499</sup> “Mobile Homes: Growing in Favor,” *Press-Telegram*, September 24, 1971, B4.

## Theme: Commercial Development (1946-1979)

With the completion of new residential subdivisions and the growth of new industry beyond dairies and farming, the business district along Paramount Boulevard grew significantly.<sup>500</sup> As described by historian Ethel Hillyard, “local merchants expanded their businesses and new ones moved in.”<sup>501</sup>

Retail in Paramount tended to be mom-and-pop stores; department stores and large retailers serving the region were mostly located in Long Beach. A 1947 map of the city distributed by the Hynes Chamber of Commerce featured such small commercial entities as the Diamond Café (not extant), the “Meeting Place for Hay Truck Drivers,” and the Portuguese American Bakery, which offered traditional foods for the Portuguese community.<sup>502</sup>

The Hynes area of Paramount continued to have many auto-related commercial properties, including W.R. Smith Chevrolet (Paramount Boulevard between Harrison Street and 70<sup>th</sup> Street, not extant), Hynes Auto Parts (Paramount Boulevard between Monroe and Jackson Streets, status unknown), Chief Chamberlin Ford Dealer (status unknown), and Modern Auto Works (status unknown).<sup>503</sup> Renowned architect Kem Weber designed a Truck Service Station for Hynes in 1945-57. The location of this project is currently unknown.<sup>504</sup>



Paramount was marketed as the “City of Progress,” 1960. Source: Paramount City Directory.

Savings and loan institutions (a.k.a., thrift institutions) played a vital role in the post-World War II residential development of Southern California. Savings and loan organizations were created in response to the difficulty that middle class Americans faced in obtaining mortgage loans during the early twentieth century. The earliest mortgages were issued not by banks, but by insurance companies. These loans had unfavorable terms by today’s standards and often involved large balloon payments. As financial institutions that specialized in accepting savings deposits and making mortgage and construction loans, savings and loans companies established a niche market crucial to postwar residential development.

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<sup>500</sup> *Paramount-Hollydale City Directory*, 1956, (Norwalk, CA: TLM Publishing Company), 1956, 6.

<sup>501</sup> Hillyard, 43.

<sup>502</sup> Historically 401 S. Paramount per the 1947 Chamber of Commerce map; historically located at 312 S. Paramount Boulevard, between Jackson and Harrison Streets.

<sup>503</sup> Historically, these addresses (in order) were: 440 N. Paramount Boulevard, 260 S. Paramount Boulevard, 153 N. Paramount Boulevard, 912 W. Alondra Boulevard.

<sup>504</sup> This project appears in the finding aid for the Kem Weber papers located at the University of California, Santa Barbara. More research is needed to determine if built and if so, where.



Paramount Boulevard in 1954.

Source: Mike McKown, Progress in Paramount: A History, Facebook, March 25, 2024.

Savings and loans were also generally locally owned and privately managed home financing institutions that made loans for the construction, purchase, repair, or refinancing of houses. Savings and loans were often advertised as “neighbors helping neighbors” because they relied on local depositors funding loans for local residents.<sup>505</sup> From the 1950s through the mid-1960s, savings and loans provided more than half of the mortgages for these homes and the industry “enjoyed a golden era in its history, especially in Southern California.”<sup>506</sup>

In Paramount, Community Savings was a pioneer. It was founded in 1929, and by 1965 it was one of the nation’s largest insured associations with assets in excess of \$150,000,000.<sup>507</sup> It had branches in Paramount, Compton, and Long Beach. The organization built the Community Savings and Loan Association (15559 Paramount Boulevard, extant), a two-story Mid-Century Modern-style, concrete edifice on the northwest corner of Madison Street and Paramount Boulevard in 1952. The additional raked brick storefronts of its one-story volume (15551-15555 Paramount Boulevard, extant) to the north, made it a statement along Paramount Boulevard. By 1964, Community Savings built another location (15359 Paramount Boulevard, extant)—this time a series of intersecting modern volumes that dominated a corner lot.<sup>508</sup>

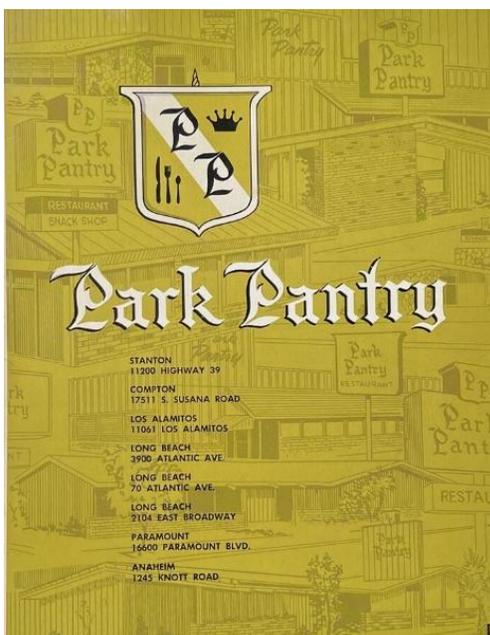
Another Mid-Century Modern-style financial institution, Mechanics National Bank (15943 Paramount Boulevard, extant), was designed by Downey-based architect John A. Nordbak in 1971.

<sup>505</sup> Robert Brueggemann, “King of the Thrifts,” *Wall Street Journal*, March 5, 2013.

<sup>506</sup> Brueggemann, “King of the Thrifts.”

<sup>507</sup> “Community Savings Southland Pioneer,” *Press Telegram*, January 14, 1965, 37.

<sup>508</sup> No original building permit was located in city files.



1972 Menu from Park Pantry shows the signature Modern Ranch-style design of their restaurants.

Many of the commercial structures built after the war responded to both the growing middle class and suburban leisure culture, and the automobile: coffee shops, fast-food establishments and restaurants, supermarkets, department stores, and specialty retailers all designed to appeal to the passing motorist and conveniently located *away* from downtown. One early example of an iconic fast-food restaurant from the postwar period was Der Wienerschnitzel, which opened in Paramount in 1965 (8021 Rosecrans Boulevard, extant).

The spirit of postwar prosperity in Paramount was also captured by its car culture, which was reflected in the construction of auto dealers, and commercial enterprises targeted to motorists, including drive-in theaters and dairies. Glenn Jones Chevrolet (14925 Paramount Boulevard, not extant) was a modern Googie-style building with large neon signage designed to appeal to motorists as they drove down the boulevard.<sup>510</sup>

Postwar prosperity meant more Americans were dining out than ever before. In 1965, Park Pantry (16600 Paramount Boulevard, not extant), a small chain in Southern California built a restaurant in the southeast corner of Paramount Boulevard and Harrison Street on land previously held by Mountain View Dairies, Inc.<sup>509</sup> Park Pantry restaurants were easily identifiable by their Modern Ranch-style design.



Wienerschnitzel Advertisement, 1965. Source: *Independent*.

<sup>509</sup> "Paramount Getting New Restaurant," *Independent*, July 11, 1965, 38.

<sup>510</sup> No original building permit was located in city files.

## DRIVE-IN THEATERS

Conditions in Paramount were so conducive to drive-in development that it was home to two drive-in theaters: the Paramount Theater (7770 Rosecrans Avenue, extant) and the Rosecrans Drive-In (8864 Century Boulevard, not extant).

The first drive-in theater in America dates to 1933, when Richard Hollingshead in New Jersey created one and advertised it as a place where “The whole family is welcome, regardless of how noisy the children are.”<sup>511</sup> Drive-ins rose in popularity when the Baby Boom happened. The availability of cheap land and its central location made Paramount a natural location for a drive-in theater.

Originally opened as the Radium Drive-In by the Modern Amusement Co. in 1947, the first theater in the city was renamed the Paramount Theater in conjunction with movements afoot in Clearwater and Hynes to unify.<sup>512</sup>

Modern Amusement Co.<sup>513</sup> was headed by Joseph Bianchi (1915-1992), a Brooklyn-born entrepreneur, who came to Southern California in pursuit of business opportunities.<sup>514</sup> In 1955, in an effort to generate more income from the property during daylight hours, Bianchi encouraged local businesses to display and sell their used merchandise on the 26-acres of open property.<sup>515</sup> Much of the merchandise featured at the Paramount Swap Meet



Radium Drive-In, 1953. Source: City of Paramount.

(7900 All America City Way, extant) was farm related.<sup>516</sup> Over time, new (vs. used) goods were made available and closeout merchandise became popular. Bianchi was “...the innovator of swap meets,” which became increasingly popular during the 1960s.<sup>517</sup> By the 1970s, the Paramount Swap Meet operated 7-days per week. Bianchi also owned and ran a swap meet at the Sundown Drive-In Theater in Whittier. He founded the *Paramount News Tribune* newspaper in 1984. The popularity of swap meets (mostly located in old drive-in theaters) is evidenced by a *Los Angeles Times* article from 1976 describing them as the new outdoor marketplaces and listing 24 such operations around Southern California.<sup>518</sup>

<sup>511</sup> The New York Film Academy, “History of the Drive-In Theater,” accessed February 15, 2024, <https://www.nyfa.edu/student-resources/the-history-of-drive-in-movie-theaters-and-where-they-are-now/>.

<sup>512</sup> Sandi Hemmerlin, “The 8 Best Drive-In Theaters in Southern California,” PBS SoCal, accessed February 15, 2024, <https://www.pbssocal.org/shows/socal-wanderer/8-best-drive-in-theaters-in-socal>.

<sup>513</sup> The company is now known as Modern Development Company. In 1996, Bianchi built the multi-plex.

<sup>514</sup> “Newspaper Publisher, Swap Meet Owner, Buried,” *Los Angeles Times*, January 16, 1992, 9.

<sup>515</sup> During the 1990s, Bianchi’s son, Glenn Bianchi purchased additional property and improved facilities—adding an 8-foot high wall, new entrances, and landscaping in 1994. The site has now grown to 46 acres. It is the largest daily swap meet in California.

<sup>516</sup> “History of the Paramount Swap Meet,” <https://www.paramountswap.com/about/> (accessed June 24, 2024).

<sup>517</sup> “Newspaper Publisher, Swap Meet Owner, Buried,” *Los Angeles Times*, January 16, 1992, 9.

<sup>518</sup> “A Bazaar Twist,” *Los Angeles Times*, October 19, 1976, 18.

The Paramount Theater added a second screen in 1971. It ceased showing movies between 1992 through 2014 but continued to operate as an outdoor swap meet. The drive-in reopened in 2014. The Rosecrans Drive-In (8864 Century Boulevard, not extant) opened in 1954, but was demolished in 1993.<sup>519</sup>

## DRIVE-THRU DAIRIES

Paramount's history of dairy farming and the settlement of Dutch immigrants in the area made it a logical place for a new kind of commercial property type: the drive-thru dairy. For years, milk delivery had been the purview of the milkman, who brought milk and dairy items straight to one's home. Alta Dena Dairy was one of the first milk producers to see the potential of milk as part of the so-called "cash and carry stores."<sup>520</sup> Their first experiment with drive-thru dairies came in 1951. Alta Dena dominated the market with its chain of dairies; however, smaller producers established them as well. They were typically located near pastureland.



Roosevelt Drive-In Dairy, 1964. Source: Paramount City Directory.

The forms of these buildings spanned a wide range of styles from Programmatic/Mimetic architecture that could feature giant drive-thru milk cartons and cows designed to catch the eye of the passing motorist, to simpler forms focused on ease and open access to the street.

In 1960, several dairies are listed in Paramount: Koopman's Drive-In Dairy (8320 Alondra Boulevard, not extant), Roosevelt Dairy (7223 Alondra Boulevard, not extant), Hygienic Dairy Farm (16604 Orange Avenue, not extant), John Boere Dairy (6800 Alondra Boulevard, not extant), Rosecrans Farm (7023 Rosecrans Avenue, not extant), Super Dairy (14042 Garfield Avenue, not extant), Downey Farms (14110 Downey Avenue, not extant), and Long's Dairy (8627 E. Rosecrans Avenue, not extant). Long's was famous for its No-Deposit Gallon Jug. With the large Dutch population of Paramount, a number of businesses relating to the Dutch community existed well into the 1960s, including Bakkers Royal Dutch Cookies (15006 Paramount Boulevard, not extant), and The Dutch Mill (16256 Paramount Boulevard, not extant).<sup>521</sup>

<sup>519</sup> "Cinema Treasures," accessed February 15, 2024, <https://cinematreasures.org/theaters/21611>.

<sup>520</sup> Jessica Ritz, "Grab a Pint: Alta Dena Dairy Drive Thrus," *PBS SoCal*, November 20, 2013, accessed February 15, 2024, <https://www.pbssocal.org/food-discovery/food/grab-a-pint-alta-dena-dairy-drive-thrus>.

<sup>521</sup> The Holland International Market in Bellflower is one of the few remaining operating Dutch retail establishments in the general area.

## LATINO MARKETS

The Latino community in Paramount continued to be served by a few small neighborhood grocery stores after World War II. Martinez Market (15520 Illinois Avenue, not extant), owned by Secundino Martinez and staffed by himself and his wife, Maria, was one neighborhood grocery store for the Latino community. Secundino (a.k.a., Secundo) resided on Michigan Avenue in 1910, working as a laborer on a beet farm. By 1930, he ran a grocery store and lived on Illinois Avenue. He operated the store for more than twenty years.



Guillen Market, 15359 Illinois Avenue, served the Latino community for decades. Source: Progress in Paramount: A History, Facebook post by Rebecca Guillen on September 10, 2018; Raymond Guillen, *Independent*, March 17, 1972, B5.

Guillen Market (15359 Illinois Avenue, extant) was run for decades by Guadalupe and Cruz Guillen. In 1956, the Guillen Market was located at 15332 Fairlock Avenue (not extant), but by 1960, it had relocated to 15359 Illinois Avenue (extant) in a converted house. The Guillens lived in the house and raised 13 children there, eleven of whom survived: Christine, Consuelo, Pedro, Tersa, Robert, Jesus (Jesse), Esperanza, Manuel, Lupe, Ramon, and Arthur.<sup>522</sup> Guadalupe Cortez Guillen (1903-1952) was born in Mexico. He and his wife Cruz came to reside on Illinois Avenue in 1933 after the Long Beach earthquake destroyed his home and killed two of their children.<sup>523</sup>

The Guillen children were engaged in public service in Paramount. Raymond Guillen (b. 1938), an accountant who had previously worked at North American Rockwell before starting his own CPA firm, became the first Latino City Council Member in 1970. By 1972, he was Vice Mayor and that same year mounted an unsuccessful candidacy for the California State Assembly. By 1974, Guillen was the first Latino Mayor of Paramount.

Manuel Guillen (1935-2018) worked as a recreation leader among Latino youth in the late 1950s. By 1970, he was appointed to the City Planning Commission. He ultimately served the City of Paramount for 35 years—21 of those as a City Councilperson. Manuel Guillen helped lead change in the city after the Rand Corporation labeled Paramount an urban disaster area.<sup>524</sup>

<sup>522</sup> Rebecca Guillen, Progress in Paramount: A History, Facebook post, September 10, 2018.

<sup>523</sup> Karen Robes, "Paramount Legend," *Long Beach Press Telegram*, December 26, 2006.

<sup>524</sup> "Former Paramount Mayor Manuel Guillen Dies at 83," *Long Beach Press-Telegram*, April 27, 2018, <https://www.presstelegram.com/2018/04/27/former-paramount-mayor-manuel-guillen-dies-at-83/> (accessed June 25, 2024).

## **Eligibility Standards**

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

## Theme: Civic and Institutional Development (1946-1979)

In 1945, the Hynes-Clearwater citizens' unification committee proposed the merger of the Hynes and Clearwater post offices into the Paramount post office.<sup>525</sup> The following year, residents of Clearwater and Hynes voted in favor of merging under the name of Paramount. The vote resulted in 1174 "yes" votes and 185 "no" votes.<sup>526</sup> J.M. Donaldson, then first assistant postmaster general, ordered the name of the Hynes Post Office changed to Paramount effective January 1, 1948. Eight months later, the Clearwater and Paramount post offices merged under the name of Paramount.<sup>527</sup>

This name change ushered in a wave of new "Paramount" institutions in the community, with the school district and voting precincts changed to Paramount. Other organizations, including the Methodist Church, Kiwanis and Lions clubs, and library had already adopted the name of Paramount.<sup>528</sup> Social clubs diversified and grew during this period, with Paramount home to recreational groups dedicated to horseback riding, ice skating, and car racing, among others. Religious institutions also prospered, as shown with the growth and expansion of Our Lady of Rosary Church, Emmanuel Reformed Church, and the Japanese Nisei Baptist Church.

### CIVIC IMPROVEMENTS

With a newly dubbed city to call home, citizens of Paramount sought to improve and expand their civic and municipal services. This emphasis on serving the community was reflected in the construction of a new fire station, library, post office, and city hall.

The fire station was the first municipal service to receive a new location in postwar Paramount. The newest fire station was built at 15538 Colorado Avenue (demolished) in 1952. It was designed by notable architectural firm Armet & Davis. However, as the population exploded in the city, demand rose for fire services, and the department again looked to relocate. In 1966, the station was abandoned in favor of a newer station at 7521 Compton Boulevard (now 7521 Somerset Boulevard, extant). The one-story brick building had dormitory accommodations for 16 men and was constructed at a cost of \$100,000.<sup>529</sup>

In 1955, the library was again moved, this time to a frame and stucco Modern style building at 7913 Madison Street designed by architect Louis Mosley (later used as Health Services Center, extant). As was typical of earlier library locations, the entity did not actually own the building; instead, it was leased from a private resident for a 10-year period.<sup>530</sup> It was not until 1968 that the library received a permanent home of its own. At that time, notable architect Kenneth S. Wing designed a new library in Paramount at 16254 Colorado Avenue (extant).<sup>531</sup> The new building was constructed at a cost of \$500,000.<sup>532</sup>

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<sup>525</sup> "Bradley to Push New Post Office," *Press-Telegram*, November 15, 1946, 7.

<sup>526</sup> "Clearwater and Hynes Voters Favor Merging," *Riverside Daily Press*, July 20, 1946, 1.

<sup>527</sup> "Hynes, Clearwater Live on in City of Paramount," *Press-Telegram*, July 4, 1976, 96; "Post Office Merger Goes into Effect," *Los Angeles Times*, August 2, 1948, 38.

<sup>528</sup> "Two Post Offices Merge Under Paramount Name," *Los Angeles Times*, July 20, 1948, 20.

<sup>529</sup> "Brush Fire Interrupts Dedication," *Independent*, January 24, 1952, 20; "Dedication of Paramount \$100,000 Fire Station Set," *Press-Telegram*, October 21, 1966, 11.

<sup>530</sup> "Branch Library at Paramount is OK'd by County," *South Gate Press*, April 24, 1955, 12.

<sup>531</sup> City of Paramount, Building Permit, date not legible.

<sup>532</sup> "Dedication of Paramount's Library Set," *Independent*, February 29, 1968, 43.



Paramount Library at 16254 Colorado Avenue, constructed 1968. Source: HRG.

In 1969, a new post office began construction in Paramount at 7200 Somerset Boulevard (extant). Designed by architect Norbert Pieper and constructed by S.L. Pollack Corporation, the \$300,000 building was completed in 1970 in the New Formalist style of architecture.<sup>533</sup>

Perhaps most indicative of the city's new identity, as well as concerns of the era, was the new Paramount City Hall constructed in 1963 by the architectural firm of Siegrist & Associates (16400 Colorado Avenue, extant). Described as "modernistic," the 7,000 square-foot building was windowless except for glass in the entrance doors. Security was of the utmost concern, as Paramount, Southern California, and the United States worried over the threat of a nuclear crisis during the Cold War. The city's Civil Defense headquarters was located in the new City Hall's bomb-proof basement.<sup>534</sup>

In the 1970s, in order to encourage more public participation, the City of Paramount initiated a mobile program in which the mayor, members of the City Council, officials of the Paramount School District, representatives from the fire, law enforcement, and utilities, and City staff visited different neighborhoods each month. From 1972 to 1977, City representatives traveled across the city to field the complaints and comments of residents.<sup>535</sup>

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<sup>533</sup> "Two Paramount Buildings OK'd," *Independent*, May 12, 1969, 21.

<sup>534</sup> "In 'City of Progress,'" *Independent*, January 13, 1963, 85; "Modern Civic Centers Gleam in Southland," *Independent*, May 15, 1966, 61.

<sup>535</sup> "Paramount Takes City Hall to the People," *Los Angeles Times*, November 18, 1973, 347; "Paramount City Hall No Longer on Move," *Los Angeles Times*, January 16, 1977, 434.



Paramount City Hall, 1963. *City of Paramount.*

Medical care also improved in Paramount in the mid-twentieth century. The Paramount General Hospital opened in the fall of 1971 (16453 Colorado Avenue, extant). The one-story, 91,000-square-foot facility cost \$4.5 million and accommodated 150 patients. The architectural firm of Rochlin & Baran & Associates designed the building.<sup>536</sup> Rochlin & Baran & Associates were well known as leading designers of medical facilities in Southern California.<sup>537</sup>

The City of Paramount established a sister city with Tepic, Mexico in 1963, as part of President John F. Kennedy and General D. Eisenhower’s “People to People” Sister Cities Program. Vice Mayor Gladys Illiff and Dr. Ramond Breil were the main promotors of the Paramount-Tepic Sister Cities program.<sup>538</sup>

With new and expanded municipal and civic services came additional recreational spaces as well. Progress Park, situated on the site of a former dairy farm operated by the Weis family, was

<sup>536</sup> “Drawings Set for Hospital in Paramount,” *Los Angeles Times*, March 1, 1970, 167; Advertisement, *Los Angeles Times*, August 22, 1971, 160; City of Paramount, Building Permit No. 35769, issued on May 25, 1969.

<sup>537</sup> Other healthcare and research centers designed by the firm include the UCLA and Northridge Hospital Medical Center.

<sup>538</sup> “History,” *Paramount Tepic Sister Cities*, accessed on April 10, 2025 at: <https://paramounttepicsistercities.weebly.com/about.html>

established in the late 1960s and expanded in the 1970s. One of the last remaining dairy barns in the city was demolished during the site's improvement. In 1974, the Bellflower library was relocated to the site where it served as a community center. The building was extensively renovated the following year by Ron Jones, Inc. of Santa Fe Springs.<sup>539</sup>

## **SOCIAL, CULTURAL, AND RELIGIOUS INSTITUTIONS**

Social and cultural organizations expanded in postwar Paramount, and increasingly involved sports and other physical activities, as well as a continued emphasis on religion.

The equestrian social group known as the Paramount Riders (previously the North Long Beach Saddle Club) was popular in the late 1940s and into the 1950s. The group participated in parades and carnivals—at which they won over 17 trophies—as well as welfare projects. By 1952, the price of hay rose to a level that prevented many residents from keeping their horses, and membership in the group fell.<sup>540</sup> Despite this drop in horse ownership, an equestrian center, known as Century Equestrian and later Kings of Kings, was established in the late 1970s at the intersection of Cortland and Orange Avenues in northwestern Paramount.

Paramount also hosted several ice-skating clubs, both for figure skating and racing. The Arctic Blades Club of Paramount, founded in the 1940s, participated in local and international competitions. In 1955, several figure skaters from the club were selected to join the 20-member U.S. team in the World Championships, held in Vienna, Austria.<sup>541</sup> In 1961, six members of the team again traveled to Europe for the world championships, where they were all tragically killed in a plane crash in Belgium. According to the *Independent*, two staff members traveling to the championships were responsible for “rocketing the Arctic Blades club into the position of probably the No. 1 producer of ice-skating champions in America today.”<sup>542</sup> The crash was a tragic loss to the Arctic Blades, Paramount, and the U.S. The Arctic Blades Club was active until at least 1978.<sup>543</sup> A second skating club, Ice Club DeMorra of Paramount, was a racing club that regularly met in Iceland and participated in the Silver Skates Derby. The club was active from the 1950s through the 1960s.<sup>544</sup>

Paramount was also home to the Dutchman Car Club, a social organization founded around a mutual appreciation of automobiles. The group met regularly at the Moose Lodge Hall (2901 Artesia Street, Long Beach). In 1960, the club came to local attention when attendees of the meeting were attacked by members of the Townsman, a Long Beach car club. The attackers wielded knives, hatchets, bayonets, baseball bats, and tire irons, injuring five and killing one member of the Paramount club.<sup>545</sup>

Religious institutions also proliferated and expanded in the postwar period. An increased number of religions and denominations characterized the city during this period. Examples of these

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<sup>539</sup> “To Come Down,” *Los Angeles Times*, June 26, 1975, 163; Ralph McClurg, “Bids Opened to Move Library,” *Independent*, May 9, 1974, 36; “Building to be Improved,” *Los Angeles Times*, February 20, 1975, 157.

<sup>540</sup> “Horse Feeding Cost Reduces Club Rolls,” *Press-Telegram*, April 25, 1952, 20.

<sup>541</sup> “Three Paramount Skaters in World Championships,” *Independent*, January 23, 1955, 23.

<sup>542</sup> “Crash Crushed Paramount Club,” *Independent*, February 26, 1961, 26.

<sup>543</sup> “Skating Club to Perform,” *Los Angeles Times*, June 1, 1978, 186.

<sup>544</sup> “Skating Club to Map Race Plans Tonight,” *Press-Telegram*, November 4, 1952, 11; “Barbara Roles Takes Lead in Figure Skating,” *Los Angeles Times*, February 8, 1958, 14.

<sup>545</sup> “Boy, 16, Shot in Riad, Fights for His Life,” *Press-Telegram*, March 29, 1960, 1.

institutions include the new and old congregations of the Church of Our Lady of the Rosary, Emmanuel Reformed Church, and Nisei Japanese Baptist Church, among others.

In 1950, a new building for the Church of Our Lady of the Rosary was built (14815 Paramount Boulevard, extant). Constructed at a cost of \$200,000 of reinforced concrete, the Romanesque-style building was designed by architect J. Earl Trudeau. A school and convent were added next door in 1952, also designed by Trudeau.<sup>546</sup>

In 1949, the Emmanuel Reformed Church discontinued its services in Holland Dutch. According to a newspaper article in the *Los Angeles Times*, “following efforts of church officials and leaders of the Holland-American community in Southern California, ex-Hollanders have become so well Americanized that all services will be conducted in English.”<sup>547</sup> In 1951, the congregation built a new church at 15941 Virginia Avenue (extant). It was designed by architect Ben Van Aalst and built by Gene Pittman.<sup>548</sup> The following year, Queen Juliana of Holland attended church in the new edifice after touring the area.<sup>549</sup>

The Nisei Japanese Baptist Church continued to thrive after World War II under the leadership of Reverend Kazuo Harper Sakaue. After his release from prison camp, Sakaue led the congregation from 1947 to 1951. By 1955, he had relocated to Fresno.<sup>550</sup> Later leaders of the church included Robert E. Knight (1954) and Ted Hishino (1956). The church also had a Sunday school.<sup>551</sup>



Church of Our Lady of the Rosary (left), Emmanuel Reformed Church (center), and Nisei Japanese Baptist Church (right), 2024. Source: HRG.

A new Methodist Church was built in Paramount in 1956 (16635 Paramount Boulevard, not extant). Designed by notable architects Carleton Winslow Jr. and Kenneth Lind of Winslow & Lind, the church featured stained glass windows, laminated wood arches, a white marble altar, and

<sup>546</sup> “Catholics to Hold Church Dedication,” *Los Angeles Times*, January 21, 1951, 16; “Now the Last Mystery,” *The Tidings*, December 5, 1952, 27.

<sup>547</sup> “Dutch Church Plans Change,” *Los Angeles Times*, April 9, 1949, 17.

<sup>548</sup> “Break Ground for New Church Saturday,” *Independent*, November 24, 1950, 5.

<sup>549</sup> “Dedication at New Church Tonight,” *Independent*, June 19, 1951, 3.

<sup>550</sup> The historic address of Sakaue’s residence was listed as 15338 S. Paramount Boulevard; the residence was demolished sometime in the late 1950s. “Ministerial Union Will Celebrate Thanksgiving at Joint Services,” *Hollydale Press*, November 27, 1947, 1; “Clearwater, Japanese,” *Press-Telegram*, January 31, 1948, 40; “Clearwater, Nisei,” *Press-Telegram*, July 14, 1951, 7.

<sup>551</sup> “Mission Society in Meeting, Yule Fete,” *Wilmington Daily Press Journal*, December 12, 1949, 4; “Churchwomen,” *Press-Telegram*, January 31, 1950, 15.

charcoal cinder block altar wall. The church also included a “cry room,” which was “acoustically sealed for mothers with small children.”<sup>552</sup>

## SCHOOLS

The post-World War II era also saw significant new school construction. Most school expansion was halted during the war due to materials shortages; therefore, in the immediate postwar years, school administrators addressed the lack of space on existing campuses by implementing aggressive building programs. Postwar residential growth as the city expanded and densified required a significant expansion of school campuses; this resulted in a golden age of modern school construction that lasted into the late 1960s.

During the mid-twentieth century, the number of students enrolled in the Paramount Unified School District increased dramatically, with enrollment doubling over a 5-year period in the late 1940s. By the mid-1950s, there were over 7,000 students enrolled in the Paramount Unified School District.<sup>553</sup> As a result of this burgeoning population and increasing demand, the district advanced a building program comprising the development or expansion of nine schools. Grounded in the lessons learned from the 1933 Long Beach earthquake’s effects on traditional school design, California architects continued to innovate new campus designs during the postwar period.

By the 1950s, many of the design ideas considered experimental in the 1930s had matured and become the national standard for schools.<sup>554</sup> Overall, a unified campus design, building types and plans that accommodated a high degree of indoor-outdoor integration, ample outdoor spaces, and sheltered corridors marked the typology as the mature version of the functionalist school plant. Site plans, which often featured a decentralized, pavilion-like layout, lacked the formality and monumentality that characterized earlier eras of school design. School types expressive of these ideals include the finger-plan,<sup>555</sup> the cluster-plan,<sup>556</sup> and variations on these basic themes according to available lot size and school enrollment. In general, postwar schools in Southern California were designed to “feel decentralized, nonhierarchical, approachable, informal, and child-centered.”<sup>557</sup>

One of the earliest schools developed during this period was the Mark Keppel Elementary School, completed in 1949 in western Paramount (6630 Mark Keppel Street, extant). The campus and its buildings—a kindergarten building, three classrooms, and maintenance buildings—were designed by school architect Henry L. Gogerty.<sup>558</sup>

In 1949, the district hired notable architects Allison & Rible and Clifford Denman to design several campuses as part of a \$3 million building program funded by the state. Allison & Rible designed the new campus of the Los Cerritos School in Paramount. Previously located immediately north of Lincoln Elementary School, the school was relocated to the northwestern region of the city,

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<sup>552</sup> “Children Buy Memorial Glass in New Church,” *Los Angeles Times*, July 15, 1956, 71; City of Paramount, various Building Permits, May 25, 1956.

<sup>553</sup> “Enrollments Set Records,” *South Gate Press*, September 2, 1954, 1.

<sup>554</sup> Overview discussion of school design from this period excerpted and adapted from Sapphos Environmental, Inc., *Los Angeles Unified School District Historic Context Statement*, March 2014.

<sup>555</sup> The finger-plan resembled a tree plan, with a central trunk and branches.

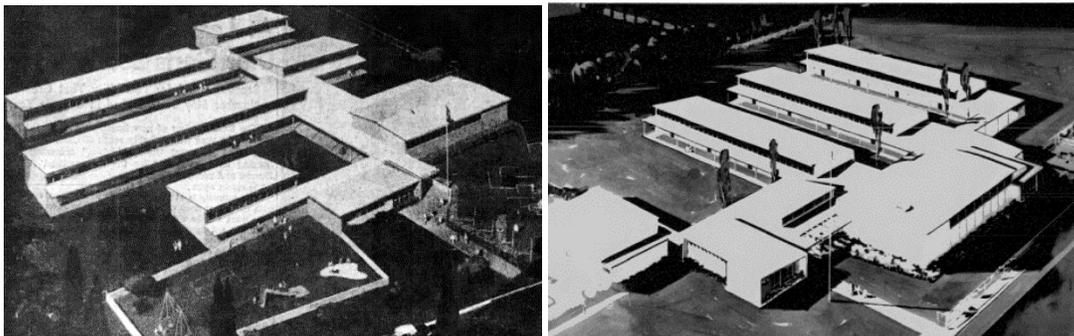
<sup>556</sup> The cluster-plan retained the low massing and indoor-outdoor access and views for all classrooms. But rather than extending wings along an axis like the finger-plan, cluster-plan schools grouped buildings as modular, standalone units around a shared central courtyard.

<sup>557</sup> Sapphos Environmental, Inc., 78.

<sup>558</sup> City of Paramount, various Building Permits, August 17, 1948.

and adopted the new finger-plan school design (14626 Gundry Avenue, extant).<sup>559</sup> An article in the *Los Angeles Times* recounted the new school's designs, lauding the firm of Allison & Rible for including "serviceability and attractiveness" in the campus with such features as exterior and interior louvers, connected passageways, and an attractive use of color.<sup>560</sup> The school's old campus, immediately north of Lincoln Elementary School, was demolished and new administrative offices for the school district were constructed there that same year (15110 California Avenue, extant). Allison & Rible designed the new headquarters for the Paramount Unified School District in 1953.<sup>561</sup>

Allison & Rible also designed the Harry Wirtz Elementary School, which was dedicated in 1951 (8535 Contreras Street, extant).<sup>562</sup> The campus included eight classrooms and a cafeteria.<sup>563</sup> Additionally, the firm designed the Ray Collins Elementary School, which—although part of the Paramount School District—is technically located in the City of Long Beach.



Aerial views of Los Cerritos Elementary School (left) and Wesley Gaines Elementary School (right), 1952. Sources: *Los Angeles Times* and *The History and Development of Paramount, California*.

In addition to new campuses, Allison & Rible also designed additions for existing schools in Paramount, including two additional classrooms for Roosevelt Elementary School<sup>564</sup> and a kindergarten building for Grove Avenue Elementary School. Improvements to 58 classroom buildings at Grove Avenue Elementary, Lincoln Elementary, and Major Lynn H. Mokler Elementary included updated lighting, heating, plumbing, and interior decorating.<sup>565</sup> Another school built during this period was the Wesley Gaines Elementary School (7340 Jackson Street). Named after Wesley Gaines, a Paramount pioneer and former trustee of the school district, the campus was dedicated in 1952.<sup>566</sup>

Beginning in 1949, Lincoln Elementary School was the site of a pioneering program for disabled students afflicted with cerebral palsy, polio, and other disabilities. Superintendent Jack Robinson and his wife established the program using state funds for disabled students. Classes had a

<sup>559</sup> "School Planned at Paramount," *Los Angeles Times*, July 27, 1949, 22; "School Building Bids Accepted," *South Gate Daily Press-Tribune*, June 10, 1949, 15; "Six Paramount District Schools Now Completed," *Los Angeles Times*, March 30, 1952, 123.

<sup>560</sup> "Six Paramount District Schools Now Completed," *Los Angeles Times*, March 30, 1952, 123.

<sup>561</sup> "Paramount to Open New School Offices Monday," *South Gate Press*, January 31, 1954, 12.

<sup>562</sup> "Dedication," *South Gate Daily Press-Tribune*, February 21, 1951, 13.

<sup>563</sup> "Paramount District Votes Bond Issue," *Los Angeles Times*, December 18, 1948, 9.

<sup>564</sup> As a result of the Century Freeway project, Roosevelt Elementary School was demolished and relocated to its current location in the late 1970s (13451 Merkel Avenue, extant). The California Department of Transportation paid for the new school for the right-of-way.

<sup>565</sup> "New Classrooms to Open Monday," *South Gate Daily Press-Tribune*, January 27, 1950.

<sup>566</sup> "New School Named for School Pioneer," *South Gate Daily Press-Tribune*, July 26, 1952, 4.

specialized educational plan, physiotherapy, and occupational therapy arrangements.<sup>567</sup> The school was locally renowned for these integrative services.

In 1953, the local schools unified and became the Paramount Unified School District. That same year, the new Senior High School opened- dividing the campus between the historic West Campus and the new Senior Campus, which were divided by the railroad (14708 Paramount Boulevard and 14429 Downey Avenue, respectively, both extant). The Paramount High School- West Campus underwent an \$885,000 improvement project in 1955, which added 14 portable classrooms and renovated shops, showers, and locker facilities.<sup>568</sup> The new Paramount High School – Senior Campus was designed in 1952 by architects Kistner, Curtis & Wright (later Kistner, Wright & Wright). The school adopted a finger-plan design of 13 buildings to accommodate 1,150 students at a cost of over \$1.7 million.<sup>569</sup> It was built by Albert Reingardt.<sup>570</sup> Models of the school were showcased by the architects at the 1952 American Institute of Architects exhibition at the Home Show.<sup>571</sup>

The next major school construction in Paramount was Alondra Middle School (Alondra Junior High School), designed by the architectural firm of Killingsworth, Brady, Smith & Associates in 1961 (16200 Downey Avenue, extant). The school accommodated upwards of 1,500 students and adopted a Mid-Century Modern style of institutional architecture. Designed using the cluster-plan campus model, the school featured “courtyards, ramp, Greek theater, bridged library, and two-story plan.” As recorded in an article on the school by *Arts and Architecture* in 1961:

*The west face presented a particular problem in sun control. The usual solution is louvers of some sort. The design uses instead a ceramic tile screen, laid out to discourage students from climbing. It is from a District-owned die [sic] worked out with Gladding-McBean to fit an economical steel module and prevent sun penetration before 3:30pm on the winter day the sun sets earliest.*<sup>572</sup>

School district disputes, particularly the Paramount, Compton, and Lynwood districts, mounted in the late 1960s when the Compton School District considered integrating its two predominantly white elementary schools, Mark Keppel Elementary School and Janie P. Abbott Elementary School, with predominantly Black schools in west Compton. As a result, in 1966, parents in west Paramount and southeast Lynwood sought to withdraw their children from the largely Black Compton City School District.

According to Compton officials, the change was sought “because Paramount and Lynwood parents don’t want their children going to school with Negroes in Compton,” and local NAACP leaders strongly opposed the transfer.<sup>573</sup> An article in the *Los Angeles Times* titled “Negro Parents Meet Defeat in School Dispute,” recorded an incident in which the chairman of the Compton Parents Action Committee was forcibly removed from a Board of Supervisors meeting, remarking

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<sup>567</sup> “Handicapped Tots to Attend School,” *South Gate Daily Press-Tribune*, July 8, 1949, 12; “Educators Visit Local School for Handicapped Tots,” *Hollydale Press*, February 23, 1950, 1.

<sup>568</sup> “Paramount Will Improve Junior High School,” *Los Angeles Times*, February 6, 1955, 140.

<sup>569</sup> “New Paramount High School Ready for Bids,” *South Gate Daily Press-Tribune*, February 27, 1952, 3.

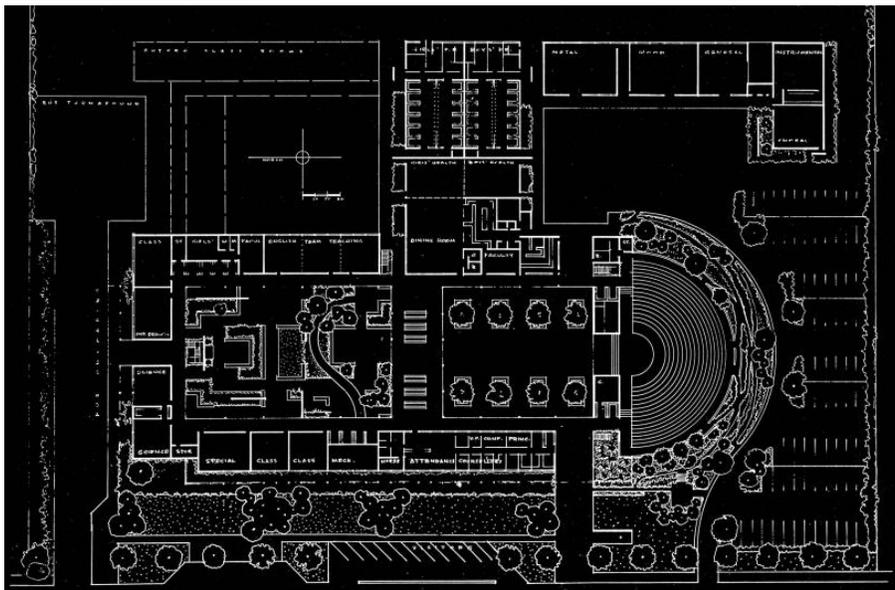
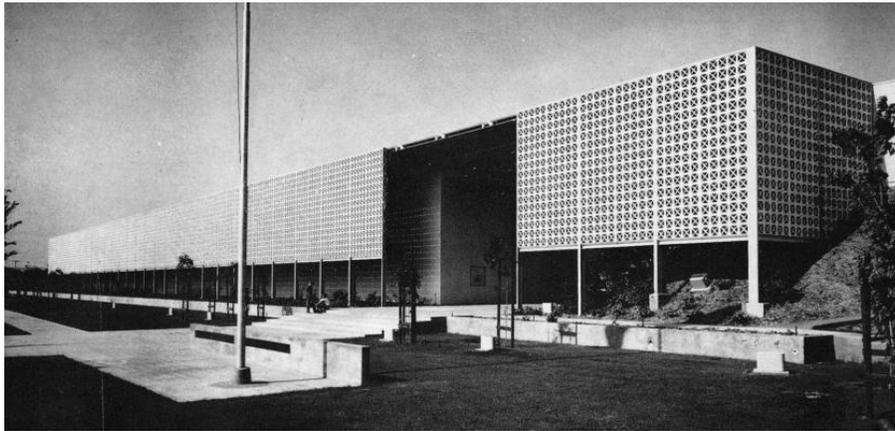
<sup>570</sup> “Ground-Breaking Marks Celebration in Paramount,” *South Gate Daily Press-Tribune*, May 14, 1952, 7.

<sup>571</sup> “AIA Exhibit Cross-Sections Architecture in Southland,” *Los Angeles Times*, August 24, 1952, 116.

<sup>572</sup> “Junior High School,” *Arts and Architecture* (September 1961): 28.

<sup>573</sup> “Vote Called Dec. 6 on Compton School Districts’ Secessions,” *Independent*, September 17, 1966, 4.

“If you want a revolution, this is the way you’ll get one.”<sup>574</sup> Another resident who opposed the annexation was the chairman of the United Parents Council, a countywide organization aimed at ending de facto segregation in schools.



Photographs and plan of Alondra Middle School, 1961. Source: *Arts and Architecture*.

<sup>574</sup> “Negro Parents Meet Defeat in School Dispute,” *Los Angeles Times*, September 16, 1966, 3.

As a result of the general community unrest, the school board decided to hold an election for parents of children enrolled in the two schools to decide the matter of annexation. A vote was held in December of 1966, in which parents voted in favor of leaving the Compton School District.<sup>575</sup> Mark Keppel Elementary School joined the Paramount School District that year.

The first Black teacher employed by the Paramount School District was Lena Alford, who also served as the first Black principal in the district. She was selected as an outstanding teacher of Wesley Gaines Elementary in 1973.<sup>576</sup>

Theodore Ratcliff was the second Black teacher employed by the district. Ratcliff worked as a teacher at the Major Lynn H. Mokler Elementary School for 17 years and was the recipient of a prestigious federal grant through the NDEA Civics Institute at the University of California, Los Angeles.

He was also a notable inventor, and created a teaching device called "Letto," which aided grade school children in work analysis, and a swiveling paintbrush, among other inventions. A graduate of the Historically Black College of Alcorn A&M, Ratcliff also edited *The Builder*, a newspaper sponsored by the African Methodist Church of Los Angeles and published a book of poetry, "Black Forever More." Ratcliff was nominated for the 1984 *Who's Who in California*.<sup>577</sup>

Other significant elementary school teachers in Paramount were Carol McCafferty Robinson and Suzanne Roberts. McCafferty and Roberts were both second wave feminists and active members of the National Organization for Women (NOW). NOW was an advocacy group that addressed issues such as women's reproductive rights, feminist art and culture, financial literacy, violence against women, and the discipline of women's studies.



"Negro Parents Meet Defeat in School Dispute," Newspaper Article, 1966. Source: *Los Angeles Times*.



Theodore Ratcliff with pivoting paint rollers, 1983. Source: *Los Angeles Sentinel*.

<sup>575</sup> "Voters Approve School Pullout in Compton District," *Press-Telegram*, December 7, 1966, 41.

<sup>576</sup> "Prairie View Honors Alumni," *Los Angeles Sentinel*, April 24, 1975, C5; "5 Teachers Honored by Paramount," *South Gate Press*, June 30, 1973, 3.

<sup>577</sup> "Theodore Ratcliff," *Los Angeles Sentinel*, June 8, 1967, D3; "Paint Roller Debuts," *Los Angeles Sentinel*, February 3, 1983, A8; "Ratcliff Included in Who's Who," *Los Angeles Sentinel*, April 12, 1984, A8.

Active during the 1970s and 1980s, Carol McCafferty Robinson served as the news editor for the organization's newspaper, *The Now Times*. She wrote about issues that contemporary women faced, including the decision to take or not take a husband's surname, the spousal rape bill, and sexism and alcoholism.<sup>578</sup> In 1979, she reviewed a John Irvine novel, and noted "It seems that the world out there so often regards feminists as either misguided crazies or as keepers of the sacred flame."<sup>579</sup> McCafferty worked as a teacher at the Roosevelt Elementary School for 31 years, from the 1950s to 1980s.

Suzanne Roberts was also involved in NOW in the 1970s and 1980s, where she served as co-chairwoman of the Long Beach chapter, chapter delegate to the state convention, and co-chairwoman of the NOW state conference in Long Beach. In 1986, she received the Susan B. Anthony Award of the Long Beach chapter for her "perseverance, responsibility, dedication, and pragmatism in promoting civic rights."<sup>580</sup> Roberts worked at Roosevelt Elementary School in Paramount from at least 1979 to 1986.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.



Suzanne Roberts and Carol McCafferty holding witty posters at an ERA march c. 1978 (top) and c. 1983 (bottom). Source: California State University, Dominguez Hills.

<sup>578</sup> Carol McCafferty, "Naming Ourselves," *The Now Times*, June 1979, 8; Carol McCafferty, "An Encouraging Word from Your Local Sex Crimes Detail," *The Now Times*, October 1979, 12; Carol McCafferty, "Some Thoughts About Women and Alcoholism," *The Now Times*, October 1979, 15, on file with the Gale Archives of Sexuality and Gender.

<sup>579</sup> "The World According to Garp," *The Now Times*, June 1979, 12.

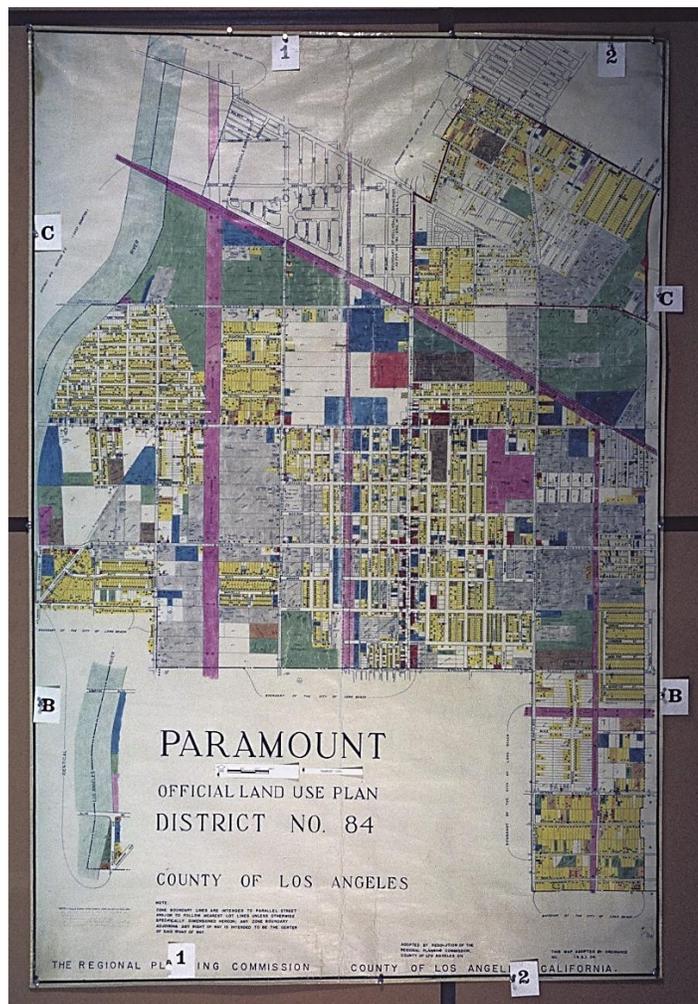
<sup>580</sup> "Paramount Teacher Honored with NOW's Anthony Award," *Press-Telegram*, February 21, 1986, E4.

## Theme: Industrial Development (1946-1979)

In the postwar era, an early objective of the new city of Paramount was to entice further industrial development through the “adoption of proper zoning” that would encourage industries to move to, or expand into, Paramount.<sup>581</sup> The new city held onto its agricultural identity in the postwar years and well into the 1950s; however, it soon transitioned into a suburban setting dominated by a thriving industrial economy. A 1949 land use map commissioned by the County of Los Angeles bears witness to the transitioning Paramount land use and economy. The zoning plan of 1962 and general plan of 1970, as discussed above, further reference this transition.

### AGRICULTURE: DAIRY, CATTLE, HAY INDUSTRY

In the years immediately after World War II, the writing was on the wall for Paramount’s economy to slowly shift from one dominated by the agricultural industries of dairy, cattle, and hay to one dominated by manufacturing. Paramount’s history and development concluded that while the dairy industry (and its accompanying cattle and hay industries) remained chief as of 1956, “Paramount is now beginning to take its place in the area as an industrial center.”<sup>582</sup>



Paramount Land Use Map, 1949. Source: Huntington Library.

Rising costs of feed and labor due to wartime demands resulted in dairy farmers reducing their herd sizes in 1945, causing milk shortages in 1946.<sup>583</sup> In response, the Office of Economic Stabilization in Washington, D.C. announced “price increases on butter, milk and cheese” at the retail level hoping to offset rising production costs and stave off further dairy herd reductions and dairy product shortages.<sup>584</sup> Despite this intervention, market volatility continued with dairymen of the Hynes-Artesia-Norwalk area appealing for more “state intervention” to

<sup>581</sup> “Paramount Attracts Industries,” *Press-Telegram*, January 2, 1949.

<sup>582</sup> Pitchie, 17.

<sup>583</sup> “Critical Milk Famine Looming in County,” *Independent*, April 14, 1946.

<sup>584</sup> “L.A. Prices Rise; Butter, Milk, Cheese to Cost More,” *Wilmington Daily Press Journal*, May 27, 1946.

mediate issues between dairy farmers, milk transporters, creameries, and their union representatives.<sup>585</sup>

Discontent continued through 1946 with prominent Hynes dairyman, Ned M. Clinton, urging “all segments of the dairy industry in Los Angeles, Orange and Ventura counties” to attend meetings organized by the California Dairy Industry Advisory Board to discuss “plans to stimulate the sales of dairy products.”<sup>586</sup> In November 1946, dairymen and milk distributors of Los Angeles County argued for increased milk prices before the State Department of Agriculture’s Milk Control Board. One speaker, Gale MacDowell, the head of the Western Consumers Feed Company in Hynes, threatened: “As many as 40 percent of the area’s dairymen might be forced out of business during the winter season if prices are not adjusted upward.”<sup>587</sup> By March 1947, the State Bureau of Milk Control’s interventions lowered production costs, stabilized the market, and prevented a complete removal of dairy farmers from Los Angeles County.<sup>588</sup>

Market volatility combined with suburbanization trends pressured local dairy farmers into selling their land and finding work elsewhere or relocating their dairy farms to other, more rural communities on the outskirts of Los Angeles County or even in neighboring counties. This shift did not happen overnight; in fact, a 1947 report claimed that Los Angeles County’s dairy industry was the “Greatest in Nation,” and even included a note on Hynes dairyman, Ray Vanderby and his 137-cow dairy, as an example of the county’s remarkable dairy feats.<sup>589</sup> The hay and dairy festival returned, too, in the postwar period, further signaling Clearwater-Hynes’ commitment to maintaining their dairy, cattle, and hay industrial identity.<sup>590</sup> Until the 1950s, Los Angeles County was “the top agriculture county in the U.S.” with Paramount contributing significantly with its dairy, cattle, and hay industries.<sup>591</sup>

However, as Los Angeles County’s population increased and suburbanization encroached on lands previously devoted to agriculture, the county lost its title as a top agricultural producer. A similar pattern followed in Paramount with dairy farmers “selling out” and moving east. Dairies relocated to Dairy Valley (Cerritos), Dairyland (La Palma), and Dairy City (Cypress) as well as to Orange, San Bernardino, and Riverside Counties.<sup>592</sup> In 1953, the City of Long Beach sought annexation of Paramount, even though “much of the area is devoted to dairy farming,” which was prohibited by Long Beach City Ordinance. In their annexation plan, the City of Long Beach claimed, “Owners of dairy farms will be given a reasonable time to comply with the ordinance” and that removal of such industry “will clear the way for improved municipal services.”<sup>593</sup>

Though the annexation did not come to pass, the dairy, cattle, and hay industries of Paramount which had dominated the local economy and served as the center of Los Angeles County’s agricultural outputs (behind citrus) did eventually leave the area and give way to municipal services, other industries, and housing developments. The 1956 study of Paramount captured

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<sup>585</sup> “Dairymen’s Group Asks Intervention in Milk Dumping,” *Metropolitan Pasadena Star-News*, July 24, 1946.

<sup>586</sup> “Milk men urged to attend sales meeting,” *The Signal*, September 26, 1946.

<sup>587</sup> “L.A. Dairymen, Distributors Seek Book in Milk Prices,” *Daily News*, November 18, 1946.

<sup>588</sup> “Milk Price Due to Drop 1 Cent,” *South Gate Press*, March 13, 1947.

<sup>589</sup> “County’s Dairy Industry Is Greatest in Nation,” *The Van Nuys News and Valley Green Sheet*, March 20, 1947.

<sup>590</sup> “Where to go – What to see,” *The Highland Park News-Herald*, August 23, 1946.

<sup>591</sup> Zac Behrens, “‘Until the 1950s, Los Angeles County was the top agricultural county in the U.S.’” PBS SoCal, February 11, 2011.

<sup>592</sup> Gilbert & Wehr, 481-486; Pitchie, 30-31.

<sup>593</sup> Planning Board Recommends Annexing Paramount Area,” *The Independent*, May 5, 1953.

this recession, reporting both that “The present value of dairy cows in Paramount...is estimated to be in excess of sixteen million dollars” but that “The dairying industry is slowly and surely being crowded out by encroaching homes and industries.”<sup>594</sup> By 1971, a newspaper reported only six dairies left in Paramount, with the last one closing in 1977.<sup>595</sup> In an area once home to 80,000 cows (as of a 1952 estimate), Paramount’s dairy, cattle, and hay industry gave way to suburban homes, commercial developments, and industrial plants.<sup>596</sup>

In Paramount, examples of dairy farms in the postwar period included Hygienic Dairy (16604 Orange Avenue), Rosecrans Farms Dairy (address unknown), Roosevelt Dairy (7216 Alondra Boulevard), Long’s Dairy Store (8627 Rosecrans Avenue), Sam Marcus Home & Dairy Farm (7323 Garfield Avenue and 7518 Alondra Boulevard), Frank Boesma Home & Dairy Farm (15959 Minnesota Avenue), Jim Van Derlanan Home & Dairy Farm (15937 Minnesota Avenue), and Ariza Cheese (7602 Jackson Street).

## POSTWAR INDUSTRY

During World War II, the United States’ need to rely on its own economy and resources to produce goods for the war effort resulted in a dramatic industrial revolution spurred by scientific innovation. Where once the United States relied on far away, tenuous trade relations with colonized nations for goods such as rubber and medicines, the global war drastically reduced or completely cut off those relationships.<sup>597</sup>

In June 1941, President Roosevelt established the Office of Scientific Research and Development with the express intention to assure “adequate provisions for research on scientific and medical problems relating to national defense.”<sup>598</sup> In the pre-war period of Paramount’s development (1920-1940), industries were attracted to Clearwater-Hynes’ resources of vast swaths of inexpensive land, ample water supplies, and well-established rail lines connecting the area to the Long Beach and Los Angeles markets. While the agricultural industry— primarily the dairy, cattle, and hay industries— took center stage in both the pre-war (1920-1940) and wartime (1941-1945) periods, other industries were being established in Paramount. President Roosevelt’s initiative and wartime demands only encouraged and hastened the industrial development of Paramount. In the postwar period of Paramount’s history (1946-1979), the area that had early attracted industrialists fully embraced an economic future of industrial development. By 1971, 50% of the town was zoned industrial.<sup>599</sup>

## Macco Corporation

Started in 1929 in Clearwater, the Macco Corporation grew its business through the 1930s and 1940s, eventually earning the reputation of, “One of [the] world’s greatest builders,” in 1958.<sup>600</sup> In the postwar period, the company was well known, experienced, and had a well-established headquarters in Paramount. Though it started as a lumber yard, Macco diversified its services

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<sup>594</sup> Pitchie, 30-31.

<sup>595</sup> Hillyard; Mark Clutter, “Paramount has a distinct personality,” *Independent*, November 28, 1971.

<sup>596</sup> Mark Clutter, “Paramount has a distinct personality,” *Independent*, November 28, 1971.

<sup>597</sup> Daniel Immerwahr, *How to Hide an Empire*, (New York: Picador, 2020), 262-277.

<sup>598</sup> Jennifer Harbster, “World War II ‘Scientific Manpower,’” Library of Congress, November 10, 2010. [https://blogs.loc.gov/inside\\_adams/2010/11/world-war-ii-scientific-manpower/](https://blogs.loc.gov/inside_adams/2010/11/world-war-ii-scientific-manpower/).

<sup>599</sup> Mark Clutter, “Paramount Has a Distinct Personality,” *Independent*, November 28, 1971.

<sup>600</sup> “Production of Wood Normal,” *News-Pilot*, March 4, 1929.; Pitchie, 21.; “Macco Corp. Now One of World’s Greatest Builders,” *Independent*, January 2, 1958, 39.

into six divisions: Construction, Pacific Crane and Rigging, Refinery and Chemical, Pipeline, Drilling Fluid, and Lumber. It also operated two subsidiary companies, the Belyea Truck Company, and Diversified Builders, as well as having an affiliate company, Pacific Dredging.<sup>601</sup>

In the postwar period, Los Angeles' population exploded, and returning soldiers sought suburban housing and nearby jobs. The population boom and steady flow of people from rural to urban settings required improved and additional infrastructure throughout the county, state, and nation. The Macco Corporation thrived because of those factors and provided jobs for about 1,800 people per a 1956 estimate.<sup>602</sup> Jobs that Macco Corporation was responsible for creating during the postwar period included a flood control channel for the Los Angeles District Engineer (1945), grading and paving the Terminal Island freeway (1946), a water booster pumping plant for the City of Long Beach (1950), a steel and concrete bridge over the Rio Hondo Channel (1950), piers for bridges over the Los Angeles River (1953), and a water reclaiming unit for the Richfield Oil Company (1957).<sup>603</sup>

A 1956 article on the company called it "one of the nation's leading construction firms" with its unique ability to cope with any situation.<sup>604</sup> A 1959 article echoed that sentiment, detailing the company's history as well as its predicting future growth, writing, "No job is too big for Macco Corp."<sup>605</sup> In 1965, proving its ability, Macco Corporation contracted with NASA at the height of the space race to "install hardware and plumbing aboard the first three mobile launchers being built at the Kennedy Space Center's Merritt Island facility."<sup>606</sup> Pacific Crane and Rigging, one of Macco's divisions, was responsible for equipping Launch Pads A and B of Complex 39, the rocket launch site which sent the Saturn V rocket to the moon during the Apollo 8 mission in 1968.<sup>607</sup> In 1965, the Macco Corporation sold its interests and its name changed to Paramount Pacific.<sup>608</sup>

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<sup>601</sup> Pitchie, 21.

<sup>602</sup> Pitchie, 21.

<sup>603</sup> "Flood Control Contract Awarded," *Los Angeles Evening Citizen News*, June 15, 1945, 4.; "State Orders Work on Island Freeway," *News-Pilot*, April 19, 1946, 1.; "Law Sets Speed Limit," *The Pomona Progress Bulletin*, February 8, 1950, 8.; "Contract Let for Bridge," *Press-Telegram*, April 30, 1950, 23. "Bridge Job Let," *Independent*, May 26, 1953, 19. "Built by Macco," *Independent*, January 2, 1957, 67.

<sup>604</sup> "Macco Corp. Is Equipped for Any Major Building," *Independent*, January 3, 1956, 80.

<sup>605</sup> "No Job is too big for Macco Corp., Real Industrial Giant," *Press-Telegram*, January 4, 1959, 61.

<sup>606</sup> "NASA Contracts to Macco Unit," *Independent*, February 14, 1965, 58.

<sup>607</sup> NASA News Release: KSC-17-65. John F. Kennedy Space Center.

[https://www3.nasa.gov/centers/kennedy/pdf/744316main\\_1965.pdf](https://www3.nasa.gov/centers/kennedy/pdf/744316main_1965.pdf); Charles D. Benson & William Barnaby Faherty, *Moonport: A History of Apollo Launch Facilities and Operations* (Washington, D.C.: U.S. Government Printing Office, 1978), 317, 336-337, 449, 456-457.

<sup>608</sup> "Macco Corp. Takes New Name on June 1," *Press-Telegram*, May 28, 1967, 56.



Advertisement for Macco Corporation, January 2, 1958. Source: *Independent*.

## Carlton Forge Works

Carlton Forge Works was established by Allan Carlton Sr. in Paramount in 1929. It began as a manufacturing company that produced oil field tools and other associated machinery but evolved to manufacture other products as the economy shifted. During World War II, the founder's son, Allan Carlton Jr., took over the company and began manufacturing gun barrels to aid the war effort.<sup>609</sup> The company's offices and manufacturing plant have been located at 7743 Adams Street in Paramount since at least 1952.<sup>610</sup> In the post-war era, Carlton Forge Works solidified its place within the aerospace industry as a leading manufacturer of aircraft engines.<sup>611</sup>

In 1967, Carlton Forge Works was included on a list of U.S. Government Contractors providing critical technology to produce defense metals. The company was included as a major producer of titanium with extensive experience forging it. Titanium is considered a defense material because it is used to fabricate "high-performance airframe[s]."<sup>612</sup> In November 1970, Carlton Forge Works was listed as a contractor developing materials for the NERVA program of NASA.<sup>613</sup> The Nuclear Engine for Rocket Vehicle Application program was an initiative jointly headed by the Atomic Energy Commission (AEC) and NASA with ends of creating nuclear

<sup>609</sup> "About Us," Carlton Forge Works, accessed April 16, 2024, <https://www.carltonforgeworks.com/about/>.

<sup>610</sup> "Industrial Facilities Hit Highest Peak in History," *Press-Telegram*, June 15, 1952.

<sup>611</sup> "About Us," Carlton Forge Works, accessed April 16, 2024, <https://www.carltonforgeworks.com/about/>.

<sup>612</sup> Office of Supersonic Transport Development, Federal Aviation Agency & Air Force Materials Laboratory, "Aircraft Designer's Handbook for Titanium and Titanium Alloys," Columbus, Ohio: Defense Metals Information Center, March 1967. <https://apps.dtic.mil/sti/tr/pdf/AD0821839.pdf>.

<sup>613</sup> "Nerva Materials Developments Fourth Quarter – Contract Year 1970," NERVA Program, November 1970. <https://ntrs.nasa.gov/api/citations/19720012948/downloads/19720012948.pdf>.

powered engines for rockets as opposed to chemically powered rockets.<sup>614</sup> A 1999 newspaper reported that Carlton Forge Works constructed a new facility on their property in Paramount.<sup>615</sup>

Other known industrial companies and associated properties in Paramount from the postwar period (with their historic addresses) include the American Brass Company (14900 Garfield Avenue), A & M Construction Company (7554 Compton Boulevard), Coval Cabinet, Incorporated (15517 Illinois Avenue), Alex Robertson Company (811 Paramount Boulevard), Paramount Perlite (16233/6 Illinois Avenue), Midwest Rubber Reclaiming (14358 Garfield Avenue), Auto-lite Battery Corporation (7701 Compton Boulevard), Collins, Caldwell, Dague (16616 Garfield Avenue), Cannell & Losch Engineering (8302 Alondra Boulevard), Kennedy Pipe & Supply (15301 Paramount Boulevard), Randall Mills Corporation (R. Geddes; 7754 Jefferson Street), D.H. Adams Manufacturing Company (15002 Downey Avenue), Virnel Machine Company (16320 Garfield Avenue), Weber Metals (16706 Garfield Avenue), and Aerco (15701 Minnesota Avenue), among others.

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>614</sup> W.H. Robbins & H.B. Finger, "An Historical Perspective of the NERVA Nuclear Rocket Engine Technology Program," NASA Contract Report 187154, July 1991. <https://ntrs.nasa.gov/citations/19910017902>.

<sup>615</sup> James Flanigan, "Downey Takes Lead to Revive Gateway Cities," *Los Angeles Times*, June 16, 1999.

## Theme: Infrastructure (1946-1979)

The postwar population boom in Los Angeles County and the nation profoundly affected the trajectory of Paramount's development. Already transitioning from a rural, smaller population defined by the agriculture industry prior to WWII, the returning soldiers' desire for suburban living and steady jobs created a demand for urban development in Paramount. Infrastructural additions and updates were necessary to support this growth and were seen as a pathway for paving Paramount's future. Part of this development was the decision to merge the unincorporated communities of Hynes and Clearwater into one and rename the joint area Paramount effective January 1, 1948.<sup>616</sup> In 1949, Los Angeles County established the first zoning laws in present-day Paramount. In January 1957, citizens further progressed Paramount's development when they voted to incorporate and become their own city.<sup>617</sup> These decisions were instrumental in allowing area citizens to decide both how the City of Paramount progressed and what kind of infrastructure would be necessary to support Paramount residents.

### PRE-INCORPORATION INFRASTRUCTURE (1946-1956)

In the postwar period, as early as February 1946, members of the Harbor District Chamber of Commerce met at the Hynes Chamber of Commerce to discuss civic problems facing the area communities. Their agenda included discussion of transportation, traffic congestion, public carrier service improvements, and flood control.<sup>618</sup> A Clearwater specific infrastructural plan bore fruit around the same time when work began on a project "involving nearly 6000 feet of sewer pipe" installation after "months of planning to bring additional sewerage" to the community.<sup>619</sup> Soon after this infrastructural addition, a public hearing was held to discuss a zoning plan because the "Clearwater-Hynes area is the only non-zoned district between Long Beach and Los Angeles."<sup>620</sup> Adoption of a zoning plan would allow officials more control over land use and development as well provide an inventory of the land use and infrastructure already present in the Paramount area.

Infrastructural projects continued with the construction of shelter stations for patrons of the Pacific Electric rail line at the Paramount Boulevard and Garfield Avenue crossings in March 1946.<sup>621</sup> In addition to infrastructural upgrades for the Pacific Electric passenger rail line, the Union Pacific railroad line added automatic signals to alert pedestrians and motorists of a train's arrival at their line crossing on Century Boulevard in Hollydale in 1947.<sup>622</sup>

While the railroad projects were relatively small infrastructural additions, larger infrastructural projects came to the Clearwater-Hynes area, too, during the pre-incorporation period of Paramount's postwar history. A decision by the Los Angeles County Parks and Recreation Department resulted in the allocation of \$50,000 for the construction of a county park on Paramount Boulevard which stands today as Paramount Park.<sup>623</sup> In November 1952, the

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<sup>616</sup> "California Town Gets New Name," *Wilmington Daily Press Journal*, January 2, 1948, 4.

<sup>617</sup> "Paramount Decides to Become City," *The Pomona Progress Bulletin*, January 24, 1957, 6.

<sup>618</sup> "Civic Leaders Attend Meeting," *The Southwest Wave*, February 14, 1946, 9.

<sup>619</sup> "News of Week Reveals Host of Achievements," *Press-Telegram*, February 24, 1946, 5.

<sup>620</sup> "Clearwater," *Press-Telegram*, March 10, 1946, 7.

<sup>621</sup> "Clearwater Train Patrons Assured of Waiting Rooms," *Press-Telegram*, March 18, 1946, 9.

<sup>622</sup> "Signal for RR Crossing is Promised," *South Gate Daily Press-Tribune*, January 25, 1947, 1.

<sup>623</sup> "Recreation in Southeast Area Bolstered," *Press-Telegram*, June 22, 1947, 14.

Clearwater Street lighting district (first developed in May 1925), was extended to encompass a school area to provide better visibility in that area of the community.<sup>624</sup> Additionally, in preparation for Queen Juliana of the Netherlands's visit to Los Angeles in 1952, the Paramount Chamber of Commerce "pleaded with the County Road Department" so they might pave the street on which the Emmanuel Reformed Church sits in Paramount. Queen Juliana visited that Church and Paramount because of the 12,000 people of Dutch origin residing in the area.<sup>625</sup>

Roadway infrastructural additions were of the utmost importance in the postwar period and were some of the largest infrastructural investments made in Paramount between 1945 and 1980. Due to Paramount's unincorporated status until 1957, county level plans significantly impacted development. In 1947, the Regional Planning Commission published a revised version of their Master Plan of Freeways, which detailed the necessity and importance of constructing a vast network of reliable, interconnected freeways throughout the county.<sup>626</sup> With the population only growing and automobile and bus transportation expected to increase, county planners dreamed up the freeways we know today throughout the county.

By 1950, a map of the proposed route for the Long Beach Freeway (Interstate 710), was published which featured the route dividing Compton (to the east) and Paramount (to the west).<sup>627</sup> Contracts were let in 1951 and construction began soon after with the freeway being dubbed a "strategic military link" of vital importance.<sup>628</sup> The Long Beach Freeway was strategic both for military and civilian purposes – allowing for the rapid transportation of goods during wartime and people (workers) during peacetime. Providing access to large work and shopping centers like the Port of Los Angeles, the Port of Long Beach, and downtown Los Angeles was important to planners considering economic development and growth of the region.<sup>629</sup> The year 1957, at the time of Paramount's incorporation, was declared "the biggest freeway building year in California history," with the state highway engineers working with a \$120,000,000 budget for freeway construction in Los Angeles, Ventura, and Orange Counties. Over \$30,000,000 of the budget came from the Federal Aid Highway Act of 1956. In Paramount, the 1957 map indicated what was to come: the completion of the Long Beach Freeway on their western boundary by February 1958 and plans of the Artesia Freeway to be built sometime in the future of the "five-year program" to construct more freeways interconnecting Los Angeles County.<sup>630</sup>

## **POST-INCORPORATION INFRASTRUCTURE (1957-1979)**

Incorporation did not slow down infrastructural improvements in Paramount, although their new status as a city affected road development procedures. In 1957, the City of South Gate proposed that Orange Avenue (in Paramount) be expanded to connect South Gate to the Long Beach Freeway. City Manager A.W. Noland of Paramount pushed back against the proposal, citing the need for the newly incorporated city to discuss the matter.<sup>631</sup> While Orange Avenue

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<sup>624</sup> "Lights for Paramount," *Press-Telegram*, November 5, 1952, 22.; "Clearwater and Hynes," *Los Angeles Times*, May 10, 1925, F12.

<sup>625</sup> "City of Paramount Paves for Juliana," *Los Angeles Times*, April 17, 1952, 34.

<sup>626</sup> "The Regional Planning Commission: Important Timeline of Events," 2023, accessed April 17, 2024, <https://rpgis.isd.lacounty.gov/Html5Viewer/rpc-timeline/>.

<sup>627</sup> "Preview of Proposed Long Beach Freeway," *Press-Telegram*, July 26, 1950, 3.

<sup>628</sup> "State Awards \$1,429,146 for L.B. Freeway," *Press-Telegram*, June 1, 1951, 17.; "New L.B. Freeway Looms as Strategic Military Link," *Press-Telegram*, July 22, 1951.

<sup>629</sup> Gilbert Estrada, "The 710 Long Beach Freeway: A History of America's Most Important Freeway," PBS SoCal, February 12, 2014. <https://www.pbssocal.org/shows/departures/the-710-long-beach-freeway-a-history-of-americas-most-important-freeway>.

<sup>630</sup> "Freeway Building Expands," *Los Angeles Mirror*, January 2, 1957.

<sup>631</sup> "Paramount Not Ready for Paving," *South Gate Press*, August 15, 1957, 1.

was eventually extended, it was not up to suggestion by the City of South Gate. Investment in roads continued into 1958 with \$175,000 worth of improvements made to Downey and Garfield Avenues that included “grading and installation of pavement, curbs, gutters and drainage structures.”<sup>632</sup> The Long Beach Freeway’s completion in 1958 resulted in connections to downtown Los Angeles and Long Beach for personal vehicles as well as public transportation. In July 1958, the Los Angeles County Metropolitan Transit Authority announced “Freeway Flyer busses” between Rosecrans Avenue in Paramount and downtown Los Angeles with their express service clocking in at forty-three minutes per commute.<sup>633</sup>

In 1963, Long Beach City Engineer Jess D. Gilkerson and Traffic Engineer Robert D. Dier recommended that the Long Beach Freeway be widened into a “high-capacity, six-lane roadway...as soon as possible.” They claimed that the portion of the Long Beach Freeway between Compton and Paramount “already reached possible capacity” so extra lanes were of the utmost importance.<sup>634</sup> Now connected by major roadways, the adjacent cities of Paramount and Long Beach worked together on various infrastructural projects pertaining to shared roads between the two cities. In 1967, an agreement between the City of Paramount and the City of Long Beach resulted in the improvement of Orange Avenue. The City of Paramount constructed storm drains along Orange Avenue and connected them to Long Beach storm drains while the City of Long Beach widened and improved Orange Avenue itself.<sup>635</sup>

Additional cross-government projects led to more roadway developments and improvements. In 1969, the County of Los Angeles contributed \$300,000 toward improving Rosecrans Avenue – a project spearheaded by the City of Paramount. Together the two governments were able to fund upgrading Rosecrans Avenue into a “four-lane highway.”<sup>636</sup> Soon after that project was announced, another major road plan was announced. In May 1969, the State of California, Department of Public Works, Division of Highways conducted a public hearing to discuss “engineering design features of the proposed Interstate Route 105 (Century) Freeway between Orange Avenue and Grant Avenue...in the cities of Paramount and South Gate.”<sup>637</sup> In August 1969, Paramount paired with the City of Norwalk to improve three miles of roadways between the two cities. The Rosecrans Avenue improvement included “widening...plus parking lanes, curbs, gutters, sidewalks and drainage facilities” as well as a modernization of all traffic signals and illumination of all street name signs.<sup>638</sup>

In 1966, the Mayor of Paramount, Walter Scott, wrote a piece published in a Long Beach newspaper about the City of Paramount living up to its title, ‘City of Progress.’ He details that the population was 34,250 people and still growing and that citizens “have a farsighted Council and Administration to thank for their city being so exceptionally well planned.” Promising what was soon to come, the mayor wrote: “The ‘City of Progress’ is still progressing. Plan for wider streets, storm drains, and improved street lighting...Construction of a swimming pool, new fire station, and library, are also seen for the near future.”<sup>639</sup> A 1970 project delivered on additional

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<sup>632</sup> “Improvements Set for Roads,” *Los Angeles Times*, October 5, 1958, F11.

<sup>633</sup> “‘Flyer’ Busses to Use Freeway,” *Los Angeles Mirror*, July 24, 1958, 15.

<sup>634</sup> “High Capacity L.B. Traffic Routes Urged,” *Press-Telegram*, October 16, 1963, 21-22.

<sup>635</sup> “Paramount, L.B. Join in Street Job,” *Independent*, April 21, 1967, 21.

<sup>636</sup> “County Offers \$300,000 for Rosecrans Job,” *Press-Telegram*, February 24, 1969, 24.

<sup>637</sup> “Notice of Public Hearing,” *Independent*, May 23, 1969, 51.

<sup>638</sup> “Paramount, Norwalk Road Jobs Set,” *Press-Telegram*, August 15, 1969, 30.

<sup>639</sup> “Paramount,” *Independent*, January 30, 1966, 131.

roadway improvements when bids were called for the “installation of drainage structures, curbs, gutters and sidewalks and reconstruction of street surfacing” along Compton Boulevard between Downey and Paramount Boulevards. The bid also required tree-planting and noted that it was “the first phase of an overall project to improve east-west streets in the city.”<sup>640</sup> In 1972, later phases began to be realized with expansions planned for the city’s “curb, gutter and sidewalk program” as well as additional traffic signal installations.<sup>641</sup>

The improvements in infrastructure, especially transportation infrastructure (roads, primarily) led to Paramount being considered a strategic city advertised as “close-in” due to its access to both the Long Beach Freeway and the Artesia Freeway.<sup>642</sup>

In a 1976 article, writer Ralph McClurg reflected on the founding of Paramount and transformation of the place from a rural hamlet of two towns to a slowly and steadily growing community focused on business, industry, and its residents. McClurg notes the city’s “wide and well-laid-out streets,” its “four major parks and three mini parks” as well as the recently begun street development program spearheaded by former Paramount Mayor, Louie Spane.<sup>643</sup>

## Eligibility Standards

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

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<sup>640</sup> “Paramount Curbs Gas Stations,” *Independent*, October 8, 1970, 52.

<sup>641</sup> “Outlook for Southeast in '72 Looks Brighter,” *Los Angeles Times*, January 2, 1972.

<sup>642</sup> “Preview Showing in the Close-in City of Paramount,” *Press-Telegram*, January 14, 1973, 35.

<sup>643</sup> “Hynes, Clearwater live on in City of Paramount,” *Press-Telegram*, July 4, 1976, 96.

## VIII. PARAMOUNT TODAY (1980-PRESENT)

After a period of relative stagnant population growth in the late 1970s, the City of Paramount grew significantly during the last two decades of the twentieth century. The population rose from 36,407 in 1980 to 55,266 in the year 2000. Latinos comprised the dominant majority of residents at the turn of the twenty-first century at 72.28 percent,<sup>644</sup> with individuals of Mexican and Guatemalan heritage representing the most common ancestries. Since 2000, the population of Paramount has remained relatively stable; however, the Latino population grew to 83 percent of residents in the 2020 census.<sup>645</sup>

In 1982, the Rand Corporation published a research report that classified Paramount as a “disaster area” due to a variety of social-economic and demographic factors. The report was met with skepticism and anger by city officials and residents, alike. Soon a wave of redevelopment efforts escalated. In 1984, the Planning Commission passed a proposed set of architectural design standards for the Central Business District. A progressive public art program was initiated and remains in place to this day. Operating with a surplus budget from its industrial base in the 1990s, the City embarked on aggressive beautification programs, crime prevention campaigns, and new business attraction efforts. By 1998, the City was one of ten cities with the highest increase in property values.<sup>646</sup>

The “Pitch in Paramount” programs of the late twentieth century leveraged City funds and local nonprofit organizations to continue beautification efforts through the addition of picket fences, house painting, and physical improvements at no cost to residents. Developers are required to donate a percentage of their project costs to the public art fund, continuing that important civic program. The result has been a new sense of pride among the residents of Paramount.

### Eligibility Standards

This period is outside the period of study for this project; therefore, there are no eligibility standards included for the identification of potential historic resources post-dating 1980. Future studies should include an evaluation of potentially eligible properties from this period.

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<sup>644</sup> U.S. Census, 2000.

<sup>645</sup> City of Paramount, “City Profile/History,” <https://www.paramountcity.com/government/city-profile> (accessed September 19, 2024).

<sup>646</sup> Dawnya Pring, “Paramount on the Rebound,” *Press Telegram*, February 19, 1999, no page.

## **IX. ARCHITECTURE & DESIGN**

### **Introduction**

This context provides an overview of the architectural styles represented in Paramount in residential, commercial, industrial, and institutional property types. The description of each architectural style includes a brief discussion of its origins and a list of character-defining features intrinsic to each. A property that is eligible for designation for its architectural merit will typically retain most - though not necessarily all - of the character-defining features of the style. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation.

The architectural character of Paramount reflects changes in popular tastes over time. The earliest extant buildings, dating from the late 19<sup>th</sup> century, reflect characteristics of Queen Anne or Vernacular styles. In the early 20<sup>th</sup> century, the Craftsman style proliferated in Southern California. In the 1920s and 1930s, Paramount's population grew, and new neighborhoods and tracts were developed to accommodate the boom. Houses were still being designed in the Residential Vernacular style, but Period Revival styles, particularly Spanish Colonial Revival and English Revival, began to appear in neighborhoods in the city. After World War II, the city witnessed another population boom, and developers were scrambling to construct houses quickly. Residences were designed in the Minimal Traditional and Ranch styles, often using prefabricated components and standardized floor plans. In some cases, a more custom house was designed in the Mid-century Modern style. Many of these styles are scattered throughout the city and examples range from modest to higher style examples. Commercial and institutional architecture in Paramount varies in style from vernacular to Spanish Colonial Revival to Mid-century Modern.

### **Eligibility Standards**

See Appendix B for eligibility standards for the identification and evaluation of properties that may be eligible under this theme. Potentially eligible properties based on the survey recommendations are listed in Appendix C.

# Theme: 19<sup>th</sup> Century Methods of Construction & Architectural Styles

## SUB-THEME: QUEEN ANNE

The eclectic and elaborate Queen Anne style was one of the most popular styles for domestic architecture in the United States from the 1880s until about 1900, although it continued in California until about 1910. Misnamed after the early-19<sup>th</sup> century British sovereign, the style actually originated in 19<sup>th</sup>-century Britain and combines freely adapted elements of English Gothic, Elizabethan, and classical architecture. Like the Stick style that it quickly replaced, Queen Anne uses exterior wall surfaces as a primary decorative element and was popularized throughout the United States by the rapidly expanding railroad network that made pre-cut architectural features easily available. The style is characterized by irregular compositions with complex multi-gabled and hipped roofs, intricately patterned shingles and masonry, turned spindle work, and classical elements executed in wood.

Character-defining features include:

- Asymmetrical façade
- Steeply pitched roof of irregular shape, usually with a dominate front-facing gable
- Wooden exterior wall cladding with decorative patterned shingles or patterned masonry
- Projecting partial-, full-width or wrap-around front porch, usually one story in height
- Cut-away bay windows
- Wood double-hung sash windows
- Towers topped by turrets, domes or cupolas
- Tall decorative brick chimneys
- Ornamentation may include decorative brackets, bargeboards and pendants, as well as Eastlake details, such as spindle work



16639 Indiana Ave (1900)



Clearwater Grammar School (1888, not extant)

## **SUB-THEME: RESIDENTIAL VERNACULAR**

The term “Residential Vernacular” is used to describe residential buildings with little or no distinguishing decorative features, including modest wood-frame houses or cottages and worker housing. They were widely constructed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries by builders without design input from professional architects. Many were built from “plan books” or kits. These buildings are characterized by their simplicity and lack of any characteristics of recognizable styles, but frequently feature prefabricated wood trim such as brackets, porch posts, and spindles. The “Shotgun” building sub-type consists of a linear organization of rooms, front to back, opening one to the other without intervening corridors.

Character-defining features include:

- Simple square or rectangular form
- Gabled or hipped roof with boxed or open eaves
- Wood exterior cladding
- Simple window and door surrounds



*6607 72<sup>nd</sup> St (1914)*

## SUB-THEME: COMMERCIAL VERNACULAR

Although not an officially recognized style, “Commercial Vernacular” describes simple commercial structures with little decorative ornamentation, common in American cities and towns of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. They are typically brick in construction, with minimal decorative detailing.

Character-defining features include:

- Simple square or rectangular form
- Flat roof with a flat or stepped parapet
- Brick exterior wall surfaces, with face brick on the primary facade
- First-story storefronts, typically with a continuous transom window above
- Wood double-hung sash upper-story windows, often in pairs
- Segmental arch window and door openings on side and rear elevations
- Decorative detailing, if any, may include cornices, friezes, quoins, or stringcourses



*First National Bank at Paramount Blvd. and Jackson St. (c. 1930s, not extant)*



*Pioneer Market at Jackson St. and Paramount Blvd (c. 1930s, not extant)*

## **SUB-THEME: INDUSTRIAL VERNACULAR**

The term “Industrial Vernacular” is used to describe simple industrial buildings with little or no distinguishing decorative features. These buildings are characterized by their utilitarian design, prosaic materials, and lack of any characteristics of recognizable styles. This term encompasses buildings constructed as airport structures (i.e. hangars), factories, and packing houses.

Prior to the widespread use of electric lighting, controlling and capitalizing on daylight was a necessary component of the design of manufacturing buildings. Daylight was brought into the building using a variety of methods, including expansive industrial sash windows, orientation of intensive hand work next to the exterior walls of the building, skylights, and specialized roof forms to bring light into the interior. With the development of better illumination from fluorescent bulbs, manufacturers changed their focus in design from capitalizing on available light to controlling lighting and ventilation through closed systems. Controlled conditions factories are distinguished by their minimal use of windows for light and ventilation. While some windows may be located on the front-facing façade or on an attached office, the building relies on internal systems for circulation and climate control.

Character-defining features include:

- Square or rectangular plan and simple massing
- One- or two-story height
- Flat, truss, or sawtooth roof, usually with parapet
- Roof monitors, skylights or clerestory windows
- Brick masonry construction, expressed or veneered in cement plaster
- Divided-light, steel-sash awning, hopper, or double-hung windows
- Loading docks and doors



*16493 Paramount Blvd (1926)*

## Theme: Craftsman

Craftsman architecture grew out of the late-19<sup>th</sup> century English Arts and Crafts movement. A reaction against industrialization and the excesses of the Victorian era, the movement stressed simplicity of design, handcraftsmanship, and the relationship of the building to the climate and landscape. Craftsman architecture developed in the first decade of the 20<sup>th</sup> century as an indigenous California version of the American Arts and Crafts movement, incorporating Southern California's unique qualities. Constructed primarily of stained wood, with wide overhanging eaves, balconies, and terraces extending the living space outdoors, the style embodied the tenets of the Arts and Crafts movement.

The Craftsman bungalow proliferated in neighborhoods throughout California from the early 1900s through the 1920s. The bungalow's simplicity of form, informal character, direct response to site, and extensive use of natural materials, particularly wood and stone, was a regional interpretation of the reforms espoused by the Arts and Crafts movement's founder, William Morris. Craftsman bungalows generally have rectangular or irregular plans, and are one to one-and-a-half stories tall. They have wood clapboard or shingle exteriors and a pronounced horizontal emphasis, with broad front porches, often composed with stone, clinker brick, or plastered porch piers. Other character-defining features include low-pitched front-facing gable roofs, and overhanging eaves with exposed rafter tails.

As opposed to smaller developer-built or prefabricated bungalows, two-story Craftsman houses were often commissioned for wealthy residents and designed specifically with the homeowner's needs and the physical site in mind. They generally feature a low-pitched gable roof, wide overhanging eaves with exposed rafter tails, and windows grouped in horizontal bands. A high-style Craftsman house is distinguished by the quality of the materials and complexity of design and may feature elaborate, custom-designed woodwork, stained glass, and other fixtures.

By World War I, the Craftsman style declined in popularity and was replaced by Period Revival styles. The Craftsman bungalow continued to be built into the 1920s, but was often painted in lighter colors, stripped of its dark wood interiors, or blended with characteristics of various Revival styles.

Character-defining features include:

- Horizontal massing
- Low-pitched gable roof with rolled or composition shingle roofing
- Wide overhanging eaves with exposed rafter tails, outriggers, or knee braces
- Exterior walls clad in wood shingle, shake, or clapboard siding
- Projecting partial- or full-width, or wrap-around front porch
- Heavy porch piers, often of river stone or masonry
- Wood sash casement or double-hung windows, often grouped in multiples
- Wide front doors, often with a beveled light
- Wide, plain window and door surrounds, often with extended lintels
- Extensive use of natural materials (wood, brick or river stone)



*8021 2<sup>nd</sup> St (1909)*



*8018 Jackson St (1925)*

# Theme: Period Revival Architectural Styles

## SUB-THEME: ENGLISH/TUDOR REVIVAL

The Tudor Revival style is loosely based on a variety of late medieval English building traditions including Perpendicular Gothic, Tudor, Elizabethan, and Jacobean. It has its origins in the late 19<sup>th</sup>-century English Arts and Crafts movement, whose leaders drew inspiration in part from English domestic architecture of the 16<sup>th</sup> and 17<sup>th</sup> centuries because of its picturesque qualities and sympathetic relationship to the natural landscape. The earliest examples of the style appeared in the United States in large estates of the 1890s. The Tudor Revival style grew in favor after World War I and reached its peak of popularity in the 1920s and 1930s, as architects and developers adapted it to the country's rapidly growing suburban residential communities and advancements in masonry veneering techniques allowed even the most modest examples to emulate the brick and stone exteriors of English prototypes.

High style Tudor Revival houses are typically two and sometimes three stories in height with steeply-pitched, multi-gable roofs; slate roof shingles are found in the finer examples, but wood shakes and composition shingles are also common. At least one front-facing gable is almost universally present as a dominant façade element. The buildings are usually rambling compositions of multiple volumes in a variety of sizes and shapes. Exterior walls are veneered in brick or stone, or feature decorative half-timbering, sometimes in elaborate patterns, with plaster between, which mimics the appearance of medieval construction techniques. Tall, narrow casement windows, sometimes with leaded diamond-shaped lights, are frequently set in horizontal groupings or projecting bays. Main entrances are frequently set in crenellated turrets or under secondary gables with catslides, and feature paneled wood doors framed by four-centered pointed arches. Projecting exterior chimneys with multiple flues and elaborate brickwork are sometimes located on the primary façade.

The English Revival style is a sub-type of the Tudor Revival style, which is loosely based on a variety of late medieval English building traditions including Perpendicular Gothic, Tudor, Elizabethan, and Jacobean. It has its origins in the late 19<sup>th</sup>-century English Arts and Crafts movement, whose leaders drew inspiration in part from English domestic architecture of the 16<sup>th</sup> and 17<sup>th</sup> centuries because of its picturesque qualities and sympathetic relationship to the natural landscape. The earliest examples of the style appeared in the United States in large estates of the 1890s. The Tudor Revival style grew in favor after World War I and reached its peak of popularity in the 1920s and 1930s, as architects and developers adapted it to the country's rapidly growing suburban residential communities and advancements in masonry veneering techniques allowed even the most modest examples to emulate the brick and stone exteriors of English prototypes.

English Revival houses are simpler than their high-style Tudor Revival counterparts. They are typically two stories in height with steeply pitched, multi-gable roofs usually clad in wood shakes or composition shingles. The buildings are usually rambling compositions of multiple volumes in a variety of sizes and shapes. Exterior walls are usually veneered in plaster, with brick or stone used only at the chimney or around the primary entrance. Half-timbering, if used at all, is usually limited to a primary front-facing gable if featured. Tall, narrow casement windows, sometimes with leaded diamond-shaped lights, are frequently set in horizontal

groupings or projecting bays. Projecting exterior chimneys, usually brick or stone, are frequently used as prominent design features. In Paramount, few relatively intact and extant examples of this style remain.

Character-defining features include:

- Asymmetrical façade and irregular massing
- Steeply pitched multi-gabled roof with a prominent front-facing gable and slate, wood shake, or composition roofing
- Brick or plaster exterior wall cladding, typically with half-timbering and decorative details in stone or brick
- Tall, narrow divided-light windows, usually casement, often grouped horizontally or in bays; may have leaded diamond-shaped lights
- Entrance with pointed arch, set in turret or under secondary gable
- Prominent chimney with elaborate brickwork



*15942 California Ave (1930)*



*15947-15953 Clearbrook Dr (1930)*

## **SUB-THEME: SPANISH COLONIAL REVIVAL**

The Spanish Colonial Revival style attained widespread popularity throughout Southern California following the 1915 Panama-California Exposition in San Diego, which was housed in a series of buildings designed by chief architect Bertram Grosvenor Goodhue in the late Baroque *Churrigueresque* style of Spain and Mexico. The *Churrigueresque* style, with intricate ornamentation juxtaposed against plain stucco wall surfaces and accented with towers and domes, lent itself to monumental public edifices, churches, and exuberant commercial buildings and theaters, but was less suited to residential or smaller scale commercial architecture. For those, architects drew inspiration from provincial Spain, particularly the arid southern region of Andalusia, where many young American architects were diverted while World War I prevented their traditional post-graduate “grand tour” of Great Britain, France, Italy, and Germany. The resulting style was based on infinitely creative combinations of plaster, tile, wood, and iron, featuring plaster-clad volumes arranged around patios, low-pitched tile roofs, and a sprawling, horizontal orientation. It was a deliberate attempt to develop a “native” California architectural style and romanticize the area’s colonial past, though it drew directly from Spanish and other Mediterranean precedents and bore little resemblance to the missions and rustic adobe ranch houses that comprised the state’s actual colonial-era buildings.

The popularity of the Spanish Colonial Revival style extended across nearly all property types, and coincided with Southern California’s population boom of the 1920s. It shaped the region’s expansion for nearly two decades, reaching a high point in 1929 and tapering off through the 1930s as the Great Depression gradually took hold. Like other revival styles, the Spanish Colonial Revival style was often simplified, reduced to its signature elements, or creatively combined with design features of other Mediterranean regions such as Italy, southern France, and North Africa, resulting in a pan-Mediterranean *mélange* of eclectic variations (see Mediterranean Revival Style). It was sometimes combined, although much less frequently, with the emerging and Moderne styles.

Character-defining features include:

- Asymmetrical façade
- Irregular plan and horizontal massing
- Varied gable or hipped roofs with clay barrel tiles
- Plaster veneered exterior walls forming wide, uninterrupted expanses
- Wood-sash casement or double-hung windows, typically with divided lights
- Round, pointed, or parabolic arched openings
- Arcades or colonnades
- Decorative grilles of wood, wrought iron, or plaster
- Balconies, patios or towers
- Decorative terra cotta or glazed ceramic tile work



*16206 Virginia Ave (1930)*



*16402 Paramount Blvd (1927)*

## **SUB-THEME: FRENCH REVIVAL**

French Revival style architecture in Southern California often consists of two sub-types, Chateausque and French Provincial. The Chateausque style is loosely modeled on the 16<sup>th</sup> century chateaux of France's Loire Valley and combines features of French Gothic and Renaissance architecture. The style did not gain popularity in Southern California until the 1920s; it was most frequently used there for luxury apartment buildings and only occasionally for large single-family residences.

The more modest French Provincial style was popularized after World War I and is based upon country houses of the French provinces, including Normandy. Although it shares several basic features with the more elaborate Chateausque style, the French Provincial style is much simpler in its composition and detailing. It is characterized by a prominent, steeply pitched hipped roof with flared eaves and a classical eave cornice; simple rectangular plan and massing; exterior walls veneered in smooth plaster; and divided light, wood sash casement or double-hung windows, usually with louvered wood shutters. Second floor windows sometimes break the cornice line with shallow dormers. The Norman variation usually features decorative half-timbering and a circular entrance tower with a conical roof.

Character-defining features of the style include:

- Multiple, steeply pitched hipped roofs
- Complex massing
- Stone, brick, or scored plaster veneer at exterior walls
- Towers, turrets, and spires
- Highly ornamented dormers
- Tall chimneys
- Divided light wood casement windows, paired or grouped, with prominent mullions
- Classical pilasters, stringcourses, and cornices
- Character-defining features of the French Provincial style include:
- Steeply pitched hipped roofs with flared eaves and eave cornice



*8061 Monroe St (1928)*

## Theme: Art Deco

Art Deco originated in France in the 1910s as an experimental movement in architecture and the decorative arts. It developed into a major style when it was first exhibited in Paris at the 1925 *Exposition Internationale des Arts Decoratifs et Industriels Modernes*, from which it takes its name. The Exposition's organizers had insisted on the creation of a new, modern aesthetic. The architecture of the Art Deco movement rejected the rigid organizational methods and classical ornamentation of the Beaux Arts style. It emphasized a soaring verticality through the use of stepped towers, spires, and fluted or reeded piers, and embraced highly stylized geometric, floral and figurative motifs as decorative elements on both the exterior and interior. Ornate metalwork, especially aluminum, glazed terra cotta tiles, and bright colors were hallmarks of the style.

Art Deco was the first popular style in the United States that consciously rejected historical precedents. It was instead a product of the Machine Age and took its inspiration from industry and transportation. Art Deco was employed primarily in commercial and institutional buildings, and occasionally in multi-family residential buildings. It was rarely used for single-family residences. By the mid-1930s, in the depths of the Great Depression, the highly decorated style was already viewed as garish and overwrought, and it was soon abandoned in favor of the cleaner, simpler Streamline Moderne style. In Paramount, only one relatively intact and extant example remains.

Character-defining features include:

- Vertical emphasis
- Smooth wall surfaces, usually of plaster
- Flat roofs with decorative parapets or towers
- Stylized decorative floral and figurative elements in cast stone, glazed terra cotta tiles, or aluminum
- Geometric decorative motifs such as zigzags and chevrons
- Stepped towers, piers, and other vertical elements
- Metal windows, usually fixed or casement



8018-8026 Alondra Blvd (1930)

## Theme: Minimal Traditional

The Minimal Traditional style is defined by a single-story configuration, simple exterior forms, and a restrained use of traditional architectural detailing. The Minimal Traditional house was immensely popular in large suburban residential developments throughout the United States during the 1940s and early 1950s. The style had its origins in the principles of the Modern movement and the requirements of the FHA and other New Deal era programs originating in the 1930s. Its open plan reflected the developer's desire for greater efficiency. Modern construction methods addressed the builder's need to reduce costs and keep homes affordable to the middle class. Conventional detailing appealed to conservative home buyers and mortgage companies. In Southern California, the style is closely associated with large-scale residential developments of the World War II and postwar periods. Primarily associated with the detached single family house, Minimal Traditional detailing may also be applied to apartment buildings of the same period.

Typically, Minimal Traditional-style residences are only eligible as contributors to historic districts. However, because there do not appear to be any potential residential districts from this period, intact examples of the style were identified as potentially eligible for local designation.

Character-defining features include:

- One-story configuration
- Rectangular plan
- Medium or low-pitched hip or side-gable roof with shallow eaves
- Smooth stucco wall cladding, often with wood lap or stone veneer accents
- Wood multi-light windows (picture, double-hung sash, casement)
- Projecting three-sided oriel
- Shallow entry porch with slender wood supports
- Wood shutters
- Lack of decorative exterior detailing



*16411-16415 Bixler Ave (1950)*

# Theme: Post-World War II Modernism/Regional Modernism

## SUB-THEME: MID-CENTURY MODERN

Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently built, moderately-priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Mid-century Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.

The roots of the style can be traced to early Modernists like Richard Neutra and Rudolph Schindler, whose local work inspired “second generation” Modern architects like Gregory Ain, Craig Ellwood, Harwell Hamilton Harris, Pierre Koenig, Raphael Soriano, and many more. These postwar architects developed an indigenous Modernism that was born from the International Style but matured into a fundamentally regional style, fostered in part by *Art and Architecture* magazine’s pivotal Case Study Program (1945-1966). The style gained popularity because its use of standardized, prefabricated materials permitted quick and economical construction. It became the predominant architectural style in the postwar years and is represented in almost every property type, from single-family residences to commercial buildings to gas stations.

Character-defining features include:

- One or two-story configuration
- Horizontal massing (for small-scale buildings)
- Simple geometric forms
- Exposed post-and-beam construction, in wood or steel
- Flat roof or low-pitched gable roof with wide overhanging eaves and cantilevered canopies
- Unadorned wall surfaces
- Wood, plaster, brick or stone used as exterior wall panels or accent materials
- Flush-mounted metal frame fixed windows and sliding doors, and clerestory windows
- Exterior staircases, decks, patios and balconies
- Little or no exterior decorative detailing
- Expressionistic/Organic subtype: sculptural forms and geometric shapes, including butterfly, A-frame, folded plate or barrel vault roofs



*15308 Bixler Ave (1962)*



*16400 Colorado Ave (1963)*



*8558 Rosecrans Ave (1963)*



*8201 Rosecrans Ave (1965)*

## **SUB-THEME: RANCH**

The Ranch style emerged from the 1930s designs of Southern California architect Cliff May, who merged modernist ideas with traditional notions of the working ranches of the American West and in particular, the rustic adobe houses of California's Spanish- and Mexican-era *ranchos*. The resulting architectural style – characterized by its low horizontal massing, sprawling interior plan, and wood exterior detailing – embodied the mid-20<sup>th</sup> century ideal of “California living.” The Ranch style enjoyed enormous popularity throughout the United States from the 1940s to 1970s. It epitomized unpretentious architecture and dominated the suburbs of the post-World War II period. It was more conservative than other modern residential architecture of the period, often using decorative elements based on historical forms and capitalizing on the national fascination with the “Old West.” The underlying philosophy of the Ranch house was informality, outdoor living, gracious entertaining, and natural materials.

The most common style of Ranch house is the California Ranch. It is characterized by its one-story height; asymmetrical massing in L- or U-shaped plans; low-pitched hipped or gabled roofs with wide overhanging eaves; a variety of materials for exterior cladding, including plaster and board-and-batten; divided light wood sash windows, sometimes with diamond-shaped panes; and large picture windows. Decorative details commonly seen in California Ranch houses include scalloped bargeboards, false cupolas and dovecotes, shutters, and iron or wood porch supports. The California Ranch house accommodated America's adoption of the automobile as the primary means of transportation with a two-car garage that was a prominent architectural feature on the front of the house, and a sprawling layout on a large lot. Floor plans for the tracts of Ranch houses were usually designed to meet the FHA standards so that the developer could receive guaranteed loans.

Character-defining features include:

- One-story
- Sprawling plan
- L- or U-shaped plan, often with radiating wings
- Low, horizontal massing with wide street façade
- Low-pitched hipped or gable roof with open overhanging eaves and wood shakes
- Plaster, wood lap, or board-and-batten siding, often with brick or stone accents
- Divided light wood sash windows (picture, double-hung sash, diamond-pane)
- Wide, covered front porch with wood posts
- Attached garage, sometimes linked with open-sided breezeway
- Details such as wood shutters, attic vents in gable ends, dovecotes, extended gables, or scalloped barge boards
- Modern Ranch sub-type may feature flat or low-pitched hipped roof with composition shingle or gravel roofing; metal framed windows; wood or concrete block privacy screens



*7124 Hoge Dr (1955)*



*15708 Orizaba Ave (1957)*



*8436 Fairton St (1961)*



*8425 Jefferson St (1961)*

## **SUB-THEME: NEW FORMALISM**

New Formalism is a sub-type of Late Modern architecture that developed in the mid-1950s as a reaction to the International Style's strict vocabulary and total rejection of historical precedent. New Formalist buildings are monumental in appearance, and reference and abstract classical forms such as full-height columns, projecting cornices, and arcades. Traditional materials such as travertine, marble, or granite were used, but in a panelized, non-traditional form. In Southern California, the style was applied mainly to public and institutional buildings. On a larger urban design scale, grand axes and symmetry were used to achieve a modern monumentality. Primary in developing New Formalism were three architects: Edward Durrell Stone, who melded his Beaux Arts training with the stark Modernism of his early work; Philip Johnson; and Minoru Yamasaki. All three had earlier achieved prominence working within the International Style and other Modernist idioms.

Character-defining features of New Formalism include:

- Symmetrical plan
- Flat rooflines with heavy overhanging cornices
- Colonnades, plazas and elevated podiums used as compositional devices
- Repeating arches and rounded openings
- Large screens of perforated concrete block, concrete, or metal



*8558 Rosecrans Ave (1963)*

## **SUB-THEME: LATE MODERNISM**

Late Modern is a blanket term used to describe the evolution of Modern architecture from the mid-1950s through the 1970s. It is typically applied to commercial and institutional buildings. Unlike the straightforward, functionalist simplicity of International Style and Mid-century Modernism, Late Modern buildings exhibit a more deliberate sculptural quality with bold geometric volumes, uniform surfaces such as glass skin or concrete, and a sometimes exaggerated expression of structure and systems. Significant architects who produced works in the style include Marcel Breuer, Philip Johnson, Cesar Pelli, Piano and Rogers, and John Portman.

Character-defining features of Late Modern style include:

- Bold geometric volumes
- Large expanses of unrelieved wall surfaces
- Uniform use of cladding materials including glass, concrete, or masonry veneer
- Exaggerated expression of structure and systems
- Hooded or deeply set windows
- Little or no applied ornament



*15943 Paramount Blvd (1971)*

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## APPENDIX A: BIOGRAPHIES OF ARCHITECTS & BUILDERS

<b>Allison, George Boggs</b> (1904-1977), AIA	
Born:	Naini Tal, India
Education:	Carnegie Institute of Technology, Pittsburgh; University of Pennsylvania, B.Arch. (1925); University of Pennsylvania, M. Arch. (1926)
Firm:	Draftsman, Paul P. Cret, Architect (1927); Draftsman, Delano and Aldrich, (1927-1928); Draftsman, John Russell Pope (1929-1930); Partner, Allison and Rible (1944-1969); Partner, Allison, Rible, Robinson, and Ziegler (1969-)
	Allison was born in India and studied at the University of Pennsylvania before moving to Los Angeles in 1930 to join with his uncle and form the architectural firm of Allison & Allison. In 1948, he served as the President of the Southern California Chapter of the American Institute of Architects. Allison, particularly as a partner in Allison & Rible, specialized in designing master plans for state and private universities in California. The firm completed master plans for California Polytechnic University, San Luis Obispo; California Polytechnic University, Pomona; Claremont Men's College; and several buildings at the University of California, Los Angeles, among others. Allison died in 1977.
<b>Armet, Louis L.</b> (1914-1981)	
Born:	St. Louis, MO
Education:	University of Southern California, B.Arch. (1939)
Firm:	Draftsman, Ulysses Floyd Rible (1940); Project Captain, Contractors Pacific Naval Air Base (1941-1943); Project Captain, Spaulding and Rex (1946-1947); Partner, Armet & Davis (1947-1972)
	The prolific Los Angeles-based partnership of Louis Armet and Eldon Davis popularized the mid-20 <sup>th</sup> century Googie style with their designs of churches, bowling alleys, schools, supermarkets, stores, offices, and especially coffee shops. Both Armet and Davis were graduates of the USC School of Architecture, Armet in 1939 and Davis in 1942. After working together in the offices of Spaulding & Rex the pair opened their own practice in 1947. Their work for several large chains, including Bob's Big Boy and Denny's, popularized the Googie style and colonized its image throughout the United States and Canada. Their designs for a number of smaller chains and independent coffee shop operations in Southern California proved the flexibility of the style's vocabulary and demonstrated their imagination as designers, all while working within the strictures of commercial projects. Their works are characterized by plate glass walls, soaring rooflines, stone planters, and custom-designed artwork, frequently in new materials such as plastics and resins. Armet & Davis also designed restaurants in Asian, Polynesian, and other themes, but it was their Mid-century Modern designs that proved most influential. Among their most notable projects in Los Angeles are Pann's Coffee Shop (1958) on La Tijera Boulevard; Norm's (1957) on La Cienega Boulevard in West Hollywood; and Johnnie's Coffee Shop (1956, originally Romeo's Times Square) at Wilshire Boulevard and Fairfax Avenue; and Ships Coffee Shop (1965, demolished) in Westwood Village. The pair's church designs include St. Elizabeth Catholic Church in Van Nuys (1948), St. Andrew's Presbyterian Church in La Puente (1957) and St. Pancratius Roman Catholic Church in Lakewood (1959).
<b>Baran, Ephraim</b> (1921- 2017), AIA	

Born:	Sacramento, CA
Education:	University of California, Berkeley, B.Arch. (1951)
Firm:	Morris D. Verger, AIA, Ulrich Plaut, AIA, and Fred D. Rochlin, AIA (1951-1954). Worked in the office of Beals, Bidwell Mackey, AIA from 1950 to 1951. Partner, Rochlin & Baran, AIA & Associates (1952-c. 2017)
	Born in Sacramento, Ephraim Baran studied architecture at Berkeley prior to coming to Los Angeles. Partnering with fellow Berkeley graduate, Fred Rochlin, they developed a practice that focused on medical architecture. The firm is best known for the Community Medical Center of Canoga Park (1966), Los Alamitos General Hospital (1968), Huntington Intercommunity Hospital (c. 1970), and Alta Bates Cancer Center in Berkeley (c. 1997). The firm's work was published in <i>Architectural Record</i> and in <i>Modern Hospital</i> . The practice won many awards for their hospital work. The firm eventually became Rochlin, Baran Balbona during the 1980s, and later, the name was shortened to RBB Architects. It is still in operation today specializing in medical architecture. Ephraim Baran passed away in 2017 at the age of 95.
<b>Brady, Jules E. (1908-1996)</b>	
Born:	Long Beach, CA
Education:	University of Southern California, B.A., Arch (1940)
Firm:	Designer, Kenneth S. Wing; Partner, Killingsworth, Brady & Smith (1953-1967); Partner, Killingsworth, Brady & Associates (1967); Partner, Killingsworth, Brady, Sutter & Associates (1970-1972)
	Jules Brady was born in Long Beach and, like Killingsworth, graduated from USC with a degree in architecture in 1940. The practice was largely influenced by Killingsworth's style: horizontal structures that elegantly incorporated post-and-beam construction, open floor plans, glass, concrete, flat roofs, and soaring entrances. The firm opened an additional office in Honolulu in 1961 to accommodate a hotel project for the Hilton Corporation. Killingsworth, Brady & Smith received numerous awards, including several AIA Awards and the Sao Paolo Biennial Medal in 1961.
<b>Bray, William M. (1905-1998), AIA</b>	
Born:	Anaconda, MT
Education:	University of California, Berkeley, B.A., Art (1928)
Firm:	Theodore R. Jacobs, Architect (1930-1932); Vern Houghton, Architect (1932-1934); Arlos R. Sedgely, Architect (1934-1937); Mott Montgomery, Architect (1937-1939); Harry Hadyn Whitely, Architect (1939-1942); Wurdeman & Becket, Architects (1942, 1945); William M. Bray, AIA, Architect and Associates (1949-1994)
	William M. Bray, AIA, was born in Anaconda, Montana, in 1905. He earned his B.A. in art at the University of California, Berkeley in 1928. Upon graduation, he worked for a series of architects, including Theodore R. Jacobs, Vern Houghton, Arlos Sedgely, Mott Montgomery, and Harry Hadyn Whitely. Bray also worked briefly as an architect for the firm of Wurdeman & Becket in Los Angeles in 1942 and again in 1945. The Los Angeles-based Bray established his own practice in 1949.  Bray's practice specialized in working with Southern California developers on postwar tract housing developments. By the firm's own count, Bray was responsible for over 33,500 housing units throughout Los Angeles, Orange, Riverside, and Ventura Counties, as well as the state of Nevada, and worked with developers such as Mark Taper, George Ponty, Nels G. Severin, and M.J. Brock. Bray's subdivisions were characterized by a large number of plans and designs most often characterized by traditional styles such as "Cape Cod," "Farmhouse," "Semi-Ranch," "Swiss Chalet," "Bermuda Modern," "Colonial," "English," and "California Ranch." Bray was also known for his custom residential homes.

	Bray's work was published nationally in <i>House and Home</i> and <i>Architectural Digest</i> , and his tract housing earned numerous awards including a "Homes for Better Living Award of Merit" in 1962. In 1997, Bray was awarded the Presidential Citation from the American Institute of Architects. William M. Bray died in 1998.
<b>Curtis, Robert R. (1879-1958)</b>	
Born:	Sheffield, IL
Education:	Knox College, B.S. (1901); University of Illinois (1903-1904)
Firm:	Specifications Writer, Theodore C. Kistner (1922-1933); Partner, Kistner and Curtis (1933-1941); Partner, Kistner, Curtis and Wright (1941-1952); Partner, Kistner, Curtis and Foster (1952-1958)
	Robert R. Curtis was born on December 20, 1879, in Sheffield, Illinois. He graduated from Knox College in 1901 and the University of Illinois in 1904. Upon arrival in San Diego, Curtis opened his own architectural firm in 1911. From 1916-1919, Curtis left his architectural practice and owned an oil and gas station on Broadway. Shortly after selling his oil and gas station, he started working for Theodore C. Kistner. Around the time that Curtis was hired at the firm, the company became the official architect for the San Diego School office. In 1922, Kistner opened an office in Los Angeles and Curtis stayed to run the San Diego office. As an architect, Curtis started as a specification writer and worked his way up to manager. The firm of Kistner & Curtis was formed in 1933. During the war years, the firm worked exclusively for the military. Commendation was given to the firm by the Navy's Bureau of Yards & Docks for their many achievements. After the war, the firm resumed designing and earthquake retrofitting schools. In 1952, the Los Angeles firm was renamed Kistner, Curtis, Wright & Wright to acknowledge Henry L. Wright and his brother William T. Wright, an architect and structural engineer, respectively. The San Diego branch was renamed Kistner, Curtis & Foster. Curtis continued to run the San Diego office and passed away in 1958.
<b>Davis, Eldon C. (1917-2011), AIA</b>	
Born:	Anacortes, WA
Education:	University of Southern California, B.Arch. (1942)
Firm:	Draftsman, William H. Knowles (1942-1943); Draftsman/Designer, Kistner, Curtis and Wright (1943-1945); Senior Draftsman, Spaulding and Rex (1945-1947); Partner, Armet & Davis (1947-1972)
	The prolific Los Angeles-based partnership of Louis Armet and Eldon Davis popularized the mid-20 <sup>th</sup> century Googie style with their designs of churches, bowling alleys, schools, supermarkets, stores, offices, and especially coffee shops. Both Armet and Davis were graduates of the USC School of Architecture, Armet in 1939 and Davis in 1942. After working together in the offices of Spaulding & Rex the pair opened their own practice in 1947. Their work for several large chains, including Bob's Big Boy and Denny's, popularized the Googie style and colonized its image throughout the United States and Canada. Their designs for a number of smaller chains and independent coffee shop operations in Southern California proved the flexibility of the style's vocabulary and demonstrated their imagination as designers, all while working within the strictures of commercial projects. Their works are characterized by plate glass walls, soaring rooflines, stone planters, and custom-designed artwork, frequently in new materials such as plastics and resins. Armet & Davis also designed restaurants in Asian, Polynesian, and other themes, but it was their Mid-century Modern designs that proved most influential. Among their most notable projects in Los Angeles are Pann's Coffee Shop (1958) on La Tijera Boulevard; Norm's (1957) on La Cienega Boulevard in West Hollywood; and Johnnie's Coffee Shop (1956, originally Romeo's Times Square) at Wilshire Boulevard and Fairfax Avenue; and Ships Coffee Shop (1965, demolished) in Westwood Village. The pair's church designs include St. Elizabeth Catholic Church in Van Nuys (1948), St. Andrew's Presbyterian Church in La Puente (1957) and St. Pancratius Roman Catholic Church in Lakewood (1959).

<b>Denman, Keeley Clifford (1888-1967)</b>	
Born:	Ponty City, NE
Education:	Unknown
Firm:	Denman and MacDonald, Associated Architects
	Denman Keeley Clifford was born in 1888 in Ponty City, Nebraska. Little is known about Denman's early education, although census records indicate that he was working as an architect when he married his wife Lilian Schultz in 1911 at the age of 23. By 1922, Denman relocated to Los Angeles continued as an associate architect. Deman joined the firm Denman and MacDonald as associate architect from 1948-1956. During his time with Harry T. MacDonald, he contributed to numbers of public buildings and school buildings in Los Angeles area, specifically, Downey. These projects include the Old River School building, 1939; Aimee Semple McPherson Memorial Park, 1100 Glendal Boulevard, 1947; seven classrooms and a cafeteria at Theodore Roosevelt School in Paramount School District; Rives Avenue and 7 <sup>th</sup> Street School, 1949; East Junior High School, which Denman designed the light control. The school was exhibited in Geneva, Switzerland in the 1957 exhibition of school buildings at the 20 <sup>th</sup> International Conference on Public Exhibition; Earl Warren Senior High School, 1957, which represented in the California Association of School Administrators. Denman Keeley Clifford passed away in Los Angeles on February 19, 1967, at the age of 79.
<b>Gogerty, Henry L. (1894-1990), AIA</b>	
Born:	Zearing, IA
Education:	University of Illinois, Architecture and Engineering
Firm:	Army Signal Corps (1917-1918); Gogerty & Weyl (1924-1928); Gogerty (1928).
	Born in Iowa, Gogerty served as the superintendent of Airport Construction for the Army, Signal Corps from 1917 to 1918. In 1920, he moved to Long Beach where he worked for various architectural firms as a senior draftsman, until opening his own firm in 1923. From 1924 to 1928, Gogerty and Carle Jules Weyl worked as partners on several notable projects. Together they designed the Hollywood Playhouse (currently known as the Avalon Hollywood), a Spanish Baroque style Theatre (1926-1927). In 1928, Weyl ended his partnership with Gogerty, and Gogerty subsequently continued to work as an independent architect until his retirement in 1968. Gogerty also served as the Advisory Architect of the Sierra Nevada Regional Council of the National Advisory Council on School Building Problems in 1938. Over his lifetime, Gogerty designed over 350 schools and industrial projects in Southern California. Some of his notable local designs include the Susan Miller Dorsey Senior High School (1939), Compton School District (1952); Gardena High School (1956), Antelope Junior College (1959), Covina Valley University School District (1960); and South Hills High School (1963). Gogerty received the American Institute of Architects' national achievement award in the science of construction for designing and developing gliding acoustical walls to allow flexible classroom construction. Gogerty was a member of the American Institute of Architects from 1941 until his death in 1990.
<b>Goodwin, Frank M.</b>	
Born:	Unknown
Education:	Unknown
Firm	Unknown
	Frank M. Goodwin was an architect active in Compton and South LA, California during 1920s and 30s. Prominent works of the architect include Compton Hotel and Theater at the corner of Tamarind and Magnolia, 1924; Women's Club of Inglewood building, 1925; Compton Memorial Stand for O.K. Reed, founder of the Compton Chamber of Commerce; Compton Branch of the

	County Library, 1925; National Department Store in Inglewood, 1926; Firestone Park State Bank, 1928; Burton avenue school, 1929; Union High school and Junior college, 1929.
<b>Killingsworth, Edward</b> (1917-2004), FAIA	
Born:	Taft, California
Education:	University of Southern California, B.A.Arch. (1940)
Firm:	Designer, Kenneth S. Wing; Partner, Killingsworth, Brady & Smith (1953-1967); Partner, Killingsworth, Brady & Associates (1967); Partner, Killingsworth, Brady, Sutter & Associates (1970-1972); Killingsworth, Stricker, Lindgren, Wilson & Associates (1984-2004)
	Edward Killingsworth, FAIA (1917-2004) was born in Taft, California. He aspired to become an artist while attending USC, but he ultimately received a bachelor's degree in architecture in 1940, graduating with honors. He served as a captain for the Army Corps of Engineers during World War II and received the Bronze Star. Killingsworth, Brady & Smith was largely influenced by Killingsworth's style: horizontal structures that elegantly incorporated post-and-beam construction, open floor plans, glass, concrete, flat roofs, and soaring entrances. The firm opened an additional office in Honolulu in 1961 to accommodate a hotel project for the Hilton Corporation. Killingsworth, Brady & Smith received numerous awards, including several AIA Awards and the Sao Paolo Biennial Medal in 1961. In 1984, Edward Killingsworth became a partner at Killingsworth, Stricker, Lindgren, Wilson & Associates. He continued to practice architecture until his death in 2004.
<b>Kistner, Theodore C.</b> (1874-1973)	
Born:	Carlinville, IL
Education:	University of Illinois, B.S. (1897)
Firm:	Principal, T.C. Kistner (1911-1933); Partner, Kistner and Curtis (1933-1941); Partner, Kistner, Curtis and Wright (1941-1952); Partner, Kistner, Curtis and Foster (1952-1958); Kistner, Wright & Wright (1958-1963)
	Theodore C. Kistner was born in Carlinville, Illinois in 1874. He graduated from the University of Illinois in 1897. Upon arrival in San Diego, Kistner opened his own firm in 1911. In 1922, Kistner opened an office in Los Angeles and Curtis stayed to run the San Diego office. As an architect, Curtis started as a specification writer and worked his way up to manager. The firm of Kistner & Curtis was formed in 1933. The company became the official architect for the San Diego School office. During the war years, the firm worked exclusively for the military. Commendation was given to the firm by the Navy's Bureau of Yards & Docks for their many achievements. After the war, the firm resumed designing and earthquake retrofitting schools. In 1952, the Los Angeles firm was renamed Kistner, Curtis, Wright & Wright to acknowledge Henry L. Wright and his brother William T. Wright, an architect and structural engineer, respectively. The San Diego branch was renamed Kistner, Curtis & Foster. Kistner retired in 1965 and died in 1973.
<b>Lind, Kenneth N.</b> (1909-1975), AIA	
Born:	Rockford, IL
Education:	University of Illinois Champaign-Urbana, B.S. and M.A. (1934)
Firm:	Partner, Production Line Structure (1939-unknown); Principal, Kenneth Lind, Architect (1944-c. 1975)
	Kenneth Nels Lind was born in Rockford, Illinois in 1909. After graduation from college, where he received the Francis Plym European Travel Fellowship for 1934-1935, Lind formed a three-year partnership with Charles Luckman at Production Line Structures.

	<p>In 1944, Lind formed a solo practice. Notable works include the Platform House in Rustic Canyon (1949); the Seff House in Beverly Hills (1951); Thrifty Drug Stores throughout Los Angeles (the mid-1950s); Mattel Industries (1963) and the Lind Building (1963) in Pacific Palisades. Lind designed the Mt. San Antonio Gardens in Pomona (1964). Lind also briefly taught planning at the University of Illinois, Champagne-Urbana and at the University of Southern California.</p> <p>Lind received <i>Progressive Architecture's</i> National Design Award in 1947 and 1948, awards from the American Institute of Architects in 1951 and 1954 and an Honor Award for Superior design from the Federal Housing Administration for his design of Mt. San Antonio Gardens, retirement housing project in Pomona. His work was featured in <i>Life</i>, <i>Sunset</i>, <i>Architectural Forum</i>, <i>Architectural Record</i>, and the <i>Los Angeles Times</i>. Lind died in 1975 at the age of 66.</p>
<b>Marsh, Norman F. (1871-1955), AIA</b>	
Born:	Upper Alton, Illinois
Education:	University of Illinois Champaign-Urbana, B.S., Arch. (1897)
Firm:	Partner, Preston & Marsh (1900); Partner, Marsh & Russell (1904-1905); Partner, Marsh, Smith & Powell (1928-1955)
	<p>Norman F. Marsh was born in Upper Alton, Illinois in 1871. Marsh studied architecture at the University of Illinois before working as a lucical engineer for the Luxfer Prism Glass Company in Chicago, New York, and Philadelphia. In 1900, he relocated to Los Angeles where he entered into an architectural partnership with Jasper Newton Preston for a year, before joining Clarence H. Russell from 1902 to 1907. Marsh &amp; Russell planned the Venice Canals (1904-1905) in Venice, California. Marsh worked on his own for several years, before joining with Smith &amp; Powell. During the firm's tenure from 1928 to 1955, Marsh, Smith &amp; Powell was recognized throughout the Southwest and greater United States as one of the top firms for school design. Marsh, Smith &amp; Powell rehabilitated and designed numerous schools following the 1933 Long Beach Earthquake. Some of the most notable of these school are located in Santa Monica, where the firm devised their "Santa Monica Plan."</p>
<b>Morgan, Octavius (1850-1922), FAIA</b>	
Born:	Canterbury, England
Education:	Sydney Cooper Art School
Firm:	Kysor, Morgan & Walls (1887-1889); Morgan & Walls (1890-1910)
	<p>Octavius Morgan was born on October 20, 1850, in Canterbury, England. He attended Sydney Cooper Art School and found work in the office of an architect and contractor, F. A. Gilhaus, while he attended school. Morgan emigrated to the United States in 1871, largely in search of gold, and settled for a time in Colorado before migrating westward to California, where he secured a claim on Lytle Creek in San Bernardino.<sup>647</sup> He eventually relocated to Los Angeles in 1874 and subsequently established an architectural partnership with Ezra Franklin Kysor (1835-1907), who is believed to be the first professional architect to practice in Southern California. The two men continued as the firm of Kysor and Morgan until John Walls joined the practice in 1887, at which point the firm became known as Kysor, Morgan and Walls. The partnership of Morgan, Walls &amp; Clements, which operated from 1923 to 1937, was initially established by architects Octavius Morgan, FAIA (1850-1922) and John Andrew Walls (1860-1922).</p>
<b>Norbak, John A. (1922-1981), AIA</b>	

<sup>647</sup> "Prominent Architect Succumbs," *Los Angeles Times*, March 30, 1922.

Born:	Copenhagen, Denmark
Education:	University of Southern California
Firm	Partner, Zook & Norbak (1950-1952); John A. Norbak (1950-Unknown)
	Born in Copenhagen, Denmark in 1922, Norbak Aage John moved to the United States at unknown date. He attended the University of Southern California, possibly for a degree in architecture. Not knowing his early career, Norbak served in the United States Coast Guard during WWII. Later, Norbak joined the firm Zook & Norbak from 1950 to 1952 as partner, meanwhile opened his own firm under his name since 1950. In 1953, Norbak joined AIA member until 1976. During this period, he is credited with numbers of prominent schools, public buildings, and banks in Downey. At the same time Norbak served Downey City School District as public service trustee, board member of Los Angeles Co. from 1962 to 1965; Member and board of Downey Community Hospital, 1964. He also served AIA Orange County Chapter as vice president in 1954 and 1956, secretary in 1955, and president in 1957. Norbak passed away in Los Angeles, 1981.
<b>Norbert W. Pieper (1924-1993), AIA</b>	
Born:	Oakland, CA
Education:	University of California, B.A.Arch, (1951)
Firm	Sheldon L. Pollack Corp (builder), Nobert W. Pieper AIA Inc.
	Norbert W. Pieper was born in 1924 in Oakland, California. Pieper served in the United States Navy during WWII, then received his B. A. Arch degree in 1951 from University of California. In 1957, he joined AIA Southern California Chapter. It is believed Pieper worked in Sheldon L. Pollack Corp and its wholly owned architectural subsidiary Nobert W. Pieper AIA Inc. Pieper mainly worked in Southern California, with projects such as Bel Aire post office in 1965, Riverside Hospital of North Hollywood modernization and expansion in 1973, and San Diego Sea Port Village in 1977. His other designs include office buildings, commercial villages, and medical centers. In the last ten years of his life, he had lived in Westchester and moved to Morro Bay California. In 1993, he passed away at the age of 69.
<b>Pollock, W.A. 1946-</b>	
Born:	Portland, OR
Education:	University of Washington, Seattle, B.Arch.(1968)
Firm	Pollock, Warren and Associates, Architect
	Pollock, Warren and Associates was an architecture design firm located in Seattle, Washington. The firm was founded by Warren William Pollock, who was born in Portland Oregon, 1946. Pollock had his high school time at Fort Vancouver High School in 1963 and received his B. Arch degree from University of Washington, Seattle in 1968. Unclear about his early career, Pollock joined Singleton-Pollock and Associates, Architects as a partner from 1979 to 1981. In 1981, he started Pollock, Warren and Associates, Architect as Principal until 2004. From 2004, Pollock served as partner and development analyst and concept designer for Mulvanny G2 Architecture and SU Development until 2010, then resumed his own firm, Warren Pollock, Architect, as principal. Currently, Pollock has been managing director and partner for Metrica Architect, LLP since 2014.

<b>Powell, Herbert J.</b> (1898-1996), AIA	
Born:	Chicago, Illinois
Education:	University of Redlands, B.A. (1920); Harvard University, M.A. (1924)
Firm:	Apprentice, Kilham, Hopkins & Greely (1921); Draftsman, McKim, Meads & White (1925); Draftsman, Thomas Elliott (1925); Draftsman, Van Pelt & Maybury (1927); Designer, Norman F. Marsh (1928); Partner, Marsh Smith & Powell (1928-1955)
	Herbert J. Powell was born in Chicago, Illinois in 1898. Powell briefly attended the University of California from 1916 to 1917, obtained a bachelor's degree from the University of Redlands in 1920, and earned a master's degree in architecture from Harvard University in 1924. Powell worked briefly as a draftsman for architects Kilham, Hopkins & Greely of Boston and McKim, Meads & White in New York, among others, before joining with Marsh and Smith in Los Angeles. During the firm's tenure from 1928 to 1955, Marsh, Smith & Powell was recognized throughout the Southwest and greater United States as one of the top firms for school design. Marsh, Smith & Powell rehabilitated and designed numerous schools following the 1933 Long Beach Earthquake. Some of the most notable of these schools are located in Santa Monica, where the firm devised their "Santa Monica Plan."
<b>Rible, Ulysses Floyd</b> (1904-1982), AIA	
Born:	Chicago, IL
Education:	University of Pennsylvania Certificate of Proficiency (1929); University of Southern California, B.Arch. (1943)
Firm:	Draftsman, John C. Austin (1923-1926); Draftsman, Allison & Allison (1929-1930); Parkinson & Parkinson (1934-1935); Principal, Ulysses Floy Rible (1935-1943); Partner, Allison and Rible, Architects (1944-1969); Partner, Allison, Rible, Robinson and Ziegler, Architects, Los Angeles (1969-); Partner, Leo A. Daly (c. 1970)
	Rible was born in Chicago, Illinois but spent most of his life in Wisconsin, where he worked as an office manager. Rible moved to Washington state before relocating to Southern California in the 1920s, first to San Luis Obispo then to Los Angeles. In Southern California, Rible worked for several notable architectural firms, including John C. Austin, Allison & Allison, and Parkinson & Parkinson before opening his own practice. Rible returned to his education in the 1940s and received a bachelor's degree from the University of Southern California in 1943. The following year, he joined with George Allison to form Allison & Rible. The firm specialized in master planning for schools and universities. Notable projects included the Goodyear Memorial Hospital in Ventura (1951) and Goodyear Memorial Hospital (1954). Rible joined the American Institute of Architects, Southern California Chapter, in 1940 and became a Fellow in 1957. Rible died in 1982.
<b>Rochlin, Fred</b> (1923-2004), AIA	
Born:	Nogales, AZ
Education:	University of California, Berkeley, B.Arch. (1949)
Firm:	Partner, Rochlan & Baran & Associates (1952-c. 2000)
	Fred Rochlin grew up outside of Nogales, Arizona. He served in the Army Air Corps during World War II, then returned to enroll at the University of California, Berkeley to study architecture. He apprenticed in the Los Angeles offices of architects Lloyd Wright and Charles Eames before founding Rochlin and Baran in 1952.  The firm is best known for the Community Medical Center of Canoga Park (1966), Los Alamitos General Hospital (1968), Huntington Intercommunity Hospital (c. 1970), and Alta Bates Cancer Center in Berkeley (c. 1997). The firm's work was published in <i>Architectural Record</i> and in <i>Modern Hospital</i> , and they won many awards for their hospital work.

	The firm eventually became Rochlin, Baran Balbona during the 1980s, and later, the name was shortened to RBB Architects. It is still in operation today specializing in medical architecture. Rochlin's World War II memories were eventually made into a performance show, "Old Man in a Baseball Cap." Rochlin died in 2004.
<b>Salerno, Daniel N. (1930-2022)</b>	
Born:	Los Angeles, CA
Education:	University of Southern California (1957)
Firm	Job Captain, Daniel, Mann, Johnson & Mendenhall; Draftsman, Cunneen Company
	Dan Salerno was born in Los Angeles in 1930 and secured his degree in architecture from USC in 1957 following service in the US Navy (1951). After working as a project architect for Edward H. Fickett, AIA, Dan worked as job captain for Daniel, Mann, Johnson & Mendenhall, and draftsman for the Cunneen Company. He would later work as 'City Architect' for the City of San Diego. The Salerno Residence #1 was the first home Salerno designed for himself. Years later, Salerno shared with a later owner of the home that the project was a real challenge, in that the lot was oddly shaped and sloped. Because of these conditions, the parcel of land was relatively cheap to purchase - and like most good designers he liked the challenge. During construction the crew ran into some poorly compacted fill dirt and rather than spend the money to compact it, he expanded the lowest level to include a regulation bomb shelter in addition to the planned home office on that level. The home was published in LA Times Home Magazine just after it was built. Dan lived in the first residence for about 5 years, when he started designing his second home on Marisma Way in La Jolla. Dan Salerno retired in the mid-1990s and moved to Incline Village. He passed away in 2022.
<b>Smith, Waugh (1917-2021)</b>	
Born:	CA
Education:	University of California, Berkeley, B.Arch. (1940)
Firm:	Designer, Kenneth S. Wing; Partner, Killingsworth, Brady & Smith (1953-1962)
	A native Californian, Waugh Smith (1917-2010) received his architecture degree with honors from UC Berkeley in 1940. Killingsworth, Brady & Smith was largely influenced by Killingsworth's style: horizontal structures that elegantly incorporated post-and-beam construction, open floor plans, glass, concrete, flat roofs, and soaring entrances. The firm opened an additional office in Honolulu in 1961 to accommodate a hotel project for the Hilton Corporation. Waugh Smith left Killingsworth, Brady & Smith in 1962 and retired in 1964.
<b>Smith, Whitney R. (1911-2002), FAIA</b>	
Born:	Pasadena, CA
Education:	Pasadena Junior College; University of California, Berkeley, B.Arch. (1934)
Firm:	Farm Security Administration, San Francisco (1936); Lawrence Test, Architect in Pasadena (1937); Kem Weber and Harwell H. Harris, Designer (1938); Marsh, Smith & Powell, Architects (1939); Joseph Westor Smith, Jones & Contini, Principal, Smith and Williams (1949-1973).
	Whitney R. Smith was born on January 16, 1911, in Pasadena. He attended the University of Southern California (USC) and graduated in 1934 with his bachelor's degree in architecture. After receiving his degree Smith went on to work as a designer for notable architects in the Los Angeles area: Lawrence Test, Harwell Hamilton Harris, Kem Weber, and William L. Pereira. From 1941 to 1942, Whitney Smith taught at USC. One of Smith's students was Wayne Williams (1919-2007), who started working for Smith in the early 1940s.  By 1949, Whitney Smith and Wayne Williams officially became partners. Some of their most notable early projects include Crestwood Hills (1950) and Griffith Park Girl's Camp (1951).

	<p>During the firm's 24 years, Smith and Williams produced numerous award-winning architectural projects, including private residences, educational buildings, religious buildings, community buildings, recreational facilities, commercial buildings, and parks. The Smith &amp; Williams partnership dissolved in 1973, although both Whitney Smith and Wayne Williams continued to practice.</p> <p>Smith and Williams were published nationally and internationally in <i>Arts + Architecture</i>, <i>Architectural Record</i>, <i>House and Home</i>, <i>Architect and Engineer</i>, <i>Architecture d'aujourd'hui</i>, <i>Bauen und Wohnen</i>, <i>Architecture Française</i>, <i>Architectural Form and Architect and Building News</i>. Their residential and commercial work were both lauded by the critics as exceptional examples of the Mid-Century Modern style. Smith also served on several civic boards and commissions in Pasadena and in Los Angeles. In 1957, Smith was elevated to Fellowship in the American Institute of Architects.</p>
<b>Trudeau, J. Earl (1908-1990), AIA</b>	
Born:	Newport Beach, CA
Education:	Princeton University, M.S.Arch.
Firm	Newton and Trudeau
	<p>Trudeau J. Earl was born in Newport Beach, California, 1908. Growing up on the west coast, Trudeau moved to the east coast for higher education. He received a graduate degree in architecture from Princeton University, then apprenticed with several New York firms. Trudeau moved back to Southern California, where he joined the Pasadena Chapter of the AIA in 1945. Trudeau and Henry Carlton Newton started a partnership, Newton and Trudeau. In his year of practice, Trudeau designed the All Souls Catholic Church, Alhambra and Saint Michael's Catholic Church, Los Angeles in 1940. He also published "All Souls Church Alhambra Notice", <i>Architect and Engineer</i> and "Saint Michael's Church, Alhambra Notice", <i>Architect and Engineer</i>, in the same year. Over the course of his career, Trudeau designed more than 35 churches with notable mosaic works. Trudeau passed away in 1990.</p>
<b>Walls, John A. (1860-1922)</b>	
Born:	Buffalo, NY
Education:	Unknown
Firms:	Morgan & Walls (1890-1910); Morgan, Walls & Morgan (1910); Morgan, Walls & Clements (1923-1937)
	<p>John Walls was born in 1860 in Buffalo, New York. Little is known about Walls's early education, although census records indicate that he was working as an architect – likely as a draftsman – as early as 1880. By 1885, Walls had relocated to Los Angeles and was working as a draftsman, most likely with Kysor and Morgan. Following Ezra Kysor's departure from the firm in 1890, Octavius Morgan and John Walls continued as the firm of Morgan and Walls from 1890 to 1910. Octavius Morgan, who had been named a Fellow of the American Institute of Architects in 1909, eventually retired in 1910. That same year, Morgan and Walls became Morgan, Walls and Morgan when Octavius Morgan's son, Octavius Weller Morgan, Sr., AIA (1886-1951), joined the firm. Morgan, Sr. had graduated from Stanford University with a bachelor's degree earlier that year. It was he and draftsman Stiles Oliver Clements, AIA (1883-1966) who would eventually come to define the firm's body of work during the building boom of the 1920s and 1930s. Over the next fourteen years, Morgan, Walls &amp; Clements is credited with designing hundreds of buildings in Los Angeles, including prominent commercial buildings, entertainment venues, and institutional buildings. The firm executed commissions in nearly every architectural style, including the popular Spanish Colonial Revival style as well as more elaborate examples of Exotic Revival styles such as Churrigueresque and Mayan Revival.</p>

<b>Weber, Kem (1889–1963)</b>	
Born:	Berlin, Germany
Education:	Kunstgewerbeschule, Berlin (1912)
Firm	N/A
	<p>Trained as a cabinetmaker in his native Berlin, Kem Weber attended the School of Decorative Arts in 1908, where he studied with Bruno Paul. In 1912 he was appointed to help represent Germany at the Panama Pacific International Exposition in San Francisco. Arriving in California just before the outbreak of World War I, Weber became stranded in the U.S. after being denied reentry to Germany.</p> <p>First working in Santa Barbara, designing Spanish Colonial interiors and several buildings inspired by ancient Mayan, Egyptian, and Minoan architecture, Weber moved to Los Angeles in 1921 and began working in the industrial and product design field for which he is perhaps best known. Until 1924 he worked as the Art Director for Barker Brothers, a large furniture and decorating store for whom he designed everything from furniture, interior fittings and packaging in a modernist style.</p> <p>Weber then established an independent industrial design studio in Hollywood, where he also designed modern sets for films and private residences. The inclusion of his work in the 1928 'International Exposition of Art in Industry' held by New York store Macy's cemented his reputation and he went on to design many products for a wide variety of companies including Widdicomb, Berley &amp; Gay, Friedman Silver and Lawson Time. Many of his designs, such as the copper 'Zephyr' desk clock (1933), can be classified as 'Streamline Moderne', which was a popular style in contemporary architecture.</p> <p>Weber's most famous work is probably the "Airline" chair of 1934, which exemplified the clean, streamlined style of the age, with its seat supported by a cantilevered frame reminiscent of wooden aircraft components. Practical, stylish and economical to construct and ship, the Airline chair failed to find a manufacturer. Most surviving examples come from the batch of 300 made for Walt Disney Studios, largely handmade. Weber is also noted for being the main architect of the Walt Disney Studios complex in Burbank, California.</p>
<b>Wing, Kenneth S. (1901-1986), FAIA</b>	
Born:	Colorado Springs, CO
Education:	University of Southern California, B.Arch. (1925)
Firms:	Senior Draftsman, Meyer & Holler (1925-1929); Senior Delineator, Lincoln Mortgage (1930); Principal, Kenneth S. Wing, Architect (1930- 1984)
	<p>Long-Beach based architect Kenneth S. Wing was a prolific architect working mostly in and around the Long Beach Area. He is well known for his Modern school designs, churches, medical and dental offices, and work on offices for oil companies. He also designed a significant number of commercial offices and public buildings. Wing was involved in the construction of the Pomona Civic Center.</p> <p>Wing's work was widely published in the architectural trade magazines including in <i>Architect and Engineer</i>, <i>Arts + Architecture</i>, <i>Architectural Forum</i>, and <i>Architectural Record</i>. Wing was elevated to Fellowship in the AIA in March of 1953 for his achievement in design, his service to the AIA and the public. He died in 1986 at the age of 85.</p>
<b>Winslow, Carleton Sr. (1876-1946)</b>	
Born:	Damariscotta, ME
Education:	Art Institute of Chicago; Ecole des Beaux-Arts, Paris; Atelier Pascal; Atelier Stelier Chiffot Geres
Firm	Carleton Monroe Winslow, Sr.

	<p>Carleton Monroe Winslow, Sr. was born in Maine on December 12, 1876. He studied architecture at the Art Institute of Chicago and at the Ecole des Beaux-Arts in Paris, studying in the Atelier Pascal and in the Atelier Stelier Chiffot Greres. Just out of school, Winslow secured a job with Cram, Goodhue &amp; Ferguson in New York. He was promoted within the firm in 1911 as the supervising architect of the Panama-California Exposition in San Diego, a project on which he worked for four years. Once in San Diego, Winslow decided to stay and opened an office in 1915, when he received his state license to practice. In 1917, Winslow moved to Los Angeles to work with Goodhue on the design of the Los Angeles Public Library headquarters, which he completed after Goodhue's death in 1924. In 1918, Winslow opened a second office in Santa Barbara where he designed the Cottage Hospital and worked with Floyd E. Brewster on the Santa Barbara Museum of Natural History. Other notable works in Santa Barbara include the Bliss, Billings, and Wilder residences. In Santa Barbara, Winslow also worked with Edward Fisher Brown on Small House Designs published by the Community Arts Association. Throughout his career Winslow was best known for his church designs including Community Presbyterian Church in Beverly Hills, the First Baptist Church in Pasadena, and Mary Star of the Sea Church in La Jolla. Carleton Monroe Winslow died in Los Angeles on October 16, 1946.</p>
<b>Winslow, Carleton Jr. (1919-1983)</b>	
Born:	Los Angeles, CA
Education:	University of Southern California, B.Arch (1947), M.Arch (1957)
Firm	Designer, Flewelling & Moody (1945-47); Architect, Louis A. Thomas (1948-9); Principal, Winslow & Lind (1949-unknown); Carleton Monroe Winslow, Jr.
	<p>Carleton Monroe Winslow, Jr., son of architect Carleton Winslow, Sr., was born on February 13, 1919, in Los Angeles. He served in the Army during World War II. After graduation from the USC School of Architecture, he worked for several local architectural firms before starting his own practice. Much like his father, Winslow Jr. was best known for his work on churches. Notable works include St. Peters Episcopal Church in San Pedro, Calvary Presbyterian Church in Riverside, Immanuel Episcopal Church in El Monte, and St. Martha's Episcopal Church in West Covina. His church designs were featured in <i>Progressive Architecture</i> in 1956. In Paramount, Winslow designed the Methodist Church at 16635 Paramount Boulevard (not extant). Through the late 1950s and 1960s, he continued his architectural practice in Los Angeles and was an assistant professor of Architecture at USC. In 1969, Winslow relocated to San Luis Obispo and took a job teaching architectural history at Cal Poly's School of Architecture and Environmental Design. As a professor, he published several books including <i>Discovering San Luis Obispo</i> and <i>The Enchanted Hill: The Story of Hearst Castle at San Simeon</i>. He continued to teach classes through 1970s and early 1980s, and even became acting head of the Architecture department. Carleton Monroe Winslow Jr. died on April 5, 1983 in San Luis Obispo.</p>
<b>Wright, Henry L. (1904-1999), FAIA</b>	
Born:	San Diego, CA
Education:	University of California, Los Angeles; University of Southern California (1929)
Firm:	Draftsman, Theodore C. Kistner (1922-1941); Partner, Kistner, Curtis and Wright (1941-1952); Partner, Kistner, Wright & Wright (1952-1963); Partner, Kistner, Wright, Wright & Luley (1981-1985); Partner, Kistner, Wright & Preston (1985-1990)
	<p>Henry L. Wright was born in San Diego in 1904. In 1922, he joined the office of local architect Theodore C. Kistner before moving to his Los Angeles office in 1923. While in school, Wright joined the firm of Theodore C. Kistner where he worked as draftsman before becoming a partner in 1941. In 1952, the Los Angeles firm was renamed Kistner, Curtis, Wright &amp; Wright to acknowledge Henry L. Wright and his brother William T. Wright, an architect and structural engineer, respectively. In 1955, Wright was elected a Fellow of the AIA. He served as president of the American Institute of Architects from 1962 to 1963. He was heavily involved in many</p>

	educational institutions and organizations. Notable projects included high schools in Bellflower, Lakewood, El Monte, and Whittier, among others. He was involved in the design of Cerritos College, MiraCosta College, and CalPoly Pomona. He died in 1999.
<b>Zamboni, Robert P.</b> (1926-2009), AIA	
Born:	Hynes, CA
Education:	California Polytechnic University, San Luis Obispo
Firm:	Associate, J. Richard Shelley & Associates (1959-1962); Partner, Shelley, Montierth & Zamboni (1962-Unknown)
	Robert "Bob" Peter Zamboni was born in Hynes, California to Emma and Pietro Zamboni on September 24, 1926. He attended St. Anthony High School in Long Beach and enlisted in the United States Army on March 4, 1945. After World War II, Zamboni graduated with a degree in Architecture from California Polytechnic Institute in San Luis Obispo. In 1957, he won an award from the <i>Chicago Tribune</i> Better Rooms Competition for a bedroom design. In 1959, Zamboni passed his architectural licensing exam and appears to have gone to work for J. Richard Shelley & Associates in Long Beach. By 1962, the firm was known as Shelley, Montierth & Zamboni. His obituary indicates that he designed both residential and commercial buildings in the greater Paramount area. By 1966, Robert P. Zamboni, AIA was the chairman of the Planning Commission for the City of Paramount. He died in 2009.

# APPENDIX B: GUIDELINES FOR EVALUATION & ELIGIBILITY STANDARDS

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register of Historic Places or the California Register of Historical Resources, it must meet one or more identified criteria of significance. The property must also retain sufficient historic integrity to evoke the sense of place and time with which it is historically associated.

## Guidelines for Evaluation

### HISTORIC SIGNIFICANCE AND PERIODS OF SIGNIFICANCE

The definition of *historic significance* used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the following definition used by the National Park Service for the National Register.<sup>648</sup>

Historic significance is [defined as] the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, State, or the nation. It is achieved in several ways:

- Association with important events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction, or form
- Potential to yield important information

A property may be significant individually or as part of a grouping of properties. In addition to the above criteria, significance is defined by the area of history in which the property made important contributions and by the period of time when these contributions were made.<sup>649</sup> The National Park Service defines this period of time as the *period of significance*.

The *period of significance* is the length of time when a property was associated with important events, activities or persons, or attained the characteristics which qualify it for...listing. The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.<sup>650</sup>

The period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.<sup>651</sup> The period of significance can be as brief as a single year; many, however, span many years and consist of beginning and closing dates.”<sup>652</sup> Identification and definition of the period is based on “specific

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<sup>648</sup> U. S. Department of the Interior, National Park Service, accessed May 13, 2024, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: 1997), <https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf>.

<sup>649</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form*.

<sup>650</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form*.

<sup>651</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form*.

<sup>652</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form*.

events directly related to the significance of the property,” for example, the date of construction, years of ownership, or length of operation as a particular entity.<sup>653</sup>

## **INTEGRITY**

*Historic integrity* is the ability of a property to convey its significance and is defined as the “authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”<sup>654</sup> The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling, and association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event took place.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>655</sup>

While it is not necessary for a property to retain all seven aspects of integrity, or indeed, “all its historic physical features or characteristics,”<sup>656</sup> the National Park Service notes that the property must retain “the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant and *when* it was significant.”<sup>657</sup>

## **CHARACTER-DEFINING FEATURES**

Every historic building is unique, with its own identity and its own distinctive character. *Character-defining features* are those visual aspects and physical features or elements, constructed during the property’s period of significance, that give the building its historic character and contribute to the integrity of the property. Character-defining features should be considered in the planning and design of a project to preserve them to the maximum extent possible. Character-defining features can identify the building as an example of a specific building type, usually related to the building’s function; they can exemplify the use of specific materials or

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<sup>653</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*

<sup>654</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*

<sup>655</sup> U. S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, by the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, edited by Rebecca H. Shrimpton (Washington, DC: 1990; revised for Internet, 2002), accessed May 13, 2024, [https://www.nps.gov/subjects/nationalregister/upload/NRB-15\\_web508.pdf](https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf).

<sup>656</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>657</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

methods of construction, or embody a historical period or architectural style; and they can convey the sense of time and place in buildings associated with significant events or people.

In order to be considered *eligible* for designation as a historic resource, a property must possess both sufficient historic significance to meet at least one of the above criteria, *and* sufficient historic integrity to convey its significance through the physical features that reflect the property's character and identity.

## **DESIGNATION PROGRAMS**

### **National Register of Historic Places**

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.<sup>658</sup> The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways, including recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of a historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. State and local regulations may also apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.<sup>659</sup>

Standard preservation practice evaluates geographically contiguous collections of buildings from similar time periods and historic contexts as historic districts. The National Park Service

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<sup>658</sup> 36CFR60, Section 60.2.

<sup>659</sup> 36CFR60, Section 60.3. Criterion D typically applies to archaeological resources.

defines a historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”<sup>660</sup>

### *Historic Districts*

Standard preservation practice evaluates groups of buildings from similar time periods and historic contexts as *districts*. The National Park Service defines an historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”<sup>661</sup>

A historic district derives its significance as a single unified entity. The National Park Service guidelines continue to say that “the identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties.”<sup>662</sup>

### *Integrity*

In addition to meeting any or all of the designation criteria listed above, the National Park Service requires properties to possess historic integrity. Historic integrity is the ability of a property to convey its significance and is defined as “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”<sup>663</sup> The National Park Service recognizes seven aspects or qualities that comprise integrity, which are also referenced above. In assessing a property’s integrity, the National Park Service recognizes that properties change over time. *National Register Bulletin 15* provides:

To retain historic integrity a property will always possess several, and usually most, of the aspects. It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity.

A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.<sup>664</sup>

A property that has sufficient integrity for listing at the national, state, or local level will typically retain a majority of the identified character-defining features, and will retain sufficient integrity to convey its significance. The required aspects of integrity are dependent on the reason for a property’s significance. Increased age and rarity of the property type are also considerations when assessing integrity thresholds. For properties that are significant for their architectural merit (Criterion C), a higher priority is placed on integrity of design, materials, and

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<sup>660</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>661</sup> National Park Service, U. S. Department of the Interior. *National Register Bulletin 15. How to Apply the National Register Criteria for Evaluation.* Washington D.C.: 1997, 5.

<sup>662</sup> *National Register Bulletin 15.*

<sup>663</sup> *National Register Bulletin 16A: How to Complete the National Register Nomination Form.*

<sup>664</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

workmanship. For properties that are significant for their association with important events or people, integrity of feeling and/or association may be more important.

For properties which are considered significant under National Register Criteria A and B, *National Register Bulletin 15* states:

A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.<sup>665</sup>

### *Criteria Considerations*

Certain kinds of properties are not usually considered for listing in the National Register. These include religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past 50 years.<sup>666</sup> These properties can be eligible for listing, however, if they meet special requirements, called Criteria Considerations, in addition to being eligible under one or more of the four criteria and possessing integrity. The National Park Service has defined seven Criteria Considerations; those that are the most relevant to this study include:

#### Criteria Consideration A: Religious Properties

A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.

A religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents. A religious property's significance under Criterion A, B, C, or D must be judged in purely secular terms. A religious group may, in some cases, be considered a cultural group whose activities are significant in areas broader than religious history.<sup>667</sup>

#### Criteria Consideration B: Moved Properties

A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.<sup>668</sup>

The National Register Criteria for Evaluation limit the consideration of moved properties because significance is embodied in locations and settings as well as in the properties themselves. Moving a property destroys the relationships between the property and its surroundings and destroys associations with historic events and persons. A move may also cause the loss of historic features such as landscaping, foundations, and chimneys, as well as loss of the potential for associated archeological deposits. Properties that were

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<sup>665</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>666</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>667</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>668</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

moved before their period of significance do not need to meet the special requirements of Criteria Consideration B.<sup>669</sup>

### Criteria Consideration G: Properties that have Achieved Significance within the Past 50 Years

A property achieving significance within the past fifty years is eligible if it is of *exceptional importance*.

The National Register Criteria for Evaluation exclude properties that achieved significance within the past 50 years unless they are of exceptional importance. 50 years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. The phrase "exceptional importance" does not require that the property be of national significance. It is a measure of a property's importance within the appropriate historic context, whether the scale of that context is local, State, or national.

### **California Register of Historical Resources**

The California Register of Historical Resources is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources. The California Register was established in 1998, with eligibility criteria based upon National Register criteria. The criteria for listing in the California Register are:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.<sup>670</sup>

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission.
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.

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<sup>669</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*

<sup>670</sup> Criterion 4 typically applies to archaeological resources, which is outside the scope of this project.

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.
- Historical resources contributing to the significance of an historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g) of Section 5023.1 of the Public Resources Code.
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance.<sup>671</sup>

### **California Points of Historical Interest**

The California Point of Historical Interest Program was established in 1965 to accommodate an increased interest in recognizing local historic properties not able to meet the restrictive criteria of the State Historical Landmarks program. The criteria for the Points are the same as those that govern the Landmark program, but are directed to local (city or county) areas. California Points of Historical Interest do not have direct regulatory protection, but are eligible for official landmark plaques and highway directional signs.

### **City of Paramount Historic Designations**

This Historic Context Statement provides guidance for potential designation according to standard preservation practice and established criteria and integrity thresholds. The City of Paramount does not have a Historic Preservation Ordinance that provides for local designation. However, the survey identifies those properties that appear eligible for local designation should the City adopt an ordinance in the future based on the overarching concepts for historic designation embedded in the criteria for listing in the National and California Registers:

- Properties associated with historic events.
- Properties associated with significant people.
- Properties that are significant for their design, architectural style, or association with a significant architect.
- Properties that have potential archaeological significance.<sup>672</sup>

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<sup>671</sup> California PRC, Section 5023.1(e).

<sup>672</sup> Archaeological significance is outside of the scope of this project.

## ELIGIBILITY STANDARDS

The following Eligibility Standards have been developed to provide guidance for the ongoing efforts to identify historic resources and describe the built environment in Paramount. There are eligibility standards for each chronological period and development type/theme in the context statement to identify and evaluate properties that may be eligible under a particular theme. Eligibility standards for local designation are based on the established criteria for designation at the federal and state levels as outlined above, and are intended to provide additional guidance regarding how to apply the criteria for different property types and periods of development. The eligibility standards for the identification of eligible properties in the city include:

- Identification of why a property may be significant under each designation criterion (e.g., as an early or rare example of a type of development, for an association with a particular ethnic group, or for representing a particular architectural style or type).
- Identification of the integrity considerations for potential eligibility under each designation criterion. In order to determine if a property retains sufficient historic integrity to convey its significance, it is necessary first to establish when it was constructed and why it is significant. The required aspects of integrity reflect the significance of the property and the essential physical features required to convey that significance. The rarity of type is also considered. Because properties are significant for different reasons, separate integrity thresholds have been established for different types of resources. For example, a property type that is ubiquitous may have a higher integrity threshold – allowing for fewer alterations to original fabric – than for examples of very early or rare property types. Due to the rarity of historic resources in Paramount, integrity thresholds are relatively low.
- Identification of the registration requirements for potential eligibility under each criterion. In order for a property to be eligible for local designation, a property must meet the established requirements in order to convey its significance.

Eligibility for the California or National Registers implies a greater retention of integrity as well as a higher level of significance; therefore, a property eligible for designation at the state or federal level should retain a high degree of physical integrity and meet significance thresholds to merit listing at the federal or state levels for its property type. Based on the survey conducted as part of this study, properties identified as potential historic resources in Paramount appear eligible only at the local level, should the City adopt a preservation ordinance in the future.

# EARLY CLEARWATER AND HYNES (1886-1919)

## Eligibility Standards: Early Residential Development (1896-1919)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, or for conveying important development patterns during this formative period in Paramount's history. Extant properties from this period may be remnant examples of the communities of Clearwater or Hynes, represent the establishment of important residential tracts, reflect settlement patterns of a particular ethnic group, or otherwise reflect an early, rare, or important example of residential development constructed before World War I. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an early period of development, or a catalyst for development in the city or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation.

Some resources evaluated under this theme may also be significant for their association with important persons, including influential early residents, pioneers or people who played a significant role in the early development of the area, or people who made significant contributions to a demonstrably important profession or were influential members of a particular social, cultural, or ethnic group. Properties eligible for an association with an important person are typically associated with a person's productive life, reflecting the time period when they achieved significance. According to National Park Service guidance, a property is not eligible if its only justification is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person made a significant contribution to history.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1886-1919. The period of significance reflects the establishment of the communities of Clearwater and Hynes, through 1919, after which widespread development changed the character of the built environment in Paramount.

Associated Property Types

- Single Family Residence
- Multi-Family Residence
- Tract Feature/Amenity
- Resources associated with this theme consist of individual properties. There do not appear to be any potential historic districts associated with this theme.

Property Type Description

Significant property types are those representing important periods of early residential development in Paramount, including single-family or multi-family residences and tract features and amenities including street trees/other significant landscape features, and streetlights.

**Criterion National Register A/California Register 1 (event, development pattern)**

Registration Requirements (Criterion A/1)

- Dates from the period of significance; and
- Has a proven association with an important event in history; or
- Represents an important pattern or trend in residential development from the period; or
- Is a rare remaining example of residential development from this early period in Paramount history; or
- Was a catalyst for residential during this period; or
- Represents a good example of an important multi-family residential property type from the period; or
- Has a proven association with a specific population or ethnic group; and
- Displays sufficient historic integrity to convey its significance.

**Criterion National Register B/California Register 2 (association with important person)**

Registration Requirements (Criterion B/2)

- Dates from the period of significance; and
- Has a proven association with the productive period of a person important to local, state, or national history; and
- Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.

Integrity Considerations

- Should retain integrity of Location, Design, Feeling, and Association.
- The setting may have changed (surrounding buildings and land uses).
- A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
- For very early examples, a greater degree of alteration may be acceptable due to their rarity.
- For properties that are eligible for an association with an important

person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

# Eligibility Standards: Commercial, Institutional, Industrial, and Infrastructural Development (1896-1919)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, for conveying commercial, institutional, or industrial development patterns during this formative period in Paramount’s history, or as an important infrastructural improvement from the period. Extant properties from this period may be remnant examples of early commercial, institutional, or industrial development associated with the communities of Clearwater or Hynes, may represent an important commercial or industrial enterprise that played a significant role in the development of the area, or may have an important association with a particular ethnic group. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an early period of development, or a catalyst for development. Merely dating from a specific period is typically not enough to qualify for designation.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1886-1919. The period of significance reflects the establishment of the communities of Clearwater and Hynes, through 1919, after which widespread development changed the character of the built environment in Paramount.

- Associated Property Types**
- Commercial Property Types: Mixed-use Commercial; Commercial/Retail; Bank; Restaurant
  - Industrial Property Types: Agricultural types: barns, packing houses, other remnant features; Oil-related structures and features; Daylight factories, warehouses, light industrial buildings
  - Institutional Property Types: Post Offices, Fire and Police Stations; Schools; Libraries; Churches and other Religious Buildings; Hospitals; Social Clubs and Cultural Institutions; Parks
  - Infrastructure Improvements, including Water-related resources; Transportation and Shipping-Related Facility; Railroad Facility or Feature; Roadways and Bridges
  - Resources associated with these themes consist of individual properties. There do not appear to be any potential historic districts

associated with these themes.

Property Type  
Description

Significant property types are those representing important early commercial, industrial, institutional, or infrastructural development in Paramount, or are rare remnant examples dating to the establishment of Clearwater/Hynes.

**Criterion**

**National Register A/California Register 1 (event, development pattern)**

Registration  
Requirements  
(Criterion A/1)

- Dates from the period of significance; and
- Has a proven association with an important event in history; or
- Represents an important pattern or trend in commercial, industrial, or institutional development from the period; or
- Is a rare remaining example of commercial, industrial, or institutional development from this early period in Paramount history; or
- Is an important infrastructural improvement from the period; or
- Has a proven association with a specific population or ethnic group; and
- Displays sufficient historic integrity to convey its significance.

Integrity  
Considerations

- Should retain integrity of Location, Design, Feeling, and Association.
- The setting may have changed (surrounding buildings and land uses).
- A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
- For very early examples, a greater degree of alteration may be acceptable due to their rarity.

# EXPANSION AND GROWTH (1920-1940)

## Eligibility Standards: Residential Development (1920-1940)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, or for conveying residential development patterns during this period of growth in Paramount’s history. Extant properties from this period may represent the establishment of important residential tracts, reflect settlement patterns of a particular ethnic group, or otherwise reflect an early, rare, or important example of residential development constructed between World Wars I and II. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an important period of development, or a catalyst for development in the city or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation.

Some resources evaluated under this theme may also be significant for their association with important persons, including influential residents who played a significant role in the development of the area during this period, or people who made significant contributions to a demonstrably important profession, or were influential members of a particular social, cultural, or ethnic group. Properties eligible for an association with an important person are typically associated with a person’s productive life, reflecting the time period when they achieved significance. According to National Park Service guidance, a property is not eligible if its only justification is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person made a significant contribution to history.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1920-1940. The period of significance reflects the period of expansion and growth in the period after World War I and prior to the United States entrance into World War II, which largely halted development as resources were primarily devoted to supporting the war effort.

Associated Property Types

- Single Family Residence
- Multi-Family Residence
- Tract Feature/Amenity
- Resources associated with this theme consist of individual properties. There do not appear to be any potential historic districts associated with this theme.

Property Type Description

Significant property types are those representing residential development in Paramount during a significant period of growth, including single-family and multi-family residences and tract features and amenities including street trees/other significant landscape features, and streetlights.

**Criterion National Register A/California Register 1 (event, development pattern)**

Registration Requirements (Criterion A/1)

- Dates from the period of significance; and
- Has a proven association with an important event in history; or
- Represents an important pattern or trend in residential development from the period; or
- Is a rare remaining example of residential development from this period in Paramount history; or
- Represents a good example of an important multi-family residential property type from the period; or
- Has a proven association with a specific population or ethnic group; and
- Displays sufficient historic integrity to convey its significance.

**Criterion National Register B/California Register 2 (association with important person)**

Registration Requirements (Criterion B/2)

- Dates from the period of significance; and
- Has a proven association with the productive period of a person important to local, state, or national history; and
- Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.

Integrity Considerations

- Should retain integrity of Location, Design, Feeling, and Association.
- The setting may have changed (surrounding buildings and land uses).
- A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
- For rare examples, a greater degree of alteration may be acceptable.
- For properties that are eligible for an association with an important person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## Eligibility Standards: Commercial, Institutional, Industrial, and Infrastructural Development (1920-1940)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, or for conveying patterns during this important period of growth in Paramount's history. Extant properties from this period may be remnant examples of early commercial, institutional, or industrial development associated with the communities of Clearwater or Hynes, may represent an important commercial or industrial enterprise that played a significant role in the development of the area, may represent an important property type (e.g., auto-related development), may have an important association with a particular ethnic group, or may represent an important infrastructure improvement that contributed to the development and growth of the area. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an early period of development, or a catalyst for development. Merely dating from a specific period is typically not enough to qualify for designation.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1920-1940. The period of significance reflects the period of expansion and growth in the period after World War I and prior to the United States entrance into World War II, which largely halted development as resources were primarily devoted to supporting the war effort.

**Associated Property Types**

- Commercial Property Types: Mixed-use Commercial; Commercial/Retail; Bank; Restaurant; Auto-related types: drive-thrus, gas and service stations; Hotel/motel
- Industrial Property Types: Agricultural types: barns, packing houses, other remnant features; Oil-related structures and features; Daylight factories, warehouses, light industrial buildings
- Institutional Property Types: Post Offices, Fire and Police Stations; Schools; Libraries; Churches and other Religious Buildings; Hospitals; Social Clubs and Cultural Institutions; Parks
- Infrastructure Improvements, including Water-related resources; Transportation and Shipping-Related Facility; Railroad Facility or Feature; Roadways and Bridges

- Resources associated with these themes consist of individual properties. There do not appear to be any potential historic districts associated with these themes.

Property Type Description Significant property types are those representing important commercial, industrial, institutional, or infrastructural development in Paramount during this period, including remnant examples associated with the growth of Clearwater/Hynes.

**Criterion National Register A/California Register 1 (event, development pattern)**

Registration Requirements (Criterion A/1)

- Dates from the period of significance; and
- Has a proven association with an important event in history; or
- Represents an important pattern or trend in commercial, industrial, or institutional development from the period; or
- Is a rare remaining example of commercial, industrial, or institutional development from this important period of growth in Paramount history; or
- Is an important infrastructural improvement from the period; or
- Has a proven association with a specific population or ethnic group; and
- Displays sufficient historic integrity to convey its significance.

**Criterion National Register B/California Register 2 (association with important person)**

Registration Requirements (Criterion B/2)

- Dates from the period of significance; and
- Has a proven association with the productive period of a person important to local, state, or national history; and
- Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.

Integrity Considerations

- Should retain integrity of Location, Design, Feeling, and Association.
- The setting may have changed (surrounding buildings and land uses).
- A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
- For rare examples, a greater degree of alteration may be acceptable.
- For properties that are eligible for an association with an important person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

## WORLD WAR II (1941-1945)

### Eligibility Standards: Residential Development (1941-1945)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, or for conveying important development patterns in Paramount during World War II. Extant properties from this period may represent the establishment of important residential tracts, reflect settlement patterns of a particular ethnic group, or otherwise reflect an important example of residential development constructed during the war, when development was otherwise focused on supporting the war effort. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an important period of development, or a catalyst for development in the city or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation.

Some resources evaluated under this theme may also be significant for their association with important persons, including influential residents who played a significant role in the development of the area during this period, or people who made significant contributions to a demonstrably important profession, or were influential members of a particular social, cultural, or ethnic group. Properties eligible for an association with an important person are typically associated with a person's productive life, reflecting the time period when they achieved significance. According to National Park Service guidance, a property is not eligible if its only justification is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person made a significant contribution to history.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1941-1945. The period of significance reflects the period during which the United States was engaged in World War II.

Associated Property Types	<ul style="list-style-type: none"> <li>• Single Family Residence</li> <li>• Multi-Family Residence</li> <li>• Resources associated with this theme consist of individual properties. There do not appear to be any potential historic districts associated with this theme.</li> </ul>
Property Type Description	Significant property types are those representing residential development in Paramount during World War II, including single-family and multi-family residences.

**Criterion National Register A/California Register 1 (event, development pattern)**

Registration Requirements (Criterion A/1)	<ul style="list-style-type: none"> <li>• Dates from the period of significance; and</li> <li>• Has a proven association with an important event in history; or</li> <li>• Represents an important pattern or trend in residential development from the period; or</li> <li>• Is a rare remaining example of residential development from this period in Paramount history; or</li> <li>• Represents a good example of an important multi-family residential property type from the period; or</li> <li>• Has a proven association with a specific population or ethnic group; and</li> <li>• Displays sufficient historic integrity to convey its significance.</li> </ul>
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**Criterion National Register B/California Register 2 (association with important person)**

Registration Requirements (Criterion B/2)	<ul style="list-style-type: none"> <li>• Dates from the period of significance; and</li> <li>• Has a proven association with the productive period of a person important to local, state, or national history; and</li> <li>• Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.</li> </ul>
Integrity Considerations	<ul style="list-style-type: none"> <li>• Should retain integrity of Location, Design, Feeling, and Association.</li> <li>• The setting may have changed (surrounding buildings and land uses).</li> <li>• A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.</li> <li>• For properties that are eligible for an association with an important person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.</li> </ul>

## Eligibility Standards: Commercial, Institutional, Industrial, and Infrastructural Development (1941-1945)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, or for conveying commercial, institutional, or industrial development patterns in Paramount during World War II. Extant properties from this period may be remnant examples of commercial, institutional, or industrial development established during this period, may represent an important commercial or industrial enterprise that played a significant role in the development of the area, may have an important association with a particular ethnic group, or may represent an important infrastructure improvement established during the period that contributed to the growth and development of the area. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an important period of development, or a catalyst for development. Merely dating from a specific period is typically not enough to qualify for designation.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1941-1945. The period of significance reflects the period during which the United States was engaged in World War II.

**Associated Property Types**

- Commercial Property Types: Mixed-use Commercial; Commercial/Retail; Bank; Restaurant; Auto-related types: drive-thrus, gas and service stations; Hotel/motel
- Industrial Property Types: Oil-related structures and features; Daylight factories, warehouses, light industrial buildings
- Institutional Property Types: Post Offices, Fire and Police Stations; Schools; Libraries; Churches and other Religious Buildings; Hospitals; Social Clubs and Cultural Institutions; Parks
- Infrastructure Improvements, including Water-related resources; Transportation and Shipping-Related Facility; Railroad Facility or Feature; Roadways and Bridges
- Resources associated with these themes consist of individual properties. There do not appear to be any potential historic districts associated with these themes.

Property Type Description Significant property types are those representing important commercial, industrial, institutional, or infrastructural development in Paramount during World War II.

**Criterion National Register A/California Register 1 (event, development pattern)**

- Registration Requirements (Criterion A/1)
- Dates from the period of significance; and
  - Has a proven association with an important event in history; or
  - Represents an important pattern or trend in commercial, industrial, or institutional development from the period; or
  - Is a rare remaining example of commercial, industrial, or institutional development from this important period in Paramount history; or
  - Is an important infrastructural improvement from the period; or
  - Has a proven association with a specific population or ethnic group; and
  - Displays sufficient historic integrity to convey its significance.

**Criterion National Register B/California Register 2 (association with important person)**

- Registration Requirements (Criterion B/2)
- Dates from the period of significance; and
  - Has a proven association with the productive period of a person important to local, state, or national history; and
  - Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.

- Integrity Considerations
- Should retain integrity of Location, Design, Feeling, and Association.
  - The setting may have changed (surrounding buildings and land uses).
  - A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
  - For properties that are eligible for an association with an important person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

# THE BIRTH OF PARAMOUNT, POSTWAR PROSPERITY AND REDEVELOPMENT (1946-1979)

## Eligibility Standards: Residential Development (1946-1979)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, for conveying development patterns in Paramount during an important period of growth and expansion after World War II and the ensuing decades. Extant properties from this period may represent the establishment of important residential tracts during a period of significant growth, reflect settlement patterns of a particular ethnic group, or otherwise reflect an important example of residential development constructed as part of the post-World War II prosperity and growth prevalent throughout California during the period. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an important period of development, or a catalyst for development in the city or neighborhood. Merely dating from a specific period is typically not enough to qualify for designation.

Some resources evaluated under this theme may also be significant for their association with important persons, including influential residents who played a significant role in the development of the area during this period, or people who made significant contributions to a demonstrably important profession, or were influential members of a particular social, cultural, or ethnic group. Properties eligible for an association with an important person are typically associated with a person's productive life, reflecting the time period when they achieved significance. According to National Park Service guidance, a property is not eligible if its only justification is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person made a significant contribution to history.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1946-1979. The period of significance reflects the period immediately following the conclusion of World War II, through redevelopment efforts in the 1970s.



## Eligibility Standards: Commercial, Institutional, Industrial, and Infrastructural Development (1946-1979)

**Summary** Resources evaluated under this theme may be significant as the site of an important event in history, for conveying commercial, institutional, or industrial development patterns in Paramount after World War II, or as an example of an important infrastructure improvement that influenced development in the area during this period. Extant properties from this period may represent significant commercial, institutional, or industrial development established during this period, including the first facilities constructed following the incorporation of Paramount as a City; may represent an important commercial or industrial enterprise that played a significant role in the development of the area, or may have an important association with a particular ethnic group. Note that in order to be individually eligible for designation for representing a pattern of development, a property typically must be the first or an early example of its type, a rare remnant example of an important period of development, or a catalyst for development. Merely dating from a specific period is typically not enough to qualify for designation.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1946-1979. The period of significance reflects the period immediately following the conclusion of World War II, through redevelopment efforts in the 1970s.

**Associated Property Types**

- Commercial Property Types: Mixed-use Commercial; Commercial/Retail; Bank; Restaurant; Auto-related types: drive-thrus, gas and service stations; Hotel/motel
- Industrial Property Types: Oil-related structures and features; Daylight factories, warehouses, light industrial buildings
- Institutional Property Types: Post Offices, Fire and Police Stations; Schools; Libraries; Churches and other Religious Buildings; Hospitals; Social Clubs and Cultural Institutions; Parks
- Infrastructure Improvements, including Water-related resources; Transportation and Shipping-Related Facility; Railroad Facility or Feature; Roadways and Bridges
- Resources associated with these themes consist of individual properties. There do not appear to be any potential historic districts

associated with these themes.

Property Type Description Significant property types are those representing commercial, industrial, institutional, or infrastructural development that played an important role in the development of Paramount after World War II.

**Criterion National Register A/California Register 1 (event, development pattern)**

- Registration Requirements (Criterion A/1)
- Dates from the period of significance; and
  - Has a proven association with an important event in history; or
  - Represents a pattern or trend in commercial, industrial, or institutional development that played an important role in the development of Paramount after World War II; or
  - Is an important example of commercial, industrial, or institutional development from this period in Paramount history; or
  - Represents an important civic building constructed following the incorporation of Paramount as a City;
  - Represents an important legacy business; or
  - Is an important infrastructural improvement that influenced development during the period; or
  - Has a proven association with a specific population or ethnic group; and
  - Displays sufficient historic integrity to convey its significance.

**Criterion National Register B/California Register 2 (association with important person)**

- Registration Requirements (Criterion B/2)
- Dates from the period of significance; and
  - Has a proven association with the productive period of a person important to local, state, or national history; and
  - Displays sufficient historic integrity from the period during which the property was associated with the important person to convey its significance.

- Integrity Considerations
- Should retain integrity of Location, Design, Materials, Feeling, and Association.
  - The setting may have changed (surrounding buildings and land uses).
  - A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.
  - For properties that are eligible for an association with an important person, a general rule is that the property must be recognizable to contemporaries of the person with which it is associated.

# ARCHITECTURE AND DESIGN (1886-1979)

## Eligibility Standards

**Summary** Resources evaluated under this theme may be significant for their architectural merit, as a good or rare example of a particular architectural style, or a distinctive example of a work by a noted local architect. Character-defining features of each architectural style in Paramount are listed in the Architecture and Design context, in order to guide the evaluation of potentially eligible examples.

Note that the City of Paramount does not currently have a mechanism for local designation. Most properties identified in the historic resources survey do not appear to meet the threshold for eligibility and/or do not retain sufficient integrity for listing in the National or California Registers; therefore, properties have been identified for potential local designation based on the overarching reasons for potential significance embedded in established federal and state criteria. The applicable federal and state criteria listed in this section are provided for reference.

**Period of Significance** 1886-1979. Properties from all development periods are evaluated under this context.

**Associated Property Types**

- All property types are evaluated under this context.

### **Criterion National Register C/California Register 3 (architectural merit)**

**Registration Requirements (Criterion C/3)**

- Dates from the period of significance of the particular architectural style; and
- Represents an excellent, good, or rare local example of an architectural style or method of construction with high quality of design or distinctive details; and
- Displays most of the character-defining features of the style; and
- Retains sufficient historic integrity to convey its significance.

**Integrity Considerations**

- Should retain integrity of Location, Design, Materials, Feeling, and Association.
- The setting may have changed (surrounding buildings and land uses).
- A property that has lost some historic materials or design features may still be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, and pattern of windows and doors.

# APPENDIX C: SURVEY FINDINGS

## INTRODUCTION

As part of the City’s ongoing efforts to identify and evaluate potential historic resources, a citywide historic resources survey was undertaken as part of this project. This represents the first survey of the built environment in Paramount. The period of study for the built environment dates from the earliest extant resources dating to the late 19th century, through 1980. The table below (which is also shown in the introduction to the historic context) illustrates the development of Paramount by decade, according to tax assessor data.

**TABLE 2: PARCEL DEVELOPMENT BY DECADE**

DECADE	# OF PARCELS
No Data <sup>673</sup>	563
19 <sup>th</sup> Century	3
1900-1909	26
1910-1919	69
1920-1929	364
1930-1939	509
1940-1949	1518
1950-1959	1847
1960-1969	950
1970-1979	748
1980-1989	1173
1990-1999	818
2000-2009	124
2010-2019	95

## SURVEY METHODOLOGY

The historic resources survey follows guidelines established by the National Park Service (NPS) and the California Office of Historic Preservation (OHP) for identifying potential historic resources and conducting historic resources surveys. NPS and OHP publications consulted as part of this study include:

- National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation
- National Register Bulletin 16A: How to Complete the National Register Registration Form
- National Register Bulletin 16B: How to Complete the National Register Multiple Property Documentation Form
- National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning
- OHP: Instructions for Recording Historical Resources

<sup>673</sup> The tax assessor does not include data for parcels that are not subject to property taxes, including schools and other municipal properties.

At the outset of the project, the survey team reviewed available information about potential historic properties in the City, including properties identified by the community or through research for the Historic Context Statement. HRG then conducted a reconnaissance (or windshield) survey of the entire city to identify those properties that may be historically significant. Following the reconnaissance survey, additional research and analysis was conducted in order to make recommendations for potentially eligible properties; the research methodology is outlined below. All fieldwork was conducted from the public right-of-way. Properties were evaluated under criteria for designation according to the contexts, themes, and eligibility standards outlined in the Historic Context Statement.

## **RESEARCH**

Property-specific research was conducted on properties identified as potentially eligible during the reconnaissance/windshield study, identified as part of research for the Historic Context Statement, or had been previously identified by the City or community in order to confirm construction dates (when possible), identify significant architects and builders, identify original or potentially significant owners, and confirm site history and alterations.

Research sources include:

- Building permits
- Sanborn maps
- Historic and aerial photographs.
- Newspaper articles
- Archival research at local repositories.

## **Survey Recommendations**

The survey identified a total of 98 individual properties that appear eligible for local designation should Paramount adopt a historic preservation ordinance in the future. The individually significant properties are located throughout the city; they represent the major development periods as identified in the historic context statement and a variety of property types and architectural styles. The survey recommendations are summarized in Table 3, below; Table 4 lists each potentially eligible property and the reason for its significance.

**TABLE 3: SUMMARY OF SURVEY RECOMMENDATIONS**

<b>CONTEXT-THEME</b>	<b># OF RESOURCES</b>
<b>Early Clearwater and Hynes (1886-1919)</b>	
Residential Development	17
Commercial Development	0
Civic and Institutional Development	0
Industrial Development	0
Infrastructure	0
<b>TOTAL</b>	<b>17</b>
<b>Expansion and Growth (1920-1940)</b>	
Residential Development	20
Commercial Development	6
Civic Institutional Development	4
Industrial Development	2
Infrastructure	0
<b>TOTAL</b>	<b>32</b>
<b>World War II (1941-1945)</b>	
Residential Development	0
Civic and Institutional Development	1
Industrial Development	1
<b>TOTAL</b>	<b>2</b>
<b>The Birth of Paramount, Postwar Prosperity, and Development (1946-1979)</b>	
Residential Development	5
Commercial Development	6
Institutional Development	17
Industrial Development	2
Infrastructure	0
<b>TOTAL</b>	<b>30</b>
<b>Architecture &amp; Design (1886-1979)</b>	
<b>TOTAL</b>	<b>37</b>
<i>Note: Some properties eligible for their architectural merit are also eligible for representing a pattern of development.</i>	
<b>TOTAL POTENTIAL HISTORIC RESOURCES</b>	<b>98</b>

**TABLE 4: SURVEY RECOMMENDATIONS**

APN	Address No.	Street	Other Location Information	Historic Name	Common Name	Date/Period of Significance	Architect	Existing Designation	Eligibility	Significance	Status Code(s)	Criteria
6241-015-028	8021	2nd St	Residence was relocated here from 348 W 62nd St, LA in 1955.			1909			Appears eligible for local designation	Architecture (Craftsman)	5S3	C/3
6241-015-022	8045	2nd St				1959			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
6241-015-021	8051	2nd St				1939			Appears eligible for local designation	Residential Development (rare example of pre-World War II and pre-Paramount residential development); Architecture (Minimal Traditional)	5S3	A/1, C/3
7101-008-032	6607	72nd St				1914			Appears eligible for local designation	Residential Development (rare example of early 20th century residential development); Architecture (Residential Vernacular)	5S3	A/1, C/3
6240-009-101	7333	Adams St				1968			Appears eligible for local designation	Industrial Development (post-World War II industrial development & expansion)	5S3	A/1
6240-013-021	7743	Adams St		Carlton Forge Works	Carlton Forge Works	1952			Appears eligible for local designation	Industrial Development (post-World War II industrial development & expansion); Architecture (Mid-century Modern)	5S3	A/1, C/3
6240-022-013	7754	Jefferson St		Randall Mills Corporation		1948			Appears eligible for local designation	Industrial Development (post-World War II industrial development & expansion);	5S3	A/1
7103-008-023	7812	Alondra Blvd		Hynes D.E.S. Portuguese Hall	Hynes D.E.S. Portuguese Hall	1940			Appears eligible for local designation	Institutional Development (Association with Portuguese American community)	5S3	A/1
7103-006-043; 7103	8018-8026	Alondra Blvd	Southwest corner of Alondra Blvd and California Ave	Moreland Mortuary No. 2; Moreland's Mortuary and Ambulance Service; Paramount Mortuary	C & H Program	1930			Appears eligible for local designation	Institutional Development (1930s mortuary); Architecture (Art Deco)	5S3	A/1, C/3
6270-034-002	15308	Bixler Ave				1962			Appears eligible for local designation	Architecture (Mid-century Modern)	5S3	C/3
7103-017-003	16412	Bixler Ave				1901			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
7103-018-026	16411-16415	Bixler Ave				1950			Appears eligible for local designation	Architecture (Minimal Traditional)	5S3	C/3
6270-004-900	15110	California Ave		Paramount Unified School District Administration	Paramount Unified School District Administration	1953	Allison & Ribble		Appears eligible for local designation	Institutional Development (example of post-World War II school building)	5S3	A/1
6270-010-901	15324	California Ave		Abraham Lincoln Elementary School	Lincoln Elementary School	1923; 1927; 1933; 1941; 1950			Appears eligible for local designation	Institutional Development (rare example of a 1920s prewar/pre-earthquake school)	5S3	A/1
7103-005-010	15942	California Ave				1931			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
7103-005-033	15946	California Ave				1929			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
7103-005-027	15912	Clearbrook Dr	Rear of 15911 Orizaba Ave			1930			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development, multi-family)	5S3	A/1
7103-005-012	15947	Clearbrook Dr	15947-15953 Clearbrook Dr			1930			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development, multi-family)	5S3	A/1
6270-014-016	15543	Colorado Ave				1937			Appears eligible for local designation	Residential Development (example of pre-World War II and pre-Paramount residential development)	5S3	A/1
7103-009-907	16254	Colorado Ave		City of Paramount Public Library, Los Angeles County Library System	Paramount Library	1968	Wing, Kenneth S.		Appears eligible for local designation	Institutional Development (1960s library); Architecture (Late Modern, Architect)	5S3	A/1, C/3
7102-025-902	16400	Colorado Ave		City Hall		1963	Siegrist & Associates		Appears eligible for local designation	Institutional Development (1960s city hall); Architecture (Mid-century Modern)	5S3	A/1, C/3
7102-025-038	16453	Colorado Ave		Paramount Hospital	Kindred Hospital Paramount	1971	Rochlin & Baran & Associates		Appears eligible for local designation	Architecture (Late Modern)	5S3	C/3
6241-001-908	14429	Downey Ave		Paramount High School - Senior Campus	Paramount High School - Senior Campus	1952-1955	Kistner, Curtis & Wright; Kistner, Wright & Wright		Appears eligible for local designation	Institutional Development (example of post-World War II school campus, finger plan)	7R	A/1
7107-001-018	16200	Downey Ave		Alondra Middle School		1961	Killingsworth, Brady, Smith & Associates		Appears eligible for local designation	Institutional Development (example of 1960s school buildings); Architecture (Mid-century Modern)	5S3	A/1, C/3

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6268-002-003; 6268-002-004; 6268-002-006; 6268-002-008; 6268-002-009; 6268-002-010; 6268-002-011; 6268-002-012; 6268-002-015; 6268-002-016; 6268-002-017; 6268-002-019; 6268-002-020; 6268-003-001; 6268-003-003; 6268-003-004; 6268-003-005; 6268-003-014; 6268-003-016; 6268-003-017; 6268-005-001; 6268-005-002; 6268-005-013; 6268-005-014;	14628-14700	Downey Ave	14731-15025 Lakewood Blvd; 8731-8743 Compton Blvd; 8737-8815 Somerset Blvd			c. 1920s; 1954; 1955; 1957; 1959; 1961; 1968; 1972; 1975; 1980; 1993			Appears eligible for local designation	Industrial Development (Not visible from the public right-of-way; 1920s industrial development)	7R	A/1
6237-012-024	14614	El Camino Ave	Alternative address: 6803 San Miguel St			Unknown			Appears eligible for local designation	Residential Development (Shotgun House building type)	5S3	A/1
6242-011-006	13827	Fairlock Ave				1939			Appears eligible for local designation	Residential Development (example of pre-World War II and pre-Paramount residential development); Architecture (Ranch)	5S3	A/1, C/3
6240-018-032	15341	Fairlock Ave				1925			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
6240-018-006	15346	Fairlock Ave				1908			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6270-034-017	8436	Fairton St				1961			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
7107-002-901	8571	Flower St		Major Lynn H. Mokler School	Major Lynn H. Mokler School	1945	Demam, Clifford		Appears eligible for local designation	Institutional Development (example of during-and-post World War II school buildings)	5S3	A/1
6270-006-003	15130	Georgia Ave				1920			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
6270-018-016	15533	Georgia Ave				1928			Appears eligible for local designation	Residential Development (pre-World War II residential development; Architecture (Residential Vernacular)	5S3	A/1, C/3
7103-028-005	16636	Georgia Ave				1910; 1918			Appears eligible for local designation	Residential Development (early 20th century)	5S3	A/1
6241-027-901	14626	Gundry Ave		Los Cerritos School; Los Cerritos Elementary School	Los Cerritos Elementary School	1949; 1952	Allison & Ribble		Appears eligible for local designation	Institutional Development (example of post-World War II school buildings)	5S3	A/1
7103-027-024	8102	Harrison St				1937			Appears eligible for local designation	Residential Development (example of pre-World War II residential development)	7R	A/1
6236-007-005	7124	Hogee Dr				1955			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
7101-010-015	16304	Hunsaker Ave				1905			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6240-017-016	15359	Illinois Ave		Guillen's Market		1926; 1930			Appears eligible for local designation	Commercial Development (Association with the Latino American community)	5S3	A/1
7103-002-020	15959	Indiana Ave	Relocated to this site in 1965 from 3127 Artesia Blvd, Long Beach			1950			Appears eligible for local designation	Architecture (Mid-century Modern)	5S3	C/3
7103-029-011	16639	Indiana Ave				1900			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6270-034-031	8442	Ives St				1960			Appears eligible for local designation	Architecture (Mid-century Modern)	5S3	C/3
7102-004-905	7340	Jackson St		Wesley Gaines Elementary School	Wesley Gaines Elementary School	1952			Appears eligible for local designation	Institutional Development (example of post-World War II school campus)	5S3	A/1
7103-024-022	8018	Jackson St				1925			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development); Architecture (Craftsman)	5S3	A/1, C/3
7103-012-018	8041	Jackson St		Iceland of Hynes	LA Kings Iceland at Paramount	1939; 2022			Appears eligible for local designation	Commercial Development (1930s hockey rink)	5S3	A/1
7103-013-034	8105	Jackson St				1952	Ketchem, M. E.		Appears eligible for local designation	Architecture (Mid-century Modern)	5S3	C/3

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7103-015-013	8309	Jackson St				1912			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
7103-017-002	8438	Jackson St				1916			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6270-016-021	8028	Jefferson St				1892; 1912; 1955; 1956			Appears eligible for local designation	Residential Development (early 20th century)	5S3	A/1
6270-034-032	8425	Jefferson St				1961			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
6270-015-007	7913	Madison St		Paramount Library	Health Services Center	1955	Mosley, Louis		Appears eligible for local designation	Institutional Development (1950s library)	5S3	A/1
6270-017-011	8043	Madison St		Nisei Japanese Baptist Church	Orange Avenue Mobile Home Park	1948			Appears eligible for local designation	Institutional Development (Association with Japanese American community)	5S3	A/1
7102-006-003	7250	Marcelle St				1926			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
6239-006-900	6630	Mark Keppel St		Mark Keppel Elementary School	Mark Keppel Elementary School	1949	Gogerty, Henry L.		Appears eligible for local designation	Institutional Development (example of post-World War II school campus)	5S3	A/1
6240-012-004	15136	Minnesota Ave				1915			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
7103-005-034	8061	Monroe St	Alternative address: 15952 Clearbrook Drive			1928			Appears eligible for local designation	Residential Development (pre-World War II multi-family residence - fourplex)	5S3	A/1, C/3
7101-002-008	6513	Motz St				c. 1945			Appears eligible for local designation	Industrial Development (Quonset hut)	5S3	A/1
6239-010-002	15325	Orange Ave		Orange Avenue Mobile Home Park	Orange Avenue Mobile Home Park	1940			Appears eligible for local designation	Residential Development (1940s mobile home park)	5S3	A/1
6240-006-052	15560	Orange Ave			Azores Apartment	1962	Hall, Robert		Appears eligible for local designation	Residential Development (Dingbat building type)	5S3	A/1, C/3
6265-014-012	14133	Orizaba Ave				1910			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6270-023-002	15708	Orizaba Ave				1957			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
7103-013-033	16200	Orizaba Ave		Paramount Assembly of God Church		1948	Ketchem, M. E.		Appears eligible for local designation	Institutional Development (example of post-World War II church)	5S3	A/1
6270-017-018	15523	Orizaba St		Frank J. Zamboni Residence		1952	Zamboni, Frank; Zamboni, Pete (contractor)		Appears eligible for local designation	Residential Development (Associated with Significant Persons - Zamboni family)	5S3	B/2
6265-012-028	13940	Paramount Blvd				1963	Schneider-Berman		Appears eligible for local designation	Residential Development (1960s multi-family residential development); Architecture (Mid-century Modern)	5S3	A/1, C/3
6241-004-903; 6241-004-902; 6241-004-901	14708	Paramount Blvd		Clearwater Junior High School	Paramount High School - West Campus	1930; 1933; 1940-1941; 1947-1948; 1955	Frank M. Goodwin; Marsh, Smith & Powell; Jerome C. De Hetre; Kistner, Wright & Wright		Appears eligible for local designation	Institutional Development (rare example of a 1930s prewar school)	7R	A/1
6241-016-044	14711	Paramount Blvd		Roadium Drive-In; Paramount Drive-In; Paramount Swap Meet	Paramount Swap Meet	1947; 1968			Appears eligible for local designation	Commercial Development (Not visible from the public right-of-way; Commercial drive-in building type)	7R	A/1
6270-012-017	15313	Paramount Blvd				1905			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6270-012-015	15323	Paramount Blvd	Additional address: 15329 Paramount Boulevard			1912			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
7103-007-031	15943	Paramount Blvd		Mechanics National Bank	U. S. Bank	1971	Nordbak, John A.		Appears eligible for local designation	Architecture (Late Modern)	5S3	C/3
7103-024-044	16402	Paramount Blvd		Klippel Building/Taback Building	Klippel Building/Taback Building	1927		Individually determined eligible for NR by concesus through Section 106 (2S2); Listed in the CR (1CS)	Appears eligible for local designation	Commercial Development (rare example of pre-World War II commercial development)	2S2, 1CS, 5S3	A/1
7102-027-021	16493	Paramount Blvd		Schilling Garage; Western Consumers Feed Company	Western Consumers Feed Company	1926			Appears eligible for local designation	Industrial Development (excellent and rare example of pre-World War II industrial development); Architecture (Industrial Vernacular)	5S3	A/1, C/3
7102-031-021	16683	Paramount Blvd		May's Café		1935			Appears eligible for local designation	Commercial Development	5S3	A/1
6241-016-011; 6241-016-010; 6241-016-009; 6241-016-019; 6241-016-012	14813-14819	Paramount Blvd		Our Lady of the Rosary Parish	Our Lady of the Rosary Parish	1950	Trudeau, J. Earl		Appears eligible for local designation	Institutional Development (example of post-World War II church)	5S3	A/1

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6270-011-003	15320-15324	Paramount Blvd				1958	Novasad, M. (contractor)		Appears eligible for local designation	Commercial Development (1950s commercial retail building)	5S3	A/1
6270-012-011	15357-15359	Paramount Blvd		Community Savings & Loan Association	Chase Bank	1957	Bense, Gerald H.		Appears eligible for local designation	Commercial Development (1950s bank building type)	5S3	A/1
6270-015-008; 6270-015-009	15551-15559	Paramount Blvd		Community Savings		1952; 1960	MacIntosh & Moking		Appears eligible for local designation	Commercial Development (1950s bank building type)	5S3	A/1
7103-024-008	16458-16462	Paramount Blvd				1930			Appears eligible for local designation	Commercial Development	5S3	A/1
6241-020-018	7329	Richfield St		The Maria Capri		1963	K.S. Higgins		Appears eligible for local designation	Residential Development (Dingbat building type)	5S3	A/1, C/3
6242-026-010	7816	Rose St	Relocated to this site in 1955 from 13901 S Western Ave, Gardena.			1931; 1962			Appears eligible for local designation	Architecture (Spanish Colonial Revival)	5S3	C/3
6242-034-026	7929	Rose St				1905			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development); Architecture (Craftsman)	5S3	A/1, C/3
6265-027-053	8201	Rosecrans Ave		Wienerschnitzel	Wienerschnitzel	1965			Appears eligible for local designation	Commercial Development (1960s commercial restaurant); Architecture (Mid-century Modern - A-frame)	5S3	A/1, C/3
6268-004-022	8558	Rosecrans Ave		Sun Mar Health Care		1963	Frederick, W.P.		Appears eligible for local designation	Commercial Development (1960s commercial retail); Architecture (Mid-century Modern)	5S3	A/1, C/3
6268-040-001	8600	Rosecrans Ave		Exotic Isle Apartments		1963	D & E Associates		Appears eligible for local designation	Architecture (Tiki/Polynesian)	5S3	C/3
6268-040-014	8700	Rosecrans Ave				1963	Gowalis, N.A.		Appears eligible for local designation	Residential Development (1960s multi-family residential development); Architecture (Mid-century Modern)	5S3	A/1, C/3
6237-030-007	14815-14821	San Antonio Ave				1920			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development)	5S3	A/1
6237-011-014	6847-6857	San Juan St				1920; 1924; 1938			Appears eligible for local designation	Residential Development (1920s buildings)	5S3	A/1
6237-019-016	6619	San Luis St				1910			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1
6240-009-901	7200	Somerset Blvd		Paramount Main Post Office	Paramount Main Post Office	1969	Pieper, Norbert		Appears eligible for local designation	Institutional Development (1960s post office); Architecture (New Formalism)	5S3	A/1, C/3
6241-018-900	7521	Somerset Blvd		Los Angeles County Fire Department, City of Paramount Fire Station No. 31	Los Angeles County Fire Department, City of Paramount Fire Station No. 31	1966			Appears eligible for local designation	Institutional Development (1960s fire station)	5S3	A/1
6241-013-021	8001-8011	Somerset Blvd		Miller's Market		1929		Individually determined eligible for NR by concensus through Section 106 (252); Listed in the CR (1CS)	Appears eligible for local designation	Commercial Development; Architecture (Spanish Colonial Revival)	2S2, 1CS, 5S3	A/1, C/3
6268-021-022	8733	Vans St				c. 1915			Appears eligible for local designation	Residential Development (early 20th century)	5S3	A/1
6268-021-048	8835	Vans St		Sunshine Convalescent Hospital	La Paz Memory Care	1965	Reed, John A.		Appears eligible for local designation	Institutional Development (1960s hospital)	5S3	A/1
6270-032-013	15132	Virginia Ave				1959			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
6270-030-005	15538	Virginia Ave				1959			Appears eligible for local designation	Architecture (Ranch)	5S3	C/3
7103-003-018	15941	Virginia Ave		Emmanuel Reformed Church	Emmanuel Reformed Church	1951	Van Aalst, Ben		Appears eligible for local designation	Institutional Development (example of post-World War II church); Architecture (Gothic Revival with Renaissance Revival influences)	5S3	A/1, C/3
7103-015-002	16206	Virginia Ave				1930			Appears eligible for local designation	Residential Development (rare example of pre-World War II residential development); Architecture (Spanish Colonial Revival)	5S3	A/1, C/3
7103-028-013	16623	Virginia Ave				1910			Appears eligible for local designation	Residential Development (rare example of early-20th century residential development)	5S3	A/1