
Historic Context Statement and Historic Resources Inventory

City of Coronado

JULY 2022

Prepared for:

CITY OF CORONADO

1825 Strand Way

Coronado, California 92118

Contact: Tricia Olsen, MCP & AICP, Historic Preservation Planner

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024

DRAFT

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How to Use This Document

The Coronado Historic Context Statement and Historic Resources Inventory (HRI) project presents a detailed citywide context that identifies important themes and patterns of development, property types, architectural styles, and registration requirements. This document was designed to function as a tool for use by the City of Coronado, its residents, and property owners to better understand, interpret, evaluate, and protect Coronado's historical resources. This document is organized into the following major sections:

Introduction provides an overview of the background of the Coronado Historic Context Statement and HRI project including descriptions of the study area, location, team, and regional location and study area maps.

Previous Inventory summarizes the previously conducted historic resource inventory completed in Coronado.

Methodology provides an overview of the process for researching and developing the Coronado Historic Context Statement and HRI. This section includes the evaluation and exclusion methodology and the types of surveys conducted as part of this project including reconnaissance-level and intensive-level. Additionally, it provides a detailed explanation of the tier system used to evaluate properties during the HRI.

Designation Criteria and Integrity Requirements presents an overview of the national, state, and local guidelines for evaluating properties in Coronado for historical significance and integrity.

Historic Context provides a framework for future property evaluations by providing an overview of local designation criteria; a summary of significant themes; an overview of identified property types; and guidelines for evaluation of historic significance and integrity. Additionally, this section serves as a detailed narrative of Coronado's history divided into major chronological periods of development that are supported by important themes and patterns of development.

Architectural Styles provides an overview of all major architectural styles identified as a result of the citywide survey. This section includes a representative photograph of each style (organized by property type), the style's associated period of significance in Coronado, and a list of major character-defining features.

Architects, Architectural Designers, and Builders provides an overview of identified noteworthy and prolific architects, builders, and artisans and craftsmen associated with major periods of development in Coronado.

Registration Requirements provides a discussion of the national, state, and local designation criteria and integrity requirements and identifies associated property types, architectural styles, and registration requirements for assessing historical significance in Coronado.

Findings and Recommendations provides a summary of the citywide survey, including the results of the reconnaissance-level and intensive-level building surveys and recommendations for future research and study.

Bibliography provides a complete list of references for all sources listed throughout the document.

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Executive Summary

Purpose

The City of Coronado (Coronado or the City) Community Development Department retained Dudek to prepare a Historic Context Statement and Historic Resources Inventory (HRI) (the Project). The Project included a reconnaissance-level historic resources survey and the development of a Historic Context Statement arranged by chronological sections that relate to the major development periods of Coronado's history from pre-history to the present. The findings of the Historic Resources Inventory and research presented in the Historic Context Statement will inform, enhance, and streamline Coronado's historic preservation program by bringing consistency to preservation planning efforts.

What is a Historic Context Statement?

Historic Context Statements provide the foundation for identifying and evaluating historical resources and establish a framework for grouping information about resources that share common themes and patterns of historical development. Historic Context Statements are more than timelines of important dates and events. The organization of the document is based on the preferred format and content developed by the National Park Service (NPS) and California's State Office of Historic Preservation (OHP). A Historic Context Statement is a technical document that consists of specific sections recommended by the NPS and OHP. The document organizes information about historic properties by theme, place, and time. Historic context is linked with tangible historic resources through the concept of property type. A property type is a group of individual properties that share physical or associative characteristics. A historic context statement provides a framework for determining the relative significance of properties and evaluating their eligibility for landmark designation.

Coronado Historic Context Statement

The Coronado Historic Context Statement presents the history of the built environment of the community from the ethnohistoric period to the present day. The document identifies important themes, events, patterns of development, and describes the different property types, styles, builders, and architects associated with these important periods and themes. This document also provides registration requirements for the evaluation of historical resources properties eligible for designation under City of Coronado local Criterion C. These properties possess the distinctive characteristics of an architectural style and have not been substantially altered. Finally, this document concludes with a discussion of recommendations for future study and action by the City to facilitate its historic preservation program.

Themes Identified for Coronado

The bulk of the Historic Context Statement presents significant themes that shaped the development history of Coronado and have an impact on the built environment. The following themes were identified as significant throughout the City: Residential Development; Commercial Development; Civic and Institutional Development; Transportation Infrastructure Development; Military Development; and Recreational Development.

Public Outreach and Methodology

Research for the Coronado Historic Context Statement and HRI was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, building permits, and historical

photographs. Secondary sources included books, newspapers articles, planning documents, historical reports, surrounding area historic contexts, and online repositories.

Due to limitations under the COVID-19 Executive Order, desktop surveys were conducted prior to in-person field surveys. The survey team used the parcel information in the database to create a Survey Findings Matrix of properties that would be evaluated during the field survey. A reconnaissance-level field survey was then conducted to review all properties identified through the parcel data research. Finally, all properties identified as Tier 1 properties were recorded during the intensive-level survey. Properties were recorded using iPad field forms designed to replicate the information required on State of California DPR forms.

Historical accounts, information, important places, and photographs were provided by the public on the Coronado's Tell Your Coronado Story portal and during the course of Public Meetings held in 2019, and this information was also incorporated into the Historic Context Statement.

Survey Findings

Dudek completed a reconnaissance-level survey of over 2,000 properties within the City of Coronado built in 1970 or earlier. In collaboration with the City, Dudek developed a Tier system for recording and evaluating properties throughout Coronado. The Tiers are based heavily on the integrity and architectural distinctiveness required for a property to be locally designated under Criterion C. The Tier system also took into account the reversible nature of some alterations made to the buildings over time.

Tier 1 properties were potentially eligible for City designation under Criterion C through survey evaluation. Tier 2 properties retain aspects of a particular architectural style but lack the integrity or distinction for designation under Criterion C through survey evaluation. Tier 3 properties were heavily altered properties that retain little to no elements of a particular architectural style and have no potential for eligibility under City designation Criterion C through survey evaluation. The number of properties identified under each of the three Tiers is as follows:

- Tier 1 Properties: 201 properties are recommended for Tier 1 status based on their architectural distinctiveness and lack of substantial alterations.
- Tier 2 Properties: 145 properties are recommended for Tier 2 based on architectural distinctiveness.
- Tier 3 Properties: 1,698 properties are recommended for Tier 3 based on their lack of architectural distinctiveness and/or their lack of integrity.

Recommendations

Dudek recommends that all Tier 1 and Tier 2 properties be researched for significance under the remaining City criteria during a designation process for properties identified for architectural significance during the survey.

Dudek recommends future survey efforts focus on resources constructed after 1970 that were excluded from the survey, and may be of historical interest for reflecting architectural trends or having associations with the recent past.

Dudek recommends that the findings of the survey should be incorporated into the City's property database so planners can easily access information about whether or not a property has been identified as a potential historical resource. This database could also be accessible to the public and to historical societies who could assist in compiling information about potential historic properties throughout the City.

1 Introduction

1.1 Project Description

The City of Coronado (Coronado or the City) Historic Context Statement and Historic Resources Inventory (HRI) project was undertaken by Coronado's Community Development Department to enhance and streamline Coronado's historic preservation program by bringing consistency to preservation planning efforts. Historic Context Statements provide the foundation for identifying and evaluating historical resources and establish a framework for grouping information about resources that share common themes and patterns of historical development. This document presents the history of Coronado's built environment from the contact period to the present, identifies important themes, events, patterns of development, and describes the different property types, styles, builders, and architects associated with these important periods and themes. This document also develops registration requirements for resource evaluation that are specific to Coronado, in consideration of both historical significance and integrity requirements. Finally, this document concludes with a discussion of recommendations for future study/action by the City to facilitate and streamline the historic preservation program.

1.2 Study Area and Location

The study area for the Coronado Historic Context Statement and HRI project includes the entire City of Coronado, excluding Naval Air Station (NAS) North Island to the north, and the U.S. Navy Amphibious Base to the south (Figures 1 and 2). All Port of San Diego properties were also excluded from this study. In addition to Port and Military properties, the study also excludes any state- or federally owned property located within city limits. The HRI survey area was also restricted to Coronado's historic core; properties located in sections of Coronado, such as the Coronado Cays were not surveyed at the request of the City. Regionally, Coronado is located within the County of San Diego, surrounded by San Diego Bay to the north and east, and the Pacific Ocean to the west, and bordered by the jurisdictions of the City of San Diego to the north and east, National City and the City of Chula Vista to the east, and the City of Imperial Beach to the south.

1.3 Project Team

The Dudek team responsible for this project includes Principal Architectural Historian and Project Manager Sarah Corder, MFA; Senior Architectural Historian Allison Lyons, MSHP; Architectural Historians Nicole Frank, MSHP with Historic Context Statement contributions by Kara Dotter, MSHP; and Samantha Murray, MA. The Historic Context Statement and all associated archival research efforts were completed by Nicole Frank, MSHP; and the citywide survey effort was organized and led by Ms. Corder and Ms. Frank. The entire Dudek team meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, History, and/or Historic Preservation. Dudek team resumes are included in Appendix A.

All project work was coordinated with City of Coronado Associate Planner for the Historic Preservation Program, Tricia Olsen, MCP & AICP. Associate Planner Jane Thornton and Assistant Planner Tanairi Romano assisted Ms. Olsen with research conducted at the City of Coronado. Dudek also worked closely with local preservation advocacy groups, including the Coronado Historical Association's Curator of Collections Vickie Stone and Executive Director Christine Stokes, and the Coronado Public Library's Exhibits and Archives Librarian Candice Hooper.

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FIGURE 1

Regional Location

Coronado Citywide Historic Context And Survey

SOURCE: Esri 2022



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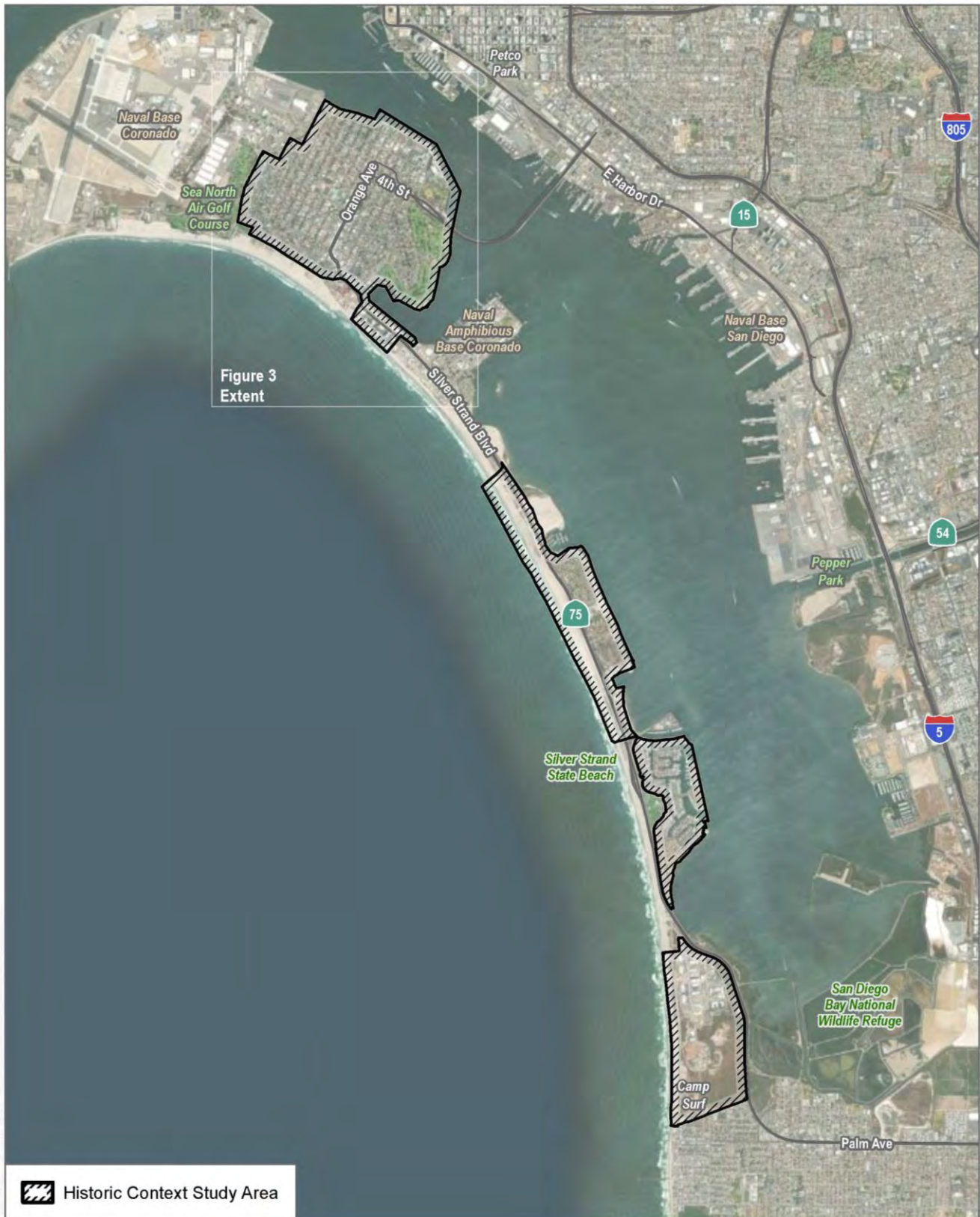


FIGURE 2

Historic Context Study Area

Coronado Citywide Historic Context And Survey

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FIGURE 3

Survey Area

Coronado Citywide Historic Context And Survey

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2 Methodology

2.1 Historic Context Statement Research and Development

The project began with the development of the Historic Context Statement. This technical document consists of specific sections based on the preferred format laid out by the National Park Service (NPS) guidelines in National Register Bulletin No. 15 *How to Apply the National Register Criteria for Evaluation*; National Register Bulletin No. 16A *How to Complete the National Register Registration Form*; National Register Bulletin No. 16B *How to Complete the National Register Multiple Property Documentation Form*; and National Register Bulletin No. 24 *Guidelines for Local Surveys: A Basis for Preservation Planning*. Additional California Office of Historic Preservation (OHP) resources and guidelines were also consulted, including the OHP Preferred Format for Historic Context Statements, Instructions for Recording Historical Resources, and Writing Historic Contexts.

The historic context is a body of information about historic properties organized by theme, place, and time. Historic context is linked to tangible historical resources through the concept of a property type. A property type is a group of individual properties that share physical or associative characteristics. A historic context statement provides a framework for determining the relative significance of properties and evaluating their eligibility for designation.

Research for the Historic Context Statement was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Archival materials were predominately assembled from the Coronado Historic Association, Coronado Public Library, and the San Diego Central Library's California and San Diego Heritage Room.

Primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, building permits, and historical photographs. Secondary sources included books, newspapers articles, planning documents, historical reports, surrounding area historic contexts, 1986 SourcePoint Survey, and online repositories. Additionally, pertinent information and photographs provided by the public on Coronado's Tell Your Coronado Story portal and during Public Meetings held in 2019 were also incorporated into the Historic Context Statement.

The Historic Context Statement is arranged by chronological sections that relate to the major development periods of Coronado's history from pre-history to the present. The Historic Context Statement is divided into seven chronological periods, each of which is further divided into thematic subsections that reflect the significant themes in Coronado's history (Section 4). The end of each Context section includes a summary of the various property types and architectural styles associated with each period of development and defines specific registration requirements for assessing historical significance and integrity.

The Historic Context Statement includes numerous historical images representing the history of Coronado that were gathered from both primary and secondary sources during research. The use of these images within this Historic Context Statement is intended to be consistent with the U.S. Copyright Office Fair Use Policy, which permits the use of copyrighted materials in the case of "criticism, comment, news reporting, teaching, scholarship, or research" (Copyright Law of the United States (Title 17) / Chapter 1, 107. Limitations on exclusive rights: Fair Use).

2.2 Data Management

Following completion of the background research and the preparation of the Historic Context Statement for the City of Coronado, Dudek partnered with the Community Development Department to identify boundaries for a survey area that would encompass areas reflecting the historic development of Coronado. Dudek worked with the City of Coronado to gather background data and map all properties within the survey area that were constructed before 1971 and would be included in the survey. Dudek used multiple data sources to create accurate maps of the survey area and identify all properties that met the age threshold for the scope of this study. These maps are included as Figures 1-3.

To start, Dudek collected publicly available parcel data from the San Diego County Assessor, which served as a baseline for identifying properties constructed before 1971 within city limits. This information was compiled into a spreadsheet that included details such as assessor parcel numbers (APN), street addresses, dates of construction, zoning, and owner information. During preliminary research, assessor data was found to be largely based on effective year dates instead of actual construction dates.

Once this data gap was identified, Dudek partnered with the City to obtain accurate dates of construction for the buildings located within the City's historic core. Dates of construction were largely derived from building permit records. If dates of construction could not be confirmed by the City, additional primary sources such as aerial photographs and Sanborn maps were consulted. All dates of construction for the properties within the survey area were provided to Dudek on April 13, 2021, by the City.

Dudek then combined construction date information with the list of designated properties and the list of non-historic properties (properties of historic age that had been evaluated as not eligible) provided by the City. The list of designated properties and non-historic properties was completed on June 18, 2021. Any property designations and non-historic determinations since June 18, 2021, have since been addressed by City staff maintenance of the list.

All data were combined with the original Assessor data to create a database of properties for the survey. These combined data sources were also used to create an ArcGIS web map viewer with color-coded parcels based on dates of construction and current designation status. These maps informed the survey team as they identified properties constructed before 1971 and areas within Coronado where historic age buildings are clustered. The maps also showed recently constructed properties that were excluded from the survey. Finally, the data was compiled into a simplified Survey Findings Matrix that was used to record findings during the desktop and reconnaissance surveys.

2.3 Evaluation and Exclusion Methodology

Dudek was tasked with evaluating all of the buildings that were constructed prior to 1971 within Coronado. In an effort to do this, a thorough research and field methodology was established for the inclusion and exclusion of specific properties. Prior to any field survey, the following exclusions were agreed upon with the City and were used to develop the survey area map, Survey Findings Matrix, and database:

- Buildings constructed after 1971 were excluded from survey and evaluation
- Buildings that are currently designated as historic by the City as of June 18, 2021
- Any properties that were determined to be not historic by the City as of June 18, 2021

- Any properties that were constructed outside of Coronado's historic core, such as the Coronado Cays
- Any City parks
- Any properties owned by the Military, Port of San Diego, or San Diego Gas and Electric
- Any properties with unconfirmed dates of construction or missing building permit information

The properties were evaluated for the purposes of Criterion C only at the request of the City. While the Historic Context Statement presents themes and periods of significance applicable under all City designation Criteria, the scope of the citywide survey was limited to significance under Criterion C. The Historic Context Statement (Section 5) served as a guide for defining the distinctive characteristics of historic architectural styles as these styles appear in Coronado. Once the excluded buildings were confirmed and agreed upon with the City, Dudek developed a methodology to evaluate the potential eligibility of all remaining buildings within Coronado constructed before 1971. Given that the City maintains a high threshold for architectural significance there are limits to the alterations that are allowed for a property to be eligible for designation under Criterion C. Dudek utilized the existing Designation Criteria Guidelines specified in the Historic Designation Criteria Guidelines (Amended in 2018). The 2018 Guidelines state that "a resource should be unaltered or minimally altered from its historic condition in order to be considered historically significant under Criterion C."

Architectural significance in Coronado is defined in Criterion C of the City's Historic Resource and Historic District Designation Criteria:

84.10.030 Historic Resource and Historic District Designation Criteria

For the purposes of this chapter, a resource may be designated a historic resource by the Historic Resource Commission, and any area within the City may be designated a Historic District by the Historic Resource Commission, if it meets two or more of the criteria set forth in this section and, additionally, must be at least 75 years old or have achieved historic significance within the past 75 years:

- A. It exemplifies or reflects special elements of the City's military, cultural, social, economic, political, aesthetic, or engineering history;
- B. It is identified with a person(s) or an event(s) significant in local, state or national history;
- C. It possesses distinctive characteristics of an architectural style, and has not been substantially altered;
- D. It is representative of the notable work of a builder, designer, architect, artisan or landscape professional;
- E. It has been listed on or formally determined eligible for the California Register, as set forth in Section 5024.1 of the California Public Resources Code (as amended from time to time);
- F. In the case of Historic Districts, at least 75 percent of the buildings within the proposed district (excluding accessory buildings) shall be contributing resources. (Ord. 2088 § 2 [Exh. A], 2018; Ord. 2029 § 1, 2011; Ord. 2018 § 4 [Att. C], 2010)

During the survey, properties were identified as potentially significant based only on Criterion C. The properties included in the citywide survey were assessed based only on their architectural characteristics and were not evaluated with regards to the City's other designation criteria. Designation criteria not included in the potential

eligibility determination is as follows: a reflection of special elements of the City's history (A), association with significant persons (B), and as a representation of the notable work of a builder, designer, architect, artisan or landscape professional (D).

2.4 Tier System

In collaboration with the City, Dudek developed a Tier system for recording and evaluating properties throughout Coronado. As described in detail below, the Tiers are based heavily on the integrity and architectural distinctiveness required for a property to be locally designated under Criterion C. The Tier system also took into account the reversible nature of some alterations made to the buildings over time. Once established, the Tier systems were used throughout the reconnaissance and intensive-level surveys. The Tiers used during the survey are as follows:

- Tier 1. Potentially eligible for City designation under Criterion C through survey evaluation
- Tier 2. Retains aspects of a particular architectural style, but lacks the integrity or distinction for designation under Criterion C through survey evaluation.
- Tier 3. Heavily altered properties that retain little to no elements of a particular architectural style and have no potential for eligibility under City designation Criterion C through survey evaluation

For a property to be designated a City of Coronado Historic Resource, owners submit a Determination of Historic Significance application, a historic review is conducted, and a final determination on historic significance is made by the Historic Resource Commission at a noticed public hearing. As a result of this procedure, only properties that were previously reviewed through the City's process have been determined Historic Resources. All properties that were surveyed and assigned Tier classifications have not been previously determined eligible or designated as of June 18, 2021. Properties subsequently reviewed through a Determination of Historic Significance have been addressed in the documents by City staff. All Tier statuses are recommendations to the City and do not result in designation as a City of Coronado Historic Resource.

2.4.1 Tier 1 Properties

The properties that are assigned a Tier 1 status for the purposes of the citywide survey are those that were identified through the desktop and field survey as either being unaltered or minimally altered from their historic condition and therefore retain historic integrity. Tier 1 properties were surveyed at the intensive-level, which included an in-person field check, photographs, location data, and full recordation on DPR 523A Primary Record and 523B Building, Structure, Object forms. In addition to being unaltered or minimally altered, Tier 1 properties possess distinctive characteristics of an architectural style. These characteristics are clearly exhibited on properties within this Tier and therefore can be considered truly representative. For a property to be representative of a style and therefore classified under Tier 1, it must retain a high number of character-defining features of that style that set it apart by reflecting a high level of craftsmanship.

Special consideration was given to properties that are rare within Coronado including multi-family housing, vernacular style architecture, architect-designed or constructed by a well-known builder, unique character defining-features, a high level of workmanship, and uncommon architectural styles. Additionally, special consideration was given to small-scale versions of the style that display a high number of character-defining features. For properties of this type to be classified as Tier 1 they must be virtually unaltered from their original condition. Alterations that are considered minor are those that cannot be viewed from the public right-of-way, are reversible, or are

sympathetic to the original building. Tier 1 properties do not display any architectural elements that are simply tacked on as an afterthought or as part of a later remodel or addition. Rather, properties within this Tier display a recognizable architectural style with the majority of its character-defining features dating from its date of construction. A large distinction between Tier 1 and Tier 2 properties is the display of all distinctive characteristics including form, proportion, plan, composition, massing, scale, materials, and details of a particular architectural style. It is not enough to display the simple form, massing, and materials of an architectural style. Rather, there needs to be a series of architectural features that sets the property apart from the common representation of that architectural style.

Examples of minimal alterations are as follows:

- Replacement of original commercial signage.
- Replacement windows or doors on the primary elevation that are in-kind replications of the original in design, materials, and operation, and opening sizes are not modified.
- Replacement windows or doors on secondary elevations that are sympathetic to the original in design, materials, and operation.
- Garage door replacement on a primary or secondary elevation that is sympathetic to the original design.
- Reroofing that is sympathetic to the original design and material, with an intact original roof line.
- Reversible changes including: Installation of a security door or window security bars.
- Addition compatible with the Secretary of the Interior's Standards.

2.4.2 Tier 2 Properties

Properties falling under Tier 2 exceeded the integrity thresholds under Tier 3 as being Altered Beyond Recognition but failed to rise to the level of integrity under Tier 1. A desktop survey and field survey were conducted of all properties within this Tier to determine the level of alterations and whether they would meet the criteria for architectural significance established by the City. Tier 2 properties retained enough distinctive characteristics to be recognizable as an architectural style but did not rise to the level to be considered unaltered or minimally altered as per the City's designation requirements. Typically, Tier 2 properties retained the most basic characteristics of a style such as massing, roof form, and materials. However, alterations prevented Tier 2 properties from rising to the level of architectural distinction required for Criterion C. City of Coronado staff conducted intensive research into building permit history to confirm and document alterations to properties in Tier 2.

In Coronado, single-family residential architectural styles most commonly found included Craftsman, Tudor Revival, and Spanish Colonial Revival. Therefore, single-family residences of these styles were evaluated with a higher bar for possessing distinctive architectural features. High-style examples of these styles fell under Tier 1, while more modest examples fell under Tier 2. Special consideration was given to properties that are rare within Coronado including multi-family housing, vernacular style architecture, architect designed or constructed by a well-known builder, and uncommon architectural styles. Properties that can be considered rare had a lower bar for integrity due to their limited presence within Coronado and overall scarcity.

During the desktop survey, the construction history of Tier 2 properties was often unclear. The likelihood of creating a false sense of historic development through tacking on details of a particular architectural style is high in Tier 2 properties. Therefore, Tier 2 properties require more in-depth research than Tier 3 properties. Additionally, the type

of alterations a Tier 2 property has undergone since its construction are often reversible, such as removal of vinyl windows, removal of security doors, and replacing incompatible roofing materials. Tier 2 properties have the potential to become Tier 1 with sympathetically made alteration reversals under the guidance of the City's Historic Preservation staff. Properties within this Tier have the potential to be contributors to a historic district rather than individually significant Historic Resources under Criterion C. However, no historic districts were identified as a result of this survey effort.

Examples of Tier 2 alterations include:

- Addition compatible with the Secretary of the Interior's Standards.
- Replacement windows or doors that are sympathetic to the original in material, design, and operation, and are in original openings.
- Garage door replacement on a primary or secondary elevation that is sympathetic to the original in material and design.
- Conversion from residential use to commercial use with original appearance preserved.
- Conversion from single-family residential use to multi-family residential use with original appearance preserved.
- Removal of original commercial signage.
- Changes to doors or glazing on a commercial storefront that are sympathetic to the original in material and design.

Properties within this Tier after receiving an in-person field check were either fully evaluated with location data and photos or deemed too altered and were evaluated in the same manner as a Tier 3 property with an assigned architectural style. Properties under Tier 2 that were field checked and determined to be minimally altered were elevated to Tier 1 and a DPR 523A Primary Record and 523B Building, Structure, Object form was created. All Tier statuses are recommendations to the City and do not result in an automatic designation or non-designation as a City of Coronado Historic Resource.

2.4.3 Tier 3 Properties

Properties falling under Tier 3 exhibit obvious substantial alterations and did not require an in-person field survey and formal recordation. The properties that are assigned a Tier 3 status for the purpose of this citywide survey are those that failed to rise to the level of integrity to be considered unaltered or minimally altered from their historic condition. Properties within this Tier received a reconnaissance level, desktop survey to determine the level of alterations and potential for architectural significance established by the City. Most properties within this Tier were identified as being Altered Beyond Recognition with multiple large-scale alterations to primary elevations that resulted in the property no longer possessing distinctive characteristics of a particular architectural style. Additionally, alterations of this type are primarily non-reversible such as replacement cladding, infilled openings, and incompatible additions, resulting in a substantial change from their original appearance. Tier 3 properties display little to no connection to the time in which they were originally constructed and as a result, are unlikely to retain enough integrity to be associated with any other City designation criteria.

Alterations to the property that could have contributed to a building being placed on Tier 3 include the following:

- Addition that is not compatible with the Secretary of the Interior's Standards.
- Enclosure of a front porch.

- Replacement windows or doors that are not sympathetic to the original in material, design, and operation, and are in modified original openings.
- Original window or door openings on character-defining elevations that have been filled in.
- Conversion from residential use to commercial use without preservation of original appearance.
- Conversion from single-family residential use to multi-family residential use without preservation of original appearance.
- Reroofing that is not sympathetic to the original design and material, or modification to original roof line.
- Replacement cladding or inappropriate modification of exterior finish.
- Changes to doors or glazing, or reconfiguration of features, on a commercial storefront that are not sympathetic to the original in material and design.

Given that all Tier 3 properties lacked the integrity or architectural character to be designated under City Criterion C, these properties were recorded as not eligible in the Survey Findings Matrix and were assigned a status code of 6Z. No further action was taken to record and evaluate these ineligible properties as part of this survey effort. All Tier statuses are recommendations to the City and do not result in an automatic designation or non-designation as a City of Coronado Historic Resource.

2.5 Survey

2.5.1 Desktop Survey

Due to limitations under the COVID-19 Executive Order, desktop surveys were conducted prior to in-person field surveys. The desktop survey used Google Street View imagery dating to April 2018 and February 2020. The survey team used the parcel information in the database to create a Survey Findings Matrix of properties that would be evaluated during the field survey. Basic property information, such as property type and the extent of alterations, was verified in addition to what was provided by the City and San Diego County Assessor data. This matrix identified: APN, Built Date, Architectural Style, Property Type, Architect, Builder, and Inventory Tier. All information obtained during the desktop survey was verified once field work was able to commence following the lifting of COVID-19 restrictions within the City.

2.5.2 Reconnaissance-Level Survey

The reconnaissance-level field survey was primarily conducted over a period of approximately three months between August and October 2021. The field survey was conducted in teams of two throughout Coronado. All reconnaissance survey was conducted from the public right-of-way. Properties not visible from the public right-of-way are documented in the survey findings (Section 9).

The reconnaissance-level field survey reviewed all properties identified through the parcel data research described in Section 3.2. The Survey Findings Matrix developed during the desktop survey contained fields of information verified during the reconnaissance-level survey. In the field, the survey team used an iPad field form containing the survey map and Survey Findings Matrix. The iPad field forms were used to verify basic information about each property. The survey team applied the Tier system (see Section 3.4) to classify properties in the field and determine which properties should be recorded for significance under City Criterion C.

2.5.3 Intensive-Level Field Survey

The intensive-level field survey was primarily conducted over three months between August and October 2021. All properties identified as Tier 1 properties were recorded during the intensive-level survey. Properties were recorded using iPad field forms designed to replicate the information required on State of California DPR forms. The iPad field forms captured all required information about each property, utilizing drop-down menus, check boxes, as well as custom text fields for inputting additional details. The iPad forms also captured photographs of potentially eligible properties from multiple angles and produced custom Sketch Maps for each property.

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3 Designation Criteria and Integrity Requirements

The following presents an overview of the national, state, and local guidelines for evaluating properties in Coronado for historical significance and integrity. For the scope of this study, properties were evaluated only for their potential to be eligible under local Criterion C. No California Historical Resource status codes were assigned. The Historic Context Statement presents a history of Coronado that encompasses more than architectural significance and would be relevant to the evaluation of properties for historic significance in consideration of the complete national, state, and local framework and guidelines present below.

3.1 National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the NPS under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act (NHPA), as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the NPS.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and

- 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.

NRHP Criteria Considerations

There are certain types of properties that shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

- B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- D. A cemetery which derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

NRHP Integrity

To be listed in the NRHP, a property must not only be shown to be significant under at least one of the NRHP criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance.

Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. These are location, design, setting, materials, workmanship, feeling, and association.

To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.¹

3.2 California Register of Historical Resources

In California, the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the CRHR “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code Section 5024.1[a]). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated

¹ OHP (California Office of Historic Preservation). 2011. California Register and National Register Criteria: A Comparison (for the purposes of determining eligibility for the California Register). OHP Technical Assistance Series #6, Sacramento, CA: Office of Historic Preservation, Department of Parks and Recreation.

below. According to California Public Resources Code Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CRHR Integrity

Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.²

3.3 City of Coronado

City of Coronado Historic Resource Code (Chapter 84.10)

4.10.010 Purpose and Intent

The City Council finds as a matter of public policy that the identification, designation, recognition, preservation, enhancement, perpetuation and use of improvements, buildings, structures, objects, monuments, sites, places and natural features within the City that reflect special elements of the City’s architectural, artistic, cultural, educational,

² Ibid.

economic, social, political, engineering, military history, or other heritage are required in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. The purpose of this chapter is to:

- A. Safeguard the heritage of the City and enhance its visual character by providing for the preservation of historic resources representing significant elements of its history;
- B. Encourage public knowledge, understanding and appreciation of the City's past as reflected in such historic resources;
- C. Foster civic and neighborhood pride in the beauty and noble accomplishments of its past;
- D. Preserve and enhance the City's historical attractions to residents, tourists, and visitors and serve as a support and stimulus to business and industry;
- E. Preserve diverse and harmonious architectural styles and design preferences reflecting phases of the City's history;
- F. Enhance property values and increase economic and financial benefits to the City and its residents and property owners through an active historic recognition and benefits program;
- G. Identify as early as possible and resolve conflicts between the preservation of cultural resources and alternative land uses; and
- H. Enable owners and lessees of such resources to apply for all financing, tax, land use, and code application benefits permitted by law for such designated historic resources. (Ord. 2088 § 2 [Exh. A], 2018; Ord. 2029 § 1, 2011; Ord. 2018 § 4 [Att. C], 2010)

84.10.030 Historic Resource and Historic District Designation Criteria

For the purposes of this chapter, a resource may be designated a historic resource by the Historic Resource Commission, and any area within the City may be designated a Historic District by the Historic Resource Commission, if it meets two or more of the criteria set forth in this section and, additionally, must be at least 75 years old or have achieved historic significance within the past 75 years:

- A. It exemplifies or reflects special elements of the City's military, cultural, social, economic, political, aesthetic, or engineering history;
- B. It is identified with a person(s) or an event(s) significant in local, state or national history;
- C. It possesses distinctive characteristics of an architectural style, and has not been substantially altered;
- D. It is representative of the notable work of a builder, designer, architect, artisan or landscape professional;
- E. It has been listed on or formally determined eligible for the California Register, as set forth in Section 5024.1 of the California Public Resources Code (as amended from time to time);
- F. In the case of Historic Districts, at least 75 percent of the buildings within the proposed district (excluding accessory buildings) shall be contributing resources. (Ord. 2088 § 2 [Exh. A], 2018; Ord. 2029 § 1, 2011; Ord. 2018 § 4 [Att. C], 2010)

84.10.040 Historic Resource and Historic District Determination of Historic Significance Procedures

A determination of historic significance application shall be filed with the Community Development Department in association with the nomination of a property as a historic resource; or in association with any project that includes demolition of original features visible from the street right-of-way of any structure that is 75 or more years old.

A. Application.

1. A determination of historic significance application involving private property must include the consent of the property owner.
2. A determination of historic significance application for designation of a Historic District must include the consent of 75 percent of the owners of contributing resources within the boundaries of the district.
3. A determination of historic significance application shall be submitted to the Community Development Department on forms provided by the City of Coronado Community Development Department.
4. A determination of historic significance application fee shall be paid at the time of application submittal in accordance with the Community Development Department Fee Schedule.
5. Upon the determination that a determination of historic significance application is complete, the Community Development Department shall forward the application to an unbiased third-party historic consultant for preparation of a historic research report to be considered by the Historic Resource Commission at a noticed public hearing.
6. Upon receipt of the historic research report from the historic research consultant, the Community Development Department shall set the application for public hearing at the next available Historic Resource Commission meeting.

B. Historic Resource Commission Hearing.

1. The Community Development Department shall provide notice of the date, place, time and purpose of the hearing at least 10 days prior to the date of the public hearing by posting at City Hall, publication once in a newspaper of general, local circulation, and mailing notice through first class mail to the applicant and private owners of the subject property and all property owners within 300 feet of the subject property.
2. The applicant/property owner(s) or applicant/property owner(s) representative shall attend the public hearing.
3. The Historic Resource Commission shall review the application in reference to the definitions and designation criteria set forth in this chapter.
4. Not later than 21 days following the close of a public hearing on any determination of historic significance application, the Historic Resource Commission shall, by resolution, make a determination on historic significance of the property. The resolution shall also recite the reasons and facts for said determination.
5. The decision of the Commission shall become final 10 calendar days after the adoption of the resolution unless a notice of appeal to the City Council is filed with the City Clerk in accordance with Chapter 1.12 CMC.
6. If the property is designated as a historic resource by the Historic Resource Commission or by the City Council upon appeal, the City Clerk shall cause a notice of designation to be recorded in the Office of the County Recorder. (Ord. 2088 § 2 [Exh. A], 2018; Ord. 2029 § 1, 2011; Ord. 2025 § 20, 2011; Ord. 2018 § 4 [Att. C], 2010).

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4 Historic Context

This section presents an overview of the major chronological periods of the Historic Context Statement and a summary of the significant themes and property types associated with these major periods of development. This section also includes a discussion of applicable national, state, and local designation criteria and integrity requirements that were used to assess historical significance citywide.

4.1 Chronological Periods

The Historic Context Statement divides the prehistory and history of Coronado into chronologically ordered periods of development, which are further divided into overarching themes:

- Ethnohistoric Overview (post-AD-1750)
- Post-Contact Settlement (1542-1870s)
- Early Development of Coronado (1884-1889)
- The Spreckels Era (1890-1931)
- Wartime Coronado (1932-1945)
- Post-War Expansion (1946-1969)
- The Recent Past (1970-2020)

4.2 Significant Themes

National Register Bulletin 15 defines a theme as a “means of organizing properties into coherent patterns based on elements such as environment, social/ethnic groups, transportation networks, technology, or political developments of an area during one or more periods of prehistory or history. A theme is considered to be significant if it can be demonstrated through scholarly research, to be important to American history” (NPS 1990). Important themes have been distilled into residential development, commercial development, civic and institutional development, transportation infrastructure development, military development, and recreational development. Themes related to architectural significance are addressed in Architectural Styles (Section 5) and Architects, Architectural Designers, and Builders (Section 6).

Each chronology section begins with a general historical overview of Coronado for that given period. The overview will generally summarize events, persons, and overarching developments for each chronological period for Coronado. The overview is followed by an in-depth analysis of the relevant development themes associated with the chronological period. The following themes are discussed in detail as they relate to a chronological period and specific periods of significance are defined for each theme as the theme is relevant to chronological section. Themes not relevant to the period are not included. Residential, Commercial, Civic and Institutional, Transportation Infrastructure, Military, and Recreational.

Residential Development

This theme includes the important persons, architects, or builders in a given period's residential development. It includes settlement patterns, population growth, additions to Coronado, architectural styles, and property types associated with a given period.

Commercial Development

This theme includes major businesses and important business owners in Coronado for a given period. It also briefly discusses outside influences that brought new commercial ventures to Coronado or drove other commercial ventures to fail. This section discusses the architecture, development, and evolution of Coronado's commercial core on Orange Avenue.

Civic and Institutional Development

This theme includes the growth of Coronado's city government as well as influential people and city institutions such as schools, religious organizations, hospitals, clubs, and libraries. This section categorizes the establishment of such institutions and discuss their associated property types for a given period.

Transportation Infrastructure Development

This theme includes major transportation themes for a given period. This includes the establishment of public transportation including the streetcar system, railroads connecting Coronado to San Diego, ferry system, and buses along Orange Avenue. This section also discusses infrastructure improvements such as roadway expansions and the construction of the San Diego-Coronado Bridge.

Military Development

This theme includes the large-scale impact the military's presence had on the development of Coronado including residential, commercial, and transportation infrastructure. Despite military-owned properties including NAS North Island and the U.S. Navy Amphibious Base being excluded from the survey, their inclusion as a theme is vital in understanding how Coronado developed.

Recreational Development

This theme includes the development of Coronado's private and public recreation facilities including golf courses and public parks. This section will discuss the establishment of recreation properties throughout Coronado and their effect on the built environment.

4.3 Ethnohistoric Overview (post-AD 1750)

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the San Diego region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief and generally peripheral accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the San Diego region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Boscana 1846; Fages 1937; Geiger and Meighan 1976; Harrington 1934; Laylander 2000). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as “salvage ethnography,” was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Anthropologist Alfred Kroeber applied his “memory culture” approach (Lightfoot 2005) by recording languages and oral histories within the San Diego region. Kroeber’s 1925 assessment of the impacts of Spanish missionization on local Native American populations supported Kumeyaay traditional cultural continuity (Kroeber 1925):

San Diego was the first mission founded in upper California; but the geographical limits of its influence were the narrowest of any, and its effects on the natives comparatively light. There seem to be two reasons for this: first, the stubbornly resisting temper of the natives; and second, a failure of the rigorous concentration policy enforced elsewhere.

In some ways, this interpretation led to the belief that many California Native American groups simply escaped the harmful effects of contact and colonization all together. This proved to be false. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities. These accounts supported and were supported by previous governmental decisions, which made San Diego County the location of more federally recognized tribes than anywhere else in the United States: 18 tribes on 18 reservations that cover more than 116,000 acres (CSP 2009).

The traditional cultural boundaries between the Luiseño and Kumeyaay Native American tribal groups have been well-defined by anthropologist Florence C. Shippek:

In 1769, the Kumeyaay national territory started at the coast about 100 miles south of the Mexican border (below Santo Tomas), thence north to the coast at the drainage divide south of the San Luis Rey River including its tributaries. Using the U.S. Geological Survey topographic maps, the boundary with the Luiseño then follows that divide inland. The boundary continues on the divide separating Valley Center from Escondido and then up along Bear Ridge to the 2240 contour line and then north across the divide between Valley Center and Woods Valley up to the 1880-foot peak, then curving around east along the divide above Woods Valley. [1993 summarized by the San Diego County Board of Supervisors 2007:6]

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007). Coronado's Native American inhabitants would have likely spoken both the Ipai or Tipai language subgroup of the Yuman language group. Ipai and Tipai, spoken respectively by the northern and southern Kumeyaay communities, are mutually intelligible. For this reason, these two are often treated as dialects of a larger Kumeyaay tribal group rather than as distinctive languages, though this has been debated (Luomala 1978; Laylander 2010).

Linguist Victor Golla contended that one can interpret the amount of variability within specific language groups as being associated with the relative "time depth" of the speaking populations (Golla 2007). A large amount of variation within the language of a group represents a greater time depth than a group's language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla also observed that the "absolute chronology of the internal diversification within a language family" can be correlated with archaeological dates (Golla 2007). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

Golla suggested that there are two language families associated with Native American groups that traditionally lived throughout the San Diego County region. The northern San Diego tribes have traditionally spoken Takic languages that may be assigned to the larger Uto-Aztecan family (Golla 2007). These groups include the Luiseño, Cupeño, and Cahuilla. Golla has interpreted the amount of internal diversity within these language-speaking communities to reflect a time depth of approximately 2,000 years. Other researchers have contended that Takic may have diverged from Uto-Aztecan ca. 2600 BC-AD 1, which was later followed by the diversification within the Takic speaking San Diego tribes, occurring approximately 1500 BC-AD 1000 (Laylander 2010). The majority of Native American tribal groups in southern San Diego region have traditionally spoken Yuman languages, a subgroup of the Hokan Phylum. Golla has suggested that the time depth of Hokan is approximately 8,000 years (Golla 2007). The Kumeyaay tribal communities share a common language group with the Cocopa, Quechan, Maricopa, Mojave, and others to east, and the Kiliwa to the south. The time depth for both the Ipai (north of the San Diego River, from Escondido to Lake Henshaw) and the Tipai (south of the San Diego River, the Laguna Mountains through Ensenada) is approximated to be 2,000 years at the most. Laylander has contended that previous research indicates a divergence between Ipai and Tipai to have occurred approximately AD 600-1200 (Laylander 1985). Despite the distinct linguistic differences between the Takic-speaking tribes to the north, the Ipai-speaking communities in central San Diego, and the Tipai southern Kumeyaay, attempts to illustrate the distinctions between these groups based solely on cultural material alone have had only limited success (Pignuolo 2004; True 1966).

The Kumeyaay generally lived in smaller family subgroups that would inhabit two or more locations over the course of the year. While less common, there is sufficient evidence that there were also permanently occupied villages, and that some members may have remained at these locations throughout the year (Owen 1965; Shipek 1982; Shipek 1985; Spier 1923). Each autonomous triblet was internally socially stratified, commonly including higher status individuals such as a tribal head (Kwaaypay), shaman (Kuseyaay), and general members with various responsibilities and skills (Shipek 1982). Higher-status individuals tended to have greater rights to land resources, and owned more goods, such as shell money and beads, decorative items, and clothing. To some degree, titles were passed along family lines; however, tangible goods were generally ceremonially burned or destroyed following the deaths of their owners (Luomala 1978). Remains were cremated over a pyre and then relocated to a cremation ceramic vessel that was placed in a removed or hidden location. A broken metate was commonly placed at the

location of the cremated remains, with the intent of providing aid and further use after death. At maturity, tribal members often left to other bands in order to find a partner. The families formed networks of communication and exchange around such partnerships.

Areas or regions, identified by known physical landmarks, could be recognized as band-specific territories that might be violently defended against use by other members of the Kumeyaay. Other areas or resources, such as water sources and other locations that were rich in natural resources, were generally understood as communal land to be shared amongst all the Kumeyaay (Luomala 1978). The coastal Kumeyaay exchanged a number of local goods, such as seafood, coastal plants, and various types of shells for items including acorns, agave, mesquite beans, gourds, and other more interior plants of use (Luomala 1978). Shellfish would have been procured from three primary environments, including the sandy open coast, bay and lagoon, and rocky open coast. The availability of these marine resources changed with the rising sea levels, siltation of lagoon and bay environments, changing climatic conditions, and intensity of use by humans and animals (Gallegos and Kyle 1988; Pignoli 2005; Warren 1964). Shellfish from sandy environments included *Donax*, *Saxidomas*, *Tivela*, and others. Rocky coast shellfish dietary contributions consisted of *Pseudochama*, *Megastrea*, *Saxidomus*, *Protothaca*, *Megathura*, *Mytilus* and others. Lastly, the bay environment would have provided *Argopecten*, *Chione*, *Ostrea*, *Neverita*, *Macoma*, *Tagelus*, and others. While marine resources were obviously consumed, terrestrial animals and other resources likely provided a large portion of sustenance. Game animals consisted of rabbits, hares (*Leporidae*), birds, ground squirrels, woodrats (*Neotoma*), deer, bears, mountain lions (*Puma concolor*), bobcats (*Lynx rufus*), coyotes (*Canis latrans*), and others. In lesser numbers, reptiles and amphibians may have been consumed.

A number of local plants were used for food and medicine. These were exploited seasonally and were both traded between regional groups and gathered as a single triblet moved between habitation areas. Some of the more common of these that might have been procured locally or as higher elevation varieties would have included buckwheat (*Eriogonum fasciculatum*), agave, yucca, lemonade berry (*Rhus integrifolia*), sugar brush (*Rhus ovata*), sage scrub (*Artemisia californica*), yerba santa (*Eriodictyon*), sage (*Salvia*), Ephedra, prickly pear (*Opuntia*), mulefat (*Baccharis salicifolia*), chamise (*Adenostoma fasciculatum*), elderberry (*Sambucus nigra*), oak (*Quercus*), willow (*Salix*), and *Juncus* grass among many others (Wilken 2012).

4.4 Post-Contact Settlement (1542-1870s)

European activity in the region began as early as AD 1542, when Juan Rodríguez Cabrillo landed in San Diego Bay. In 1602, the Spanish explorer Sebastian Vizcaíno passed the offshore islands and isthmus comprising modern-day Coronado on November 8, a holy day for commemorating four Christian soldiers known as “the Crowned Ones.” A priest on board the Spanish ship named the islands Las Islas de los Coronados in their honor. The land remained relatively untouched for the next 200 years, until May 15, 1846, when Coronado and its sister island, North Island, became the property of Don Pedro Carrillo. The Mexican Governor Pio Pico granted the land to Carrillo on the advent of his marriage to the daughter of Don Juan Bandini, the beloved San Diego patriarch, as a wedding gift. Carrillo used the 4,185-acre land grant, spanning from the border with Rancho de la Nación on the south to the northern edge of North Island, for the next year to graze his cattle. In 1847, the land was sold for \$1,000 to Bezar Simmons, an early American settler in Southern California, who utilized the islands for cattle grazing for the next 25 years.

During the 1870s, multiple changes in ownership of the peninsula occurred when owners died leaving their shares to their heirs. In 1877, George W. Granniss a member of the Aspinwall, Peachy, and Billings law firm who helped negotiate the peninsula’s sale to Charles F. Holly, received the land deed by foreclosure for \$116,377. The 1880’s

in California was a time of economic prosperity thanks in part to the expansion of the railroads attracting unemployed easterners, real estate investors, health seekers, and a variety of merchants (Peterson 1959; Crawford 2010; SDU 1938; Carlin and Brandes 1998).

4.5 Early Development of Coronado (1884-1889)

In 1884, Elisha Babcock, a railroad financier from Evansville, Indiana moved to San Diego with his wife and sons in search of a milder climate to help improve his poor health. While living in San Diego, Babcock spent time with his good friend Hampton L. Story, of the Story and Clark Piano Company based out of Chicago, Illinois. Story's physician also recommended that he move to San Diego in order to combat his deteriorating health. While on a hunting trip to the mostly uninhabited Coronado peninsula, the two men began to contemplate buying the land in order to build a resort hotel that would attract travelers from across the United States (Figure 4). Babcock pushed for this idea to become a reality and on November 19, 1885, the two men organized a syndicate and bought the 4,185-acre property from Archibald C. Peachy of San Francisco and William H. Aspinwall of New York for \$110,000. Almost immediately after signing the papers, Babcock hired workers to begin clearing the land of vegetation (Peterson 1959; Millen 1982; Morrow 1984).



Figure 4. Elisha Babcock, Jr., and Hampton L. Story, along with San Diego developer Alonzo Horton, surveying Coronado beach, circa 1886 (Hoteldel.com)

4.5.1 Coronado Beach Company (1886)

On April 7, 1886, Babcock and Story, along with Jacob Gruendike and two minority partners Joseph Collett and Heber Ingle, filed for incorporation under the name Coronado Beach Company. Capital stock was one million dollars. The business partners chose the name Coronado, which is derived from the Spanish name for the islands and isthmus, which lie southwest of Coronado in the Pacific Ocean. The sale of Coronado came in conjunction with the first transcontinental railroad opening between Barstow in the Mojave Desert and San Diego, ensuring that travelers would soon be coming to the peninsula. Originally, Story envisioned that the city would be developed on North Island, but ultimately Coronado Island was chosen for its extremely hard bedrock ensuring that the future hotel would be stable (Millen 1982; Morrow 1984; Peterson 1959; Carlin and Brandes 1998).

In order to build the resort envisioned by Babcock and Story, the Coronado Beach Company needed to subdivide and sell plots of land. On December 9, 1885, Babcock and Story arrived at Coronado on the steam yacht Della, pulling a barge carrying approximately 40 Chinese laborers to begin the work required to clear the land. The first structure built was a boarding house for construction workers at the northern end of Orange Avenue, followed by the Coronado Beach Company superintendent's office. Workers graded the land around the island and planted 60 acres of barley to feed the horses that would eventually arrive on the peninsula. It took a year to complete the subdivision plans for Coronado, in part due to disagreements between Babcock and Story on how the city should be organized. Babcock favored a grid pattern while Story liked irregular platting with circular parks and radiating streets. The two came to a compromise combining both city planning techniques to have the northern section of the city organized in a grid and the southern portion with serpentine avenues and streets forming irregular-shaped blocks. It was later agreed that an alphabetical and numerical system of street naming would be utilized in order to locate lots easier. Only the curved streets and the long radial streets of Orange, Palm, and Olive outside of the grid system and favored by Story would be given names. On November 12, 1886, the first official map of Coronado was filed with the San Diego County Recorder. Included on this map were two parks, Prospect Park, the eventual site of the Coronado Municipal Golf Course, and Star Park, indicated on the map by a star drawn inside the intersection of Flora and Loma Streets, and Park Place. A large plaza space that would become referred to as East and West Plaza (now the site of the Coronado Public Library and Spreckels Park) was located at the major intersection of Olive and Palm Avenues (Figure 5) (CBC 1889; Carlin and Brandes 1998; Millen 1982; CHS 2019; Linder 2019; Draper 2004).

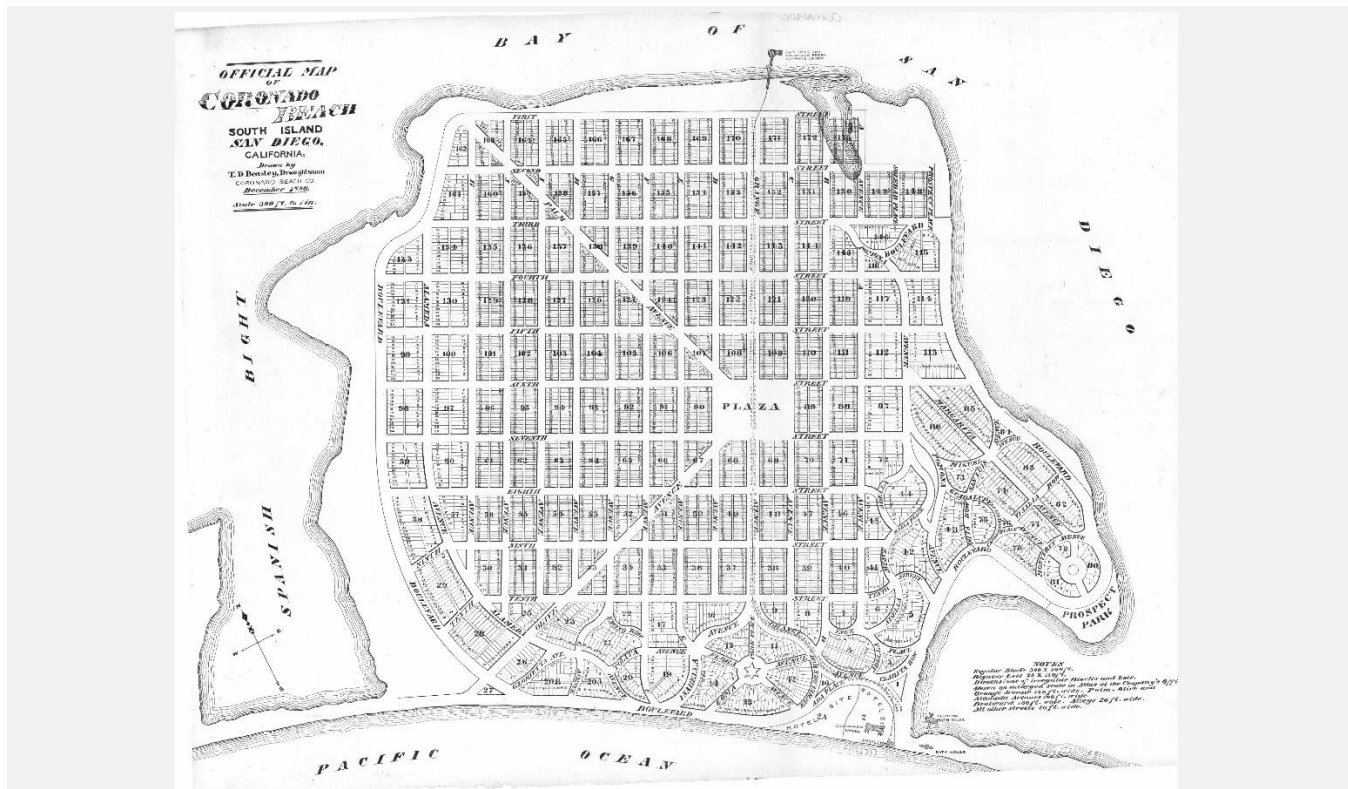


Figure 5. Official map of Coronado Beach, 1886 (City of Coronado)

4.5.2 Early Transportation and Infrastructure (1886-1887)

Before selling off the plots of land, essential services had to be installed to make Coronado more appealing for potential investors. In 1886, the Coronado Water Company, which Babcock and Story also owned, constructed a 3,000-foot long pipeline from San Diego's Old Town under San Diego Bay to the island in order to bring water from the San Diego River to Coronado. Several pipelines were put into use including a line that extended along the Silver Strand into the Otay Valley. The San Diego and Coronado Water Company constructed a water treatment plant in Old Town to ensure that fresh water would reach the peninsula (Carlin and Brandes 1998; Crawford 2010).

Transportation to and on the peninsula consisted of ferryboats, wharves, and steam engine trains that ran along streetcar tracks on Orange Avenue. In 1887, the Coronado Beach railroad system was incorporated with \$24,000 in capital. The streetcar tracks extended a total of 1.4 miles, from the wharf landing to the proposed site of the Hotel and carried supplies too heavy for horses. On August 19, 1886, a steam dummy, which was camouflaged to look like an enclosed horsecar to not scare the horses, became operable on the tracks. A second line was added on December 15, 1887, from the Coronado Ferry landing, circling Glorietta Bay and down the Silver Strand to Coronado Heights, totaling 7.6 miles. Coronado Heights was the undeveloped area at the southern end of the peninsula, where the Strand widens. This system became known as the Belt Line (SDHC 2019; Carlin and Brandes 1998).

On April 16, 1886, The San Diego and Coronado Ferry Company filed its Articles of Incorporation, also under Babcock and Story, for the sole rights to the ferry business between Coronado and San Diego. The company's first ferry, the *Coronado*, was ordered from San Francisco in March 1886, costing \$15,000 to make. The steam engine-

powered *Coronado* had side paddle wheels and started its official service on August 19, 1886. The vessel was designed to carry 13 horse teams and over 600 people and primarily functioned as transportation for workmen and supplies between 1886 and 1888 (Crawford 2010; Carlin and Brandes 1998).

The Coronado Beach Company had the foresight to build one of California's first power plants in order to supply Coronado with electricity, a virtually unknown technology at the time. In addition to electric power, Babcock and Story installed telephone wires throughout the city. Babcock and Story also invested money in the aesthetics of Coronado, planting a double row of orange trees down the center of Orange Avenue, palm trees lining Palm Avenue, and olive trees on Olive Avenue (Figure 6) (Carlin and Brandes 1998; Millen 1982; Peterson 1959; Morrow 1984).



Figure 6. Postcard of Orange Avenue with the Hotel del Coronado in the distance, 1907-1914, published by Newman Post Card Co. Los Angeles San Francisco (UC San Diego Special Collections & Archives)

4.5.3 Land Auction (1886)

Once the infrastructure was in place, Babcock and Story underwent several measures to ensure that the newly developed city would be properly advertised. The two men hired Col. William H. Halliver to travel to Chicago and prepare a booklet with the Chicago-based publisher Rand McNally advertising Coronado. Approximately 400,000 copies were printed and distributed in Chicago and San Francisco as well as put in most Santa Fe Railroad trains and stations. Locally, Babcock and Story began hosting parties in a newly built pavilion to gather interest from people living in San Diego. One of these parties included a great picnic celebration on July 4, 1886, which became a tradition on Coronado. The Rand McNally booklet and newspaper advertisements looked to sell Coronado as a worthy investment both financially and for a healthier lifestyle (Figure 7) (Carlin and Brandes 1998; Morrow 1984; Millen 1982).

Real Estate.

Coronado Beach!

GREAT AUCTION SALE!

As an investment, CORONADO BEACH property promises larger returns than any other location in California.

500 Choice Lots to be offered without reserve to the highest bidder on

Saturday, November 13th,

At 10 o'clock A. M., on the premises.

TERMS—One-third cash, balance six and twelve months, with interest at six per cent per annum.

Coronado Beach, San Diego, California, is the peninsula that forms the Bay of San Diego—the most charming seaside resort on the Pacific coast.

For maps and pamphlets write to

CORONADO BEACH CO.,
San Diego, Cal.

Or, PACIFIC COAST LAND BUREAU, Auctioneers,
Los Angeles or San Diego.

A GRAND EXCURSION, at the Lowest Rates ever made, will leave Riverside for San Diego November 12th. Full particulars later.

o16w43t9

Figure 7. Newspaper advertisement for the first Coronado Beach land auction, 1886 (Riverside Daily Press, November 5, 1886)

After leaving Chicago, Halliver then traveled to San Francisco to arrange for two excursion boats to transport people to Coronado for the auction and sale of lots on November 13, 1886. The expected number of auction participants was around 500, but reportedly, 6,600 people showed up. With the purchase of a lot, the promoters offered free water for a year and 120 single-trip tickets on the Coronado ferry and the San Diego & Coronado street railway to any buyer spending at least \$1,000 improving their property. The first lot, lot 15, block 1 near the site of the proposed hotel, sold for \$1,600 to Major Levi Chase, a prominent San Diego lawyer (CM 1887a). Auctions were held continuously throughout the day, with lots selling for \$250 to \$2,800 depending on their location. By 4:00 p.m., Babcock and Story had recouped their initial investment. The Pacific Coast Land Bureau, the land development company hired by the Coronado Beach Company to handle the auction, sold 350 lots for a total of \$100,000. A 25 percent discount was offered to those who would build their homes within six months of the lot purchase. By June 1887, over 2,000 lots were sold, totaling \$1.5 million. The lots sold were not specified to be for residential or commercial use, rather they were priced based on location and size with regular blocks sized at 300 x 500 feet; regular lots 25 x 140 feet; and Orange Avenue lots, which would become the future City's commercial corridor, sized at 140 feet wide and Palm and Olive Avenues 100 feet wide. The 1888 Sanborn Map displays both residential and commercial development on A, B, C, Orange, and D Avenues between First and Sixth Streets (CM 1887b; Carlin and Brandes 1998; Morrow 1984; Millen 1982; Sanborn 1888).

4.5.4 Hotel del Coronado (1887-1889)

Following the sale of residential lots in 1886, Babcock decided to contact the architectural firm of the Reid Brothers, comprised of James and Merritt Reid and based out of Evansville, Indiana. Babcock had worked with the brothers previously and specifically sought out Reid and Reid for the design of the Hotel. The two were well-known in the Midwest for their imagination and vision, matching well with the enthusiasm Babcock had for the project. In December 1886, James Reid traveled to Coronado leaving his brother in Indiana to maintain their architecture practice. Reid met Babcock, Story, and Ingle in San Diego and the four men traveled to Coronado to view the future site of the Hotel. Reid's first task was to prepare drawings of the building as quickly as possible so construction could begin. A final drawing was never completed, and the preliminary sketch served as the basis for construction; even the lumber estimate was taken from these drawings (UTITC 1948; Carlin and Brandes 1998; Morrow 1984).

Due to the remote location of the future Hotel, timber needed to be imported from San Francisco and workshops were constructed near the job site. Work began on a brick kiln to make bricks from Coronado clay, as well as a planing mill to finish the imported lumber, a foundry, and a small metal shop. The Coronado Brick Company, owned by the Coronado Beach Company, not only made bricks for the Hotel but also shipped out large orders to other states. Work on the Hotel's foundation had already begun when, on March 12, 1887, Isabel Babcock and Adella Story turned the first shovel of dirt. Over 250 men were employed for all phases of construction, but because of the large-scale development boom happening throughout Southern California skilled laborers were hard to recruit. Due to the need to train workers while on the job, Reid suggested starting construction with the simpler northern foundation, making their way to the more complicated southern foundation as workers gained experience (Figure 8). By the first week of April 1887, the building's first-floor wooden framework was completed. Electricity was installed during construction, sourced by the new electrical power plant that supplied electricity to all of Coronado (UTITC 1948; Carlin and Brandes 1998).

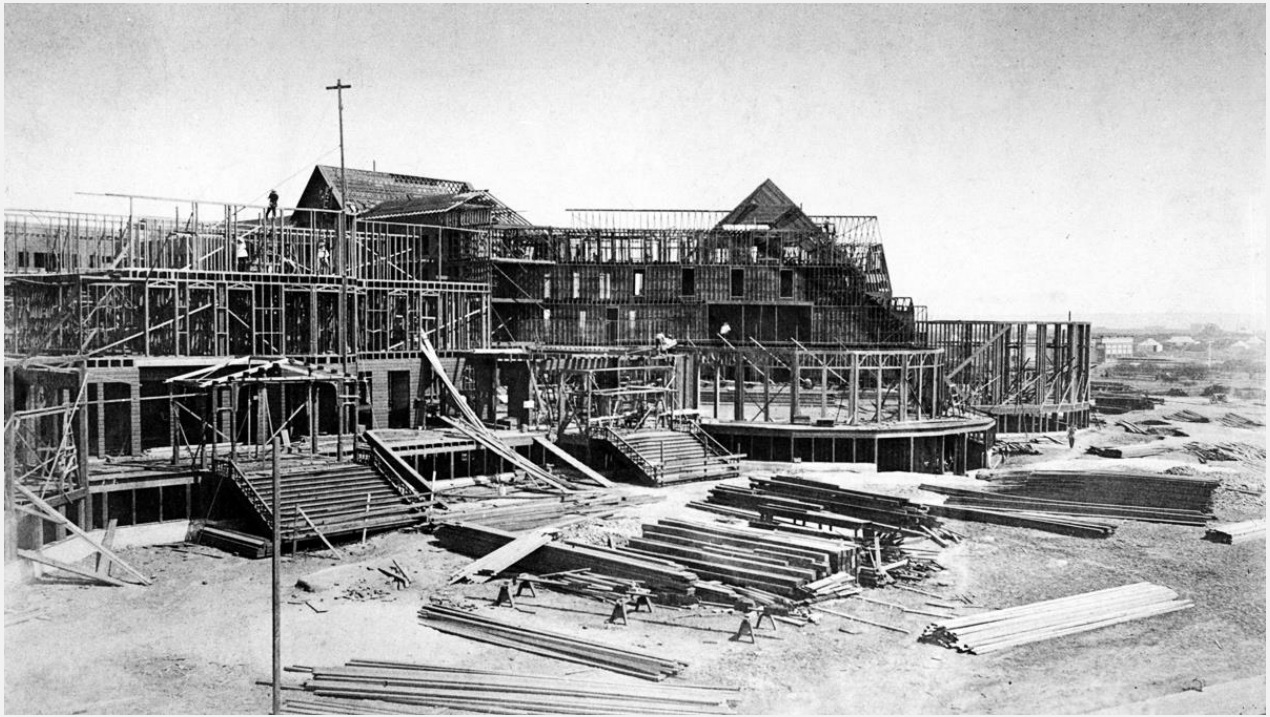


Figure 8. Hotel del Coronado under construction, May 1887 (Hoteldel.com)

Construction moved quickly and on February 14, 1888, one of the Hotel's dining rooms was open for business despite work remaining in several sections of the building. Five days later on February 19, the Hotel del Coronado officially opened under the management of Babcock. Upon opening, the Hotel had 399 rooms, each with a fireplace, wall safe, water, gas, electric lighting, a telephone, and a telegraph. A two-story dark oak lobby served as the building's formal entrance. Other grand rooms included the dining room, which could accommodate 1,000 people, the ballroom overlooking the Pacific Ocean, and several entertainment rooms with bowling alleys and billiards. Constructed entirely of wood, the Hotel cost approximately \$1 million upon completion with \$600,000 for the structure and \$400,000 for the furnishings, which also had to be imported. Constructed in the Queen Anne architectural style, the building occupied more than seven and a half acres of ground and rose three, four, and five stories in height arranged around a large interior garden measuring 150' x 250'. Upon completion, the Hotel was the largest resort hotel in the world and the first hotel and largest building outside of New York City to use electric lighting (2019; Pitts 1977; Carlin and Brandes 1998; UTITC 1948).

As originally anticipated by Babcock and Story, the Hotel became the activity center of Coronado. Auxiliary buildings such as a boathouse, bathhouse, saltwater plunge, museum, and several service buildings were constructed near the Hotel to provide further entertainment for visitors. Despite the Hotel living up to its promise of grandeur, the economic boom of 1887 had begun to collapse, and Babcock was never able to operate at a profit. In the spring of 1888, the amount of credit available to land speculators throughout San Diego County tightened, forcing them to sell their holdings. The artificial land values inflated by land speculators forced prices down and resulted in the once high land values plummeting. With San Diego's economy worsening, banks began to close their doors and the

construction business came to a dramatic standstill. The once promising land developments of North Island and Coronado Heights were put on pause as well (Mills 1985; Carlin and Brandes 1998; Pitts 1977).

Many purchasers of Coronado lots had to renege on their financial obligations. Babcock began to correspond with John D. Spreckels, the son of Claus Spreckels the “Sugar King” of Hawaii and San Francisco, on his financial hardship (Figure 9). Babcock and Spreckels were previously acquainted since it was Spreckels’ ships that carried the majority of the building supplies to Coronado. As early as 1887, the Hotel del Coronado was threatened with foreclosure, losing \$60,000 in the first three months of business. In order to keep it open, Babcock and Story accepted a \$100,000 loan from Spreckels, which was never repaid. On July 26, 1889, Spreckels purchased Story’s one-third interest in the Beach Company, paying \$511,050 for 3,057 shares in every one of the enterprises owned by the Coronado Beach Company. Concurrently, Jacob Gruendike put his shares on the market, leaving Babcock as the principal manager of the major corporation. Josephus Collett owned the third-largest share of the company. Spreckels was made Vice President, and he and his brothers, C. August and Adolph B., gained controlling interest in the company (Carlin and Brandes 1998; Pitts 1977).



Figure 9. Portrait of John D. Spreckels, circa 1915, created by Ralph P. Stineman (91_18564-1771, Ralph P. Stineman Collection, San Diego History Center)

4.5.5 City Development (1887-1888)

With the opening of the Hotel del Coronado, the city wanted to expand its infrastructure and establish itself as a viable place for those looking for a permanent or vacation home. Parts of the peninsula lacked enough solid land to allow for the construction of buildings. To solve this the Coronado Beach Company hired Bates, Amburg, and

McAdams of Chicago to dredge the Glorietta Bay, located to the direct east of the Hotel. The Bay was dredged until it became a uniform 12 feet, while the leftover sand was used to infill the boulevard along the ocean, later known as Ocean Boulevard. With its uniform depth, Glorietta Bay became the preferred location for many water activities including boating, swimming, and sailing. A similar method of dredging was implemented on the Spanish Bight, a shallow body of water separating North and South Island. The Bight was dredged deeper to allow for vessels carrying building supplies to moor and create enough room for the new ferryboat yard (Figure 10). A Von Schmidt dredger costing \$100,000 assisted greatly in speeding up the process allowing not only for deeper water but also for sand to build up more land. The Coronado Beach Company in 1887 acquired the undeveloped land at the southern end of the peninsula, naming it Coronado Heights, which was soon subdivided into individual lots (Carlin and Brandes 1998; Crawford 2010).



Figure 10. View of the old wharf at Coronado before ferry slips were built, circa 1886 (University of Southern California Digital Library. California Historical Society Collection)

Commercial and civic buildings began to be constructed primarily around Orange Avenue, the main road leading from the ferry docks to the Hotel del Coronado. By February 1887, Coronado's first post office was opened next to J.A. Mathewson's grocery store on the corner of Third Street and Orange Avenue. On June 4, 1887, the United States government officially gave the city a post office, but because there were no official addresses at this point, mail needed to be picked up in person. Also, in 1887, the volunteer Coronado Fire Department acquired its first steam fire engine officially becoming "Coronado Engine Company No. 2." On May 16, 1887, the first issue of the local newspaper the *Coronado Evening Mercury* was printed in the Coronado Beach Company's offices located at First Street and Orange Avenue. The northeast shore of North Island became the location of a marine railway and dry dock called Marine Ways, financed by W.W. Stewart of San Diego. One of the first projects undertaken was the construction of a ferry named

Silver Gate, which was not finished and launched until April 1888 and due to multiple issues with the boat, was decommissioned only two years later. The *Silver Gate* would later be anchored near the Hotel and serve as a clubhouse, theater, dance hall, and a church on Sundays (Carlin and Brandes 1998; Millen 1982).

4.5.6 City Incorporation (1887-1890)

Since 1887, Coronado residents believed that the peninsula was not part of San Diego, with the Beach Company opposing the incorporation as an independent city. On December 12, 1888, the Supreme Court of California held that the land was within the city limits and therefore subject to taxation and assessment. Babcock and the Beach Company vehemently opposed this, stating that it had been private money, not the money of the public that contributed to the expansion and development of Coronado. Throughout this time, Coronado existed without emergency services, such as a hospital, a publicly funded fire department, and a police force. Maintenance of the peninsula's public services fell primarily on the Beach Company. Opposition was felt on both sides of the incorporation issue. One of the controversial issues was in relation to Coronado's rising problem of unpermitted saloons. Upon development, Coronado had prohibited the production and sale of alcohol aside from the Hotel's bar. Many of those that frequented the unpermitted saloons opposed any government oversight. Those citizens that did not condone alcohol consumption thought licensing such establishments could provide more funds to the City (Carlin and Brandes 1998; Stone 2019).

The citizens of Coronado in 1887 petitioned the San Diego Board of Supervisors to establish a school district on Coronado Beach. On June 4, 1887, an independent school district was established, allowing Coronado to elect its first set of school trustees. However, because legal voters had to live in the voting precinct for at least 90 days, only five legal voters were able to elect a three-person board. Coronado continued to pay taxes to San Diego without the benefit of a public high school, forcing parents to send their children to school across the Bay. Despite continuing to withhold public services, San Diego continued to refuse segregation of Coronado, denying the request of the Coronado Citizens Community in March 1890. The desire to incorporate as an independent city grew in the same year, just as San Diego was about to enact a new road tax. The population continued to rise and the concerns of the past, including the desire for a lack of government oversight in relation to unpermitted saloons became secondary. On December 6, 1890, votes were cast, 133 for incorporation over the 73 opposed. Three days later the City of Coronado governed by a Board of Trustees officially became a city, with Babcock elected as the Chairman of the Board (Carlin and Brandes 1998; Stone 2019).

4.6 The Spreckels Era (1890-1931)

At the start of the year 1890, Coronado had 450 residents and by 1892, that number had risen to 1,200. With the population rising at a rapid pace, Spreckels continued to develop a number of points of interest to attract even more people to the peninsula. These included a street railway that followed Orange Avenue for a mile, a racetrack, a museum, an ostrich farm, and good roads for carriages. Spreckels invested his own personal wealth in both Coronado and the Hotel, adding new amenities to the Hotel's interior in order for it to appear more elegant and luxurious. In order to sustain itself, year-round recreation became one of the most important aspects of Coronado-living, with Spreckels at the forefront (Carlin and Brandes 1998).

4.6.1 Institutional, Civic, and Commercial Development (1890-1927)

Coronado continued to develop its institutional, civic, and commercial buildings since its incorporation in 1890. Spreckels encouraged development that was tangentially associated with the Hotel to accommodate visitors to the peninsula. The Hotel since its construction housed a reading room in its pavilion with books and magazines collected by Mrs. Spreckels. Citizens complained that the pavilion was not centrally located resulting in the creation of the Coronado Library and Free Reading Room Association. In 1894, the association and City were asked to take over the responsibility of creating a public library. In 1909, the Coronado Library Trustees asked Spreckels to build a permanent library. Spreckels hired architect Harrison Albright for the task, gifting the building to the City and people of Coronado that same year (Figure 11). The area across from the library became known as Spreckels Park and acted as a terminus for Palm and Olive Avenues. By 1906, two Christian denominations, Protestant and Presbyterian, constructed permanent structures within the same block of C Avenue between Tenth and Ninth Streets. Over the next 14 years, other religious denominations, including Episcopal, Christian Science, and Catholic, constructed permanent buildings to serve the people of Coronado (City of Coronado 2019; Carlin and Brandes 1998; Sanborn 1906, 1921).



Figure 11. Coronado Public Library, 640 Orange Avenue, circa 1920 (Coronado Public Library)

The area surrounding the Coronado Public Library became the focus of multiple civic and institutional buildings, including the Coronado Grammar School and the Fire Station. The Grammar School was constructed on the corner of E Avenue and Sixth Street adjacent to the “Old School,” and designed in 1912 by San Diego architects Quayle Brothers and Cressey. A high school became increasingly necessary as the population of Coronado continued to rise. Land was purchased as part of a \$20,000 school bond issue in

March 1920. Architect Theodore C. Kistner designed the school, which cost \$125,000 to construct and had the capacity to fit more than 500 students (SDUB 1921; Carlin and Brandes 1998; Sanborn 1921).

Up until 1906, the Coronado volunteer fire department had nowhere they could live permanently, which prompted then Fire Chief Waller to ask the City Board of Trustees for more space in Engine House 1. On May 21, 1906, Waller requested that a central fire station with a bell tower be built. His request was granted within the same year and a firehouse was constructed on Sixth Street facing the Coronado Library. In 1922, the original station was torn down and replaced with a more modern two-story building with sleeping quarters upstairs. The Coronado Police Department since its inception was rather small due to the lack of crime. As the presence of automobiles increased on the peninsula, the focus of the police shifted to controlling traffic accidents and handing out speeding tickets. The police force was located in the Bank of America building at the corner of Orange Avenue and Park Place from 1911 on, in order to be in close contact with city management. In 1923, the police department moved from City Hall, at the corner of Tenth Street and Orange Avenue, into the new fire department building at 1011 Sixth Street in order to be better centrally located in Coronado, but remained relatively small in size (Carlin and Brandes 1998; Sanborn 1921; MacKenzie 1986; CEJ 1912, 1923).

Exemplary of this period in Coronado's development and the growing sense of community, in 1922 as the result of a contest, Louis de Ryk Millen, then a child in school, created the winning design for the official flag of Coronado. The design, a gold crown on a white background, flanked by green panels on either side, continues to be the City's official flag (Carlin and Brandes 1998). Multiple parks were developed throughout Coronado during this period of civic growth including Triangle Park (1915), Bandel Park (1916), Bay Circle Park (1925), Star Park (1925), Vetter Park (1925), and Mathewson Park (1927). Typically, these parks were located between street intersections that left triangular or circular shaped lots and sold to the City by either private owners, the Coronado Beach Company, or the J.D. and A.B. Spreckels Securities Company (Draper 2004).

Throughout this period, the newspaper companies continued to evolve. In 1912, the *Coronado Strand* was started as a tabloid newspaper, and in April 1922, the *Coronado Strand* merged with the *Coronado Saturday Night* to be published weekly. Throughout the 1920s, newspaper headlines primarily focused on the social happenings of Coronado. The *Coronado Saturday Night* and the *Coronado Strand* stopped print on September 1, 1923, when a new paper, the *Coronado Journal* became Coronado's primary paper, focusing both on local and national news stories. The *Coronado Journal* along with the main paper in San Diego, the *San Diego Union*, were responsible for the majority of the news getting on and off the peninsula (Carlin and Brandes 1998).

Commercial development also flourished post-1890, serving both tourists and the local population along Orange Avenue. Orange Avenue served as the main transit corridor leading from the ferry docks to the Hotel, naturally becoming Coronado's center of commercial development. The March 1920 "Planning Effect," which divided Coronado for the first time into different zoned districts, made the street the primary business district as it was the most logical location. This radically increased property values on Orange Avenue. Buildings began to get larger and grander as Coronado aged. In 1917, the J.D. and A.B. Spreckels Securities Company constructed a large business building on Orange and Loma Avenues designed by Harrison Albright. The building contained Spreckels' Bank of Coronado, 14 stores, 12 offices, and apartments on the second story. Auto repair shops and gasoline filling stations also became popular along Orange Avenue as the number of automobiles in Coronado increased (Sanborn 1921; Carlin and Brandes 1998; SDU 1917).

In January, February, and March of 1905, Coronado was struck by a series of substantial rainstorms. The storms resulted in damage both north and south of the Hotel, primarily deteriorating Ocean Boulevard, which was the most

vulnerable street on the peninsula. The ocean waves came directly up to some of the large houses on the Boulevard, resulting in two being moved inland by their owners once the storms subsided. Sandbags were used to protect the Hotel, while 110 feet of land was removed by the storm along Ocean Boulevard. The storms also wiped out the Japanese Tea Garden that was located at the northern end of the Boulevard and heavily damaged the Hotel's fishing pier. In March 1905, work began on repairing the pier and rebuilding the Zuñiga jetty in front of the Hotel. The Zuñiga jetty had been constructed in 1893-1904 to prevent currents from taking sand from Zuñiga Shoal and filling up the only channel into the San Diego Bay. The rock jetty was recommended to hold the sand in place. The 1905 storm resulted in the loss of many of the jetty's boulders. Property owners along the oceanfront voted in a \$143,000 bond issue to fix the problem of water rising during storms. Using this money, Spreckels gained control of the Belt Line Railroad and utilized it to bring heavy boulders to construct additional railroad tracks, then to haul rocks from the Sweetwater Valley to construct the seawall. Upon completion, the seawall was approximately 5,200 feet long and was built in front of the Hotel, west along Ocean Boulevard (Figure 12) (SDUDB 1905; Carlin and Brandes 1998; Kuhn and Shepard 1984).



Figure 12. Ocean Boulevard seawall with the Hotel del Coronado in the background, 1905 (Coronado Public Library)

The seawall was put to the test in 1915 when another series of powerful storms hit the region. In 1915, waves broke over the wall resulting in the flooding of Ocean Boulevard, damaging a number of properties. The road's pavement was heavily damaged, but citizens agreed that the seawall had done all that it could. In January 1916, a series of heavy rains caused the San Diego Bay to rise so severely that it broke the Lower Otay Dam, flooding the Tijuana River Valley. Although the flood of 1916 did not affect Coronado directly, it had financial repercussions for its founder Babcock, destroying his entire salt plant and damaging the La Jolla railway, in which he had investments.

Storms continued to be an issue for the Coronado seawall well into the twentieth century. In 1926, a four-day storm did considerable damage to the seawall, making it unsafe and causing \$31,000 worth of damage (Carlin and Brandes 1998; Kuhn and Shepard 1984).

4.6.2 Transportation Improvements (1891-1931)

In 1891, the San Diego Electric Railway Company was incorporated under the direction of John D. Spreckels, Adolf B. Spreckels, and Joseph Flint who acted as the General Manager. Shortly after the final purchase of the entire San Diego Street Car Company made on January 30, 1892 for \$115,000, it was announced that the company would construct an electric system over the present streetcar route in San Diego. Construction of the track, laying the track, and setting the electric poles began on May 10, 1892 by F. M. French under a \$50,000 contract. The Thompson-Houston system was responsible for wiring the road and all electrical apparatus, including the motors on the cars, for \$45,000. The electrical equipment for the road was furnished by the General Electric Company. The electric cars had many advantages, including a smooth, less jarring stop and start. The company began with ten double-decker cars operating every ten minutes. The total cost of the system exceeded \$350,000 and the railway was soon expanded into Coronado after the San Diego Electric Railway Company purchased the Coronado Beach Railroad Company in 1908. The Coronado Beach Railroad Company was organized in 1886 and ran from the Coronado Ferry Landing via Orange Avenue to the Hotel del Coronado, a distance of 1.4 miles. Originally, a horsecar was used until it was replaced with a steam dummy on August 19, 1886. A second line completed on December 15, 1887, traveled from Coronado Ferry landing, around Glorietta Bay, down the peninsula to Coronado Heights, totaling 7.6 miles. In 1893, the line switched to electric power after being extended around San Diego Bay (CM 1891; SDUDB 1892; SDHC 2019).

In 1903, a new ferryboat steamer named *Ramona* was constructed by Rison Iron Works in Oakland and transported to Coronado where it was acquired by the San Diego and Coronado Ferry Company. The *Ramona* was intended to replace the already too small and inefficient *Benicia*. The new ferry, measuring 100 feet long, was powered by steam with side paddle wheels and a two cylinder-700 horsepower engine (Figure 13). The *Ramona* was in commission until 1931 when it was permanently anchored in the San Diego Bay and used as a nightclub until it went down in a storm (Carlin and Brandes 1998; CHA 2018).



Figure 13. Ferry steamer Ramona plying between San Diego and Coronado, July 25, 1910 (UC San Diego Special Collections & Archives)

4.6.3 Tent City (1900-1926)

Beginning as a promotional scheme by Spreckels in 1900, an area just south of the Hotel was established as “Camp Coronado,” later known as Tent City. This area was intended to appeal to America’s emerging middle class, those that wanted to vacation but could not afford to stay in the Hotel. Unlike the typical season for the Hotel, running from November to April, Tent City attracted people from inland California and Arizona looking to escape the summer heat. Tent City stretched nearly a mile in length with the Pacific Ocean on the southwest and the bay of San Diego to the northeast. Guests could rent tents in a variety of sizes and for periods of time ranging from an afternoon to the entire summer. Several hundred tents and palm-leaf-covered cottages were put up in neat rows along the Sliver Stand, the majority renting for \$4.50 per week (Figure 14). This unique experience was advertised frequently by the Santa Fe Railroad, which offered summer excursion rates to Coronado Beach from around the country (Guinn 1907; Morrow 1984).



Figure 14. Coronado Tent City looking south, circa 1900 (Los Angeles Public Library Legacy Collection/ Los Angeles Public Library)

Each year that Tent City operated, Spreckels and the Beach Company continued to improve upon the amenities and attractions. Along with the activities that came with being located so close to the water, such as, swimming, boating, and fishing, the Beach Company built additional recreational facilities to keep guests engaged. These included a golf course with a polo field and horse show grounds west of Alameda Boulevard, a floating casino aboard the *Silver Strand* ferry, a band pavilion, merry-go-round, and bowling alley. The polo field later became the Coronado Country Club with two polo fields, an 18-hole golf course, tennis courts, and an arena where international horse shows were held (Stinchcomb 1989). The *San Diego Union* on January 1, 1901 reported that over 500 people lived in Tent City during the 1900 season and 68,139 attended the evening concerts at the pavilion. The new facilities and the general growth of the peninsula caused the Southern California Mountain Water Company to expand Coronado's water facilities. On August 24, 1900, the water mains connecting the Bay and Coronado were extended, allowing for each of the tents and cottages to have running water. The water system, electricity, sewer system, and garbage pick-up ran efficiently and kept Tent City up to pace with the modern conveniences of early twentieth-century living (Carlin and Brandes 1998; CBC 1902).

Just to the north of Tent City, Spreckels had recruited George Marsh to build a garden as part of a recreational and relaxation center for guests of the Hotel del Coronado. In 1905, the original Japanese Tea Garden was washed away after a severe storm, resulting in Spreckels and Marsh collaborating on another garden farther inland behind Spreckels mansion overlooking Glorietta Bay. This new garden was also called the Japanese Tea Garden and was constructed in a Japanese style with several Japanese inspired teahouses. The garden was open for close to

30 years and was widely popular with the public for private events, such as parties and wedding receptions (CHA 2013; Carlin and Brandes 1998).

On June 7, 1926, John D. Spreckels died in his Coronado home after an illness. This left the representatives of the San Diego Spreckels interests to file articles of incorporation with the Secretary of State for three new companies, including the Claus Spreckels Company worth \$25,000 in capital, the Spreckels Commercial Company worth \$100,400 in capital, and the Spreckels Company worth \$300,000 in capital. Claus Spreckels, John D. Spreckels' son, was made director of all three companies. Several of the Spreckels enterprises were set for disposal, including the Southern California Mountain Water Company, which was transferred to the City of San Diego at cost. With the death of John D. Spreckels, the fate of Tent City was in question, with Spreckels having been its largest proponent since its inception (Carlin and Brandes 1998; CEJ 1926).

4.6.4 Residential Development (1890-1929)

Residential development in Coronado was on a constant pace between 1890 up to the beginning of The Great Depression of 1929. The 1906 Sanborn Map shows an increase in residential development in the southeast section of the peninsula, running from the ferry dock at the northern end to the Hotel del Coronado on the southern end. The construction of the Hotel encouraged people to build summer homes on the southern end of Coronado, closer to the beach. Between 1910 and 1912, the City expended more than \$400,000 for new development and approximately \$50,000 for improvements. At this time, private enterprise expanded and building permits doubled in 1912 compared to 1911. Hakes Investment Company of San Diego led the booming Coronado real estate market, offering developable land and negotiating several home sales. Building progress continued by a number of architects, contractors, and builders. One of those builders was Sydney D. Chapin, who built more than 200 Coronado homes. Many grand homes were constructed during this period, the majority of which were located around the Hotel and along Ocean Boulevard. Ocean Boulevard not only provided the best view of the ocean, but also some of the largest lots in Coronado. Amongst some of the most well-known buildings from this period are the John D. Spreckels residence (1043 Ocean Boulevard, 1907), the home of General Joseph H. Pendleton (745 A Avenue, 1916), and Frederick S. Sherman's Home (708 A Avenue, 1915) (Carlin and Brandes 1998; Sanborn 1906).

Development continued to increase, and by 1920 it spread to the western side of Coronado. Subdivided plots of land began to have primarily single-family houses constructed on them, although there were still large amounts of open land available. In March 1920, the citizens of Coronado pushed to further organize the City, which was growing at a rapid pace. Coronado began the "Planning Effect," which began subdividing the land into different districts including: business, semi-business, apartment houses, and private residences. In May 1920, Ordinance Number 408 created a Planning Commission for Coronado allowing for further regulations over the buildings being constructed. This was soon followed by a formal Zoning Ordinance, which created the first zoning map of the peninsula, identifying Orange Avenue for commercial development and the majority of the City for residential development (Carlin and Brandes 1998; CEJ 1920a, 1920b; Sanborn 1906, 1920).

In 1930, the population of Coronado had risen to 5,424, including those that lived on North Island. By this time, Naval Air Station (NAS) North Island had developed into a major military post, drawing military families to Coronado in search of housing. The presence of the military paycheck helped Coronado feel less of the effects of The Great Depression, which began in 1929. Military families that could not logistically purchase a home often favored renting. This opened a new market for property owners previously unable to rent their Coronado property all year long. The biggest economic burden fell on landlords who were unable to find occupants for their rental properties. Rentals

had become a large portion of Coronado's real estate and during this period many of them were left vacant due to families either returning to their primary residence located elsewhere or traveling to more economically stable places other than Coronado. The amount of "For Rent" signs were so plentiful that the Coronado Realty Board decided to remove all of them so as not to discourage people from moving to the peninsula (Carlin and Brandes 1998; Millen 1982).

4.6.5 North Island Development (1892-1927)

North Island was part of the Articles of Incorporation Spreckels filed on April 18, 1892, after acquiring the Hotel from Babcock. The United States government at this time wanted to focus the military on strategic places along the Pacific Coast and suggested that North Island would be a valuable military and naval installation. The government offered the Beach Company only one-tenth of what the land was valued at, but citizens understood that the presence of a military base near the city would increase their property values. In September 1890, a bill went to the Senate Committee on Military Affairs to purchase no more than 1,000 acres of North Island land to build a military post. At the end of 1890, a group of engineers surveyed the area and recommended that a jetty be constructed at the southwest tip of the island. The government acquired 18.05 acres of land to construct the first harbor jetty out of rock quarried from the Lakeside area of San Diego. The jetty was extended several times until finally reaching a length of 7,500 feet in 1904 (Carlin and Brandes 1998; Fredericks 1979).

From 1890 on, the U.S. government continued to show interest in North Island and began taking steps to acquire more of its land from Spreckels. In 1901, the first military installation on the island was initiated by the government acquiring a 38.56-acre site on the southern end of the island for the construction of Fort Pio Pico. On November 14, 1910, aviation pioneer Glenn Curtiss sent a letter to the Secretary of the U.S. Navy offering to train any officer to fly free of charge. By December of that year, Curtiss began training submarine officer Theodore Ellyson, marking the beginning of the Curtiss Aviation School on North Island (Figure 15). On January 23, 1910, Charles K. Hamilton flew the first powered aircraft flight in San Diego County, taking off from the Coronado Polo Grounds, and two days later Hamilton made the first landing on North Island with the same airplane. These two events began the long history of naval aviation and North Island, later named the "Birthplace of Naval Aviation." Naval aviation feats continued and on January 26, 1911, Curtis made the first seaplane flight at North Island. This caused him to intensify his efforts to convince the U.S. Navy to purchase his plane design, which eventually lead to the U.S. Navy purchasing its first aircraft on May 8, 1911 (Fredericks 1979; SDAS 2019).



Figure 15. Glenn Curtiss in his “hydroaeroplane” floating in the water at North Island, 1910 (Los Angeles International Aviation Meet Research Collection, Gerth Archives & Special Collections, California State University, Dominguez Hills)

The Navy set up its first aviation squadron on the northeastern side of the island in January 1912 with the nickname “Camp Trouble.” The squadron was in operation, along with the Curtis Aviation School, until May 2, 1912, when they were transferred to Annapolis, Maryland, leaving the Army to take over the island until 1917 when the U.S. Navy returned. The Navy shared North Island with the Army Signal Corps Aviation School, later known as Rockwell Field, until 1917 when the Army moved to the southeastern end of the island leaving the northeast section to the U.S. Navy (Figure 16). By 1917, Congress had passed the Condemnation Act, permitting the federal government to take complete possession of the island. Spreckels sued the government for this act, eventually winning a \$5 million settlement. With the land secure, a causeway was constructed between North Island and Coronado on June 1, 1918. NAS North Island began its full-scale operations in the same year on June 14. From this point, the two schools, Curtis Aviation and the Army Signal Corps continued to achieve many aviation firsts, including the first round trip to Panama, first non-stop coast-to-coast flight, first mid-air fueling, and first successful night launch from a battleship. On May 9, 1927, Charles Lindbergh in the “Spirit of St. Louis” departed for New York from North Island; from there he undertook the first successful transatlantic flight to Paris, France. After World War I, North Island thrived on being the primary station where naval aviators were trained (Fredericks 1979; SDAS 2019; Crawford 2010).



Figure 16. Aerial showing the Army and Navy split of North Island, circa 1925 (San Diego Air & Space Museum Archive)

4.7 Wartime Coronado (1932-1945)

The military's presence on North Island during the early stages of Coronado's development and throughout World War II had an effect on every aspect of Coronado. During this period, large civic projects, including infill of the Spanish Bight and the creation of a new peninsula off the Silver Strand for the U.S. Navy's new Amphibious Base, continued to affect Coronado's appearance. North Island became one of the U.S. Navy's primary bases during World War II, leading to the growth of residential developments, transportation infrastructure, civic and institutional buildings, and commercial properties to facilitate the base's growth and the influx of military personnel and families.

4.7.1 Military Expansion (1935-1944)

By 1935, North Island was hosting four U.S. Navy carriers, including the *USS Langley*, *USS Lexington*, *USS Saratoga*, and *USS Ranger*. The U.S. Navy and Army shared North Island for 23 years, resulting in the occasional conflict between the two military branches. In 1935, President Franklin D. Roosevelt visited North Island and made the decision to relocate the Army, letting the U.S. Navy expand the development of the Naval Air Station. In 1936, extensive dredging took place along the perimeter of North Island to deepen channels and allow larger ships access to the island, adding approximately 560 acres of reclaimed land to the north and west. In order to provide more land for the U.S. Navy, further dredging took place to build a U.S. Navy Seaplane Basin on the Bay side two miles south of Coronado. On August 19, 1940 during a City Council meeting, the U.S. Navy was granted permission by the City to fill in the Spanish Bight, which separated North and South Island. Despite being highly contested by

Coronadoans, the U.S. Government felt an urgency to expand North Island. The soil dredged in 1940 was placed on the point southeast of Glorietta Point to create a peninsula originally used as a bathing beach, picnic area, and recreation center. This dredging also provided an area large enough for the construction of a municipal airport and an athletic field. The Coronado Municipal Airport was never built due to the start of World War II and the need to create the Naval Amphibious Base. The infill project continued until its completion in 1944 (Carlin and Brandes 1998; Fredericks 1979; CE 1991).

Throughout 1939 and 1940, the threat of war loomed over Coronado. As tensions continued to increase, the Neutrality Patrol was initiated with continuous patrols flown by North Island-based aircraft and many of the naval units typically docked in the area were transferred to Hawaii. The Emergency National Defense Appropriation Bill was passed in 1940, allotting \$5.4 million for San Diego's military bases including expanding its shoreline. Although a formal declaration of war had not been announced, the residents of North and South Islands began to recognize the preparations for war, including new Navy squadrons on the west side of the island. In 1941, further dredging took place on the Bay side of the Silver Strand to reclaim about 185 acres of land to be used as the site for a new Amphibious Base. Within that same year, the attack on Pearl Harbor occurred and the United States declared war on Japan on December 8, 1941 (Fredericks 1979; SDAS 2019; Crawford 2010; Carlin and Brandes 1998).

Located at the southeastern end of the Silver Strand was a site platted and planted by the Coronado Beach Company as a residential development. Several streets were laid out bordered by cypress and pine trees, although no residences were ever built by the company. The U.S. Army, seeing the sites' strategic military advantages, leased Coronado Heights intending to make it a coastal artillery unit with 16-inch guns. The outpost, named Fort Emory, was built in less than a year after the attack on Pearl Harbor. Temporary buildings, including Quonset huts, were erected, along with several more permanent structures capable of housing up to 10,000 military personnel. Millions of military dollars were spent on the construction of two concrete gun mounts, which were never used due to changes in military technology throughout World War II. In 1942, Fort Emory was transferred to the U.S. Navy for amphibious training only to have its use changed in 1945 to naval aviation for use as a reclassification center (Carlin and Brandes 1998; Graham 2016).

The Naval Amphibious Base at Coronado was officially commissioned on January 15, 1944, and was the only amphibious base on the West Coast (Figure 17). The primary goal of the base was to meet wartime demands for trained landing craft crews. In the early period of the United States entering World War II, the strategy was to attack both European cities and Japanese islands from the sea (Linder 2013). Navy Frogmen, now known as SEALs, began training at the Amphibious Base the same year it opened, primarily working in Underwater Demolition Teams (UDT) clearing the way for Allied beach landings. The streets of the base were named after the famous battles that led to the defeat of the Japanese Empire: Guadalcanal, Tarawa, Tulagi, Bougainville, along with multiple others (CEJ 1994a).



Figure 17. Aerial view of the Naval Amphibious Base with the City of Coronado in the background, circa 1944 (Coronado Public Library)

Wartime led to changes in everyday life for the citizens of Coronado, primarily after the attack on Pearl Harbor, which led to rumors that Naval Air Station North Island would be the next target due to its size and location. Measures were put into place quickly to protect Coronado, including the installment of Marine guard stations on the beach and down the Strand. Citizens were instructed to install dark shades and a blackout ordinance banned all cars, homes, and buildings from emitting light when the ordinance was in effect. Casualty shelters were established in key buildings around Coronado, including the basement of the public library, the Hotel del Coronado, and the high school gymnasium. In 1942, the School Board initiated air raid drills for children, and citizens were encouraged to carry their identification and have backup supplies at home. Japanese Americans, despite attempting to show their loyalty to the United States by purchasing war bonds and pledging their alliances to the country, began to be evacuated from Coronado in 1942 (Carlin and Brandes 1998). Police Sergeant Joe Hoppe was put in charge of making an inventory of all Japanese families in the City for the Federal Security Administration to be sent to the Manzanar detention camp in Owens Valley, north of Los Angeles (CEJ 1942a). Former Director of the Federal Bureau of Investigation, J. Edgar Hoover, would later state that the internment of Japanese Americans was the result of politics and hysteria and not a matter of national security (Carlin and Brandes 1998).

4.7.2 Residential Development (1936-1945)

In 1933 as part of the New Deal, a government-sponsored corporation called the Home Owners' Loan Corporation (HOLC) was established under the direction of President Franklin D. Roosevelt. The HOLC was established to refinance defaulted home mortgages and expand home buying opportunities. One of the methods by which the

HOLC sought to assess creditworthiness was through the discriminatory practice of redlining. Redlining was the result of the HOLC creating color-coded maps with boundaries around neighborhoods based on the composition of the community's race and/or ethnicity, income level, and housing and land use types. Neighborhoods were evaluated using these factors and assigned an investment risk grade. The grades ranged from Green as the best to Red as the worst. Areas that were graded as Red were largely non-white, working-class neighborhoods. These areas were labeled as hazardous to invest in and often those that lived in these areas were denied credit, insurance, and healthcare assistance (Madrigal 2005; Beal 2021; Nelson et al. 2021).

In January 1935, the Division of Research and Statistics along with the HOLC had a map of San Diego created, which included Coronado. Most of the City was classified as Blue, B, Second Grade (B-13) with its description including the population being "practically all white, of the lower-salaried workmen, naval officers, etc., with income range from \$2,000 to \$6,000 per year" (Nelson et al. 2021). Along the southern end of Coronado, including Ocean Boulevard and portions of Alameda Boulevard and San Luiz Rey Avenue was graded as Green, A, First Grade (A-8) and described as having buildings in the cost range of \$4,000 to \$100,000. Residents living in this area were described as "all white, being grouped as professional, business men, high ranking naval officers and retired people" and incomes ranging from \$4,000 to \$50,000. The northeastern corner of Coronado was graded as Yellow, C, Third Grade (C-10) the second to the worst grade above Red, and classified as displaying an "infiltration of a lower grade population" (Madrigal 2014). The area was given the following description (Nelson et al. 2021).

This area lies along the Bay and is a desirable district. However in this area is located the servants quarters or the colored population of Coronado. There is considerable building going on at this time and were it not for the colored population and a dump at the northeast portion of the area, same would be classified as a blue area and comparable to B-13. It is absolutely desirable with exception of the facts as set out above and it is necessary for this exclusive city to have such an area. In all other respects it compares favorably with B-13.

The section of Coronado graded as Yellow would later be developed as a Navy housing project, a large apartment complex, commercial buildings, and civic buildings such as the Sharp Coronado Hospital. In comparison to the rest of Coronado, the section classified as Yellow displayed a lower amount of residences in the high cost range reinforcing the lasting effect discriminatory housing practices such as redlining had on cities throughout the United States.

In 1936, the building records for residential and commercial development were shattered when developers, builders, and architects, such as the Dennstedt Company, Walter Vestal, Chris Cosgrove, Al Laing, and Paul Hathaway, continued to build throughout the peninsula. In 1937, the population had risen to 8,000, an all-time high for Coronado. With the increase in population, the number of building permits soared, as did the price of rent. Housing in Coronado at the outbreak of World War II became increasingly valuable, hosting many service and war-time personnel. Between 1940 and 1941, Coronado's population increased to over 15,000, although in the spring of 1940 only 18 new homes were constructed, representing a major halt in the momentum the construction industry had been experiencing since 1890. The City's population during the peak of World War II in 1942 rose to 25,000. During this time, a water tank was built at First Street and C Avenue, holding a half-million gallons to accommodate the rising City population (Carlin and Brandes 1998; Millen 1982).

The amount of housing required for the influx of aircraft workers and military families was disproportionate to the number of homes and apartments available. As a result, locals began to rent their spare rooms or convert garages and storerooms into guesthouses. Permits were required from the Office of Price Administration in an attempt to prevent wartime profiteering by monitoring fees, deposits, and rental charges. Despite the availability of more rental

properties in Coronado, in order to fully meet the need of the rising population large-scale housing developments and projects needed to be developed and quickly. A key place for this development was the newly formed peninsula extending 4,200 feet from the Strand shoreline. This housing project, which shared its land with the new Naval Amphibious Base, was large enough to lay out a subdivision of eight blocks long and four blocks wide (CEJ 1941a). In November 1942, the U.S. Government announced its intention to construct a federal housing project for 500 Women Accepted for Volunteer Emergency Service (WAVES) officers and enlisted women on about 50 acres adjacent to First Street and A Avenue. The majority of the land was City-owned tidelands acquired from the State of California, while portions of the site were privately owned. The property was strategically placed for its proximity to the ferry and dock landing and to the Naval Air Station (Figure 18) (Carlin and Brandes 1998; CEJ 1943a).



Figure 18. Aerial showing the Women Accepted for Volunteer Emergency Service (WAVES) officers and enlisted women federal housing project, 1953 (UCSB Library FrameFinder)

Private developers also saw the wartime population rise in Coronado as an opportunity to construct developments to the west of Orange Avenue and north of the already established residential streets in the southern portion of Coronado. These developments were built under Federal Housing Authority terms, giving preference to war workers in making housing facilities available (CEJ 1944a). In 1943, the Bay View Housing Corporation completed plans for the construction of 85 Coronado dwelling units, including 37 single-family houses and 12 apartment buildings. The development cost \$340,000 and had plans with three different exteriors and two different roof types. Thirteen three-bedroom residences were constructed between Third and Fourth Streets on I Avenue (CEJ 1943e). The 12 apartment buildings constructed by the Bay View Housing Corporation were completed in 1944; each building had four units with two bedrooms each. The apartment buildings were located on D Avenue, Orange Avenue, E Avenue, and F Avenue, and intended for civilian employees at North

Island (CEJ 1944c). Three other private construction firms had begun the development of approximately 240 homes and apartments to be used by families of war workers, thus attempting to meet the serious housing crisis in Coronado in the 1940s (CEJ 1944c).

In 1941, Coronado Homes, Inc., a development corporation run by Fred E. Hyde and Louis Millen, looked to fill a demand for small, low-cost homes in Coronado. The first group of buildings was constructed by builder Alfred Laing and located at 570, 556, 540, and 530 H Avenue. Each of the homes was two bedrooms with one bathroom and sold for \$5,000 (CEJ 1941b and 1941c). After the success of these four homes, the company decided to construct a 40-unit bungalow court on G Avenue between Fourth and Fifth Streets for a total of \$200,000, which is still extant (CEJ 1945a). The other large-scale residential development began in January 1944 when Palmer-Built Homes Inc. started construction on 154 single-family houses in previously vacant lots. Each building was around 1,000 square feet, with stucco exteriors and composition shingle roofs, and had three bedrooms with one bathroom built around a centrally located utility closet hosting the home's furnace and water heater. Permits were given for five and one-half entire city blocks located in the northwest section of Coronado, primarily on H, I, and J Avenues (CLM 2015). Palmer-Built Homes had a reputation for quality construction, selling for about \$6,000 in 1946 and reselling for \$60,000 in 1976 (Carlin and Brandes 1998). Another example of a privately-owned development company following Federal Housing Authority terms was the Hakes Investment Company, responsible for building 39 single-family houses and a four-unit apartment building. The two-bedroom single-family residences were located on lots on Pomona Avenue, Margarita Avenue, Guadalupe Avenue, A, C, D, E, I, and J Avenues, and ranged in price from \$5,600 to \$6,000 (CEJ 1944a). The residences built by these private developers were intended to house war workers, but due to the solid, quality construction, they became permanent assets to Coronado's housing stock (CEJ 1944a).

4.7.3 Transportation Strains (1932-1945)

In June 1936, the Spreckels Company discussed the closing of Tent City in favor of straightening out the State Highway, also known as the Silver Strand Highway, which ran adjacent to the property. Tent City was decreasing in popularity due to tastes shifting away from local vacations accessed by train and more towards cross-country trips made possible by the rising popularity of the automobile. A proposal was made that Coronado would exchange certain property along the oceanfront south of Hotel del Coronado in exchange for Tent City and lands on the bay front held by Spreckels interests. With the land Tent City occupied, Coronado would close the present highway, which ran along the property's west side and re-route the State Highway straight through the center of Tent City, connecting it through the Silver Stand. With this deal, the San Diego and Arizona Railroad tracks located in the vicinity of Tent City were removed and relocated closer to the Bay, running parallel to the new highway. The summer of 1940 was the first year since 1900 that Tent City was not open, which garnered little notice from the people of Coronado. Despite providing decades of entertainment for locals and tourists, it had run its course, and the buildings that were built to provide entertainment besides the warehouse next to the dance pavilion, the swimming pool, and the bathhouse were quickly torn down to make room for the proposed rerouted highway, which later became California State Route 75 (Nakano 2002; CEJ 1937, 1940b, 1940c, 1940d).

Shortly before the death of John D. Speckles, his heirs struggled to keep the transportation systems developed in the early twentieth century running effectively. This included the streetcar system and the San Diego and Arizona Railroad, which they disinvested themselves of in 1932 before its relocation for the construction of a new roadway system. The new owners of the San Diego and Arizona Railroad, Southern Pacific, renamed the system the San Diego and Arizona Eastern Railway. During this period, Fourth Street between Orange and Alameda was declared a

boulevard, which carried Coronado's heaviest amounts of traffic during all hours of the day. Efficient transportation became an increasingly serious problem. As the popularity of vehicle travel increased so too did the amount of traffic on Coronado's major thoroughfare, Orange Avenue. To get to North Island, vehicles either had to drive through the Silver Strand, take a small boat from San Diego directly to North Island, or take one of the four ferries available, *The North Island*, *Silver Strand*, *San Diego*, or *Coronado*. This problem only increased at the start of World War II as the country made massive investments in military facilities (Schwieterman 2004; Carlin and Brandes 1998).

During World War II, goods and materials such as gasoline and rubber were rationed, increasing people utilizing the streetcar system over their personal vehicles. With the presence of the naval base on Coronado, the Orange Avenue streetcar line was regularly filled to capacity. Due to the need to move personnel and supplies throughout Coronado for both day and night shifts, the streetcars and ferries operated 24 hours a day for the first time. The Coronado Belt Line Railway looped around the San Diego Coastline up the Silver Strand and ended at a freight yard on North Island. The Belt Line, a route also referred to as the Coronado Branch, brought coal, fuel, oil, and supplies to North Island and the Amphibious Base throughout the war (Schwieterman 2004; Carlin and Brandes 1998; Hawley 2005).

4.7.4 Civic, Institutional, and Commercial Expansion (1935-1945)

Throughout the end of the 1930s and into the 1940s, civic and institutional development was required to effectively serve the rapidly growing community. In 1938, an expansion program for the Coronado Unified School District and a new civic center was proposed in the *Coronado Eagle and Journal*. The architects of the proposed projects were Herbert L. Jackson and Samuel Hamill. The California Public Works Administration allotted a grant of \$146,454 for a new library and gymnasium for the Coronado Public High School. The new civic center, now the police department headquarters, faced onto Orange Avenue and Sixth Street. C.L. Heskins constructed the new buildings out of reinforced concrete that meet today's earthquake standards. On October 13, 1939, the City dedicated the new school buildings, which included the gymnasium, sewing and domestic science building, music and manual training rooms, science laboratories, the library, and the kitchen and pantry (Figure 19). In 1942, \$30,228 of government funds were made available to the City for the construction of four new classrooms at the Coronado Grammar School, which were desperately needed due to the influx of aircraft workers and military families (Carlin and Brandes 1998; CEJ 1938, 1942).

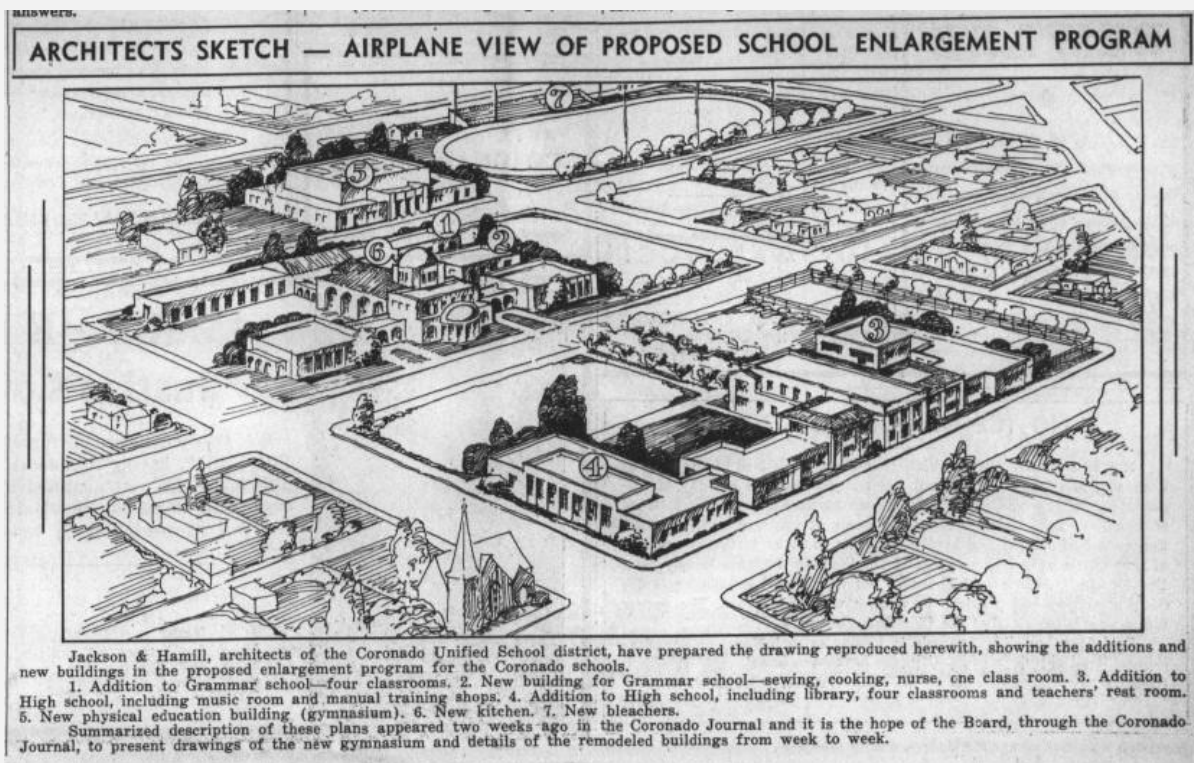


Figure 19. Jackson & Hamill sketch for the proposed school enlargement program, August 4, 1938 (Coronado Eagle and Journal)

Coronado continued to experience major storm events, including one on January 5, 1935, which caused flooding along Tenth Street and Orange Avenue. The continuous storms began to erode the beach and resulted in damages to the seawall amounting to over \$450,000 by 1935. A more permanent solution came in late 1935 when the federal government issued \$1,800,000 for dredging of the channel in the San Diego Bay, extending from the Zuñiga jetty to the Naval Air Station pier. Dredging the channel aided the slowing down of Coronado's beach erosion through removing sediment buildup and allowing for the movement of water. The movement of water ensures that the rate of erosion will slow down along with the slowing of rising water levels as long as the sediment stayed within the waterway system (NPS 2019). This would also allow military ships to also move more easily through the channel and provided another 580 acres of land to North Island (Carlin and Brandes 1998; Kuhn and Shepard 1984).

Commercial development in the late 1930s was minimal. Due to the lack of viable jobs other than the military, it did not pick up until after the end of the Great Depression. During July 1940, Coronado's commercial building activity maintained an upward trend. Of the 25 building permits issued in the month, four were for new commercial structures, two for a lumber warehouse and office at 111 Orange Avenue, and two for the Gilmore Oil Company service station and gasoline storage tanks at Fourth Street and Orange Avenue (CEJ 1940e). The trend of increased commercial development continued throughout 1940 with September's building permits soaring to \$100,000, approximately \$78,000 of that for commercial buildings, including a steel water tank built by the California Water and Telephone Company (CEJ 1940f). Over the next several years, the number of building permits fluctuated, taking into account large construction projects such as the new Coronado hospital built in

1942 and a new theater building located on the 800 block of Orange Avenue (CEJ 1942b, 1947). Peacetime brought a new spike in commercial development indicating Coronado's post-war prosperity (CEJ 1945b).

4.8 Post-War Expansion (1946-1969)

At the start of World War II, Coronado's population was approximately 6,932 people, by the end of the war it had risen to 25,382. The City no longer resembled its earlier self, where there was just a little bit of traffic, plenty of vacant lots, and few houses. Throughout the war, decisions were made by the federal government in order to fulfill wartime needs for housing and land, creating monumental problems that needed to be addressed. The two biggest problems in Coronado were space and traffic. Long lines of vehicles formed from the northern ferry landing down Orange Avenue to Tenth Street around the Silver Strand and to North Island. On June 25, 1950, the Vietnam War began, only exasperating the issues of space and development in Coronado. The frequent traffic problems forced the conversation of building either a tunnel or bridge from San Diego directly to Coronado. This period of development ends with the opening of the San Diego-Coronado Bridge in 1969, which represents Coronado's shift from a small resort town to a busy international destination. Throughout this period of development, Coronado looked to catch up with rising demands, often replacing older buildings with larger ones that led the City to seriously start thinking about the preservation of its built environment for the first time (Carlin and Brandes 1987).

4.8.1 Major Transportation Shifts (1947-1969)

In 1947, the majority of the Coronado City Council favored changing over from streetcars to buses. This resulted in the removal of the streetcar tracks along Orange Avenue and replacement with a large, landscaped median (Figure 20). The buses were planned to loop along Orange Avenue from the ferry landing to the Amphibious Base. A through-service was also offered to those that remained on the bus while crossing on the ferry to San Diego. Orange Avenue needed to be conditioned for busses, including the creation of reinforced curbing spaces and the paving of crossings and widening of lanes, costing the taxpayers approximately \$72,000 (CEJ 1947a, 1947b). The majority of citizens opposed the introduction of buses, determining that it would add to the traffic congestion rather than detract from it, but the immediate need for faster transportation and fewer cars overshadowed these concerns (Carlin and Brandes 1987; Schwieterman 2004).



Figure 20. Streetcar tracks prior to their removal along Orange Avenue, circa 1947 (Coronado Public Library)

Along with the ferries, the primary way in which to get into Coronado was through the roadway along the Silver Strand, which increasingly became congested and dangerous. The roadway originally was two lanes wide, with no streetlights, and had only beach sand for shoulders. A center lane was added to help alleviate traffic to the Amphibious Base and North Island, but the road remained dangerous. In January 1955, the State Division of Highways announced that the road would be expanded into a four-lane divided highway to connect with Montgomery Freeway, leading to San Diego one-way and to Tijuana the other way. Three under crossings, all at the State Park, and one bridge for a side road at State Park were part of the finished highway. Completion of the highway was intended to alleviate one of Coronado's largest traffic hazards along the Silver Strand (CEJ 1955).

The biggest change to Coronado's transportation network came with the construction of a bridge connecting San Diego and Coronado for the first time. The first bridge proposal came in 1926 with Spreckels advertising in local newspapers his plan to take out a building permit for its construction. Both residents and the U.S. Navy showed strong opposition to the plan and the building permit was denied. In 1928, a Los Angeles developer took out a permit to construct a two-lane underwater tunnel instead of a bridge but was unable to acquire the necessary funding at the start of the Great Depression. After the end of the Great Depression, New Deal funds allowed for cities such as New York to construct engineering projects like the Robert F. Kennedy Bridge at no cost to the city, which intrigued Coronado officials. The Navy once again pushed back, threatening to expand somewhere else if a bridge was built over the San Diego Bay. This killed the project for another 20 years until the 1950s when automotive travel in California boomed in popularity. The ferries connecting San Diego and Coronado became increasingly overburdened and aging and unable to meet the demand. A feasibility study

was conducted in 1950 and it was determined that both a bridge and a tube would be physically and financially achievable, there just needed to be more political backing before such a project could begin (Wilkens 2019).

The Navy's primary criticism for the construction of a bridge was the threat of hundreds of ships being trapped in the Bay if the bridge were to collapse from an attack or an earthquake. Coronado citizens' primary concern was that the building of a bridge or tube would destroy the feeling of security from crime and alter the character of the City. Despite these fears, Democratic Governor Pat Brown, who controlled the California Toll Bridge Authority, which was responsible for revenue bonds for a bridge, and his ally John Alessio, owner of Hotel del Coronado, pushed forward the plans for constructing a bridge. Both men would personally benefit from easier car access to Coronado. In 1965, the U.S. Army Corps of Engineers approved a building permit, and a year later the revenue bonds were issued. After guaranteeing that the bridge would be tall enough for any Navy ship to pass underneath, Navy officers also gave the project their approval (Wilkens 2019).

Robert Mosher, a La Jolla architect, offered his services to design the bridge, proposing that instead of a straight line it take a 90-degree curving angle stretching the roadway out for 2.1 miles. The bridge towers were made of concrete instead of steel and curved to echo the arches of the Laurel Street Bridge, a San Diego landmark. Mosher described the bridge's design as a "thin ribbon of steel in the sky above the Bay (Figure 21)." The bridge's name was another contentious topic, eventually settling on the San Diego-Coronado Bridge, despite the implied sleight to Coronado citizens by adding San Diego to the title. Coronadoans were not happy with San Diego being added to the name because it added insult to injury for many that did not want the bridge to be constructed in the first place. Work on the bridge began early in April 1965 when soil borings were made in the Bay. Officials of the California Transportation Department (Caltrans) reported that the State of California would buy the San Diego-Coronado Ferry Company and the Star and Crescent ferry companies to aid in the displacement of ferry workers; one of the terms included in the bonds was to terminate any other modes of transportation to and from San Diego, dooming the ferry companies. In 1966, a resolution for the sale of \$47.6 million in bonds financed the project (Wilkens 2019; Carlin and Brandes 1987).



Figure 21. San Diego-Coronado Bridge under construction, 1969 (Coronado Public Library)

Opening ceremonies for the bridge were held on August 2, 1969, and included an appearance by Governor Ronald Reagan. On August 3, 1969, cars were able to cross the bridge for the first time, attracting more than 3,000 vehicles within the first hour of its opening, with a total of 40,000 cars crossing the bridge on its first day. A 60-cent toll was collected in both directions, which would later be increased before being eliminated in 2002. The opening of the bridge increased the tempo of Coronado, resulting in the installation of stop signs at six intersections and the addition of more than a dozen crosswalks. To this day, many locals discuss the history of Coronado in two periods, pre-bridge and post-bridge, its construction representing the largest change in Coronado's character since its founding (Wilkens 2019; Carlin and Brandes 1987).

4.8.2 Residential Development (1950-1968)

During World War II, a large government housing project in the northeast section of the City was constructed primarily for military families and workers. Under the Housing Act of 1950, tenants were set to be evicted from their apartments in 1951 and the demolition of the buildings would begin July 1, 1952. Despite this plan, emergency provisions of the Housing Act allowed the federal government to keep units of the housing project for federal and civil service personnel. In 1953, Coronado Mayor Lloyd Harmon looked to get control of the project, close down the units in an orderly fashion, use the rentals to make up for previous costs to taxpayers, such as police and garbage collection, and acquire a new city hall (CEJ 1953). Despite both city officials and local organizations, such as the Coronado Apartment-Hotel Owners Association, fighting against the continuation of the housing project, the U.S. Navy showed a strong interest in its continued operation. One of the main rationales for not demolishing the project was that the waiting list for housing at this time contained 7,500 names, highlighting Coronado's overall lack of

available housing units (Carlin and Brandes 1987). As a result of the need for housing stock and the U.S. Navy's support, the housing project for the time remained as it was. The Navy also broke ground at the Naval Amphibious Base in 1963 on a 250-house project at the cost of \$4.75 million. This project consisted of three- to four-bedroom Ranch style houses that could be constructed quickly and shared a similar design (Carlin and Brandes 1987).

In addition to government housing attempting to combat the lack of available residential properties, work began in 1951 on Country Club Estates by the construction company Contracting Engineers (Figure 22). This project originally consisted of 100 houses to be built on a portion of the old golf course along Alameda Boulevard, between Fourth Street and to Tenth Street, with lots sold from \$4,000 to \$6,000 (CEJ 1951e). In the early 1950s, Alameda and Country Club Lane were the first two streets to be developed. Progress continued to move west throughout the 1950s and into the 1960s, with the development of Cabrillo Avenue, Balboa Avenue, and Coronado Avenue. Deed restrictions were imposed by the City Council as lot sales were made in the County Club Estates Annex. Concerns centered on drainage and sewage and multiple citizen groups protested, resulting in a several-year battle in City Council. The Country Club Estate Annex was accepted June 24, 1952 with restrictions set up to ensure that the new area would resemble the rest of the City, including a minimum house size and that no similar house front can be closer than three lots apart (CEJ 1952a). These regulations were put into place to ensure that the newly annexed streets would not resemble tract housing.



Figure 22. Example of a Country Club Estates home model, January 29, 1953 (Coronado Eagle and Journal)

In 1957, the City's building inspector, Bob Staunton, noted that Coronado had only 167 undeveloped building sites. This news came as a shock to most citizens who were witnessing a building boom and voiced their concerns over the amount of open land remaining. It was estimated that fewer than 1,000 additional persons could be

accommodated in the City. A total of 74 of the 167 open lots were a part of the newly subdivided land to the City's west in Coronado Estates, Country Club Estates, Country Club Annex, and Coronado Villas. Orange Avenue was densely developed by this time, and only four of the 167 open lots were commercial properties, located across the street from the Post Office and were owned by Ed James, John Purcell, and Mark Vilim (CEJ 1957).

In 1948, voters approved the purchase of Brickyard Cove from the heirs of John Spreckels for \$175,000, along with several other properties. This area previously had been a hog ranch named Rancho Carillo. After annexation the City used the land as a dump for the next six years, annexing the Silver Stand area including Rancho Carillo on April 5, 1949. In 1954, the City Council voted to rezone the land and set it aside for public use and recreation. The property was then put up for auction over the next 14 years, while during this time the City Council made portions of the area either civic property or allowing it to be developed. In 1968, the land was sold to the Atlantic-Richfield Oil Company for \$4 million, who sold it only a year later to the Signal Oil Company. Signal Oil formed a subsidiary company with Cedrick Sanders called Signal Landmark. A residential development named Coronado Cays was planned for the area but heavy dredging was required before excavation could begin in 1968. The company initially built 957 homes with 126 more to be constructed in the 1980s. The homes and property were estimated to be worth around \$400 million in 1968 (CEJ 1988; Schoenherr 2015).

4.8.3 Civic, Institutional, and Recreational Improvements (1949-1969)

Post-War Coronado not only needed adequate residential developments to keep up with the increasing population numbers, but civic properties such as schools, hospitals, police, and recreational facilities needed expansion and/or replacement as well. The old Coronado High School, constructed in 1923, was an example of one of these facilities, being declared vulnerable to earthquake damage as early as 1934. Attempts were made to get the attention of Governor Earl Warren, who served as Governor of California from 1943 to 1953, in order to strengthen the school buildings. In May 1950, Coronadoans did not pass the school bond issues put before them and state regulations were very strict at the time that if a building was unsafe it needed to be demolished. State Architect Ernie Magg, noting that it was vulnerable to any ground movement, deemed the high school unsafe. In April 1960, Coronado voters passed a \$1,225,000 bond issue to finance a new educational facility (CEJ 1960b). This created two camps of people, those interested in restoring the old high school and those that favored its replacement. Ultimately, replacement won out and in March 1961, construction began by the C.A. Larsen Construction Co. of San Diego on a new \$935,777 school on D Avenue between Sixth and Seventh Streets (CEJ 1961a, 1961b).

The Coronado Elementary School underwent a similar process with renderings for a new building appearing in the April 19, 1951 issue of the *Coronado Eagle and Journal*. World-renown architects, Quayle Brothers and Cressy, designed the original Central Elementary School constructed in 1913. The school was razed in 1967 after being condemned, and architects Des Lauriers and Sigurdson were hired to design the new school that same year. The new school would be located on the site of the old school, which occupied a full block bounded by Sixth and Seventh Streets and E and F Avenues. The new two-story structure was built of prefabricated sections, and contained a library, multipurpose area, kitchen, and eleven classrooms with an area allotted for expansion (CEJ 1967b; Carlin and Brandes 1987).

The original Coronado Hospital was constructed in 1942, since at that point the City's population was on the rise, but a modern building was needed to replace it by the mid-1960s. Throughout the early 1960s, the old hospital underwent several expansion projects, but the older building was built during the war and the structure's plan and equipment reflected that. In 1967, funds began to be collected through newspaper advertisements for the construction of a new Coronado Hospital and after receiving Hill-Harris funds the \$4,500,000 hospital met all

federal and state standards and construction could begin. Hill-Harris funds, formally known as Hill-Burton funds, were grants and loans provided to communities by the federal government for the improvement of the country's hospitals and care facilities after the end of World War II (Schumann 2016). Frank L. Hope and Associates, a nationally acclaimed architectural firm from San Diego, designed the four-story structure of reinforced concrete with exposed aggregate precast panels (Figure 23). The building was set to open within six months of the San Diego-Coronado Bridge completion in 1969, on Third Street between Soledad Place and Prospect Place, just northwest of the newly designed bridge tollbooth (Deam 1969).



Figure 23. Frank L. Hope and Associates drawing of the new Coronado Hospital, July 31, 1969 (Coronado Eagle and Journal)

The theme of replacing civic buildings during this period continued with the Coronado Police Station in 1956. The original station was built in 1923 when the population of the City was 2,500 and only required three officers. The 1923 station was designed by architects Requa and Jackson and, despite being a good representation of Spanish Colonial Revival style architecture, a grand jury found the facility “termite-ridden, inadequate, unsafe, and unsanitary.” The facility served as both the City’s police department and the jail, and a new building was needed to replace the condemned structure as soon as possible. Prisoners at the jail were transported to San Diego incarceration facilities while local officials scrambled to decide where the new building would be located. In April 1955, the State of California approved plans for the new Coronado police station and jail to be located on the same site as the old building, at the corner of Orange Avenue and Sixth Street, 578 Orange Avenue. Architect Robert Bradt designed the new station at the cost of \$65,000, which was dedicated on February 18, 1956 with the police department providing tours of the modern facility (Carlin and Brandes 1987; CEJ 1956a).

Multiple churches were established in Coronado prior to World War II, the majority of which were located either just north of the Hotel Del Coronado or around the Public Library and Spreckels Park. The 1950s and 1960s saw a resurgence of new churches spreading further north along Orange Avenue and C Avenue. In 1951, a new church was organized under the name Coronado Baptist Church (Southern) and began meeting in the Veterans of Foreign Wars building at the corner of Sixth Street and Orange Avenue (CEJ 1951a). In July 1958, the church purchased the property at 111 Orange Avenue for the construction of a new church and a child daycare center (Carlin and Brandes 1987). The Resurrection Lutheran Church, formerly known as Coronado Lutheran Church, also held services at the Veterans of Foreign Wars building before constructing a new church at 471 Orange Avenue in 1957 (CEJ 1957a). The First Baptist Church also constructed a new sanctuary in January 1954, located at 445 C Avenue, which tripled the church's membership (CEJ 1955). Established churches also decided to construct new buildings in the 1950s and 1960s, deeming their old structures as ineffective for hosting their growing congregations. Saint Paul's United Methodist Church's original building was moved in 1917 to allow for the expansion of the high school and it was later expanded in 1949 with a kitchen and meeting space. In the early 1960s, the congregation decided to build a new sanctuary designed by Hal Whittemore and Associates of Pacific Palisades with design nods to an inverted-ship as a symbol of "The Church of the Voyager" completed in 1963 (Figure 24) (CEJ 1963a).



Figure 24. St. Paul's United Methodist Church designed by Hal Whittemore and Associates, 2015 (Coronado Lifestyle Magazine)

On April 1, 1956, dredging for Coronado's third golf course, the Coronado Municipal Golf Course, began with 1,750,000 cubic yards of bay bottom pumped to create the 137-acre 18-hole course. The Coronado Municipal Golf Course was the first time Coronado had an 18-hole golf course since World War II, the previous one, built by the Hotel del Coronado on the western side of the City was taken over in part by the Navy and the remainder of the area

was developed for the homes at Country Club Estates. The new course cost approximately \$529,000 and naturally improved the boating potential for Glorietta Bay, a sheltered small boat harbor. The golf course's designer-architect was Jack Daray (1881-1958), a nationally famous course designer and resident of Coronado. Daray designed such courses as Golf Hills Country Club, Ocean Springs, Mississippi, Cascade Mills Country Club, Grand Rapids, Michigan, and in 1957 came out of retirement to design the Coronado course at the age of 75 (CEJ 1957c). Ninety percent of the new golf course was constructed from fill taken from the bottom of Glorietta Bay. The course opened on December 19, 1957, ten years later in March 1967 the front nine holes were redesigned to provide a right of way for the newly built San Diego-Coronado Bridge. To compensate for the land taken from the front nine holes an adjacent 20-acre section of the San Diego Bay was filled. The course stretched to 6,784 yards long and the contract to rebuild the front nine holes was awarded to the Moulder Brothers of Glendale for \$343,380. The course was owned by the Port District and operated by Coronado under a contractual arrangement (CEJ 1969a).

Along with the Coronado Municipal Golf Course, several community parks were developed during this period including I Avenue Park (1949), Cronan Park (1957), and Sunset Park (1960). I Avenue Park was developed as a result of the I Avenue extension between First Street and San Diego Bay in 1949. Cronan Park, located at the intersection of Sixth Street, Pomona Avenue, and Margarita Avenue on a small triangle of land was established and named on September 17, 1957. The park's name came from William Cronon, a Medal of Honor recipient for heroism in the *USS Bennington* disaster of 1905. Sunset Park, commonly referred to as "parcel 2" was established in 1960 as a rectangular in shape open lot park on Ocean Boulevard and Ocean Drive adjacent to North Island's Gate #5 (Draper 2004).

4.8.4 Commercial Development (1946-1963)

By 1941, the majority of Orange Avenue, Coronado's major commercial corridor, had been developed with restaurants, hotels, shops, apartments, automotive businesses, and bungalow courts. In 1920, the City's first zoning law had been implemented but by the end of World War II, the population rose so dramatically that an updated General Plan needed to be put into place. Early versions of the General Plan were not advertised until 1969 with various elements of the plan including land use, circulation, population, park, recreation, and open space, public services, public buildings, and housing. The first of the elements, land use, was divided into residential development and commercial development, with commercial development being further separated into Neighborhood Convenience Centers, Retail and Office, Hotel/Motel, Commercial Recreation, and Commercial Service. Neighborhood Convenience Centers were located in the proposed location of the Coronado Towers on the Silver Strand and on Orange Avenue between First and Second Streets to provide personal service facilities within a short distance of residences. The Retail and Office category was confined to one specific area in the City's downtown because of the area's limited commercial development potential and because of the desire to preclude development of Orange Avenue as a strip commercial street. Similarly, other categories such as Hotel/Motel, Recreation, and Commercial Service were designated to more specific areas in the City that best accommodated their unique requirements (CEJ 1969b).

In 1969 after the construction of the San Diego-Coronado Bridge, the assessed value of Coronado's land rose 18.5% above that of 1968 to a total of \$36,226,367 according to the County Assessor. This increase can be attributed to the bridge and the addition of Coronado Cays property tax rolls (Carlin and Brandes 1987). The increase of land value resulted in many commercial properties either being replaced with new and larger buildings or large-scale renovations including replacement of older facades for a more updated style. Examples include 1001 Orange Avenue, which was once a small wood-frame hardware and paint store in an Italianate style called Troxel's

Hardware (CEJ 1987). In the early 1960s, the building was sold and replaced with a larger commercial structure in a Streamline Moderne style and changed use to the M.J. Brown Shop. An additional example of new commercial development growing in size is the 1963 Safeway grocery store located at Orange Avenue and Ninth Street, which replaced three residential properties. The building featured a modern zigzag roof and occupied three lots; originally the building was to be located at Orange Avenue and Seventh Street, but the developers could not get a zoning variance (Figure 25) (CEJ 1963b).



Figure 25. Safeway grocery store located at Orange Avenue and Ninth Street, March 28, 1963 (Coronado Eagle and Journal)

4.9 The Recent Past (1970-2020)

After the construction of the San Diego-Coronado Bay Bridge in 1969, the City entered into a new phase of development that affected its residential, transportation, civic, and commercial sectors. At the start of 1970, Coronado's population was 20,910, which was lower than its post-World War II population of 25,382. Despite the population loss, development in Coronado did not slow down, resulting in a period of growth and redevelopment. The lessons learned from the construction of high-rise apartments, the demolition and relocation of historic structures throughout the City, and the construction of buildings with designs incongruous to the existing historic architectural styles led to the growth of the City's preservation movement. By the 1970s citizens began to realize that their built heritage was being destroyed and they decided to take action. The Coronado Historical Association's growth from 200 people to 800 people allowed the large organization to have a critical eye on the future of the City (Carlin and Brandes 1987). The establishment of a Historic Resource Commission in 1986 capitalized on this trend, creating a reviewing body to designate historic properties or approve

renovations to historic buildings (CEJ 1986). The City during this period strove to balance itself as a working village with many locals and a bustling center for tourism, trying to not let one aspect overshadow the other.

4.9.1 Residential Development (1970-2011)

Residential development after the opening of the San Diego-Coronado Bay Bridge had a distinctly different appearance than that of earlier years. By 1970, development infilled most of the City's open lots with single-family houses, duplexes, bungalow courts, or small apartment buildings. These residences did not typically rise over three stories and were located on one or two parcels, staying smaller throughout the City. Within one year of the bridge's opening, the cost of homes rose 34%, and as a direct result residential development boomed. Through the lifting and moving of older homes or the construction of a second residence on the same lot, homeowners were able to capitalize on the need for high residential density. The subdivision of existing large estate homes into at least two units and the construction of more apartments and condominiums where there once were only single-family houses allowed residential density to increase as well. Upper Orange Avenue became the site for many of these newly developed multi-family residential buildings, such as 200 Orange Avenue (1980) and 333 Orange Avenue (1973), with the trend continuing into the 1990s and 2000s, including 229 Orange Avenue (1992) and 450 Orange Avenue (2011). The building at 333 Orange Avenue, known as the Commodore Apartments, featured a design that contrasted with the historic architecture of the City and highlighted the need for a design code (Carlin and Brandes 1987 and Assessor's Office).

Developers saw this period as an opportunity to continue increasing density through the construction and expansion of several housing developments, including Coronado Cays, the Oakwood Garden Apartments, Coronado Shores, and the Landing. The planned development located along the Silver Stand began in 1968 with the construction of Jamaica Village, the first residential phase of the project, and the Green Turtle Cay lot, intended for custom home construction by the Signal Companies of Los Angeles (CEJ 1971). By 1971, sales exceeded \$3 million, with 59 Jamaica Village homes and 81 in Green Turtle Cay lots sold. When finished the Coronado Cays totaled approximately 1,500 residential units on 370 acres, 18 acres of which were given to the City for schools, parks, and other civic uses (CEJ 1972a; Coronado Cays HOA). Development of the Coronado Cays continued into the 1990s with the construction of more residences in ten villages, construction of the Loews Hotel in 1991, and the expansion of the Coronado Cays Yacht Club in 1994 (Coronado Cays HOA).

In 1970, a \$10 million 549-unit apartment complex opened under the name Oakwood Garden Apartments, which at the time of construction was the largest apartment community in Coronado (Figure 26). The complex's concept incorporated a mix of residential living in a country club environment, with tree-lined walkways, landscaped courtyards, and a \$750,000 recreational facility. The apartment complex's 14.6-acre site was located at 1515 Second Street, the former location of the old Navy housing complex northwest of the new bridge (CEJ 1970). In 2015, the Oakwood Garden Apartments were renovated and renamed the Broadstone Coronado on the Bay Apartments.



Figure 26. Drawing for the Oakwood Garden Apartments, September 10, 1970 (Coronado Eagle and Journal)

The City's second large-scale residential community developed during this period was the Coronado Shores apartments, which had a profound effect on the community's view on high-rise buildings and zoning laws. In 1970, a 2,000-foot long seawall constructed through a joint venture between the Loew's Corporation of New York and the J.H. Snyder Company of Westwood acted as a border between the apartment complex construction site and the ocean. The ten 15-story condominium towers were located on the historic site of Tent City. They were designed by architects Krisel and Shapiro and built by contractor M.H. Golden Company (Figure 27). In June 1971, the first tower "Cabrillo" opened with the other nine towers constructed over the next seven years, the final one completed in early 1978. Each tower contained 148 condominium apartment units, totaling 1,262 between the ten buildings (CEJ 1977). The ten towers, due to their height and location, blocked the once open Coronado skyline and caused citizens to put forth the effort to keep the height limit of all future development below three stories and 40 feet in height (Carlin and Brandes 1987). Voters approved the 40-foot height limit in 1972, just one year after the initial construction of Coronado Shores. Coronado Shores' development was exempt from the new regulation due to its pre-approval before the height limit became law (Rodgers 1971).



Figure 27. Aerial of Coronado Shores with Glorietta Bay and the City of San Diego in the background, date unknown (Coronado Shores Co.)

Post-1972 development had a differing appearance than that of the Coronado Shores apartments. One example is The Landing condominiums, constructed in 1988, located on the 7.5-acre site of the ferry landing where Orange Avenue meets San Diego Bay. The project designers considered the three building's height and design to ensure that view corridors and public access to the Bay were preserved, as well as including architectural elements such as "white stucco exteriors, sloping red roofs, dormers, handrails, and natural wood moldings" (CEJ 1983). After the establishment of the Historic Resource Commission in 1986, Coronado homeowners began to embrace the California Mills Act adopted in Coronado in 2000 and approved Proposition J in 2006, both of which were different means to accomplish the same goal of protecting the City's heritage (Cohen 2006). The Mills Act provided historic property owners economic incentives through tax breaks to owners who preserved or restored their properties to meet historical guidelines. Throughout 1999 a series of meetings and workshops were held to explore historic preservation in Coronado and the adoption of Historic Resource Preservation (Mills Act) Agreements as part of the City's Historic Preservation Benefits Program (CEJ 2000). Beginning in 2004, Coronado's city council declared May as "National Historic Preservation Month" to highlight the City's historic built environment and encourage the continuation of preserving its historical resources (CEJ 2004).

4.9.2 Transportation Challenges (1971-2020)

Automobile traffic in Coronado was an emerging issue prior to the construction of the bridge, but after its completion, traffic issues were at the forefront. The bridge provided quick access for drivers who used Third and Fourth Streets to get to and from North Island. Military personnel and workers no longer had to wait for the ferry,

which generated a constant stream of vehicles on Coronado's relatively small roads. In March 1970, an estimated 20,000 vehicles were on the new State Highway; that number quadrupled by 1987 to over 54,600 vehicles on the street in one day (Carlin and Brandes 1987). Traffic in Coronado continued to be an issue, and in the mid-1990s Caltrans proposed the redesigning of Pomona Avenue to Glorietta Place due to the threat of potential vehicle accidents at the intersection. This resulted in bumping out the corner of Pomona Avenue, directly affecting the shape of the property parcels in the area, which cost Caltrans \$386,000 (O'Quinn 1994).

A major contributor to the City's traffic problem was the presence of North Island Naval Air Station and the Coronado Amphibious Base. In 1981, military and ancillary workers contributed about 10,000 of the estimated 43,000 vehicles crossing the bridge daily (Weber 1981). As recently as 2018, the number of cars driving through Coronado doubled from less than 60,000 in the 1970s to more than 100,000, which ranked fifth highest in the City's history. Despite the number of vehicle accidents dropping to less than 200, the third lowest since the City began tracking that data in 1977, the traffic problem has continued to persist in Coronado (Solis 2020a).

On March 24, 1971, the Belt Line train made its final run up the Strand. Dismantling of a major portion of the railroad began with a ceremony where prominent members of the community, including then Mayor Robin W. Goodenough, pulled a symbolic spike from the line. Service to Coronado and North Island had ceased in 1970 when the San Diego and Eastern Railway Company obtained permission to close down the Transbay portion of the line due to declining traffic. Prior to its closing, the line provided regular freight service, twice weekly, to the Amphibious Base and North Island (CEJ 1971b).

4.9.3 Military and North Island Annexation (1971-2014)

President Nixon by 1971 had greatly reduced the number of U.S. troops in Vietnam, which began in 1955 with the deployment of the Military Assistance Advisory Group to train the Army of the Republic of Vietnam by President Eisenhower. The U.S. involvement officially ended on January 28, 1973, when representatives of the U.S., South Vietnam, and North Vietnam signed a treaty. Coronado's military families felt the effect of the Vietnam War in multiple ways. In 1970 after almost five years of detention, families of American prisoners of war (POWs) including three in Coronado, Mrs. Edward Martin, Mrs. William Stark, and Mrs. James Stockdale, came together to form the National League of Families of American Prisoners in Southeast Asia. The primary purpose for creating the National League was to bring awareness to the more than 1,400 American military members either held as prisoners or missing in action and put pressure on North Vietnam by writing a letter expressing their concern about the treatment of prisoners (Bass 1970). By February 1973, Coronado's POWs, including but not limited to Commander Edward Martin, Commander William Stark, and Captain James Stockdale, returned home, ending anxieties for the Coronado military community and highlighting the hard work of military families to bring them home (Carlin and Brandes 1987).

The 1960s and 1970s saw the expansion of NAS North Island's facilities to include new convenience stores and restaurants offered to personnel. The base continued to grow in size and in 1992 was homeport to two aircraft carriers, the *USS Ranger* and the *USS Constellation*, and the U.S. Navy's only two Deep Submergence Rescue Vehicles. The base maintained more than 2,500 employees, distributing more than \$25 million each month in payroll checks, making NAS North Island the third largest civilian employer in San Diego County (Richmond 1992). In 1972, the U.S. Navy constructed the first industrial waste treatment plant on North Island after the establishment of federal, state, and local environmental regulations. By 1983, the U.S. Navy Public Works Center designed a new waste treatment plant that would provide additional controls to prevent hazardous waste releases into the air, soil, groundwater, and surface water. In 1994, the U.S. Navy Public Works Center dedicated a new Industrial Waste Treatment Plant at North Island to keep up with the West Coast's largest industrial naval aviation complex that

required sophisticated treatment techniques for a variety of hazardous materials (CEJ 1994b). To signify the importance of NAS North Island, the U.S. Navy named three ships after Coronado, California; the most recent *Coronado* (LCS 4) was the second ship in the Independence-class littoral combat ships. On April 5, 2014, the U.S. Navy commissioned the *USS Coronado* at NAS North Island and assigned it to Littoral Combat Ship Squadron One (Axelson 2013).

For 35 years Coronado had looked to annex North Island. Finally, in 1987, the Local Agency Formation Commission (LAFCO) approved Coronado's request to include NAS North Island within its City boundaries. LAFCO approved this request with a unanimous 8-0 decision, allowing the City to contain all but 700 of North Island's 2,700-acres within its boundaries. The annexation also included the NAS's sphere of influence into the surrounding waters of San Diego Bay. The 1987 bid was the fifth time the City attempted annexation since 1952 and the process took two and a half years to be completed. With the annexation of North Island, the City added about 400 military personnel to its population of 23,200 and brought Coronado an additional \$50,000 in annual sales tax revenues. Both Coronado and San Diego had sought annexation of North Island, which resulted in the U.S. Navy's initial opposition to both City's bids. The 1987 annexation was met with approval because Coronado excluded the 700 acres of North Island over which San Diego claimed jurisdiction. Then Coronado City Manager Ray Silver stated, "The annexation is important today for the community, but the long-term benefits are just as vital. Now we know that any potential change of use of North Island would be a joint decision of the U.S. Navy and the community. Instead of having someone else looking out for our interest, we can take care of our own" (CEJ 1987).

4.9.4 Civic Improvements (1971-2005)

In April 1972, for the first time, Coronado citizens elected their mayor directly rather than through the "appointment by Council" method. The voters of Coronado during this election turned out in record-breaking numbers to amass 4,755 voters or 71.2% of the 6,680 registered voters in 1972. They elected Real Estate Broker Mac McNeely over Councilman Robin Goodenough by 2,174 to 2,060 votes, making McNeely the first directly elected mayor of Coronado (CEJ 1972b). The City continued making improvements and updating its civic structures, including the construction of a new park. In 1980 work began on converting 11 acres of Port District tidelands property north of the bridge toll plaza into an interim playing field for use by local athletic groups. Port commissioners agreed in July 1980 to grant Coronado an interim use permit for the site on a year-to-year basis, at a cost to the City of \$1 a year. The City decided to incorporate the playing fields into a proposed 20-acre tidelands park (CEJ 1980). After several years of planning, design review, and public input citizens selected the design for the new 3 million dollar, 22-acre Park featuring bike and exercise paths, playing fields, a playground, and a beach on San Diego Bay. Incorporated into the Tidelands Park project was a 300-room hotel, the Le Meridien, built at \$48 million and including recreational facilities, banquet and meeting facilities, dining, entertainment, and shops (Carlin and Brandes 1987). In 1997, the San Diego Unified Port District approved the transfer of the hotel lease and management from Le Meridien to Marriott, which it remains today (Mallgren 1997a).

After 12 years of planning starting in 1992, the City began construction of a community center, city hall, park, and boathouse, named the Glorietta Bay Project due to its location along the Silver Strand opposite the Coronado Shores development (Figure 28). In 2003, the project raised \$32 million with the Port contributing \$7.2 million for a linear park along Glorietta Bay. In 2005, Coronado City Council approved an additional \$1.8 million bringing the project budget to a total of \$36 million. The new city hall measured about 16,301 square feet as designed by architect Roberta Jorgensen of Robbins Jorgensen Christopher, with offices, public space, and a rear wall of glass. Taking advantage of proximity to the new park, the City Council chambers featured a number of public access points and

a view of the Bay. Due to the long linear site plan, the new city hall, community center, and aquatics center ran east to west along the coastline. The completion of the Glorietta Bay Project gave the City an easily accessed and well-planned government center (Motlagh 2003; Motlagh 2005; Raun 2002).



Figure 28. Coronado City Hall, date unknown (City of Coronado)

In 1996, the police station located at 578 Orange Avenue was decommissioned and within 72 hours the department moved to a new facility at 700 Orange Avenue. The 578 Orange Avenue building lacked many of the basic necessities including holding cells, interview rooms, secure evidence storage, locker rooms, and public restrooms. The 700 building was designed to provide facilities that were open and inviting to the public (Hutton 1996). The original police station sat empty until 2002 when it was used as the temporary offices for the staff of the Coronado Public Library during an expansion and remodel of the library at 640 Orange Avenue (Shaw 2002). By 2005, the site at 578 Orange Avenue was purchased by a developer to construct the Coronado Senior Housing Apartments, an affordable rental housing complex finished in 2008 (CEJ 2006b). Between 1971 and 1997, Coronado's parks system expanded with the establishment of Harbor View Park (1971), Coronado Cays Park (1975), Palm Park (1976), Vista del Barco (1989), Centennial Park (1986), Glorietta Bay Park (1987), South Cays Park (1991), Grand Caribe Shoreline Park (1996), and Coronado Rotary Park (1997). Centennial Park was developed as the extension of Orange Avenue between First Street and the San Diego Bay and named in honor of Coronado turning 100 in 1986. In 1989, the City developed a Parks Master Plan that planned on developing the Coronado Cays parks in phases. Phase I included the creation of the 227,762 square foot Central Cays Park and Phase II included the development of south Cays Park, a 393,794 square foot park (Draper 2004).

4.9.5 Commercial Development (1970-2020)

At the start of 1970, the Coronado business community reported a drop in sales due to the opening of the bridge in 1969. The bridge provided citizens with easier access to shopping in major San Diego stores and malls. Business owners were hopeful that in the long term the easier accessibility to Coronado would eventually bring more development and in turn more retail business (SDU 1970). Going forward the City sought to ensure that there would be a balanced level of growth between residential, commercial, and recreational development. The area's larger residential and recreational developments, Coronado Cays and Tidelands, developed plans for commercial developments although neither project was developed, and the majority of all commercial properties remained along Orange Avenue.

In the 1980s, Coronado's commercial services industry began to change; businesses such as car dealerships, lumber companies, sheet metal shops, bicycle repair shops, and furniture-moving companies were disappearing from the City. In 1982, the location of these commercial service businesses that were still in existence was limited to the 100 block of C Avenue and Orange Avenue and the Central Commercial District's alleys. Several firms were located on Port District property, but under a short-term lease leaving them vulnerable to eviction. The firms had two options: either disappear completely and leave citizens reliant on San Diego firms or work out of their homes and garages, which was in violation of City Ordinances (Callahan 1982). In 1994, the City sought to reverse this disappearance of small commercial industries by adding their preservation as an objective to the General Plan. Specifically, the City stated the General Plan's Commercial Development Objective for guidance number one was, "To encourage the development of adequate high-quality commercial service and related activities to serve the daily need of the residents and tourists within Coronado" (Reilly 1994).

In 1990, a project opened called the Old Ferry Landing Development facing downtown San Diego at the northern terminus of B Avenue, consisting of 40,000 square feet of shops and restaurants (CEJ 1990). This development was the last of its kind, given the amount of available land in the City and Coronado's strict commercial zoning ordinance. The City's zoning map published June 10, 2004, indicated that commercial development was restricted along Orange Avenue between Adella Avenue and Eight Street, along B Avenue between Adella Avenue and Tenth Street, and a section along northern Orange Avenue between Orange Avenue and B Avenue (Figure 29). The commercial zone CR (Commercial Recreation) specifically included the Landing and the Broadstone apartments, formally the Oakwood Garden Apartments (CT 2017).

With the continuous departure of Coronado businesses, the City looked to protect local enterprises through enacting a fast-food ordinance in 1997. The ordinance intended to maintain "the village atmosphere of Coronado" and it addressed the definition and regulation of various types of restaurants, as well as related parking requirements (Mallgren 1997b). This regulation remains and in 2020 the City's fast-food regulation included a limit of 10 fast-food chains citywide, no more than two in a single block, and fast-food places cannot be on the corner of any block. In 2020, Coronado had eight fast-food restaurants with a proposed Chipotle at 1360 Orange Avenue (Solis 2020b). The retention of the City's small local business remained a priority starting in 1969 with the opening of the bridge. The City continued from this point to push forward legislation that would preserve Coronado's unique character.

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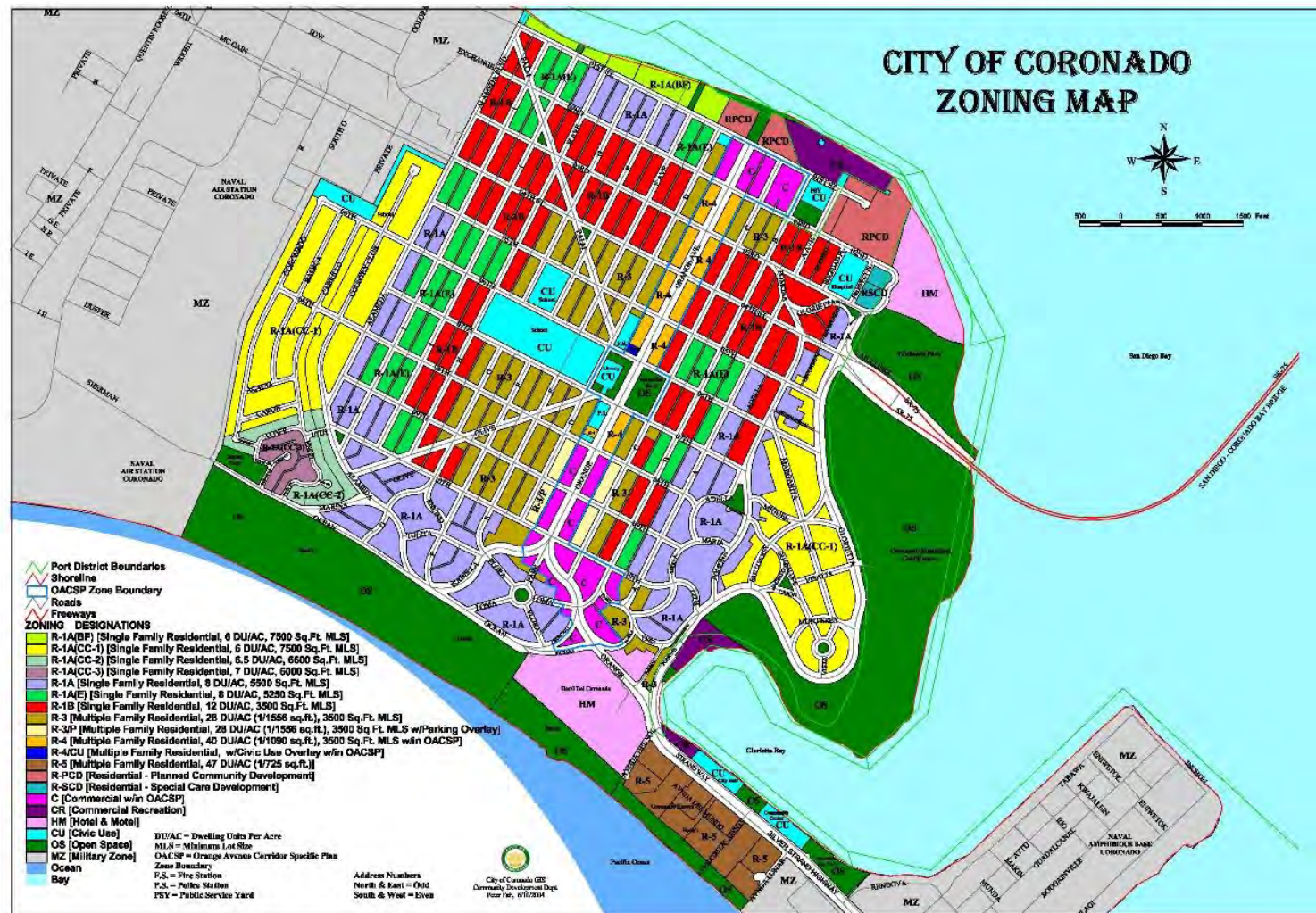


Figure 29. City of Coronado zoning map, June 10, 2004 (City of Coronado GIS, Community Development Dept.)

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5 Architectural Styles

The following (**Tables 1-3**) presents an overview of all major architectural styles by property type (residential, commercial, and civic and institutional), for resources identified during the citywide survey and properties previously listed on the City's Register of Designated Historic Resources. For future historic resource designations, the styles listed below should be applied to properties. This will aid in creating consistency throughout future historic resource designations. Styles displaying similar character-defining features are grouped together. Style names and dates reflect data gathered in Coronado during the citywide survey.

The tables reflect only architectural styles that could be identified and grouped by name, date, and character-defining features. During the citywide survey, multiple properties were identified as Vernacular, including 567 B Avenue, 517 10th Street, and 1041 Adella Avenue. While it is an appropriate description for these properties, Vernacular does not appear in the tables as a style. Vernacular is not a specific architectural style. It denotes buildings designed outside the academic conventions, often reflecting local traditions and needs. Unlike true architectural styles, buildings classified as Vernacular architecture lack common character-defining features and shared periods of significance.

There are two styles identified on the City's Register of Designated Historic Resources that are not listed in the tables: Hawaiian Plantation (300 First Street) and Cubist (545 Palm Avenue). No additional properties reflecting these styles were identified during the citywide survey. With only one example of each style, there is not a large enough representative sample to identify character-defining features and date ranges for these styles as they appear in Coronado. Therefore, these unusual or "one off" styles within the City have not been added to the tables.

5.1 Residential Properties

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
Italianate (1886–1935) <ul style="list-style-type: none"> One to two stories in height Rectangular massing and form Low-pitched roof Moderate to widely overhanging eaves Tall and slim window openings, often arched at the top Columned entryways typically single-storied in height Squared tower or cupola centrally placed just above the roofline Decorative brackets below the roofline Bay windows 	 <p>745 A Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado



Description of Style	Representative Example in Coronado
<p>Carpenter Gothic (1886–1960)</p> <ul style="list-style-type: none"> ▪ Simple rectangular form ▪ Symmetrical façades ▪ Strong vertical design elements ▪ Steeply pitched front-facing gables with scrollwork bargeboards ▪ Carved porch railings ▪ Board and batten, horizontal, or vertical wood siding ▪ Pinnacles as decorative elements ▪ Pointed, gothic arch windows and doors 	 <p>511 H Avenue (Google 2021)</p>
<p>Folk Victorian (1886–1905)</p> <ul style="list-style-type: none"> ▪ Simple square or rectangular plan ▪ One to one and half stories ▪ Symmetrical façade, except gable front and wing ▪ Wood primary material for both construction and decorative details ▪ Boxed or open roof-wall junctions ▪ Single-story porch, either partial or full-width ▪ Wood decorative detailing and cladding ▪ Porch spindlework ▪ Window and door surrounds may reflect details found in Italianate, Queen Anne, or Carpenter Gothic styles <p><i>Previously designated under the style names Folk Victorian Cottage and Folk Victorian/Shotgun.</i></p>	 <p>766 B Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Neoclassical (1886–1955)</p> <ul style="list-style-type: none"> ▪ Symmetrically balanced primary façade ▪ Rectangular massing ▪ Primary façade typically dominated by a full-height porch with a roof supported by classical columns ▪ Columns have either Ionic or Corinthian capitals ▪ Doors typically have elaborate, decorative surrounds based on Greek Revival, Federal, or Georgian designs ▪ Rectangular multi-light double-hung windows with broken pediments above ▪ Window types include bay windows, paired windows, tripartite windows, transom or arched windows ▪ Decorative elements include balustrades, raised full-width platform porch, and boxed eave cornice with moderate overhang <p><i>Previously designated under the style name Classical Revival.</i></p>	 <p>600 Glorietta Blvd (Google 2021)</p>
<p>Shingle (1886–1940)</p> <ul style="list-style-type: none"> ▪ Asymmetrical façade ▪ Irregular roofline, usually with cross gables ▪ Multi-level eaves ▪ Towers ▪ Wall cladding and roofing of continuous wood shingles ▪ Shingled walls without interruption at corners ▪ Shingles curve into recessed windows or balconies ▪ Extensive porches ▪ Variety of windows include equal-sized sashes (most common), tripartite Palladian windows, strips of three or more windows, one- or two-story bay windows, and dormer windows 	 <p>729 Adella Lane</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Queen Anne (1886–1930)</p> <ul style="list-style-type: none"> ▪ Asymmetrical built forms with protruding balconies, turrets, bays, overhangs, towers, and wall projections ▪ Steeply pitched roof in an irregular shape, usually with a front-facing gable ▪ Partial or full-length asymmetrical porch ▪ Ornamental turned wood porch supports and balustrades ▪ Wooden weatherboard siding was frequently accompanied by several decorative shingle designs to avoid a smooth-walled appearance ▪ Decorative elements utilized include half-timbering, spindlework, and patterned masonry ▪ The use of common Greek and Roman decorative motifs such as swags, garlands, classical columns, and the tri-partite Palladian window ▪ Windows and dormers of inconsistent sizes unevenly placed throughout the façade ▪ Beveled, etched, or stained glass in doors and feature windows <p><i>Previously designated under the style names Queen Anne Victorian, Victorian, Late Victorian, and Transitional Victorian.</i></p>	 <p>725 Adella Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>California Bungalow (1890–1930)</p> <ul style="list-style-type: none"> ▪ One to one and a half stories in height ▪ Symmetrical primary façade ▪ Sloping roofs and eaves with exposed rafters ▪ Typically feature a dormer window ▪ Prominent porch ▪ Exterior materials include stucco, horizontal wood boards, or wood shingle <p><i>Previously designated under the style names Craftsman Bungalow and Colonial Craftsman Cottage.</i></p>	 <p>744 B Avenue</p>
<p>Dutch Colonial Revival (1895–1930)</p> <ul style="list-style-type: none"> ▪ One to two stories in height ▪ Front, side, or cross gambrel roof ▪ Simple building forms ▪ Exteriors clad in clapboard or brick ▪ Typically has a recessed or projecting full-width porch ▪ Dormers ▪ Windows are multi-lights double sash ▪ Fixed shutters 	 <p>532 Marina Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Colonial Revival (1895–1970)</p> <ul style="list-style-type: none"> ▪ Symmetrical façades ▪ Rectangular massing, may have a side porch or sunrooms on either or both sides ▪ One to two stories in height ▪ Medium pitch side-gable roof with narrow eaves or a hipped roof with dormer windows ▪ Brick or wood clapboard siding ▪ Front door accentuated with pilasters or columns supporting a decorative crown ▪ Can have a covered extended porch ▪ Windows frequently seen in pairs ▪ Windows double-hung sashes and multi-plane glazing in one or both sashes ▪ Classical columns ▪ Two-story pilasters ▪ Quoins at corners ▪ Window shutters ▪ Dentil trim under eaves ▪ Tri-partite Palladian windows <p><i>Previously designed under the style names Colonial Revival Bungalow. Also called American Colonial Revival.</i></p>	 <p>344 J Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Folk National (1900–1945)</p> <ul style="list-style-type: none"> ▪ One to two stories in height ▪ Predominantly wood cladding ▪ Overly simple or minimal exterior ornamentation ▪ Variety of porches: stoop, portico, partial or full-width , wraparound, or 2-story ▪ If projecting, porches with a shed or hip-roof ▪ Simple or turned wood posts and wood railing balustrade ▪ May have wood bracket detailing at roofline ▪ Windows are typically wood sash 1-over-1, 2-over-2, 4-over-4, 6-over-6, or multi-light-over-single light single-hung or double-hung 	 <p>918 Tenth Street (Google 2021)</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Craftsman (1900–1935)</p> <ul style="list-style-type: none"> ▪ Rectangular massing ▪ One or one and a half stories in height ▪ Partial or full-width porches supported by squared or battered columns ▪ Columns frequently continue to ground level ▪ Exterior walls clad in either stucco, wood, stone, or brick ▪ Low-pitched front-gabled roof, occasionally hipped, with wide unenclosed eave overhangs ▪ Multiple roof planes ▪ Exposed roof rafters, decorative false beams, or braces under gables ▪ Numerous windows, typically wood sash with decorative transoms above broad bottom light ▪ Windows grouped in three or more ▪ Slopped or battered foundation ▪ Extra stickwork in gables or porch ▪ Stone exterior chimneys ▪ Window boxes ▪ Aeroplane variation will have center “cockpit” form single room second story <p><i>Previously designated under the style name Aeroplane Craftsman.</i></p>	 <p>301 Alameda Boulevard</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Mediterranean Revival (1900–1942)</p> <ul style="list-style-type: none"> ▪ Simple massing ▪ Rectangular floor plan, emphasizing the horizontal ▪ One to three stories in height ▪ Massive, symmetrical façade ▪ Stucco exterior walls ▪ Clay tile roofs or roof trim, typically hipped ▪ Arched openings, including round or parabolic arched focal windows ▪ Wood or wrought iron balconies with window grilles ▪ Articulated door surrounds ▪ Limited use of applied ornamentation, typically decorative tile <p><i>Previously designated under the style names Mediterranean, Mediterranean Villa, and Spanish Mediterranean.</i></p>	 <p>1015 Loma Avenue</p>
<p>Prairie (1905–1925)</p> <ul style="list-style-type: none"> ▪ Geometric and rectangular massing ▪ Two stories in height ▪ Low pitched roof, usually flat or hipped with wide overhanging eaves, typically boxed ▪ One-story porches with massive square supports ▪ Eaves, cornices, and details emphasize horizontal lines ▪ Broad flat chimney ▪ Exterior walls typically brick or painted stucco ▪ Restrained use of applied ornamentation ▪ Tall casement windows either grouped or paired in horizontal bands sometimes wrapping around corners ▪ Doors typically multi-light with sidelights 	 <p>1033 Adella Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Pueblo Revival (1905–1955)</p> <ul style="list-style-type: none"> ▪ Rectangular or walled courtyard form ▪ Flat roof with parapet ▪ Raised parapet, flat or stepped ▪ Projecting wooden roof beams (vigas) ▪ Wall and roof parapet with irregular rounded edges ▪ Stucco walls, usually earth-colored ▪ Blunt wall angles with battered walls ▪ Canales (rainwater gutters) ▪ Divided light windows often with hewn-wood lintels 	 <p>1000 Glorietta Boulevard</p>
<p>Beach Cottage (1905–1930)</p> <ul style="list-style-type: none"> ▪ Small and modest in scale ▪ Gable roof ▪ Generous use of wood for the cladding ▪ Influences from the Craftsman style of architecture ▪ Exterior-orientation with every room (except the bathrooms) opens to the outdoors ▪ Exterior materials include ship-lapped redwood or natural materials 	 <p>1010 Flora Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado



Description of Style	Representative Example in Coronado
<p>Italian Renaissance (1910–1940)</p> <ul style="list-style-type: none"> ▪ Façade typically symmetrical ▪ Low pitched hipped or gable roof ▪ Widely overhanging eaves supported by decorative brackets ▪ Recessed or inset porches ▪ Entry areas accentuated by small classical columns or pilasters ▪ Commonly with round arches above doors, first-story windows, or porches ▪ Upper-story windows smaller and less elaborate than windows below (piano noble division) 	 <p>708 A Avenue</p>
<p>Mansard (1910–1970)</p> <ul style="list-style-type: none"> ▪ One story with a second-story portion contained under a mansard roof ▪ Mansard roof, generally with dormer windows on the steep lower slope ▪ Segmental arch over entrance, windows, or dormers ▪ Wall surface normally brick veneer ▪ Masonry wall chimney ▪ Double-door entrances recessed into the body of the house 	 <p>303 Sixth Street</p>

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Mission Revival (1910–1960)</p> <ul style="list-style-type: none"> ▪ Mission shaped dormer or roof parapet, sometimes with inset bell ▪ Rectangular massing ▪ Porch supported by large square piers with an arch above ▪ Occasionally display rectangular bell towers ▪ Low-pitched gable or a hipped roof with red tile ▪ Wide overhanging eaves ▪ Exterior material stucco painted natural color, sometimes display decorative carving or painted tiles ▪ Details include quatrefoil windows or vents, Islamic inspired ornament, and tile coping ▪ Windows and doors with rounded arches above ▪ Wood sash windows with divided lights <p><i>Previously designated under the style names Spanish Mission Revival and Mission Revival Court.</i></p>	 <p>1045 Loma Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Tudor Revival (1910–1950)</p> <ul style="list-style-type: none"> ▪ Asymmetrical or irregular façade ▪ Typically L-shaped in plan or with a broad front ▪ Façade dominated by one or more steeply pitched front-facing gables and massive chimneys ▪ Exterior materials include stucco, stone, and/or brick veneer, brick usually utilized on the first story ▪ Informal patterned stonework or brickwork ▪ Projecting gable or small portico porch ▪ Can feature a porte-cochere or early attached garage ▪ Rolled eaves or false thatching at the roofline ▪ Front doors and windows feature rounded or pointed Tudor arch with stone surround and keystone detailing ▪ Windows are tall and narrow, commonly in groups with multi-light glazing ▪ Overhanging gables at the second story ▪ Varied eave heights ▪ Decorative half-timber in gables <p><i>Previously designed under the style names English Revival, English Tudor, English Eclectic, and English Country Cottage.</i></p>	 <p>1007 Ocean Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Spanish Colonial Revival (1915–1940)</p> <ul style="list-style-type: none"> ▪ Asymmetrical façades ▪ Simple rectangular or L-shaped massing ▪ One or one and a half stories in height ▪ Round, square, or polygonal towers ▪ Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section ▪ Minimal eaves with little to no overhang ▪ Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder) ▪ Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break ▪ Fenestration irregularly placed and recessed ▪ Elaborately carved wood entry doors with rounded arches above both doors and windows ▪ Wrought-iron balconies ▪ Elaborate chimney tops ▪ Outdoors spaces take the form of courtyards with or without covered arcaded walkways <p><i>Previously designated under the style names Spanish Eclectic, Spanish Revival Eclectic, Spanish Bungalow, Spanish Hacienda, Spanish Revival, and Spanish Moderne.</i></p>	 <p>671 Alameda Boulevard</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>French Eclectic (1920–1940)</p> <ul style="list-style-type: none"> ▪ Tall, steeply pitched, hipped or Mansard roof ▪ Eaves commonly flared upward ▪ Masonry wall cladding of stone or brick; often stuccoed ▪ Rounded Norman towers are common ▪ Massive chimneys ▪ Quoins ▪ Pediments ▪ Pilasters ▪ Windows may be casement or double-hung ▪ Paired, double divided light (French) doors common <p><i>Previously designated under the style names French Normandy, French Tudor, and French Provincial.</i></p>	 <p>855 Alameda Boulevard</p>
<p>Storybook (1919–1950)</p> <ul style="list-style-type: none"> ▪ One or two stories in height ▪ Asymmetrical front façade ▪ Multi-gabled roof, steeply pitched with rolled and pointed eaves and irregular rooflines ▪ Roofs sheathed in shingles or shake to appear thatched ▪ Decorative half-timber in gables ▪ Turrets and dovecotes with conical roofs ▪ Exterior materials include stucco, stone, and brick ▪ Arched windows and doors ▪ Massive stone or brick irregular chimneys ▪ Wrought-iron decorative elements ▪ Exaggerated stylistic elements to appear rustic 	 <p>940 Glorietta Boulevard</p>

Table 1. Architectural Styles for Residential Properties in Coronado



Description of Style	Representative Example in Coronado
<p>International (1925–1966)</p> <ul style="list-style-type: none"> ▪ Rectangular forms, often with round projections ▪ Asymmetrical façades ▪ Smooth wall surfaces ▪ Unified wall cladding, usually white stucco ▪ Cantilevered sections of house, roof, or balcony without visible supports ▪ Flat roof without a ledge (coping) at the roofline ▪ Multiple roof levels ▪ Expanses of windowless walls ▪ Lack of ornamentation or decorative details ▪ Large window groupings, often linear ▪ Floor-to-ceiling windows ▪ Metal casement windows set flush without outer walls ▪ Front door not accentuated and sometimes deliberately obscured ▪ Horizontal emphasis to design ▪ Few natural or wood materials 	 <p>334 J Avenue (Google 2021)</p>
<p>Monterey (1925–1960)</p> <ul style="list-style-type: none"> ▪ Two stories in height ▪ Low-pitched, gabled roof ▪ Eaves with little to no overhang ▪ Roof sheathed in wood shingles or ceramic tiles ▪ Broad dominant second-story balcony extended full length of façade ▪ Balcony usually cantilevered and covered by a principal roof ▪ Simple posts on the balcony ▪ Large ground-floor windows, often double-hung and extending to ground-floor level ▪ Full-length windows or doors opening onto a balcony 	 <p>825 Alameda Boulevard</p>


Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Ranch (1935–1975)</p> <ul style="list-style-type: none"> ▪ Long rectangular U- or L-shaped building plan ▪ One-story in height with broad low shape ▪ Asymmetrical front façade ▪ Front entry typically located off-center and sheltered under the main roof of the house ▪ Low-pitched, commonly hipped roof with moderate to wide roof overhang and no dormers ▪ Variety of wall cladding including brick veneer, board-and-batten, stone veneer, horizontal or wood boards, and shingles that changes at the base of window, entry area, and gable end ▪ Garage typically integrated into the façade ▪ Large picture windows usually present on the façade with more traditional windows on the rest of the house <p><i>Previously designated under the style name Transitional Ranch.</i></p>	 <p>740 Alameda Boulevard</p>
<p>Minimal Traditional (1935–1950)</p> <ul style="list-style-type: none"> ▪ Small scale ▪ One-story in height ▪ Located on small lots ▪ Typically features a low- or intermediate-pitched gable roof with minimal eave overhang ▪ Roof dormers are rare ▪ Features a variety of exterior materials including vertical and horizontal wood boards, shingles, brick veneer, and board-and-batten siding ▪ Minimal added architectural detail ▪ Typically feature double-hung windows with either multi-light or simulated multi-light 	 <p>536 J Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Streamline Moderne (Art Deco) (1935–1950)</p> <ul style="list-style-type: none"> ▪ Irregular building forms with rounded edges ▪ Linear appearance ▪ Stepped or setback front façade ▪ Smooth wall surface typically stucco ▪ Stylized decorative elements using geometric forms such as zigzags and chevrons ▪ Speedlines continuing across multiple elevations ▪ Feature low relief decorate panels with strips of windows with decorative spandrels ▪ Reeding and fluting around doors and windows 	 <p>525 Orange Avenue</p>
<p>Contemporary (1945–1990)</p> <ul style="list-style-type: none"> ▪ Asymmetrical primary façade ▪ Low pitched gable and shed roof forms are common ▪ Exposed roof beams ▪ Wide, overhanging eaves ▪ Windows generally in gable ends ▪ Materials (wood, brick, glass concrete block) evoking a variety of textures ▪ Recessed or obscured entry ▪ Broad expanses of uninterrupted wall surface 	 <p>260 I Avenue</p>

Table 1. Architectural Styles for Residential Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Mid-Century Modern (1933–1965)</p> <ul style="list-style-type: none"> ▪ One- to two stories in height ▪ Low, boxy, horizontal proportions ▪ Simple geometric forms with a lack of exterior decoration ▪ Commonly asymmetrical ▪ Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies ▪ Expressed post-and-beam construction in wood or steel ▪ Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors ▪ Mass-produced materials ▪ Simple windows (metal or wood) flush-mounted and clerestory ▪ Plain doors, often industrial in character ▪ Large window groupings <p><i>Previously designated under the style name Mid Century Modern Post and Beam.</i></p>	 <p>728 Jacinto Place</p>

5.2 Commercial Properties

Table 2. Architectural Styles for Commercial Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Queen Anne (1886–1930)</p> <ul style="list-style-type: none"> ▪ Asymmetrical built forms with protruding balconies, turrets, bays, overhangs, towers, and wall projections ▪ Wood-framed ▪ Steeply pitched roof in an irregular shape, usually with a front-facing gable ▪ Partial or full-width asymmetrical porch ▪ Ornamental turned wood porch supports and balustrades ▪ Wooden weatherboard siding was frequently accompanied by several decorative shingle designs to avoid a smooth-walled appearance ▪ Decorative elements utilized include half-timbering, spindlework, and patterned masonry ▪ The use of common Greek and Roman decorative motifs such as swags, garlands, classical columns, and the tri-partite Palladian window ▪ Windows and dormers of inconsistent sizes unevenly placed throughout the façade ▪ Beveled, etched, or stained glass in doors and feature windows ▪ Often originally constructed for residential use and later modified for commercial <p><i>Previously designated under the style names Queen Anne Victorian, Victorian, Late Victorian, and Transitional Victorian.</i></p>	 <p>1116 Tenth Street (Google 2021)</p>

Table 2. Architectural Styles for Commercial Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Folk Victorian (1886–1905)</p> <ul style="list-style-type: none"> ▪ Simple folk house form ▪ Symmetrical façade, except gable front and wing ▪ Single-story porch, either partial or full-width ▪ Wood primary material for both construction and decorative details ▪ Boxed or open roof-wall junctions ▪ Pre-manufactured wood detailing ▪ Italianate and Queen Anne styles, also occasionally utilized Gothic Revival style details ▪ Porch spindlework <p><i>Previously designated under the style names Folk Victorian Cottage and Folk Victorian/Shotgun.</i></p>	 <p>156 C Avenue (Google 2021)</p>
<p>Neoclassical (1886–1965)</p> <ul style="list-style-type: none"> ▪ Symmetrically balanced primary façade ▪ Rectangular massing ▪ Primary façade typically dominated by a full-height porch with a roof supported by classical columns ▪ Columns have either Ionic or Corinthian capitals ▪ Doors typically have elaborate, decorative surrounds based on Greek Revival, Federal, or Georgian designs ▪ Rectangular multi-light double-hung windows with broken pediments above ▪ Window types include bay windows, paired windows, tripartite windows, transom or arched windows ▪ Decorative elements include balustrades, raised full-width platform porch, and boxed eave cornice with moderate overhang <p><i>Previously designated under the style name Classical Revival.</i></p>	 <p>1100 Orange Avenue</p>

Table 2. Architectural Styles for Commercial Properties in Coronado

Description of Style	Representative Example in Coronado
<p>False Front Commercial (1890–1940)</p> <ul style="list-style-type: none"> ▪ Simple rectangular floor plan ▪ One to two stories in height ▪ Raised parapet with stylistic influences from popular architectural styles like Mission Revival well beyond the roofline ▪ Horizontal wood or stucco exterior cladding ▪ Storefront windows are placed to attract pedestrians and not to achieve design balance Sign band between parapet and tops of fenestration ▪ Directly abut sidewalk; may have shared party walls with adjacent buildings ▪ Lack of ornamentation 	 <p>932 Orange Avenue (Google 2021)</p>
<p>Mediterranean Revival (1900–1942)</p> <ul style="list-style-type: none"> ▪ Simple massing ▪ Rectangular floor plan ▪ One to three stories ▪ First floor taller than upper floors (piano noble) ▪ Massive, symmetrical façade ▪ Stucco exterior walls (sometimes brick or cast stone) ▪ Clay tile roofs or roof trim, typically hipped ▪ Arched openings, including arched focal windows ▪ Wood or wrought iron balconies with window grilles ▪ Articulated door surrounds with quoins ▪ Decorative elements emphasizing the horizontal ▪ Limited use of applied ornamentation <p><i>Previously designated under the style names Mediterranean, Mediterranean Villa, and Spanish Mediterranean.</i></p>	 <p>1017 Park Place</p>

Table 2. Architectural Styles for Commercial Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Colonial Revival (1900–1970)</p> <ul style="list-style-type: none"> ▪ Symmetrical façades ▪ Rectangular massing, may have a side porch or sunrooms on either or both sides ▪ One to two stories in height ▪ Medium pitch side-gable roof with narrow eaves or a hipped roof with dormer windows ▪ Brick or wood clapboard siding ▪ Accentuated front door with a decorative pediment supported by pilasters or columns, may be hooded to create covered extended porch ▪ Windows frequently seen in pairs ▪ Windows double-hung sashes and divided lights in one or both sashes ▪ Classical columns ▪ Two-story pilasters ▪ Quoins at corners ▪ Window shutters ▪ Dentil trim under eaves ▪ Tri-partite Palladian windows <p><i>Previously designed under the style names Colonial Revival Bungalow. Also called American Colonial Revival.</i></p>	 <p>1125 Loma Avenue</p>

Table 2. Architectural Styles for Commercial Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Spanish Colonial Revival (1915–1940)</p> <ul style="list-style-type: none"> ▪ Simple rectangular or L-shaped massing, typically one- to two stories in height with round, square, or polygonal towers ▪ Asymmetrical façades ▪ Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section ▪ Minimal eaves with little to no overhang ▪ Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder) ▪ Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break ▪ Fenestration irregularly placed and recessed ▪ Elaborately carved wood entry doors with rounded arches above both doors and windows ▪ Decorative details typically include wrought-iron balconies and elaborate chimney tops ▪ Outdoors spaces take the form of courtyards with or without covered arcaded walkways <p><i>Previously designated under the style names Spanish Eclectic, Spanish Revival Eclectic, Spanish Bungalow, Spanish Hacienda, Spanish Revival, and Spanish Moderne.</i></p>	 <p>1111 Orange Avenue</p>

Table 2. Architectural Styles for Commercial Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Brick Commercial (1920–1940)</p> <ul style="list-style-type: none"> ▪ One to three stories in height ▪ Brick masonry walls ▪ Rectangular forms ▪ Either attached or freestanding in commercial districts ▪ Raised parapet obscures flat or shallow barrel roof ▪ Recessed doorway ▪ Sign band between parapet and tops of fenestration ▪ The primary façade features a unified elevation with side and rear elevation displaying no distinctive decoration 	 <p>140 Orange Avenue</p>

Table 2. Architectural Styles for Commercial Properties in Coronado


Description of Style	Representative Example in Coronado
<p>Tudor Revival (1910–1950)</p> <ul style="list-style-type: none"> ▪ Asymmetrical and irregular massing ▪ Typically L-shaped in plan or with a broad front ▪ Façade dominated by one or more steeply pitched front-facing gables and massive chimneys ▪ Decorative half-timbering in gables ▪ Projecting gable or small portico porch ▪ Can feature a porte-cochere or early attached garage ▪ Overhanging gables at the second story ▪ False thatching at the roofline ▪ Exterior materials include stucco, stone, and/or brick veneer, brick usually utilized on the first story ▪ Informal patterned stonework or brickwork ▪ Front doors and windows feature rounded or pointed Tudor arch with stone tabbed detailing ▪ Windows are tall and narrow, commonly in groups with multi-light glazing <p><i>Previously designed under the style names English Revival, English Tudor, English Eclectic, and English Country Cottage.</i></p>	 <p>1016 Isabella Avenue</p>

Table 2. Architectural Styles for Commercial Properties in Coronado





Description of Style	Representative Example in Coronado
<p>Contemporary (1945–1990)</p> <ul style="list-style-type: none"> ▪ Asymmetrical primary façade ▪ Low pitched gable roofs or flat roofs ▪ Exposed roof beams with wide, overhanging eaves or boxed eaves with stucco ▪ Materials (wood, brick, glass concrete block) evoking a variety of textures ▪ Recessed or obscured entry ▪ Broad expanses of uninterrupted wall surface 	 <p>1301 Ynez Place</p>
<p>Ranch (1935–1975)</p> <ul style="list-style-type: none"> ▪ Long rectangular U- or L-shaped building plan ▪ One-story in height with broad low shape ▪ Asymmetrical façade ▪ Front entry typically located off-center and sheltered under the main roof of the house ▪ Low-pitched, commonly hipped roof with moderate to wide roof overhang and no dormers ▪ Variety of wall cladding including brick veneer, board-and-batten, stone veneer, horizontal or wood boards, and shingles that changes at the base of window, entry area, and gable end ▪ Garage typically attached to the primary façade ▪ Large picture windows usually present on the primary façade with more traditional windows on the rest of the house <p><i>Previously designated under the style name Transitional Ranch.</i></p>	 <p>970 C Avenue (Google 2021)</p>

Table 2. Architectural Styles for Commercial Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Mid-Century Modern (1933–1965)</p> <ul style="list-style-type: none"> ▪ One- to two stories in height ▪ Low, boxy, horizontal proportions ▪ Simple geometric forms with a lack of exterior decoration ▪ Commonly asymmetrical ▪ Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies ▪ Expressed post-and-beam construction in wood or steel ▪ Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors ▪ Mass-produced materials ▪ Simple windows (metal or wood) flush-mounted and clerestory ▪ Plain, unglazed doors ▪ Large window groupings <p><i>Previously designated under the style name Mid Century Modern Post and Beam.</i></p>	 <p>1001 Orange Avenue</p>
<p>New Formalism (1958–1975)</p> <ul style="list-style-type: none"> ▪ Strict symmetry and formality ▪ Monumental in size and appearance ▪ Flat roof with projecting overhang ▪ Smooth wall surfaces ▪ Colonnade of stylized full-height supports or vertical elements extending height of façade ▪ Repeating arches or rounded openings 	 <p>1000 Park Place (Google 2021)</p>

5.3 Civic and Institutional Properties

Table 3. Architectural Styles for Civic and Institutional Properties in Coronado



Description of Style	Representative Example in Coronado
<p>Carpenter Gothic (1886–1900)</p> <ul style="list-style-type: none"> ▪ Simple rectangular form ▪ Strong vertical design elements ▪ Steeply pitched front-facing gables with scrollwork barge boards ▪ Carved porch railings ▪ Board and batten, horizontal, or vertical wood siding ▪ Pinnacles as decorative elements ▪ Pointed, gothic arch window and door surrounds 	 <p>1211 Tenth Street</p>
<p>Neoclassical (1886–1965)</p> <ul style="list-style-type: none"> ▪ Symmetrically balanced primary façade with rectangular massing ▪ Primary façade typically dominated by a full-height porch with a roof supported by classical columns ▪ Columns have either Ionic or Corinthian capitals ▪ Doors typically have elaborate, decorative surrounds based on Greek Revival, Federal, or Georgian designs ▪ Rectangular multi-light double-hung windows with broken pediments above ▪ Window types include bay windows, paired windows, triple windows, transom or arched windows ▪ Decorative elements include cornice-line balustrades, raised full-width platform porch, and boxed eave cornice with moderate overhang <p><i>Previously designated under the style name Classical Revival.</i></p>	 <p>640 Orange Avenue</p>

Table 3. Architectural Styles for Civic and Institutional Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Gothic Revival (1890–1910)</p> <ul style="list-style-type: none"> ▪ Asymmetrical floorplans ▪ Steeply pitched gable roofs ▪ Strong vertical design elements ▪ Exterior materials include stone and brick ▪ Pointed Gothic arch windows and door surrounds ▪ Stained glass windows ▪ Ornate detailing including: <ul style="list-style-type: none"> ▪ Gargoyle ▪ Ribbed vaults ▪ Flying buttresses 	 <p>900 C Avenue</p>
<p>Mid-Century Modern (1933–1965)</p> <ul style="list-style-type: none"> ▪ One- to two stories in height ▪ Low, boxy, horizontal proportions ▪ Simple geometric forms with a lack of exterior decoration ▪ Commonly asymmetrical ▪ Flat roofed without coping at roofline; flat roofs hidden behind parapets or cantilevered canopies ▪ Expressed post-and-beam construction in wood or steel ▪ Exterior walls are flat with smooth sheathing and typically display whites, buffs, and pale pastel colors ▪ Mass-produced materials ▪ Simple windows (metal or wood) flush-mounted and clerestory ▪ Plain, unglazed doors ▪ Large window groupings <p><i>Previously designated under the style name Mid Century Modern Post and Beam.</i></p>	 <p>111 Orange Avenue</p>

Table 3. Architectural Styles for Civic and Institutional Properties in Coronado

Description of Style	Representative Example in Coronado
<p>Spanish Colonial Revival (1915–1940)</p> <ul style="list-style-type: none"> ▪ Simple rectangular or L-shaped massing, typically one- to two stories in height with round, square, or polygonal towers ▪ Asymmetrical façades ▪ Low-pitched side or cross-gabled roof, occasionally hipped or flat roof section ▪ Minimal eaves with little to no overhang ▪ Red clay tile roofs either Spanish (S-shaped) or Mission (half-cylinder) ▪ Painted stucco exterior walls in natural colors typically white or tan, walls extend into gable without a break ▪ Fenestration irregularly placed and recessed ▪ Elaborately carved wood entry doors with rounded arches above both doors and windows ▪ Decorative details typically include wrought-iron balconies and elaborate chimney tops ▪ Outdoors spaces take the form of courtyards with or without covered arcaded walkways <p><i>Previously designated under the style names Spanish Eclectic, Spanish Revival Eclectic, Spanish Bungalow, Spanish Hacienda, Spanish Revival, and Spanish Moderne.</i></p>	 <p>780 C Avenue (Google 2021)</p>

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6 Architects, Architectural Designers, and Builders

Architects are those that create the overall aesthetic and design of buildings, while builders coordinate and complete the construction of those designs. Architects are licensed. Builders may be licensed as contractors. A additional category of architectural designers, who are not licensed, but design buildings, also worked in Coronado. Throughout its history, Coronado attracted a large number of noteworthy local and California architects and architectural designers who contributed to the City's built environment through the design of residential, commercial, institutional, and civic buildings. The majority of these architects and architectural designers were not born in Coronado and did not live there for long periods. Most were based in the larger urban center of Downtown San Diego. In contrast, many local builders frequently lived within Coronado and produced high numbers of residences commissioned by their fellow residents. A high number of builders were identified in Coronado compared to architects based on the City's building permit layout, which only identified builder. The architects described in the section below were primarily identified through archival research rather than permit research. As a result of permit research yielding an expansive list of builders working within Coronado, only those with ten or more buildings attributed to them are described below with biographical information. Below is a biographical synopsis for this select group of architects, architectural designers, builders, and artisans that are associated with buildings in Coronado.

6.1 Architects and Architectural Designers

6.1.1 Harrison Albright (1866-1932)

Harrison Albright was born on May 17, 1866, in North Philadelphia, Pennsylvania. After attending local public schools, he graduated from the Pierce College of Business and the Spring Garden Institute in Philadelphia. Albright began his architectural career in 1886 in Philadelphia, designing residential and public projects before moving to Charleston, West Virginia in 1891. While practicing in West Virginia, he was appointed as architect for the state and designed an annex to the State Capital, the Miners' Hospital in Fairmont, and a state asylum at Huntington. In 1901, Albright was hired to design the West Baden Springs Hotel, which featured the largest free-spanning dome in the world (until 1913). It remained the largest in America until 1955. By 1905, Albright decided to move his architectural practice to the West Coast and opened two offices, one in Los Angeles and the other in San Diego. While in California he became an early proponent of reinforced concrete as a method of construction and designed Los Angeles's first reinforced concrete building. Albright established a relationship with John D. Spreckels, who commissioned him to design multiple buildings including the Spreckels Theater Building, the Spreckels Organ Pavilion in Balboa Park, the Coronado Public Library, the Coronado Bank Building on Orange Avenue and two residences in Coronado, 1043 Ocean Boulevard and 1630 Glorietta Boulevard. Albright was noted for several other commissions in Coronado and San Diego including the U.S. Grant Hotel and the Golden West Hotel. Albright designed in multiple architectural styles including Neoclassical, Italian Renaissance, and Beaux Arts. Albright died in 1932 after retiring from architecture seven years earlier due to health issues (O'Leary 2020; LAC 2020).

6.1.2 Lone Gilfillan Brown (1889-1975)

Lone Cora Gilfillan was born on December 31, 1889 in Carthage, Missouri to William John Gilfillan and Cora Harriet Sennet. In 1906, she graduated from Notre Dame Academy and then moved to Los Angeles to attend the University of Southern California's architecture program. On December 22, 1910, while living in Los Angeles, she married Andrew Jennings Brown and changed her name to Lone Gilfillan Brown. Five years later, she gave birth to her only child, Andrew Jennings Brown Jr., on January 21, 1915. Andrew and Lone divorced prior to her moving to Coronado in 1919 with her son and mother, Cora Sennet. The three rented an apartment at Second and Orange Avenues, later moving to the Hotel del Coronado. In 1921, Brown and her mother purchased four vacant lots on Encino Row as investment properties built on speculation, allowing her the opportunity to design four Tudor Revival style rental cottages located at 1015-1023 Encino Row. In 1923, the house at 1021 Encino Row was rented to Mrs. Wallis Warfield Spencer, a close friend of Brown's, who later became the Duchess of Windsor. Throughout the 1920s, Brown and Sennet made several real estate investments including in 1924 when they purchased a lot at 947 Alameda Boulevard for which Brown designed a large Colonial Revival style residence and guest quarters (MacKenzie 1983, 1993; Witty 2002).

Brown continued to purchase vacant lots and design new houses for them, including a bungalow for her mother at 1020 Olive Avenue with a smaller house facing the alley (now 1023 Olive Lane) and a Tudor Revival style residence for herself at 1027 Olive Avenue with a secondary dwelling facing the alley (now 1029 Olive Lane). Brown and her family moved within Coronado often, inhabiting their rental properties and making necessary repairs, then re-renting the house and moving to the next vacant dwelling. In 1929, Brown and her family looked to construct a more permanent home, purchasing the undeveloped lot at 1901 Monterey Avenue, where she designed a two-story Neoclassical residence. She continued to design and construct buildings throughout the 1930s, including a rental home for her mother at 416 Tenth Street and two Cape Cod style rental cottages at 1315-1325 Third Street for her son Andrew. Lone Gilfillan Brown lived in the house at 1901 Monterey Avenue until her death on March 30, 1975, leaving the property to her son Andrew (MacKenzie 1983, 1993; Ancestry 2000, 2010).

6.1.3 Irving Gill (1870-1936)

Irving Gill was born in 1870 in Tully, New York. After working as an apprentice under Ellis G. Hall in Syracuse he moved to Chicago, Illinois, and worked for the well-known firm Adler and Sullivan. In 1893, Gill moved to San Diego for health reasons and started his own architecture firm, later entering a partnership with William S. Hebbard to form Hebbard & Gill. Hebbard & Gill produced high-quality buildings throughout San Diego and became known for their Tudor Revival style and Prairie School-inspired residences and civic buildings. These include 723 A Avenue, 1022 Adella Avenue, 1118 Loma Lane, and 1015 Ocean Boulevard in Coronado. Gill's best-known works from his time as a solo practitioner in San Diego also include the George W. Marston House in the Marson Hills neighborhood of San Diego, the La Jolla Woman's Club Building, the Wheeler J. Bailey Residences in La Jolla, and the Horton Plaza Fountain in Downtown San Diego. Gill's architectural style evolved and was described as "cubist" in contemporary publications due to their cube or rectangular massing. Other architectural elements seen in Gill's works particularly throughout the 1910s included flat roofs with no eaves, concrete exteriors painted white or off-white, casement windows with transoms above, and ground-level arches creating a breezeway. Notable works designed by Gill in Coronado include 1156 Isabella Avenue, 545 Palm Avenue, 1710 Visalia Row, and 1718 Visalia Row. By 1919, Gill moved to Los Angeles and began working independently after ending a short-lived architectural partnership with his nephew, Louis Gill. While in Los Angeles, Gill designed multiple buildings for the City of Torrance before moving to North County San Diego in the 1920s. By this time public tastes had changed, and Gill's designs were in less demand, resulting in a slowdown in his commissions. Gill died on October 7, 1936, after a long lingering illness (MSD 2021; Kamerling 1993).

6.1.4 Paul L. Hathaway (1904-1964)

Paul Lawrence Hathaway was born in 1904 in Milwaukee, Wisconsin. He studied architecture at the University of Southern California and San Diego State College, before practicing architecture in Los Angeles and the San Diego area. The majority of his known works are located in Coronado including 330 B Avenue, 721-727 D Avenue, 1027 F Avenue, and 1026 Flora Avenue. Hathaway and his parents, John and Annie, were longtime residents of Coronado and were very involved in local organizations such as the Coronado Yacht Club. Hathaway worked in Coronado as an architect for the A.M. Sutherland Company and as a draftsman for J.W. Gernandt. From 1936 to 1937, Hathaway had a brief partnership with John Washington, working under the name of “Hathaway-Washington Company” out of Coronado. In the late 1930s, Hathaway served as both architect and builder of his works, predominantly designing single-family houses. During this same period, Hathaway left the architecture field to join the U.S. Navy and remained in service throughout World War II. No information could be found about his life and career after his military service.

6.1.5 William Sterling Hebbard (1863-1930)

William Sterling Hebbard was born in Milford, Michigan on April 15, 1863. He attended prep school in Rochester, New York, and in 1887 graduated from Cornell University’s School of Architecture. After graduation, Hebbard moved to Chicago and worked briefly as a draftsman and assistant for the architectural firm of Burnham & Root. In 1888, he decided to migrate west, first working for the architecture firm of Curlett, Eisen, & Cuthbertson in Los Angeles and then traveling south to open his own practice in San Diego in 1890. One of his first commissions was to design the power plant for the San Diego Cable Railway Company and he was later commissioned to design a large brownstone residence for one of the owners of the company, David D. Dare (Kamerling 1990; Flanigan 1987; Feeley et al. 2011).

While in San Diego, Hebbard began working closely with the well-established firm The Reid Brothers, known best for their design of the Hotel Del Coronado. The Reid Brothers moved their practice to San Francisco leaving Hebbard to acquire several of their San Diego projects. After moving into their offices in the First National Bank Building, Hebbard continued working on a number of unfinished Reid Brothers projects including the Fisher Opera House and the Keating Building. The Keating Building was Hebbard’s first office building in downtown San Diego, completed in 1891. In September 1893, he married Jessie Miller of San Diego. Hebbard continued to work independently on a variety of projects until 1897 when he entered into a partnership with architect Irving Gill and moved into offices in the Grant Block. The two practiced under the name Hebbard & Gill and designed some of San Diego’s best-known buildings, such as the Richards-Dupree Mansion and the George Marston house. These buildings incorporated some of Hebbard’s key design trademarks, including an abundance of windows, large airy rooms, and the use of rich dark woods. The Hebbard & Gill partnership lasted until 1907 when Hebbard went on to open another solo practice. Notable works of Hebbard & Gill in Coronado include 723 A Avenue, 1022 Adella Avenue, 1118 Loma Lane, and 1015 Ocean Boulevard. Notable independent works of Hebbard completed prior to World War I include 611 A Avenue, 1000 Adella Avenue, 519 Ocean Boulevard, and 535 Ocean Boulevard (Kamerling 1990; Flanigan 1987; Feeley et al. 2011).

Hebbard maintained an independent practice in San Diego until World War I, designing primarily single-family residences, libraries, churches, schools, theaters, and hotels. He utilized a wide variety of architectural styles throughout this time including English Cottage, Tudor Revival, Craftsman, Mission, and Classical Revival. As a highly respected architect in San Diego, Hebbard played an intricate role in multiple professional organizations including

the California State Board of Architecture, the Board of Architectural Examiners, and the San Diego Architectural Association in which he served as the first president. In 1918, Hebbard entered into service for the Army Transport Service, acting as a design consultant for military shipbuilding. After World War I, he moved to Los Angeles, practicing architecture sporadically until his death in August 1930. He died while visiting his daughter in Coronado (Kamerling 1990; Flanigan 1987; Feeley et al. 2011; PCAD 2018).

6.1.6 Charles Frederick Herreshoff (1880-1954)

Herreshoff was born in France and grew up in Bristol, Rhode Island before moving to Coronado with his parents. The family lived at the corner of Ninth Street and E Avenue. In college, he studied naval architecture and in 1902, he became a boat designer in Bridgeport, Connecticut, working for his family's business: the American and British Manufacturing Co. By 1908, he had moved to Detroit and begun designing automobiles. His Herreshoff motor car designs were produced from 1909 to 1914. In 1910, the Herreshoff motor car won the gold medal of the American Auto Association. He invented and designed many new features for the improvement of both automobiles and steam yachts. In 1914, Herreshoff and his wife Edna moved to 834 Adella Avenue in Coronado due to his poor health. He began designing residential buildings in the city after starting his own contracting business. The majority of his residences were constructed in the mid-1920s in the Italianate and Spanish Colonial Revival architectural styles. Herreshoff's notable works in Coronado include 1306 Sixth Street, 325 Eighth Street, 625 A Avenue, and 1119 Flora Avenue (Brandes 1993; HPPS 2014c).

6.1.7 Cliff May (1908-1989)

Despite having no formal training as an architect, Clifford Magee May, who practiced under the name Cliff May, is the undisputed father of the modern ranch house. Growing up in California as the descendant of the pioneer Estudillo family, he learned his craft on the job, finding inspiration from the region's Spanish Colonial and indigenous architectural heritage. May briefly designed Monterey-style furniture before beginning work as a designer of homes in San Diego and La Jolla. In 1931, May designed his first house in San Diego with the help of engineering contractor Orville U. Miracle. This encouraged him to keep designing buildings, and between 1931 and 1937, May built approximately 50 houses in San Diego. The houses typically reflected the traditional adobe hacienda form, were low in scale, and rambled across their parcels with clear definition between the street and the private space for the resident. His residences featured red clay tile roofs, a L- or U-shaped floor plan, coarsely plastered walls, deeply inset windows and doors with rough-hewn wooden lintels and shutters, and one-story in height. Generally, May's earlier homes were asymmetrical with a low-pitched roof, wide overhanging eaves, one room deep, with a patio or courtyard in the back so that the rooms of the house faced or opened into these areas. The majority of these buildings were speculatively built or custom-designed homes. In Coronado, May's notable works include 633 Alameda Boulevard, 160 G Avenue, 266 I Avenue, 275 J Avenue, and 535 Margarita Avenue.

In 1938, May moved to Los Angeles where his architectural practice flourished after his designs were published in *Sunset Magazine*. After World War II, May enjoyed incredible success designing Ranch-style houses to fulfill the nation's housing shortage needs and was promoted in magazines such as *Sunset Magazine*, *Architectural Digest*, and *House Beautiful* as the leading designer of Ranch-style houses in the 1940s and 1950s in the United States. More than one thousand buildings were attributed to him, including the headquarters of *Sunset Magazine* and a house for Gianni Agnelli, president of Fiat and prominent tastemaker of the post-World War II era. May expanded beyond California, designing individual homes and tract type developments in Texas, Nevada, Oregon, Kansas,

Ohio, and Mexico. In 1988, May obtained his architectural license when California Governor Deukmejian granted licenses to all registered designers. May died in October 1989 (May 2020; Feeley et al. 2011).

6.1.8 The Quayle Brothers (1860-1935)

The Quayle family architectural firm included William Quayle and his sons Charles and Edward. The firm was originally started in Illinois by William and operated from 1860 to 1880. William and his family moved to Denver, Colorado, and New Mexico before finally settling in San Diego in 1900. Early designs by the firm featured brick cladding, were often two-to-three stories in height, and had simple designs. In 1906, William died, leaving the practice to his two sons. Charles and Edward began practicing as the Quayle Brothers, designing the Salt Lake & Union Pacific Building for the Panama-California Exposition and working on multiple building types throughout San Diego including residences, schools, theaters, factories, meeting halls, and fire stations. In Coronado, the firm designed the City's Grammar School and Central Elementary School. A notable work by the Quayle Brothers was the Italian Renaissance Revival-style Elks Hall, finished between 1929 and 1930. Other notable works in San Diego County included the Art Deco-style Silver Gate Masonic Lodge, the County Jail, the San Diego Police Department, and the Knights of Pythias building. The brothers continued to practice into the mid-1930s, both died within months of each other in 1940 (Feeley et al. 2011).

6.1.9 The Reid Brothers (1880-1932)

The Reid Brothers began as an architectural partnership between brothers James W. Reid and Merritt J. Reid in Evansville, Indiana. They practiced in Indiana between 1880 and 1891. James headed west in late 1886 with an youngest brother Watson to open an office in San Diego. In Coronado, the firm designed the National Register of Historic Places-designated Hotel del Coronado. James then established the firm's headquarters in San Francisco, working in Northern California from 1889 to 1891. Merritt finally joined his siblings in the west and opened a Portland, Oregon office in 1891 (created while the Reid Brothers firm designed the Portland Oregonian Newspaper Building). The office in San Diego was open until 1899. Watson remained in San Diego until 1899, when he moved to New Brunswick, Canada. The Reid Brothers' San Francisco office were favorites of the Spreckels family initially, but found wider commissions after the Great Earthquake of April 18, 1906, receiving many contracts in the Bay Area during the rebuilding. In the 1920s, they became known for their theater building designs, completing over 20 theaters in California. Over the years, the Reid Brothers maintained offices in the Flood Building, Mills Building, and the Call Building in San Francisco. James closed the Reid Brothers firm after Merritt's death in 1932 (PCAD 2021).

6.1.10 Richard Requa (1881-1941)

Requa was born in Illinois and raised in Nebraska. In 1900, he and his family moved to the San Diego area where he studied electrical engineering and found work as an electrical contractor. In 1907, Requa became an apprentice to well-known architect Irving Gill. Following his apprenticeship in 1910, Requa opened his architectural practice and entered into a partnership with Frank Mead. Early in Requa's professional career, he traveled to Latin America and the Mediterranean, allowing him to become very familiar with the architectural styles found locally there. From 1912 to 1920, Requa & Mead designed many projects in San Diego County as well as redeveloped the small resort town of Ojai, just north of Ventura. Notable works of Requa in Coronado include 300 Ninth Street, 1313 Tenth Street, 1015 Alameda Boulevard, 1045 Loma Avenue, and 801 Tolita Avenue. He continued to have different partnerships throughout his career, depending on the project. He partnered with Herbert Jackson and Lillian Rice to develop Rancho Santa Fe. He later formed a partnership with Samuel Hamill. In 1934, Requa was commissioned

to be Director of Architecture for the 1935 Exposition in Balboa Park where he influenced the design and construction of numerous buildings and structures including the Old Globe Theatre and the Persian Water Rug Fountain. He collaborated with William Templeton Johnson, Louis Gill, and Samuel Hamill to design the County Administration Building on Pacific Highway as part of the Work Progress Administration Program. Requa designed over 200 buildings throughout San Diego from the late 1910s until the 1940s and is best known for contributing to a distinctive form of Southern California style of architecture sometimes referred to as an amalgam of eclectic Spanish, indigenous, and Mediterranean styles (HPPS 2014b; Feeley et al. 2011).

6.2 Builders and Contractors

6.2.1 John Edmund Alcaraz (1865-1951)

Alcaraz was born in San Rafael, California in 1865 and lived in Astoria, Oregon. By 1906, he had moved to San Diego with his wife Alice. Ten years later, they moved to Coronado, mostly inhabiting a residence at 323 Orange Avenue. Alcaraz had worked as a carpenter while living in San Diego and continued this in Coronado, being a prolific builder in the City in the 1910s, 1920s, and 1930s. Notable works from this period include 1315-1319 Fifth Street, 1231 Alameda Boulevard, 1025 E Avenue, and 1038 G Avenue. These houses were constructed in popular styles of the time, including Tudor Revival and Craftsman. Between 1924 and 1926, he served as President of the Board of Trustees of Coronado. Sometime between 1935 and 1940, he and his family moved to National City. Alcaraz died in 1951 in San Diego (HPPS 2016a).

6.2.2 Paul Carle (1893-1961)

Paul Carle was born on October 23, 1893 in San Francisco, California. In 1917, Carle enlisted in the United States Naval Reserve Forces while finishing his Bachelor of Science at University of California Berkley. During World War I, he was one of the American flying aces in France. In 1918, Carle was appointed a Naval Aviator and Ensign assigned to duty as an instructor at Pensacola Air Station in Florida. In 1921, Carle married Corrinne Kundert of Oakland in the Lutheran Church in Coronado. Carle retired from the United States Naval Reserve Forces in 1923 as a Lieutenant Junior Grade. Paul and Corrinne Carle moved to Coronado in 1923 and had two sons, Robert John Carle and Thomas Frank Carle. While living in Coronado, Paul Carle's occupation was listed as a building contractor and salesman. A 1925 article in the *Coronado Eagle and Journal* referred to Paul Carle as a "prominent local building contractor" who was "practicing what he preaches, as he recently started the construction of a ten-unit bungalow court on C Avenue between Ninth and Tenth Streets" (CEJ 1925b). Carle continued to construct buildings in Coronado, including 310 Second Street, 3772 Park Boulevard, and 1003 and 1005 Olive Avenue (CEJ 1925a; 1925d). Throughout his career, Paul Carle advertised in the *Coronado Eagle and Journal* as both a building contractor and "designer of homes with individual touch," and as a builder who could do "repairs, remodeling, patch plastering" (CEJ 1957; 1925c). In 1956, Carle was granted a U.S. patent for his invention of an air cleaner, which had been filed in 1948 (Ancestry 2019). Paul Carle died on February 20, 1961 in his home at 950 Olive Ave in Coronado, where he had lived since the 1920s.

6.2.3 Sydney David Chapin (1871-1952)

Sydney David Chapin, otherwise known as S.D. Chapin, was born on a farm in Ionia, Michigan, on February 21, 1871. During his youth, Chapin studied as a carpenter, eventually earning enough money to own an 80-acre farm

in Michigan. In 1894, he married Sarah Clark Dean, a native of Michigan, and they had two children, Clyde D. and Ivah Janette. Chapin operated his farm until January 10, 1898, when he decided to move to Coronado and establish himself as a builder and general contractor. He specialized in the designing and building of private single-family houses in both Coronado and San Diego. Chapin quickly became a leading building contractor in the San Diego area. As of 1913, Chapin had built three houses for himself, as well as 15 houses in Coronado for F.C. Winchester, along with constructing multiple residences for other prominent Coronado locals. Chapin and Winchester were known to be working partners as well as friends. A 1912 newspaper reported the two, along with Adolph Johnson and their wives, as taking an auto tour of Julian and Warner Springs together (CEJ 1912a).

By 1916, Chapin had built more than 200 Coronado homes, employing at least 20 men continuously. His buildings were given the label of “Chapin-built,” which was recognized to mean beauty and stability of construction with all the new modern improvements. Notable works built by Chapin in Coronado include 1015 Alameda Boulevard, 824 E Avenue, 1111 G Avenue, 1110 Loma Avenue, and 541 Ocean Boulevard. Chapin owned numerous properties in Coronado and the Mission Hills district of San Diego, making him an established businessman. He lived with his family in San Diego from 1920 until his death on December 23, 1952, at the age of 81 (CEJ 1916a; Black 1913; Ancestry 2019b).

6.2.4 Chris Augustus Cosgrove (1899-1985)

Cosgrove was born in Pawtucket, Rhode Island. He moved to Coronado in the late 1910s. He both lived and worked in Coronado as a builder of primarily Spanish Colonial Revival style single-family houses during the 1920s and 1930s. Cosgrove experimented with his buildings’ massing, configuration, and details. Most residences featured a prominent front-fixed window with decorative art glass. Notable works by Cosgrove in Coronado include 416 Ninth Street, 1027 Adella Avenue, 848 D Avenue, 900 E Avenue, 1504 Glorietta Boulevard, 710 J Avenue, and 465 Palm Avenue. By 1940, Cosgrove had relocated his office to San Diego. He became known for more Mid-Century Modern-style buildings. He designed buildings in Rolando Village, College Area, and Point Loma under his firm’s name the Chris Cosgrove Construction Company (CEJ 1930; HPPS 2017).

6.2.5 Dennstedt Building Company (1926-1988)

The Dennstedt Building Company was an influential construction firm in the City and County of San Diego, including Coronado, from the 1920s through to the 1940s. As a family-run firm, they specialized in single-family residences, commercial properties, and multi-family apartments. The company began as a real estate firm in Iowa and Canada until a market collapse in 1923. In 1924, the Dennstedt family moved to thriving San Diego and applied their residential design and construction skills as the San Diego-based Dennstedt Building Company. The original company focused on high-end custom homes in San Diego between 1926 and 1933. Their offices were located at 3761 Fifth Avenue (SDU 1928a). In 1928, the company was comprised of brothers Albert Lorenzo, Edward W., and Chester Albert Dennstedt, who practiced under their initials A.L., C.A., and A.E. By 1933, only two of the brothers remained with the company, A.L. and A.E. Dennstedt. They continued working in the custom housing industry, offering in-house design, construction of structures designed by other architects, lot sales, and financing. The firm’s architectural styles have been described as Spanish Eclectic, Mexican Hacienda, Tudor, English Monterey, and Ranch. They were constructed in a range of San Diego communities including North Park, Talmadge, Kensington, La Jolla, Point Loma, and Coronado. The company’s works in Coronado include 555 B Avenue, 511 C Avenue, 155 G Avenue, 848 J Avenue, and 505 Pomona Avenue. In addition to single-family residences, the brothers worked on the Reynard Hills subdivision, where they purchased many lots, sold them to the public, and then were contracted to build the houses on the vacant lots. A.L. and another one of his brothers, Norman Dennstedt, were the leaders of the San Diego chapter of the Building Contractors Association (Feeley et al. 2011).

6.2.6 Hakes Investment Co. (1910s-1930s)

H. B. Hakes and his sons Bryant and Ledyard operated the Hakes Investment Company. H. B. Hakes underwrote the first paving bonds in Coronado, which allowed for the paving of multiple streets including A, B, and C Avenues, and First Street. The Hakes Investment Company developed numerous homes in Coronado, primarily from the 1910s through the 1930s. The homes were small and in a variety of styles including Craftsman, Spanish Colonial Revival, and Tudor Revival. Notable works by the company in Coronado include 927 D Avenue, 465 G Avenue, 471 G Avenue, and 706 Glorietta Avenue (HPPS 2014).

6.2.7 Carl Emil Johnson (1888-1960)

Carl Emil Johnson was born in Sweden in 1888. Johnson was first documented as living in Coronado as early as 1910, listed in City Directories as a chauffeur for a family living on Ocean Boulevard. He continued to change jobs throughout the next decade, including being a member for the Coronado Fire Department in 1914 and operating the Central Garage on Orange Avenue in 1916. In 1920, Johnson was listed as residing in the carriage house of 723 A Avenue, the estate of General Marshall O. Terry, for whom he was employed as a chauffeur during that time. During the 1920s, Johnson took out advertisements in Coronado newspapers as a general contractor working out of his home on 651 G Avenue. His works during this period are largely unknown. According to City building permits, Johnson's first known construction job in Coronado was as contractor for a new house for General Terry at 711 A Avenue in 1927. He continued to work as a contractor in Coronado throughout the 1930s and 1940s and is known to have worked for well-known contractor Walter Vestal. The majority of Johnson's contracting work was on existing homes, either repairing, altering, or adding additions to pre-existing structures. Johnson died in August 1960 at the age of 72 after being a resident of Coronado for 56 years (CEJ 1914, 1916, 1924, 1960a; City of Coronado 2019; U.S. Census 1940a; HPPS 2017).

6.2.8 Alfred Laing (1881-1968)

Laing was born in England in 1881 and immigrated to Coronado with his wife Elizabeth in 1920. Laing began working as a building contractor and constructed multiple homes with many well-known architects in Coronado, including Richard Requa and Herbert Louis Jackson. Notable works built by Laing in Coronado include 300 Ninth Street, 323 J Avenue, and 1010 Olive Avenue. At the start of World War II, Laing relocated to San Diego and worked at the shipyards, retiring in the 1960s from construction. He then became involved in local civic organizations including serving as a consulting engineer with Coronado, charter member and president of the Coronado Rotary Club, a charter member of the Chamber of Commerce, and a charter member of the Toastmaster's Club of Coronado and San Diego. Additionally, Laing was a member of the Stamp Collector's Association and the Philharmonic Association and a past patron of the Order of the Eastern Star, No. 332 and the Coronado Hospital Association (CEJ 1968; HPPS 2015a).

6.2.9 Walter Vestal (1906-1977)

Walter Andrew Vestal was born on May 22, 1906, in Kansas City, Kansas. Sometime between 1920 and 1923, Vestal moved to Denver, Colorado, where he married Leona Jane Cole. They had a son, Earl Leigh Vestal, in 1926. The family moved to San Diego in 1927, and the following year Leona gave birth to their daughter, Ruby Evelyn Vestal. By 1930, Walter and Leona were divorced; she moved to Los Angeles and he remained in San Diego. Walter later married Gloria S. Ward. In 1939, Gloria gave birth to their daughter, Lavonne Lucille Vestal. Vestal lived in

Coronado for 51 years, during which time he served on the Coronado City Council for 11 years and was elected Mayor of Coronado twice: 1954-1956 and 1964-1966. He then served on the Unified Port District Commission for 10 years, including two terms as board chairman. He was also an advocate for the San Diego-Coronado Bay Bridge and helped establish the Coronado Golf Course. Walter Vestal began constructing buildings shortly after he arrived in Coronado. A general contractor/builder, he worked with several architects, including Cliff May, Paul Hathaway, and Loch Crane, and landscape designers, including Kate Sessions and Frank Koge, while at other times he served as builder/designer for his projects. His work ranged from single- and multiple-family residences to commercial buildings, which were designed in a variety of architectural styles, including Spanish Colonial Revival, Georgian Revival, Minimal Traditional, and Contemporary. Notable works built by Vestal in Coronado include 819 First Street, 721-727 D Avenue, 848 D Avenue, 770 F Avenue, 160 G Avenue, 749-763 G Avenue, and 535 Margarita Avenue. Walter Vestal died May 9, 1977, in his home at 570 C Avenue (CEJ 1939, 1940a; CEJ 1964c, 1967a; SDU 1977; City of Coronado 2014; CHA 2016; Ancestry.com 2019).

6.2.10 John Clement Washington (1901-1985)

John Clement Washington was born on April 1, 1901 in Washington D.C. His father, Thomas Washington was a naval officer married to Genevieve Clement. John Washington attended Cornell University and graduated in 1923 with a degree in engineering. In 1930, Washington was living in Berkeley, California and working as a mechanical engineer. By 1935, he had moved to Coronado with his wife Alice and shifted to working as a building contractor in both Coronado and San Diego. Works by Washington in Coronado include 330 B Avenue, 161 H Avenue, 760 I Avenue, 220 J Avenue, 722 Tolita Avenue, and 1715 Visalia Row. He and his wife lived in several properties on Coronado including 1331 Fourth Street and 1725 Monterey Avenue, eventually building a home for himself at 1715 Visalia Row in 1938. Washington had a brief business partnership with local architect Paul Hathaway under the name the Hathaway-Washington Company between 1936 and 1937. Washington's Visalia Row home was the subject of a 1941 *Sunset Magazine* article, which described the home as a model for builders on the west coast and included three photos and a drawing of the design (CC 1941b). By 1945, the Washingtons had relocated to 511 D Avenue in Coronado and only one year later moved to 830 Margarita Avenue. While living in Coronado, Washington was active in the Coronado Yacht Club and served as the Vice Commodore. He primarily designed and constructed single-family houses in a variety of architectural styles described at the time as Spanish Revival, French Eclectic, Minimal Traditional, and Ranch style. He also built the post office in 1946. Washington died on January 28, 1985 in San Diego (Ancestry 2019; City of Coronado 2019).

6.2.11 Frederick Churchill Winchester (1871-1924)

Frederick Churchill Winchester, otherwise known as F.C. Winchester, was born in Saint Louis, Missouri on March 6, 1871. On April 30, 1901, Winchester married Mary Tyler Hill in Louisville, Kentucky. Soon after, Winchester and his father, Charles J. Winchester, started a successful South American coffee import business based out of Chicago and New York. In 1908, Frederick, along with his wife and parents, moved to Coronado. Only one year after moving to Coronado, an announcement was made of the formation of a new firm of builders and contractors known as the Winchester-Kettner Building Company. F.C. Winchester's partner in the venture was William Kettner, a well-known insurance and real estate investor in San Diego who later became a four-term Congressman for California's 11th district. The Winchester-Kettner Building Company worked on all classes of buildings, but primarily focused on cottages, bungalows, and residences. Between 1909 and 1911, Winchester began buying plots of land on Coronado and developing single-family houses, primarily on either side of B and C Avenues between Seventh and Eighth Streets. Notable residences built by Winchester in Coronado include 700, 726, 738, 744, and 754 B Avenue

and 731, 749, 763, and 765 C Avenue. Winchester frequently worked with local craftsman R.H. Reed on the construction of these buildings. During his career, F.C. Winchester constructed approximately 17 homes, the majority of which are in the Craftsman style within the 700 block of B and C Avenues. While working as a real estate developer, Winchester and his wife Mary also ran a boarding house called the Bay View Lodge, located at 1060 Adella Avenue in Coronado (CEJ 2010; SDU 1909; Ancestry 2019a; Jarmusch 2010).

F.C. Winchester's final development project in Coronado was the construction of the Winchester Block at the corner of Orange and Loma Avenues. Architect Ray Alderson designed the building under the supervision of J.E. Alcaraz. It contained seven apartments on the second floor and four storerooms on the first floor. Winchester had offices in the corner room of the first floor (CEJ 1923). The Winchester Block was Coronado's first reinforced masonry building. Winchester died on January 26, 1924, one year after the building was completed. He had been ill for four years prior to his death at age 52 (CEJ 1924a). The F.C. Winchester real estate firm continued after his death under the control of his son, C.J. Winchester (CEJ 1924b). (City of Coronado 2007).

6.2.12 Bay View Housing Corporation (circa 1943-1944)

The Bay View Housing Corporation (BVHC) was a subsidiary of S.V. Hunsaker and Associates, a construction company based out of Los Angeles. In August 1943, the company announced the construction of 85 permanent residential units in Coronado, including 37 single-family houses and 48 units across 12 apartment buildings. The development was built by BVHC while under FHA control and supervision with the financing controlled by the San Diego Federal Savings and Loan Association. Then vice president and general manager of the BVHC, T.A. Newcomb stated that a variety of exterior treatments were to be used for the single-family residences to eliminate the appearance of a tract development. This included three different exteriors and two different roof types, all frame construction with shingled exteriors. The single-family residences were designed by architect Clarence N. Aldrich in the Minimal Traditional architectural style in the block between Third and Fourth Streets on I Avenue. The intention of the residences was to house families of civilian employees at North Island. BVHC's 85-unit development constructed between 1943 and 1944 is the only known development built by the company in Coronado (CEJ 1943b; SDU 1943).

6.2.13 Castle Homes (circa 1960-1970)

Castle Homes was a general contracting firm started by John E. Morris in the early 1960s. The company had its offices at 1126 Orange Avenue and specialized in constructing both single-family residences and apartment buildings in Coronado. Castle Homes built residences using popular 1960s architectural styles including Contemporary, Ranch, Mid-Century Modern, and New Formalism as well as several period revival architectural styles including Spanish Colonial Revival and Colonial Revival. The company's most publicized building in Coronado was 1010 A Avenue, the Ten-Ten-Ay Apartments, constructed in 1962 for Mr. and Mrs. Frank Dickson. The luxury apartments had a large totem pole at the entrance that was hand-carved in Koksilah, Vancouver Island, Canada (CEJ 1962). In 1965, the company constructed a 16-unit apartment building at 929 E Avenue for owner Jack Lewis. The building used the latest method of soundproofing including triple walls between units, Elastazel floors in the upper units, and the ceilings of all lower units suspended on spring clips. The company continued to construct residential buildings into the late 1960s (CEJ 1962; 1964b).

6.2.14 Coronado Cay Company (mid 1960s-1990s)

The Coronado Cay Company was formed in the mid-1960s by the Atlantic-Richfield Corporation and Cedric E. Sanders. In November 1967, the company filed for a Special Use Permit to develop a planned community in the area then known as Rancho Carrillo, later known as the Coronado Cays. By May 1968, the company had officially purchased from the City 240-acres of land for \$4.2 million. The planned community was to include 1,500 homes, marinas, parks, and a shopping center costing approximately \$100 million when completed. Prior to the construction of the community, dredging was required to create manmade islands part of the community was to be constructed on. The company initially built 957 homes and 126 more were constructed in the 1980s. The homes and property were estimated to be worth around \$400 million in 1968. In 1971, Sanders' interest in the Coronado Cays Company was bought by the Signal Landmarks, Inc., a division of the Signal Companies. The company continued to operate under the same name into the 1990s with the construction of more residences in ten villages, construction of the Loews Hotel in 1991, and the expansion of the Coronado Cays Yacht Club in 1994 (Coronado Cays HOA; CEJ 1967c, 1971, 1988).

6.2.15 Coronado Investment Company (1943-1948)

The Coronado Investment Company of San Diego developed houses and apartment buildings in Coronado primarily between 1943 and 1948. The company appears to have developed buildings of two property types in Coronado: single-family houses and fourplex apartment buildings. Their first large-scale residential construction project in 1943 called for the development of 87 units on scattered residential lots throughout Coronado (CEJ 1943d). The Coronado Investment Company had already completed large-scale development projects in other communities in San Diego County by this time. By 1944 the company had offices in Coronado at Fourth Street and A Avenue.

In 1944, the company applied for permits for 39 single-family houses and one four-unit apartment building. The single-family houses were located on Pomona, Guadalupe, A, C, D, E, I, and J Avenues. All were available for purchase under F.H.A. terms and sold for \$5,600 to \$6,000 after completion. The single-family houses completed by the company followed standardized plans with two bedrooms and could be completely constructed in 60 to 90 days. The buyers were anticipated to be people who worked in defense manufacturing. The preference for all residential construction during World War II was given to war workers. In applying for permits, the company spokesman noted that the homes would still be "a permanent asset to the community." (CEJ 1944a)

The company was not especially active in the construction of residences in Coronado following the war, though they maintained a presence in the community through the 1960s. In 1964 the head of the company was Joseph A. Overton (CEJ 1964b). Overton moved to Coronado in 1955. Though his tenure at the company was not distinguished by real estate development, he was an active member of the community who ran for city council (CEJ 1958).

6.2.16 Diamond Construction Co. (1929- circa 1960s)

Diamond Construction Company was a San Diego-based family contracting business that built five-unit apartment houses and single-family houses in Coronado. Norval Diamond served as the head of the company from 1929 until 1959. Mr. Diamond, a native of Chicago, founded the company after graduating with a degree in architectural engineering from the University of Southern California in 1929 (SDU 1989).

The company first appeared in Coronado in 1949, filing a permit for the construction of a five-unit apartment house at 440-448 Orange Avenue for E. F. Fricke (CEJ 1949a). Later that year, the company built another five-unit apartment house at 971-979 D Avenue for Mr. and Mrs. Thomas Levin (CEJ 1949b). The apartment house on D Avenue was later renamed the Alden. All units were one-bedroom apartments (CEJ 1949d).

In the 1950s, Diamond Construction Company focused on the construction of frame and stucco single-family houses. At first, these houses were commissioned individually by property owners around Coronado. A house at 960 A Avenue was built for William Paulson and a house at 856 E Avenue was built for John P. Ryan (CEJ 1951b; CEJ 1951b). By 1952, Diamond Construction Company appears to have started using standardized plans, offering buyers the opportunity to “Build a Bargain Beauty.” Prospective homeowners could visit the company’s offices at 2003 Moore Street in San Diego to choose their own colors and finishes for a two- or three-bedroom house with a two-car garage (CEJ 1952b).

In 1956, Diamond Construction Company purchased 27 lots from the San Diego and Eastern Railway comprising portions of Blocks 146 and 149 with lots facing Second Street, Third Street, Glorietta Place, Pomona Avenue, and A Avenue. At the time, the lots were irregular and A Avenue was not completely paved (CEJ 1956b). Eventually, 28 lots were divided from the purchase. Larger houses were constructed in a Modern Ranch style with an L-shaped plan, hipped roof with a wide overhang, stucco cladding, and attached garage (CEJ 1956b). Modest two-bedroom houses had simple a front gable roof and single car attached garage. Advertisements continued to describe buildings as “Diamond Construction company built” for existing home sales through the 1960s, indicating the builder had a notable reputation for quality construction (CEJ 1964a).

6.2.17 Oscar W. Dorman (1870-1928)

Oscar W. Dorman or O.W. Dorman was born in April 1873 in Connecticut. He moved to San Diego in the 1890s and was recorded living with his sister Grace at 2357 E Street in 1900 (U.S. Census 1900). His occupation at the time was listed as truckman. Dorman most frequently listed his occupation as a lumberyard salesman, but voter registration records also list him as a contractor or builder (U.S. Census 1910a; U.S. Census 1920a). He lived at many locations across San Diego, including, 765 Kearney Avenue, 1875 Main Street, 935 ½ Olive Street, and 930 G Avenue. Dorman married his Logan Heights neighbor, Jennie Robertson, in 1907 (SDU 1907). He appears to have become active in real estate transactions in 1911 (SDU 1911a). He purchased lots in the Reed & Hubbell’s addition area of San Diego and filed a building permit for a cottage on Main Street between 28th and 29th streets. His first sale in Coronado was of two lots in block 91 to Eva Proctor Park in 1919 (SDU 1919b). Dorman was an active builder of single-family houses on Coronado’s South Island during the 1920s. The buildings were primarily in period revival styles popular during the time, including Spanish Colonial Revival, Tudor Revival, and English Cottage or Storybook styles. Houses in Coronado that were built by Dorman include: 1024 Encino Row, 757 Alameda Boulevard, 605 10th Street, 526 A Avenue, 1013 Adella Avenue, 1115 Loma Avenue, 1030-1032 Olive Avenue, 566 B Avenue, and 940 Glorietta Boulevard. Dorman died on February 24, 1928, at his home located at 930 G Avenue (SDU 1928b).

6.2.18 Louis R. Dilley (1884-1941)

Louis Romaina Dilley was born in Michigan in 1884. Dilley was an active contractor in the San Diego area during the 1910s and 1920s. He resided in San Diego on 6th Avenue with his wife Muriel and son Elden in 1910. At that time, he was a carpenter (U.S. Census 1910b). He quickly transitioned from small additions on existing homes to

constructing single-family houses (SDU 1910b; SDU 1911b). His business appears to have thrived in the 1910s and he was issued multiple permits for single-family houses throughout the decade. By the late 1910s, he resided in Coronado with Muriel and their two sons at 854 A Avenue and, later, 624 9th Street in Coronado. He continued to work as a contractor (Ancestry 2005; U.S. Census 1920b). Dilley began purchasing and developing multiple lots in Coronado and other parts of San Diego in the 1910s. He purchased four lots in Coronado at the northeast corner of Tenth Street and F Avenue and traveled to Los Angeles to study “colonial bungalows” with the intention of developing similar buildings on his properties in Coronado (SDU 1919a). His projects were not limited to residential buildings. He was the contractor for a new Coronado High School building completed in 1922 (SDU 1922). A photograph of the Dilleys’ early 1920s home in Coronado (address unknown) was featured in a profile of “attractive, comfortable, modern homes” profiled to highlight good design choices promoted by Coronado’s planning commission (SDU 1921). Buildings attributed to Dilley reflect a variety of styles popular for residential and institutional buildings of the 1910s and 1920s: Craftsman, Spanish Colonial Revival, Spanish Eclectic, and Tudor Revival. He worked with master architects of the era as well, executing designs by architects Irving Gill, William Sterling Hebbard, and Richard Requa. Notable houses with Dilley listed as the builder include: 848 Glorietta Boulevard, 1022 Adella Avenue, 1027 Adella Avenue, 875 Alameda Boulevard, and 476 A Avenue. By 1930, Dilley and his family had moved to Los Angeles (U.S. Census 1930a). He continued to work as a carpenter and contractor through the 1930s and 1940s (U.S. Census 1940b). He died in Los Angeles in 1941 (Ancestry 2020b).

6.2.19 Harry S. Gibbs (Unknown)

Harry S. Gibbs worked as a real estate developer and contractor in Coronado in the 1950s. In 1955, Gibbs subdivided the City’s 23-acre Country Club Estates Annex bounded by Alameda Boulevard, Marina Avenue, and Ocean Boulevard. The new Country Club Estates Annex was on the site of the North Island Golf Course in the western section of the City, and included Acacia Way, Balboa Avenue, Cabrillo Avenue, Coronado Avenue, Carob Way, and Country Club Lane. Gibbs constructed single-family residences primarily using the Ranch and Contemporary architectural styles starting with 21 lots and expanding to over 100 by the 1960s (CEJ 1955).

6.2.20 Maurice. R. McColley (1908-2002)

Maurice R. McColley was a contractor who worked in Coronado during the 1940s and 1950s, primarily as a builder with the Mobilhomes Corporation in the early 1950s (CEJ 1949c). He was born in Oregon and grew up in Santa Rosa, California (U.S. Census 1920c). His stepfather Benjamin Lloyd was a realtor. By 1930, McColley was working as a carpenter in Santa Rosa (U.S. Census 1930b). McColley appears to have lived in Seattle and Utah during the mid-1930s before settling in Los Angeles in 1940. He continued to work as a contractor in Los Angeles (U.S. Census 1940c). McColley and his first wife Alma moved to Coronado with their twin daughters Marion and Maurine in 1944. In Coronado, McColley was a contractor with Hodges & Karn. He purchased a lot on J Avenue and began building a house (CEJ 1944d). The kitchen of the house at 624 J Avenue was later featured in *Sunset Magazine* as an example of modern convenience with old-fashioned charm (CEJ 1948a). By the late 1940s, McColley established his own business as a general contractor in Coronado. In 1948, he began construction on a warehouse designed by Benson Eshenbach. Located at 140 B Avenue, the building featured storage and a woodshop (Ancestry 2011; CEJ 1948b). Few residential buildings of note were designed by McColley. In 1950, his company erected multiple Mobilhomes, which were prefabricated at a factory in San Diego and shipped to Coronado for installation on site. Mobilhomes installed by McColley include 872 G Avenue, 1324 Ninth Street, and 1316 Ninth Street. Little information could be found about his presence in Coronado after 1950. He died in San Diego in 2002 (Ancestry 2014).

6.2.21 Mobilhomes Corporation

Mobilhomes Corporation was a national company that erected prefabricated single-family houses. It was founded as a subsidiary of the Currier Lumber Company of Michigan. Mobilhomes Corporation was created in 1941 to engage in general building and contracting using Currier Lumber Company products. The Mobilhomes Corporation had factories across the United States, applying an assembly line approach to house construction. Ten houses were constructed simultaneously along assembly lines, with one house completed each day. The houses erected by the company in Coronado were assembled in the company's San Diego factory. Other factories were located in Bakersfield, Sacramento, San Jose, Fresno, Oxnard, Phoenix, Amarillo, Reno, Milwaukee, and Chicago (CEJ 1949c).

There was considerable antagonism in Coronado towards the idea of a prefabricated house and the company frequently highlighted its architect, Richard George Wheeler, AIA, and company goal to "...enhance the areas we build in" (CEJ 1951d). Initially, the residences were modest in size with square or rectangular plans and side-gable or hipped roofs. Initially, the company's houses in Coronado were infill construction on scattered lots and modest in scale. Later Mobilhomes had designs that reflected the popular Ranch-style and sprawling forms of the mid-1950s.

In 1953, the Mobilhomes Corporation purchased 216 lots in a development known as Country Club Estates Annex. The ten million dollar development was one of the last opportunities available for large-scale residential development in Coronado. All homes were restricted to Traditional Ranch styles with L-shaped buildings featuring diamond pane windows, board-and-batten siding over masonry bulkhead. Local builder M.R. McColley and real estate agents Bill Beetles and Ken Glazebrook were employed to promote the development (CEJ 1953a; CEJ 1953c). Richard George Wheeler continued to develop the architectural plans for the pre-fabricated designs houses of Country Club Estates Annex, incorporating Mid-Century Modern Post and Beam residences with more Traditional Ranch styles.

The Mobilhomes Corporation did not pursue other large developments in Coronado, though they continued to operate the San Diego plant located at 2750 Frontier Street. The company eventually grew to 14 building plants across the nation and expanded to construct office buildings before dissolving (CEJ 1953b).

6.2.22 Palmer-Bilt Homes Company (circa 1940-1959)

The Palmer-Bilt Homes Company was also known as the Palmer-Built Home Company and constructed developments of single-family residences in cities throughout Southern California, including Coronado, San Diego, and the Wilmington neighborhood of Los Angeles. Builders Alden C. Palmer and Alex Oser started the company in the early 1940s. In 1943, the company began buying vacant lots in the Crown Point area of San Diego and building groups of small residences. The residences were made available to qualified families under secure FHA-insured home loans. By February 1944, it was reported that the company had completed 169 homes in Crown Point, strategically located within eight minutes of the Consolidated Aircraft plants. By 1945, the company had built over 300 homes in Crown Point alone (Webster 2017).

The company began constructing single-family houses in Coronado in 1944. Similar to Crown Point, the homes were intended to be rented or sold to families that met the requirements of the federal government for FHA loans. Permits were granted for the development of five and one-half non-adjacent city blocks, predominantly in the western section of Coronado along D, E, G, H, I, and J Avenues close to NAS North Island's main entry gate at the corner of Alameda Boulevard and Third Street (Carlin and Brandes 1998). The five and one-half blocks were developed with 154 single-family houses with standardized design and planning features.

Palmer-Bilt Homes were typically 1,000 square feet in size. The interiors were designed with three bedrooms and one bathroom surrounding a central utility closet that held the home's furnace and water heater. The living room had a fireplace. Exteriors were clad in stucco with a composition shingle roof and a square interior chimney.

Blocks developed by Palmer-Bilt displayed similar setbacks, a curved pedestrian walkway, side-gable or hipped roofs, and a detached garage accessed from a shared alley. In 1944, the 154 single-family house project cost a total of \$616,000, with an average building cost of \$4,000 per house (CEJ 1944b). The company continued to build residential blocks throughout the 1940s into the 1950s, repeating the same three-bedroom, one-bathroom design. The company gained a reputation for constructing residences that were simple and quick to construct with uniformity in style, massing, and planning throughout Southern California (Carlin and Brandes 1998).

6.2.23 Andrew Watson Woods (1885-1968)

Andrew Watson Woods was born in Sewickley, Pennsylvania on October 13, 1885. In 1891, Woods' family moved from Pennsylvania to San Diego. Woods married Adelle Helen Patten in Coronado in 1907 and the two moved to 240-acres in Holtville, California in Imperial County north of Mexicali. In 1908, they returned to San Diego after subdividing and selling their land for a profit. Adelle and Andrew Woods were involved in real estate development projects throughout San Diego, including Coronado, Normal Heights, Mission Hills, La Jolla, and Ocean Beach. Woods worked with several well-known contractors including M. Chapin, Davis Bros., and G.A. Hidden. Woods was highly prolific in Coronado between 1912 and 1914 building primarily Craftsman and Craftsman Bungalow single-family residences. In 1913, he formed an investor/builder business partnership with G.F. Beed which continued into 1915 until Beed's death. Over the span of eight years, Woods claimed to have built two hundred homes in Coronado, Mission Hills, and La Jolla. Notable works of Woods' in Coronado include 808 Third Street, 812 Third Street, 826 Tolita Avenue, 834 Tolita Avenue, 476 C Avenue, 550 A Avenue, 1100 Isabella Avenue, and 601 Fourth Street. The 1913 A.W. Woods house located at 1917 Soledad Avenue, La Jolla, was listed as a San Diego Historical Landmark in 2002 for embodying distinctive characteristics of the Craftsman architectural style. By the 1920s, Woods left real estate and became a manager of the Federal Truck Company in El Centro until World War II. During this time, Woods and his family moved back and forth from San Diego to Los Angeles before returning to San Diego in 1933. He became a Chevrolet dealer in National City and the General Motors Truck Distributor for San Diego County in 1938. By 1950 he had retired. He died in 1968 at the age of 82 (HPPS 2015b; Crawford and Moomjian 2001).

6.3 Artisans and Craftsmen

6.3.1 Alfredo Ramos Martínez (1871 - 1946)

Alfredo Ramos Martínez was born in Monterey, Nuevo León, Mexico in 1871. At the age of fourteen he won first prize at an art exhibition in San Antonio, Texas for his portrait of the governor of the state of Nuevo León. The prize came with a scholarship to the Academia Nacional de Bellas Artes in Mexico City, where he studied for eight years. Martínez did not like the rigid academic classes and frequently skipped class at the academy. In 1899, he met Phoebe Apperson Hearst, newspaper publisher William Randolph Hearst's mother, who was impressed by his art and offered to pay him a monthly stipend to study in Paris. Martínez spent six years in Europe and in 1906 received a Salon d'Automne award for his landscape painting of women. That same year, Hearst withdrew her monthly stipend to Martínez believing that he could live off his own works. He returned to Mexico by 1909, on the eve of the revolution, and began working as Assistant Director of the Escuela Nacional de Bellas Artes. In 1913, during years of political turmoil, he opened the Open Air School of Painting in Mexico City, which expanded into a number of

other Mexican cities. Martínez continued to find success and was asked by Mexico's President Calles to organize an exhibition of Mexican artists that would tour Europe and Los Angeles. In 1928 he married María Sodi Romero and a year later, their daughter María was born. María was born with a congenital bone disease causing the family to leave Mexico and go to Minnesota for consultations at the Mayo Clinic. In October 1929, Martínez and his family left Mexico permanently for Los Angeles. His reputation allowed him to receive work commissions quickly, including murals for boxer Jack Dempsey, a series of paintings for the Hotel-Casino Playa Ensenada, exhibits in San Diego's Fine Arts Gallery, and a feature in the California Palace of the Legion of Honor in San Francisco. Martínez's later California works included landscape murals with highly textured backgrounds, large-scale portraits of women, and the divine subjects such as goddesses. He received five mural commissions, three of which are still on public view, including two of the 1937 La Avenida Café murals in Coronado now located at the Coronado Public Library. Albert Bram hired Martínez to paint five fresco murals for the interior of his new restaurant at the corner of B and Orange Avenues. One of the murals was demolished during an early remodel and the two others were removed and sold after the restaurant closed. Martínez's two other high-profile mural commissions include the Chapel of the Santa Barbara Cemetery finished in 1934 and Margaret Fowler Frescoes, Scripps College, Claremont completed in 1945. From 1942 to 1945, he returned to Mexico City with his family to complete a series of frescoes. On November 8, 1946, Martínez suffered a heart attack and died at the age of 73 (ARM Research Project 2021; Riley 1977; Mucgnic 2000; CPL 2021).

7 Registration Requirements

The citywide survey component of the HRI was limited to identifying and recording properties eligible for designation under City of Coronado local Criterion C. These properties possess the distinctive characteristics of an architectural style and have not been substantially altered.

The properties included in the citywide survey were assessed based only on their architectural characteristics and were not evaluated with regards to the City's other designation criteria. Designation criteria not included in the potential eligibility determination is as follows: a reflection to special elements of the City's history (A), association with significant persons (B), and as a representation of the notable work of a builder, designer, architect, artisan or landscape professional (D).

Dudek developed a tier system to evaluate the potential eligibility of the properties within the City constructed before 1971. Tier 1 properties were potentially eligible for City designation under Criterion C. Tier 2 properties retain aspects of a particular architectural style, but lack the integrity or distinction for designation under Criterion C at the time of survey evaluation.

Properties identified as eligible reflect the range of styles popular from Coronado's initial development in the late 1880s through the late 1960s. The most common styles are Spanish Colonial Revival, Mediterranean Revival, Tudor Revival, and Craftsman, reflecting the volume of building that coincided with the popularity of these styles from the 1910s until World War II.

7.1 Associated Property Types

7.1.1 Residential Properties

Residential properties vary in size, scale, and style throughout Coronado. Residential properties are most often categorized as either multi-family residences or single-family residences. Single-family residences are easy to identify and do not vary in their use patterns. However, multi-family residences are more complex and present in a variety of ways in Coronado. Some of the most common examples of multi-family residences are bungalow courts, apartment buildings, and duplexes. Residential properties are located throughout Coronado and make up the majority of the built environment. Several sections of Coronado exclude residential properties including Orange Avenue south of Sixth Street and north of Second Street, the civic center on Silver Strand Highway, the intersection of Palm and Olive Avenue, and the Hotel del Coronado property. Minimum lot sizes range from 3,500 square feet to 7,500 square feet with the larger lots located along the edge of Coronado's boundaries. Architectural styles range from Italianate to Contemporary with a high quantity of Spanish Colonial Revival, Tudor Revival, and Craftsman-style residences. The majority of Coronado's residential blocks display a uniform setback, which ranges in size depending on the residential block's location.

7.1.1.1 Special Considerations in Recording Residential Properties

There were also numerous examples of Accessory Dwelling Units identified during the survey, single-family residences with these units to the rear of the main house are still classified as single-family residences for the purposes of the survey. Alley houses located on roads such as Olive Lane, Adella Lane, and Escondido Lane were

recorded as a separate property when they could be identified with an individual Assessor's Parcel Number (APN), address, and owner. Residential properties were also recorded as one property, even if multiple buildings were present at the site. For example, a single-family residence with a shed and garage on the same parcel were all recorded as one residential property. Similarly, a bungalow court with multiple units and a rental office were all recorded as one residential property.

7.1.2 Commercial Properties

Commercial properties also vary throughout Coronado. The most common commercial building form is one to three stories in height, shares a common wall, and is the dominant building on the parcel. Commercial uses were primarily concentrated along Orange Avenue, south of Eighth Street from the Ferry Landing to the Hotel del Coronado. After 2003, commercial development became more restricted with the establishment of the Orange Avenue Corridor Specific Plan (OACSP), which split the City's commercial properties into two distinct zones. These included the Downtown area south of Eighth Street distinguished by dense retail storefronts and the Uptown area at the northern end of Orange Avenue anchored by restaurants and mixed-use properties. Other commercial properties on Orange Avenue include retail shops, restaurants, motels, offices, and personal and business services. Architectural styles range from Neo-Classical to Art Deco in the Downtown commercial area and Brick Commercial to Spanish Colonial Revival in the Uptown commercial area. The majority of the commercial buildings not located on Orange Avenue were hotels, motels, or lodges that reflected the residential properties surrounding them in architectural style, massing, and setback. Generally, commercial properties off of Orange Avenue are not as dense and do not share a common wall. Their architectural styles display those frequently associated with residential properties including Spanish Colonial Revival and Craftsman.

7.1.3 Civic and Institutional Properties

Institutional properties include any building where a public or civic function is performed. While usually city- or publicly owned, they usually have a public use and provide large, accessible spaces for people to congregate. In Coronado, these may include libraries, hospitals, city government buildings, schools, religious buildings, community centers, public auditoriums, and utilities. Institutional property buildings are typically larger in scale, architect-designed, and more ornate than other property types. They are usually associated with the City or other government entity (such as the United States Postal Service) or are associated with a particular group or organization. Another important institutional property type seen in Coronado is religious buildings. Buildings from this category are present in a variety of sizes, scales, and styles throughout Coronado. The buildings range in style from Queen Anne to Contemporary and were constructed at various points during Coronado's history.

7.1.4 Transportation Properties

Transportation properties according to National Register Bulletin No. 16A How to Complete the National Register Registration Form include properties rail-related, air-related, water-related, road-related (vehicular), and pedestrian-related (NPS 1977a). Properties of this type include streetcar lines, train depots, airports, canals, wharves, highways, bridges, parking garages, and boardwalks. Transportation properties in Coronado have largely changed over time and have been removed or relocated based on efficacy. Properties that would have been recorded under this type include the removed Orange Avenue streetcar system, railroad tracks connecting Coronado to San Diego, and the Tent City boardwalk. Transportation properties were rare among the recorded resources for this citywide survey, because many automotive-related properties are covered under commercial (e.g., gas stations, automotive stores, roadside motels).

7.1.5 Recreational Properties

Recreational properties are used for the purpose of recreation, for example, sports fields, playgrounds, gymnasiums, playgrounds, public parks, beaches, and green spaces. In Coronado, recreational properties include neighborhood parks, community parks and recreation centers, and golf courses. The majority of Coronado's recreation land use presents as open space parks such as Spreckels Park, Coronado Tidelands Park, and Centennial Park, which display small auxiliary structures that act as support structures such as restrooms, playgrounds, and surface parking lots. Buildings and structures associated with this type of recreational property include recreation centers, playgrounds, benches, tennis courts, swimming pools, skateparks, and recreation fields. Buildings of this type include Modern architectural styles.

7.2 Eligibility Standards

In order to be eligible in the area of architecture under local Criterion C, a property must possess distinctive characteristics of an architectural style and not be substantially altered. Possessing distinctive characteristics of an architectural style means that the property reflects a high number of character-defining features of an important architectural style such that it is a true representation of the style, set apart as achieving a high level of design and craftsmanship. It is not enough to display the simple form, massing, and materials of an architectural style. Rather, there needs to be a series of architectural features that sets the property apart from the common representation of that architectural style. An eligible resource must be an important reflection of the architectural development of Coronado. Additionally, the property should retain the essential aspects of integrity with minimal alterations. The extent of alterations considered “minimal” are described under 2.4.1 Tier 1 Properties.

To be eligible under local Criterion C, an individual property or district should:

- Possess distinctive characteristics of an architectural style
- Not been substantially altered

7.3 Integrity Considerations

Integrity is the ability of a property to convey its significance. To be listed on the City of Coronado Register of Designated Historic Resources, a property must not only be shown to be significant under at least two of the City's designation criteria, but it also must have integrity. Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the City Criteria recognize seven aspects or qualities that define integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. In order to retain historic integrity, a property will always possess several, and usually most, of the aspects.

- For architectural significance, integrity is based on the period during which property was initially designed and constructed
- If a resource is a rare surviving example of its type, a greater degree of alterations may be acceptable
- Should retain integrity of location, design, setting, materials, workmanship, feeling, and association
 - Location: A property should be in the physical location where it was originally was constructed; however, a building or structure may have been removed from its original location if it primarily significant for architectural value.

- **Design:** The essential elements of form, plan, structure, and style must be intact.
- **Setting:** Immediate setting within the property boundaries and relationship between indoor/outdoor space should remain intact; surrounding setting may have changed due to ongoing development.
- **Materials:** The physical elements that comprised the property during its period of significance must be intact.
- **Workmanship:** The evidence of the craftsmanship applied in the construction of the property must be intact.
- **Feeling:** The property should reflect the aesthetic or historic sense of its period of significance.
- **Association:** The property must reflect the style for which it is significant.

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8 Findings and Recommendations

8.1 Summary of Survey Findings

Dudek completed a reconnaissance-level survey of over 2,000 properties within the City of Coronado constructed before 1971. The historical significance and integrity of properties within the survey area was evaluated in consideration of City designation Criterion C. All surveyed resources were assigned a Tier number, unless they were demolished or not visible from the public right-of-way. As stated in Section 2.4, the Tier assignments indicate a property's ability to convey local significance for its architectural style. See Appendix B, Survey Findings Maps and Appendix C, Survey Findings Matrix for all citywide survey findings. A summary of these findings is provided below:

- **Tier 1 Properties:** 201 properties are recommended for Tier 1 status based on their architectural distinctiveness and lack of substantial alterations. While these properties appear to be eligible for designation from the standpoint of architecture, the City requires that two criteria be met for designation. Therefore, any Tier 1 properties would require additional research prior to designation. Tier 1 properties are shown as blue on the maps in Appendix B. DPR forms for all Tier 1 properties are included in Appendix D.
- **Tier 2 Properties:** 145 properties are recommended for Tier 2 based on architectural distinctiveness. Properties recommended as Tier 2 failed to meet the integrity threshold required for Tier 1 properties. However, the alterations observed with Tier 2 properties appear to be predominately reversible. In the event that the property owner decided to pursue designation, restoration and preservation actions would be required. Once alterations are reversed, properties under Tier 2 have the potential to rise to the level of architectural significance and integrity to be classified as Tier 1 properties. Like Tier 1 properties, these properties would also require additional research prior to designation to prove significance under at least two City criteria. Tier 2 properties are shown as yellow on the maps in Appendix B.
- **Tier 3 Properties:** 1,698 properties are recommended for Tier 3 based on their lack of architectural distinctiveness and/or their lack of integrity. Properties recommended as Tier 3 failed to meet the integrity threshold required for Tier 1 or Tier 2 properties. Additionally, properties recommended under this Tier were found to have alterations that are not reversible or were not architecturally distinctive. Even with preservation and restoration activities, it is unlikely that these properties would be able to rise to the level of significance required for City Criterion C. These properties are shown as green on the maps in Appendix B.
- **City Historic Districts:** No areas within the City were found to have the visual cohesion to be considered as a local historic district.
- **Demolished Properties:** 121 properties were found to be demolished during the course of survey. These properties are shown as black on the maps in Appendix B and are listed as demolished in the Survey Findings Matrix in Appendix C.
- **Properties not visible from public right-of-way:** 93 properties were not visible from the public right-of-way and could not be surveyed. These properties are shown as purple on the maps in Appendix B and are listed as not visible in the Survey Findings Matrix in Appendix C.

The following properties were excluded from survey at the request of the City.

- **Previously Designated Properties:** Properties that were previously designated were not included in this survey effort at the request of the City. These properties are shown as gray with pink stars in the maps in Appendix B and shown as excluded-previously designated in the Survey Findings Matrix in Appendix C.
- **Previously Determined Non-Historic Properties:** Properties that were previously determined not eligible for designation by the City's Historic Resource Commission were not included in this survey effort at the request of the City. These properties are shown as brown in the maps in Appendix B and shown as excluded-previously determined non-historic in the Survey Findings Matrix in Appendix C.
- **Other Excluded Properties:** In addition to the previously designated properties and those determined non-historic, the following properties were also excluded from the survey effort at the request of the City. These properties are shown without a color assignment in the maps in Appendix B and shown as excluded other in the Survey Findings Matrix in Appendix C. The reasons for exclusion are as follows:
 - Constructed after 1970
 - Demolished buildings identified prior to the field survey
 - Located outside of the City's historic core (i.e., Coronado Cays)
 - Parks
 - Owned by the Military, Port of San Diego, or San Diego Gas and Electric
 - Unconfirmed dates of construction or missing building information

8.2 Recommendations

Although this document aims to be as thorough as possible, it is acknowledged that the scope of a citywide survey that is focused on architectural significance is not comprehensive and does not include in-depth research on the history of specific properties, including residents of individual properties and other influential events or associations properties may have. Therefore, Dudek recommends that all Tier 1 and Tier 2 properties be researched for significance under the remaining City criteria during a designation process for properties identified for architectural significance during the survey.

It is our understanding that the ability to identify potential historical resources is critical to the City. The historic core of Coronado represents substantial areas of the City's development. After the construction of the San Diego-Coronado Bay Bridge in 1969, the City entered into a new phase of development that affected its residential, transportation, civic, and commercial sectors. Due to the age threshold of this survey effort, the study did not identify elements of the built environment representing the post-Bay Bridge era of development and the prevalent architectural styles and property types of this era. Dudek recommends future survey efforts focus on resources constructed after 1970 that were excluded from the survey, and may be of historical interest for reflecting architectural trends or having associations with the recent past.

Completing this Historic Context Statement and HRI provides a basis for streamlining the review process as it identifies properties that may be eligible for designation upon further research. The findings of the survey have identified properties potentially eligible as historic resources that should be reviewed carefully in planning decisions. The findings of the survey should be incorporated into the City's property database so planners can easily access information about whether or not a property has been identified as a potential historical resource. This database

could also be accessible to the public and to historical societies who could assist in compiling information about potential historic properties throughout the City.

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Appendix A

Qualifications of Preparers

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Appendix B

Survey Findings Maps

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Appendix C

Survey Findings Matrix

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Appendix D

Tier 1 Property DPRS

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