

2021–2022

SCOTLANDVILLE

HISTORIC STRUCTURES SURVEY REPORT,
EAST BATON ROUGE PARISH, LOUISIANA
(FEDERAL GRANT NO.:P21AF11021 / OCD GRANT NO.:21-HP-07)



SUBMITTED TO
DIVISION OF HISTORIC PRESERVATION
P.O. BOX 44247
BATON ROUGE, LA 70804

SUBMITTED BY
COASTAL ENVIRONMENTS, INC.
1260 MAIN STREET
BATON ROUGE, LA 70802

SEPTEMBER 2022

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SEPTEMBER 2022

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Introduction

The goal of the 2021–2022 grant year was to continue the survey of the Scotlandville community to aid in completing a Multiple Property Documentation Form (MPDF) for Scotlandville. Based on data gathered during the 2019–2020 grant year, the current fieldwork focused on completing LHRI surveys of the Southern View, Southern Gardens, Scotland Addition and Airline Terrace subdivisions (Figure 1 and Table 1). These subdivisions were chosen because of their size and because of their perceived NRHP potential based on earlier drive-throughs and historical research conducted during the 2018–2019 and 2019–2020 grant years. A total of 37 LHRI forms were completed for Southern View, 24 for Southern Gardens, 113 for Scotland Addition and 61 for Airline Terrace. In addition to the LHRI survey, a windshield survey was conducted of the remaining unsurveyed subdivisions in Scotlandville. The windshield survey included the examination of the following subdivisions: Elm Grove Garden Farms (including Walestown, Brashears Place, Elm Grove Place, Jenkins Place, Pryce Place, east Pryce Place, McBann Place, Elm Grove Garden Farms Resubdivision and Lark Place as re-subdivisions of Elm Grove Garden Farm), Roosevelt Place, the Taylor Tract, Brown, Jordan Terrace, Suburb Kelley, Walker, Hasting Heights, Woodaire, Montalbano, Park Vista and Crestworth (see Figure 1 and Table 1).

Resources encountered in these subdivisions that were related to the social, ethnic and developmental history of Scotlandville were recorded on LHRI forms as well. These resources include two churches, two schools, two representative houses from a potentially eligible subdivision and a cemetery (see Figure 1 and Table 1). A brief developmental history and summary of findings for each of the above subdivisions examined during the 2021–2022 grant

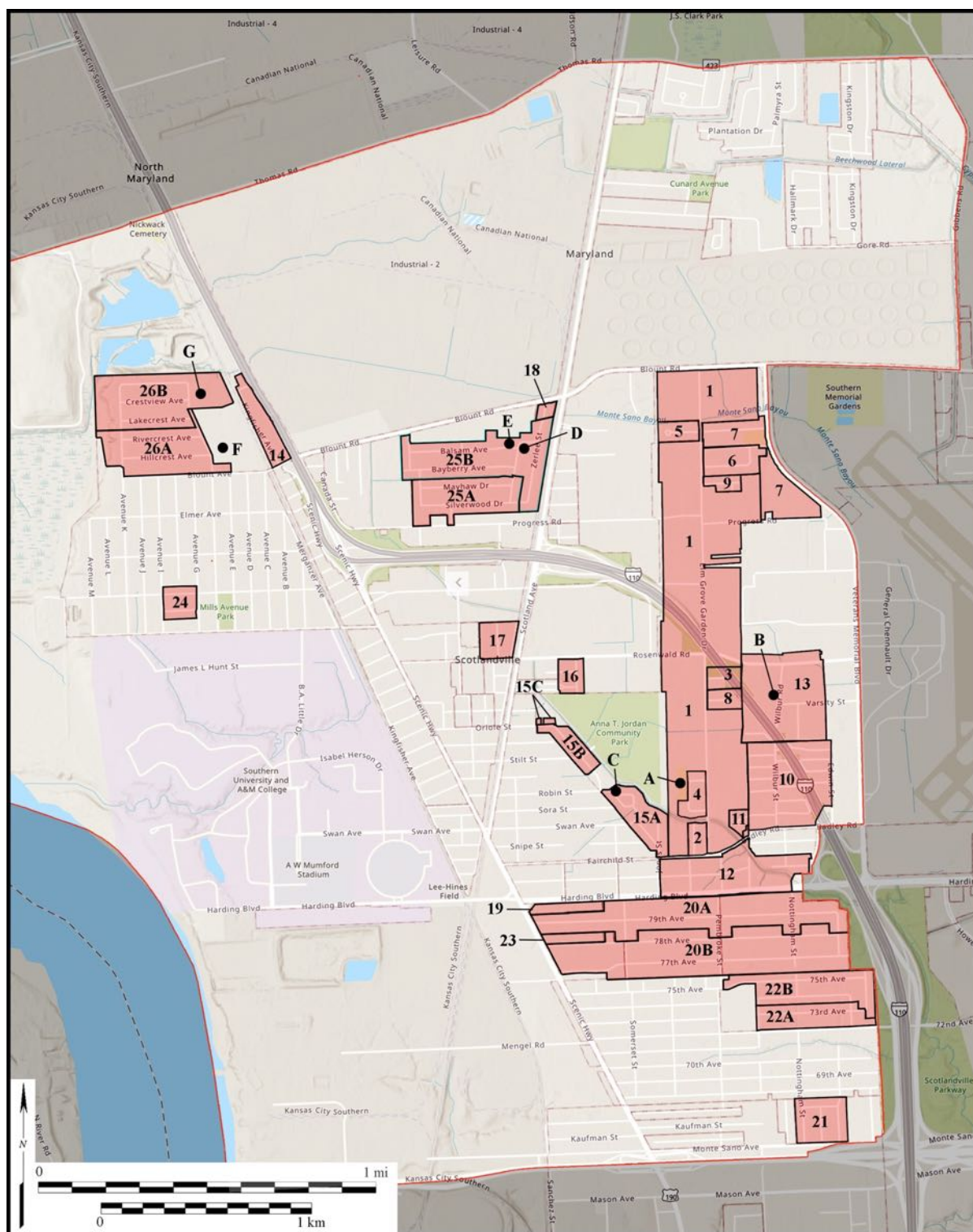


Figure 1. Subdivisions and individual properties examined during the 2021–2022 investigations (esri base map). Subdivision numbers and individual property letters are keyed to Table 1.

Table 1. Subdivisions and individual properties examined during the 2021–2022 investigations. Table is keyed to subdivisions and individual properties depicted in Figure 1. (S=Surveyed, WS=Windshield Survey).

MAP KEY	SUBDIVISION	YEAR PLATTED	SURVEY	RECOMMENDATION
1	Elm Grove Garden Farms	1917	WS	Not Eligible as a district
2	Walestown	1925	WS	Not Eligible as a district
3	Brashears Place	1948	WS	Not Eligible
4	Elm Grove Place	1954	WS	Undetermined
5	Jenkins Place	1960	WS	Not Eligible
6	Pryce Place	1960	WS	Not Eligible
7	East Pryce Place	1972	WS	Not Eligible
8	McBan Place	1971	WS	Undetermined
9	Elm Grove Garden Farms Resubdivision	1983	WS	Not Eligible
10	Scotland Addition	1922	S (2022)	Not Eligible as a district
11	Lark Place	1972	WS	Not Eligible
12	Roosevelt Place	1943	WS	Undetermined
13	Taylor Tract	1924 [1944]	WS	Undetermined
14	Brown	1943 [1946]	WS	Not Eligible
15	Jordan Terrace			
	A–First Filing	1944	WS	Undetermined
	B–Second Filing	1948	WS	Undetermined
	C–Third Filing	1950	WS	Not Eligible
16	Southern Gardens	1946	S (2022)	Not Eligible
17	Suburb Kelley	1947	WS	Not Eligible as a district
18	Walker	1950	WS	Potentially Eligible, Requires Survey
19	Hastings Heights	1951	WS	Potentially Eligible residences if combined with Southern Heights
20	Southern Heights			
	A–First Filing	1953	S (2019)	Potentially Eligible, Criterion A
	B–Second Filing	1957	S (2019)	Potentially Eligible, Criterion A
21	Airline Terrace	1955	S (2022)	Potentially Eligible, Criterion A
22	Woodaire			
	A–First Filing	1958	WS	Potentially Eligible, Requires Survey
	B–Second Filing	1959	WS	Potentially Eligible, Requires Survey
23	Montalbano	1960	WS	Undetermined
24	Southern View	1963	S (2022)	Potentially Eligible, Criterion A
25	Park Vista			
	A–First Filing	1963	WS	Potentially Eligible, Requires Survey
	B–Second Filing	1965	WS	Potentially Eligible, Requires Survey
26	Crestworth			
	A–First Filing	1968	WS	Undetermined
	B–Second Filing	1970	WS	Undetermined
MAP KEY	INDIVIDUAL PROPERTIES SURVEYED DURING WINDSHIELD SURVEY	YEAR BUILT	SURVEY	RECOMMENDATION
A	17-07112–Mt. Pilgrim Cemetery	1949	2022	Not Eligible
B	17-07113–Greater New Galilee B.C.	1968	2022	Potentially Eligible, Criterion C
C	17-06723–Jordan Stone B.C.	1950/1975	2022	Not Eligible
D	17-05100–10566 Birchwood Avenue	c. 1965	2022	Potentially Eligible, Criterion C
E	17-07050–1379 Balsam Avenue	1965	2022	Potentially Eligible, Criterion C
F	17-01452–Former Crestworth Junior High	1968–1969	2022	Potentially Eligible, Criterion C
G	17-05067–Crestworth Elementary School	1972–1973	2022	Potentially Eligible, Criterion C

year is provided below. In addition, a developmental history of Southern Heights, which was surveyed during the 2018–2019 grant year, is presented here as well. In many cases, the current subdivisions were carved out of previously platted subdivisions. In recognition of this, the following subdivision discussions are presented in chronological order. A discussion of each subdivision’s NRHP eligibility and the NRHP eligibility of any individual properties are discussed where appropriate.

The historic contexts, property types and subtypes, periods of significance and areas of significance for the proposed Scotlandville MPDF are discussed in a separate document. This document is a continuation of the documentation submitted at the conclusion of the 2019–2020 grant year.

Elm Grove Garden Farms (1917)
Windshield Survey

Soon after Southern University and Agricultural and Mechanical College opened at Scott Bluff in March 1914, the University City subdivision was opened for development at the nearby intersection of the Louisiana Railway and Navigation Company (now Kansas City Southern Railway Company) railroad and the Yazoo and Mississippi Valley Railroad (now Scotland Avenue/LA 19). The new subdivision lay immediately south of the recently opened Scotland Heights subdivision. Both subdivisions were bounded on the west by the Louisiana Railway and Navigation Company railroad and on the east by the Bayou Sara–Baton Rouge Road (now Scenic Highway/US 61). These two developments were followed by the North Baton Rouge subdivision in 1915. The latter subdivision lay immediately east of the two earlier developments and was bounded to the east by the Mississippi Valley Railroad. Situated in close proximity to Southern University, all three subdivisions attracted African-American home buyers.

Demand for lots in these early subdivisions proved so strong that developers quickly began efforts towards establishing other area subdivisions. Towards those ends, Clark Hammond Rice and his associates—wife Ida G. Rice, daughter Charlotte L. Rice and civil engineer Welman Bradford—purchased 300 ac of Elm Grove Plantation in July 1917 (*State-*

Times Advocate 1918b). The following month, Elm Grove Garden Farms (see Figure 1 and Table 1) was platted on either side of present-day Elm Grove Garden Drive between Blount Road and Badley Road by Surveyor L.Q. Huey (*State-Times Advocate* 1925c). A few months later, Elm Grove Garden Farms Co., Inc., was formed in January 1918 (*State-Times Advocate* 1918a).

Although described as containing 300 ac, Elm Grove Garden Farms was more likely 261 ac and apparently consisted of about half of John D. Fisher's ±520 ac Elm Grove tract (Kaiser and Swensson 1895; *State-Times Advocate* 1915). An existing farm road connected Blount and Badley roads through the Elm Grove Garden Farms property when it was first acquired in 1917 (Kaiser and Swensson 1895; USGS 1906). Today's Elm Grove Garden Drive follows that road between Central and Badley roads. Crossing Elm Grove Garden Drive near its intersection with Badley Road is a branch of Monte Sano Bayou. Another branch of the bayou crosses the road near Blount Road. Although there were a handful of homes along the old farm road at the turn-of-the-twentieth century, none survive.

While the subdivisions platted nearer to Southern University were laid out to contain numerous small suburban-sized lots, Elm Grove Garden Farms was developed, as its name suggests, to support small farms. Indeed, the entire tract was subdivided into only 26 lots. In March 1918, it was reported that virtually all of the lots in the subdivision had been sold (*State-Times Advocate* 1918b). While sales may have been brisk, a few lots were still available as late as July 1921. These ranged in size from four to ten acres (*State-Times Advocate* 1921). Because Elm Grove Garden Farms Co., Inc., had other real estate holdings in the area, it is difficult to ascertain exactly who purchased property within Elm Grove Garden Farms or how the lots there were valued. However, one sale made to Robert Randolph in August 1920 entailed the transfer of one "lot in Elm Grove farms, \$1,380" (*State-Times Advocate* 1920). Although not specified, the lot was probably about 10 ac. Robert Randolph's identity/ethnicity could not be definitively determined.

Although developed for small farmers, many of the subdivision's early buyers soon subdivided their holdings into smaller, though still substantial, tracts. Comparison of the 1930 manuscript population census to land transactions and tax sales of immovable property

published in area newspapers during the period 1925–1932 indicates that many, although not necessarily all, of the land owners of Elm Grove Garden Farms were African-Americans. It is not clear, however, how many of these families actually resided on those properties or simply farmed their Elm Grove holdings while residing elsewhere in Scotlandville and Baton Rouge.

Not all of the re-subdivisions resulted in large lots. Beginning in November 1925, advertisements began running in Baton Rouge newspapers for lots for sale in Walestown (*State-Times Advocate* 1925a). Marketed explicitly to African-Americans, lots were advertised at \$125 each. Located between Elm Grove Garden Drive and Mensia Place (formerly Jackson Street/Sharon Street) at Badley Road (see Figure 1 and Table 1), the 68 lots of the subdivision (Lot 26) measured only 20 by 100 ft each. Despite the seemingly high cost, many of the lots were sold. However, only very few were ever developed. Indeed, only a single lot was improved by 1939 (USACE 1939). By the early 1950s, even that structure was no longer extant, although it had been replaced by another structure on Elm Grove Garden Drive (USGS 1954). It is still extant, though extensively modified. Since the early 1950s, only a very few houses have been added to the subdivision, mostly along Mensia Place. These homes were mostly erected in the late 1950s and 1960s.

In September 1931, area residents petitioned the parish to build a bridge over Monte Sano Bayou on Elm Grove Garden Drive (*State-Times Advocate* 1931). That work seems to have been completed within the next few years and would have provided better access to the area. By 1939, Elm Grove Garden Drive had about two dozen buildings scattered along its length and Progress, Central and Rosenwald Roads had been established (USACE 1939). Scattered homes stood along those roads as well. With only one or two possible exceptions, none of these homes are still extant, at least not in their original locations.

Surprisingly little development occurred in Elm Grove Garden Farms during World War II, despite the fact that it bordered neighboring Harding Field. The parish as a whole, however, grew very rapidly during this period, largely due to various World War II efforts. Concomitant with this growth was increasing pressure on the parish's schools. Although Scotlandville boasted several elementary schools by World War II, there was still no local junior high school or high school available to the community's African-American children.

Instead, Scotlandville's African-American students seeking an education beyond seventh grade had to attend Southern University's Demonstration High School or McKinley High School in Baton Rouge (Ennis 2020:229). Efforts, however, were put into place to correct this deficit during the immediate post-war years.

In July 1947, land owner John H. Theus offered to sell "a piece of property along the Elm Grove Garden Drive, for a Negro junior-senior high school site" to the East Baton Rouge School Board (*Morning Advocate* 1947c). The school board demurred, however, and a decision was postponed. Despite the delay, a bond issue for new schools passed in 1948, and in January 1949 \$217,200 was set aside for a Scotlandville Junior High School. Six months later, in July 1949, the School Board purchased 8.5 acres of land on Elm Grove Drive near Rosenwald Road for the new Scotlandville Junior High School (Lots 18/19) (*Morning Advocate* 1949b). The school was completed in time for the 1951–1952 school year (*State-Times Advocate* 1951a). The school has since been greatly expanded but remains in operation as the Scotlandville Middle Pre-Engineering Academy (9147 Elm Grove Drive).

It was likely during this same period that the Mt. Pilgrim Benevolent Society Cemetery was established at 8676 Elm Grove West Place (Lots 23 and 26) (see Figure 1 and Table 1). According to William H. Thomas (former president of the Mt. Pilgrim Benevolent Society), the cemetery was established in 1932 (Ennis 2020:221). However, Alma H. Curry did not sell the two-acre tract to the Mount Pilgrim Benevolent Society until January 1949. That tract was described as being "taken from north end of east ½ of west ½ of Lots 23 and 26, Elm Grove Garden Farms, with impts. [*i.e., improvements*]" (*State-Times Advocate* 1949b). Sold for only \$700, it is clear that the improvements must have been minimal. The earliest known marked tombstone in the cemetery, meanwhile, dates to 1951. Interestingly, the cemetery does not appear on the 1954 USGS quadrangle (USGS 1954), likely because it then contained only a very few burials and was not easily recognizable as a cemetery. Indeed, very few marked graves in the cemetery date to the 1950s; instead, most postdate 2000.

Also developed at this time was the Elm Drive-In Theater on Elm Grove Garden Drive. The new drive-in, developed by Mr. and Mrs. Robert A. Hart with H.F. Randolph, was

scheduled to open in November 1952. Built specifically for an African-American audience, it was to be “one of the few of its kind in the South” (*Morning Advocate* 1952g). Period newspapers and directories suggest that the drive-in closed in late 1953. Its precise location is not known, nor is there physical evidence of its former location.

While many of the surrounding neighborhoods were highly developed by the early 1950s, Elm Grove Garden Farms remained relatively rural with homes scattered along its primary streets (USGS 2020a [1952]). While some of these late 1940s and early 1950s home survive, most are no longer extant.

With the area’s growing population came an increased need for schools. In September 1954, the East Baton Rouge Parish School Board purchased a 10.77 tract of land on Elm Grove Garden Drive from James Bradford on which to build Harding Elementary School (Lot 24) (*State-Times Advocate* 1954c). Construction proceeded rapidly and the new school (8600 Elm Grove Garden Drive) was ready for the 1956–1957 school year (*State-Times Advocate* 1956e). However, it immediately proved inadequate and additions were made to it in 1957 (*State-Times Advocate* 1957). Still extant, the 1956–1957 Harding Elementary School now serves as the J.K. Haynes Elementary Charter School. Although largely intact, a semi-detached faux façade was added to the complex in about 2003 greatly altering its appearance.

Soon after the Harding Elementary School was completed, John H. Theus was finally able to sell his 7.94 ac tract on Elm Grove Farm Drive to the parish school board in May 1958 (*Morning Advocate* 1958). The intent was to build a new elementary school there for the area’s growing African-American population. Ryan Elementary School (10337 Elm Grove Garden Drive) (Lot 7), however, was not built until 1969 (Dickinson 1969). The school still remains in operation.

The 1950s and early 1960s saw a period of significant growth in Elm Grove Garden Farms as more homes were built there. This growth was due in part to the new schools that were located there. Much of this development came as a result of re-subdivisions and the creation of several smaller, but more densely clustered, housing developments. The most

notable of these is Brashears Place (1948) and Elm Grove Place (1954) (see Figure 1 and Table 1). Lots in the latter subdivision, situated between the Mt. Pilgrim Benevolent Society Cemetery and Elm Grove Garden Drive (Lots 23 and 26), were offered for sale as early as 1955. By the early 1960s, there were 21 structures in the new subdivision (USGS 1963). Most of those homes are still extant. Brashears Place (Lot 17) was developed during this same period, and by the early 1960s had 15 structures along its single eponymously named street (USGS 1963). Most of these homes were demolished/moved in circa 1979 to allow for construction of Interstate 110.

Also developed during this period was Jenkins Drive, a cul de sac in the Jenkins Place subdivision (Lot 3) (see Figure 1 and Table 1). Twenty-five homes were built on Jenkins Drive by Bardwell & Holloway in 1960 (*Morning Advocate* 1960d). The entire subdivision was leveled in the 1990s. Roughly across the street was Pryce Place (Lot 5), consisting of homes along Crockett Drive and Celebration Avenue (formerly Stanocola Drive). Also developed in 1960, Pryce Place (see Figure 1 and Table 1) was marketed specifically to African-American home buyers (*Morning Advocate* 1960b). Fifteen homes stood on Crockett Drive by 1963 and three more on Stanocola Boulevard (USGS 1963). In 1972, Pryce Place was expanded to the north and east by East Pryce Place (see Figure 1 and Table 1). Pryce Place, like Jenkins Place, was leveled in the 1990s leaving a single dwelling in place on Celebration Avenue. It was built circa 1965. Similarly, only one home, built in 1977, remains in East Pryce Place. Heavenly Gates Mausoleum now occupies the rear of East Pryce Place.

In 1968, construction began on 84-unit Elm Grove Garden Apartments (8770 Elm Grove Garden Drive) (Lot 21). Developed by LeRoy Cobb and built by Ler, Inc., actual construction was carried out by the E.C. Shafer Construction Company with Lloyd J. Rockhold as the civil engineer. Designed to house low-income families, the new complex was built next to the soon to be completed Harding Elementary School (*State-Times Advocate* 1968d, 1968k). The complex was demolished in 2022.

Despite the area's growth and the presence of three schools, Elm Grove Garden Drive was not paved until 1969 (*Morning Advocate* 1969a; *State-Times Advocate* 1968a). The delay

in paving the street was due in part to a planned, but never implemented, expansion of the east-west runway at neighboring Ryan Airport (Baton Rouge Metropolitan Airport). The project was also delayed due to the available space required for the road right-of-way.

Paralleling the southern end of Elm Grove Garden Drive is present-day Mensia Street. Originally named Jackson Street, the street's name was eventually changed to Sharon Street. In August 1969, Nathan Mensia, Jr., applied to have a four-unit apartment complex built at 8345 Sharon Street (*Sunday Advocate* 1969). Two years later, Mensia had the Sharon Street name changed to Mensia Street. Just a few months later, in December 1971, Mensia applied for a permit to build a four-unit apartment complex at next door at 8355 Mensia Street (*Morning Advocate* 1971; *Sunday Advocate* 1971a). An African-American, Mensia was a bronze medal recipient for his army service in Korea. After serving as principal at South Scotlandville Elementary School, Mensia became principal of nearby Harding Elementary School while residing in his apartment complex at 8345 Mensia Street (*State-Times Advocate* 1972b). Already owning two four-unit apartments on Mensia Street, Mensia applied for a third permit for another four-unit complex at 8365 Mensia Street in July 1977 (*State-Times Advocate* 1977a). All three sets of the Mensia Place Apartments are still extant.

The only other major development to occur during this period was the McBan Place subdivision (see Figure 1 and Table 1). In June 1971, Southern Developers received building permits to build 19 brick veneer homes in the newly created McBan Place subdivision (Lots 17 and 20) (*Sunday Advocate* 1971c). Fifteen of the homes were to face McBan Place, the remaining four were built facing Elm Grove Garden Drive. This re-subdivision remains largely intact.

In the late 1970s, property acquisition began for the construction of Interstate 110. Crossing Elm Grove Garden Drive at Rosenwald Road, those construction activities resulted in the removal of many of the houses at Brashears Place in circa 1979. Since then, there has been a considerable loss of housing stock in the Elm Grove Garden Farms subdivision, particularly near Blount Road in the Jenkins Place and Pryce Place subdivisions in the 1990s and more recently with the demolition of the Elm Grove Garden Apartments in 2022. One

new development in the area did occur with the re-subdivision of a portion of Elm Grove Garden Farms immediately south of Pryce Place along Elm Park Drive and Marty Avenue in 1983 (see Figure 1 and Table 1). That subdivision postdates the period of significance.

The Mount Pilgrim Benevolent Society Cemetery (LHRI 17-07112) was recorded during the windshield survey (Figure 2). It is not considered eligible for listing in the NRHP.



Figure 2. The Mt. Pilgrim Benevolent Society Cemetery (17-07112) was established in 1949. View is to the west.

Scotland Addition (1922)
Surveyed 2021–2022

Today, the Scotland Addition subdivision is bounded on the west by the Elm Grove Garden Farms subdivision, on the north by Andover Street, on the east by Edwin Street and the south by Badley Road (see Figure 1 and Table 1). Consisting primarily of 20-ft wide lots of varying depth (typically 80-100 ft), the subdivision contains hundreds of small lots. Scotland Addition, however, is actually a re-subdivision of the Scotland Acres subdivision.

Scotland Acres subdivision was opened by the Blythe Co., Inc., of New Orleans and Baton Rouge in the spring of 1922. One of 26 subdivisions then being developed by the company across the state, the new subdivision was described in April 1922 as “consisting of 40 one-acre tracts and 86[?] lots . . . being opened northeast of Baton Rouge between the Plank road and the Bayou Sara road and a quarter of a mile east of Scotland” (*State-Times Advocate* 1922c). A March 1922 advertisement further describes the development as containing high, well drained, cleared, level ONE-ACRE HOME SITES on the north side of Badley road, west of Monte Sano Bayou, between Bayou Sara and Plank roads, close up to Scotlandville” (*State-Times Advocate* 1922a). Although the stated distance to Scotland (Scotlandville) was somewhat optimistic, Scotland Acres was indeed located just west of Monte Sano Bayou. Much of the bayou has been channelized, but the main channel passes immediately in front of the Baton Rouge Metropolitan Airport terminal, which is located just east of the Scotland Addition. While Joseph A. Blythe, president of Blythe Co., Inc., had most of Scotland Acres laid out as one-acre lots, he reserved the strip along Badley Road to create “80 FINE BUILDING LOTS DIRECTLY FACING BADLEY ROAD” (*State-Times Advocate* 1922a). Blythe offered the one-acre lots for \$400 each and the small lots along Badley Road for \$195 each. Unlike many of the Scotlandville developments of this period, Scotland Acres was not marketed specifically towards African-Americans. Instead, the property sales were aimed towards Standard Oil workers (*State-Times Advocate* 1922b).

How successful the one-acre lots of Scotland Acres were is somewhat unclear as only a very few transactions could be located under that name. Of the few that were found, Blythe sold Lot “V” to Isaac W. Cornelius in August 1929. At about the same time, Cornelius sold

most of Lot “Q” to Bertha Brooks, presumably having previously purchased it from Blythe. While the Lot “Q” property was described as being located in Scotland Acres, the Lot “V” property was said to be in the Scotland Addition (*State-Times Advocate* 1929a). Despite this, both were actually in the same subdivision. In September 1927, civil engineer A.G. Munding had apparently subdivided Lot “Q,” entitling his plan as “Sketch Showing the Subdivision of the Northern Portion of Square 36, Scotland Addition Being Lot Q of Scotland Acres Laid Out For I.W. Cornelius” (*State-Times Advocate* 1980). Both Lot “Q” and “V” had been initially laid out as one-acre lots in 1922.

While sales of the one-acre lots may not have been strong, Blythe did sell smaller lots in the subdivision. In January 1923, he sold “17 lots Scotland Addition subdivision” to Mrs. Julia A. Courtado. It is unlikely that these lots were on Badley Road as they were sold for only \$170 (*State-Times Advocate* 1923b), rather than \$195 each. This was the first known sale that Blythe made in “Scotland Addition.” He subsequently made numerous small-lot sales under that subdivision name. Though far from certain, it appears that Blythe was largely unsuccessful in selling his one-acre lots of Scotland Acres in 1922 and soon broke many of those up into small urban-sized lots in 1923, which he was much more successful in selling as the Scotland Addition.

As noted above, the Scotland Addition subdivision is now bounded on the west by the Elm Grove Garden Farms subdivision, on the north by Andover Street, on the east by Edwin Street and the south by Badley Road. However, the subdivision initially extended further east, as far as present-day Veterans Memorial Boulevard. The eastern quarter of the subdivision was lost when the Baton Rouge Army Airfield (now Baton Rouge Metropolitan Airport) was laid out in 1940.

Although Blythe sold numerous lots in the Scotland Addition after 1923, it was only very lightly developed by the late 1930s. Including two structures on Badley Road and a Church on Lark Street, there were only 27 buildings on the hundreds of lots that made up the subdivision (USACE 1939). Five of those would soon be lost to the Baton Rouge Army Airfield. With one or two possible exceptions (Figure 3), none of these early homes are still extant.



Figure 3. The house located at 2540 Plover Street (17-01281) is one of the few pre-World War II houses in the Scotland Addition. However, it was moved to this location circa 1965. View is to the southeast.

Scotland Addition's proximity to the World War II airfield, however, seems to have been an impetus to growth as there were a number of homes along its remaining east-west streets by 1952 (USGS 2020a [1952]). Most of these homes would have been built during the 1940s, during and immediately after the war (Figure 4). Only a very few survive.

The subdivision's growth continued through the 1950s such that by 1962, most of its streets were largely lined with small houses (USGS 2020b [1962]). Serving the African-American community by the early 1960s were two churches in the subdivision, one on the corner of Edwin and Ibis streets and another on Jay Street (USGS 1963). Neither church is still extant.

Development within the subdivision continued unabated through the 1960s resulting in virtually unbroken strings of homes lining its streets by 1969 (USAF 2020 [1969]) (Figure 5). These conditions continued into the 1970s (NASA Johnson Space Center 2020b [1972]).



Figure 4. One of two duplexes—2858 and 2848 Andover Street (17-01345 and 17-01346)—that are possibly hutments originally located at Harding Field, moved to LSU and then moved back to Scotlandville circa 1963. View is to the southeast.



Figure 5. Most of the houses in the Scotland Addition were constructed in the 1960s. Several identical examples are on concrete slab foundations while others are on pier footings, such as this example at 2758 Finch Street (17-01268). View is to the southeast.

While most of the Scotland Addition was developed by 1970, Lark Street was extended westward into the neighboring Elm Grove Garden Farms subdivision following the platting of the Lark Place subdivision in July 1972 (see Figure 1 and Table 1). The new subdivision consisted of a cul-de-sac accessed by Lark Street in the Scotland Addition. Eleven homes were built on the cul-de-sac by 1978 (NASA Johnson Space Center 2020b [1972]; USGS 2020d [1978]). All are still extant. With this one exception, there is no direct access between the two subdivisions. Even there, there is no access to Lark Place via Elm Grove Garden Farms.

Beginning in the late 1970s, demolition of homes within the Interstate 110 ROW began to take its toll on the community (USGS 2020d [1978]). That work proceeded quickly and the new highway was in place by 1982. Its construction drastically altered Scotland Addition. Not only was almost a quarter of its remaining land area taken in by the interstate and all of the homes in its path demolished or moved, all of the subdivision's east-west streets, with the exception of Finch Street, were cutoff and/or realigned. As a result, there was a tremendous loss of housing stock within the Scotland-Addition subdivision between about 1978 and 1980. Since then, there has been additional attrition and very little new construction. As a result, most of the existing buildings in the Scotland Addition subdivision date to the 1950s and 1960s.

A total of 113 resources were surveyed within the Scotland Addition (Appendix 1). Of these, most ($n=111$) are not considered to be eligible for the NRHP as individuals. Two buildings (LHRI 17-01345 and 17-01346) are possibly WWII hutments from Harding Field that were moved to this location circa 1963 when LSU surplused them, but more research is needed to make that determination.

Roosevelt Place (1943) ***Windshield Survey***

Roosevelt Place is located on the north side of Harding Boulevard between Interstate 110 (east) and Jones Street (west) and is bordered by Badley Road and Fairchild Street to the north. Elm Grove Garden Farms and Walestown (q.v.) are located on the opposite side of Fairchild Street/Badley Road (see Figure 1 and Table 1). Although Interstate 110

currently forms the subdivision's eastern boundary, Roosevelt Place initially extended eastward to present-day Veteran's Memorial Boulevard.

Roosevelt Place began as a 44-acre tract of land located in the northeast corner of Section 50, Township 6 South, Range 1 West, that was sold in the liquidation of the Union Bank & Trust Company to Mrs. Sara Gary Gladney in July 1941. Mrs. Gladney, the wife of W. Frank Gladney, purchased that property along with two separate one-acre tracts on the south side of Badley Road for \$7,500. Both of the smaller tracts were then noted to have improvements. None were noted on the larger tract (*State-Times Advocate* 1941). As Mrs. Gladney's purchase was limited only to the northeast corner of Section 50, it did not include the existing Paradise Park subdivision (1921) between Badley Road and Fairchild Street. Hence, most of the northern boundary of her property was bounded by present-day Fairchild Street rather than Badley Road.

At the turn-of-the-twentieth century, Badley Road did not end at Fairchild Street as the latter did not yet exist (USGS 1906). Instead, the road continued southwestward until it intersected what became Third Street, which is now Harding Boulevard. That part of Badley Road between Fairchild Street and Harding Boulevard is no longer extant, but would have passed through the intersection of present-day Curtis and Sharon streets before ending at the current intersection of Jones Street and Harding Boulevard. While that part of Section 50 that lay south of Badley Road was a farm in 1939, that part that lay north of Badley Road in the small triangle formed by Jones and Fairchild streets had already been subdivided and contained three homes (USACE 1939). That small triangle now forms the northwest corner of the Roosevelt Place subdivision, but seems to have been developed as part of the neighboring Clarksdale subdivision. The three homes, which stood at the corner of Jones and Curtis streets are no longer extant.

Acquiring the property in July 1941, Mrs. Gladney made her first known lot sale to Wilbert Carney in February 1942. In that sale, Carney purchased "lots 1, 2 and 3 square 11, Roosevelt Place, \$375" (*State-Times Advocate* 1942b). At the same time, Mrs. Gladney sold "lots 9 and 10, square 11, Roosevelt Place, \$225" to Damon Letherman (*State-Times Advocate* 1942b). Square 11 was located at the far eastern end of the subdivision, immediately off of

Airbase Road. Undoubtedly the proximity of the property to the new Baton Rouge Airfield (now Ryan Airport) was a major factor in those purchases. Those properties now lie under Interstate 110.

It is likely that Badley Road between Fairchild Street and Third Street was closed about this time as it would have run diagonally through the subdivision. By coincidence, Third Street was renamed Harding Boulevard just a few months later in May 1942 (*State-Times Advocate* 1942a). Despite selling lots in Roosevelt Place as early as February 1942, it was not until 1 December 1943 that civil engineer R. Swart submitted the final subdivision plat to the city. Even then, it was revised on 19 February 1946 (*State-Times Advocate* 1976).

Although Mrs. Gladney continued to sell a few lots through 1944, sales seem to have been taken over by L.L. Thompson by December 1945. Thompson's advertisements in the classified section were for lots "Roosevelt Place, Harding Blvd." under the classification "For Colored Sub. Unimp." (*Morning Advocate* 1945b). It was not until March 1947 that "modern homes in Roosevelt Place" became available. Classified advertisements for those homes were placed under the heading "Colored City Houses" (*Morning Advocate* 1947b).

Up to that point, the streets of the subdivision remained unimproved. In late 1946, area residents petitioned the parish police jury to drain and gravel Fairchild, Jones, Sharon, Heath, Wilbur and Emile streets in Roosevelt Place and Paradise Farms as well as Paradise Street in the latter (*State-Times Advocate* 1946b). It should be noted, however, that Fairchild Street between Heath and Rosewood streets was never improved. In fact, it was never physically laid out and its dedication rescinded in April 1948 (*Morning Advocate* 1948b). Not included in these improvements was Curtis Street, which runs the length of Roosevelt Place. The police jury separately notified the public that it intended to construct that road and gravel it in November 1946. Because of Bayou Monte Sano, however, the road was not to be completed between Rosewood and Wilbur streets (*State-Times Advocate* 1946a).

Among the properties sold in Roosevelt Place during this period was Lot 13 of Square 1. That lot was sold by Hester W. Black and Willie B. Black to the True Love Baptist

Church, with improvements, for \$988.55 (*State-Times Advocate* 1947b). By 1952, there was a church at that location (2143 Curtis Street) on the northwest corner of Sharon and Curtis streets (USGS 1954). In July 1955, Hester W. Black and Willie B. Black sold neighboring Lot 14 to the church for \$166.67 (*Morning Advocate* 1955b). By 1959, the congregation had built their church there (NetrOnline 2022a [1959]). The True Love Baptist Church still worships at that same location. The circa 1957 church remains, although a two-story side addition was made sometime between 1978 and 1982 (NetrOnline 2022b [1982]; USGS 2020d [1978]).

By 1952, those portions of Roosevelt Place along Fairchild Street and Badley Road were well developed. The rest of the subdivision, however, remained only lightly developed, particularly west of Monte Sano Bayou (USGS 2020a [1952]). By 1959, however, most of the subdivision had improvements (NetrOnline 2022a [1959]). Most of those lots that remained undeveloped in 1959 were improved during the 1960s (NASA Johnson Space Center 2020a [1970]; USGS 2020b [1962]).

By 1978, construction of Interstate 110 had reached Harding Boulevard and by March of that year demolitions within the new highway ROW were occurring in Roosevelt Place (USGS 2020d [1978]). Construction of the interstate was completed through Roosevelt Place by 1982 (NetrOnline 2022b [1982]). That work resulted in the loss of about 20 percent of the subdivision (that portion between Emile Street and Airbase Road). Since then, there has been some amount of housing stock loss in the subdivision as well as some amount of infill. This is particularly noticeable along Harding Boulevard. Not surprisingly, most of the surviving homes date from the late 1940s through the 1960s. These, however, represent only about half of the homes that stood in the subdivision during that period.

Taylor Tract (1924 [1944]) Windshield Survey

The Taylor Tract subdivision fronts either side of Rosenwald Road just west of Ryan Airport (see Figure 1 and Table 1). Although the limits of the subdivision include those

properties facing Rosenwald Road, that portion was never developed for residential use. Instead, all suburban development was limited to the southeastern portion of the development, along Varsity, Wilbur and Whitfield streets. Historically, the subdivision forms most of the south half of the larger “Mrs. E.G. Davis & Son” tract of 127 acres (Kaiser and Swensson 1895).

The filing for the Taylor Tract subdivision, situated immediately north of the Scotland Addition and east of Elm Grove Garden Farms, is recorded as having been made on 4 November 1924. That filing, however, was for a much larger Taylor Tract. In October 1925, developer Louis U. Babin sold “lots 4, 5, 6, Taylor tract” to Lelia Hoard Bell for \$1,000. About the same time, Babin also sold “tract 38 Taylor tract” to Katie Carter for \$250 (*State-Times Advocate* 1925b). These are the first known sales in the “Taylor Tract.” The first sale, however, seems to have fallen through as Babin sold “tracts 4, 5, 6, Taylor tract” to Theodore K. Kaufman and Hobart O. Pardue for \$375 just a few months later (*State-Times Advocate* 1926). These early sales were followed by a number of sales in 1927. However, these sales were for farm lots within a larger Taylor Tract. For instance, when Almeta Lynn failed to pay her property taxes in 1927, her Lots 46, 48 and 49 “Taylor Tract” properties were described as consisting of 2.02 ac, 2.17 ac and 2.09 ac, respectively. Moreover, Lot 46 was described as facing Central Road and Lots 48 and 49 Progress Road (*State-Times Advocate* 1927). The present-day Taylor Tract subdivision does not extend to either Progress or Central roads and the developed portion of the existing subdivision contains small urban-sized lots rather than farm lots.

In 1933, Babin failed to pay taxes on his remaining 28 lots of the Taylor Tract. These ranged in size from 0.84 to 3.24 ac. This did not include another 18-ac tract described as “being the S.W. portion of a tract of land shown on the official map of the Parish of E.B.R. as belonging to Mrs. E.G. Davis and Son . . . designated as an 18 acre tract in the Sub. Div. of the S½ of said Davis Tract known as Taylor Tract” (*State-Times Advocate* 1933). As noted above, the current subdivision comprises most of the south half of the larger “Mrs. E.G. Davis & Son” tract of 127 acres (Kaiser and Swensson 1895). Hence, the 18-ac tract that Babin failed to pay

taxes on in 1933 must have comprised about one third of the present subdivision. Clearly, the latter property had yet to be subdivided even into farm tracts.

At least some of the farm lots in the current subdivision did sell in the late 1920s, including 2.3-ac Tract 8 to aforementioned Katie Carter (*State-Times Advocate* 1929b). Others were sold in the 1930s, including Lots 15, 17, 25 and 26 to William A. White (*State-Times Advocate* 1938). These lots were located along the west side of Wilbur Street. Although Wilbur Street is the oldest street passing through the current subdivision, there was only a single home located along it by the late 1930s. Not surprisingly, it was on the west side of the road. None of the other existing streets of the subdivision had been built by 1939. There were, however, two earlier roads, neither of which was a formal road. These roads provided access to three other homes within the limits of the current subdivision (USACE 1939). Hence, only four homes stood in the subdivision by the late 1930s. None survive.

In 1944, the aforementioned Theodore K. Kaufman subdivided his Lots 4, 5 and 6 of the Taylor Tract (*Morning Advocate* 1956d). The plans drawn by A.G. Mundinger on 10 August 1944 subdivided the three lots into 12-13 smaller lots each. These lots faced both sides of present-day Whitfield Street, the east side of Wilbur Street and the north side of Andover Street. This small subdivision of 37 lots stretched only from Andover Street almost to Varsity Street. The same day that Mundinger produced his re-subdivision map of Lots 4, 5 and 6, he also produced one for Lots 12 and 14 (*Morning Advocate* 1970). This re-subdivision resulted in the creation of four squares or blocks, two on either side of Varsity Street. The two eastern squares each contained eight full lots and a partial lot (actually in the Edwin Street ROW). The two western blocks each contained six lots. These 30 lots abutted those of Lots 4, 5 and 6 and stretched from Edwin Street to Wilbur Street. This was to be the last re-subdivision of the Taylor Tract. How successful these developments were is not known although Willie Cummings, Jr., is known to have purchased Lots 8 and 9 in Square 2 at the corner of Edwin and Varsity streets by 1948 and Johnnie Davis bought Lots 1 and 2 of Block 3 (*Morning Advocate* 1948c). Although Edwin, Varsity, Whitfield and Wilbur streets were all listed in the 1949 city directory, none had families recorded as living on them (Baton Rouge Directory Company, Inc., 1949).

While the city directory did not include any residents along those streets, there were likely already a few families living in the Taylor Tract subdivision as there were six homes along Andover Street, 12 along Wilbur Street and ten between Varsity and Whitfield streets by the early 1950s (USGS 1954). Indeed, the 1951 city directory lists 14 residences along Wilbur Road (Street). All of the street's residents were then African-American families, eight of whom were home owners. Similarly, all six residences then along Whitfield Street were occupied by African-Americans, all but one was owner occupied. The single exception was then vacant. By comparison, there were then only two homes on Varsity Street, both were owner-occupied by African-Americans. Four of the five homes on the north side of Andover Street, meanwhile were owner occupied. All of its residents were also African-Americans (R.L. Polk & Co. 1951). Finally, there were no residences along Edwin Street within the subdivision's limits. Although there was a ROW for the street, it was never built. In addition to the residences, there was a church on Varsity Street near Whitfield Street in the early 1950s (USGS 1954). It was not included in the 1951 city directory.

Based upon cartographic information, the number of structures in the two re-subdivisions grew from 29 (including the church) to 41 between 1952 and 1962. Although the latter number also included a church, it seems that it moved a couple of doors westward along Varsity Street during the intervening years. By 1962, a large building stood near the southeast corner of Wilbur Street and Rosenwald Road (USGS 1954, 1964). This was the home of Ryder Truck Lines (having bought out T.S.C. Motor Freight Lines, Inc.). The company received their building permit for a masonry and prefabricated steel building to be erected by Bouquet and LeBlanc in February 1960 at 9250 Wilbur Street (*Morning Advocate* 1960c). Ryder Truck Lines then occupied all of the northern half of the subdivision between the Wilbur and Edwin streets ROWs, effectually ending any residential development in that area. The Ryder Truck Lines building (now Sun Coast Resources, Inc.) is still extant while many of the surviving homes in the subdivision date to the period 1946–1962. Notably, the current alignment of Rosenwald Road was not built through this area until 1960–1962.

In early 1965, the parish passed an ordinance to collect fees to install sanitary sewers in the east Scotlandville area, which included the Scotlandville Addition and the Taylor Tract

subdivision. Then among area landowners was New Galilee Baptist Church, which owned Lot 4 in Square 3 of the Re-subdivision Lots 12 and 14 Taylor Tract (*Morning Advocate* 1965z), a location consistent with the previously noted church on Varsity Street. New Galilee Baptist Church was also assessed for their ownership of Lots 15 and 17 of the Taylor Tract on Wilbur Street in February 1965 (*Morning Advocate* 1965b). In June 1967, the New Galilee Baptist Church sold Lots 5, 15 and 17 of the Taylor Tract to the Greater New Galilee Baptist Church, Inc., for \$100 (*State-Times Advocate* 1967d). This is the site of the current church at 9185 Wilbur Street. In the fall of 1967, the church sold bonds to finish the construction of the church and educational building (*Morning Advocate* 1967a). The church was apparently open for services by June 1968 (*State-Times Advocate* 1968b).

In the late 1970s, property acquisition began for the construction of Interstate 110. The new highway passed through the subdivision along a southeast-northwest alignment through the Andover Street-Wilbur Street intersection. Construction of the roadway through this area was largely complete by 1982, which resulted in the realignment of Andover Street and the loss of several homes.

Never fully developed, only a small part of the Taylor Tract subdivision was ever subdivided for residential development. As noted above, most of its remaining homes date 1946–1962. There are, however, several later intrusions.

The Greater New Galilee Baptist Church (LHRI 17-07113) was recorded during the windshield survey and is considered potentially eligible for listing on the NRHP under Criterion C for its Contemporary design (Figure 6). It may also be potentially eligible under Criterion A or B, but more information is needed.

Brown (1943 [1946])
Windshield Survey

Brown subdivision is a small 87-lot development located along Kingfisher Avenue between Williams Street (north) and Blount Avenue (south) (see Figure 1 and Table 1). The



Figure 6. The 1968 Greater New Galilee Baptist Church (17-07113) on Wilbur Street is considered to be potentially eligible for listing on the NRHP for its Contemporary design. View is to the southwest.

subdivision is situated in the narrow strip between Scenic Highway (formerly Bayou Sara Road, now US 61) and the Kansas City Southern railroad (west). The City of Baton Rouge/Parish of East Baton Rouge provides a date of 14 January 1946 for the final plat date of the Brown subdivision. The subdivision, however, was actually first platted by civil engineer A.G. Munding on 11 March 1943 (*Morning Advocate* 1959b), the 1946 date is likely for a second filing. Somewhat confusingly there was an earlier Brown subdivision in the parish, it is located in Zachary.

Developed by Marshall W. Brown, the first known sale to occur in the Scotlandville Brown subdivision was made to Edna Williams Tickles in September 1943. That sale was for Lot 11 and was made to for \$75 (*State-Times Advocate* 1943b). This was followed by the sale of Lot 2 to Alphonse Hendricks for \$100 in November 1943 (*State-Times Advocate* 1943a). Brown then sold Lots 15 and 16 to Alex Sanders for \$200 in September 1944 (*State-Times*

Advocate 1944a). Brown continued to sell lots in his small subdivision through early 1946, including Lot 34 to Rose Lee Hogan in October 1945 for \$100 (*State-Times Advocate* 1945d). In July 1947, Brown, his wife Wessie Mae Harelson and their son Marshall sold Lot 6, 7, 30 and 31, with improvements, to Isaac S. Carter and Mary Green for \$1,000 (*State-Times Advocate* 1947c). These were the first lots known to have been improved in the subdivision.

By 1951, however, Kingfisher Avenue within the Brown subdivision was lined with homes. By then, there were 22 residences along that street alone and one under construction. Among its residents was the aforementioned Rose L. Hogan who owned her home at 10838 Kingfisher Avenue, an address consistent with Lot 34 of the Brown subdivision. There were then another 23 homes/businesses along Scenic Highway and one under construction. Among the residents there were Isaac Jones and Alex Sanders. All of the subdivision's residents were African-Americans, at least half of whom owned their homes (R.L. Polk & Co. 1951). Given that Sanders had purchased his vacant lot in late 1944, it is presumed that there were homes in the subdivision as early as 1945.

Although there were 45 homes/businesses in the subdivision by 1951, and two more on the way, there were still a number of vacant lots present in 1952 (USGS 2020a [1952]). Many of these vacant lots were developed during the 1950s (NetrOnline 2022a [1959]), and the subdivision was essentially fully developed by 1970 (NASA Johnson Space Center 2020a [1970]).

Scenic Highway (US 61), however, was four-laned in 1977–1978. The extra required ROW necessary for that work came at the expense of the Brown subdivision residents and the homes and businesses in the 10900 block of Scenic Highway were either demolished or setback to allow for new highway construction (USGS 2020e [1978]). This was followed a few years later by the construction of an apartment complex on Scenic Highway in 1982–1983 (NetrOnline 2022b [1982]). Between 1989 and 1998 all but one of the homes that lined the west side of Kingfisher Avenue were leveled. It was demolished in 2004–2005. Its loss was proceeded by at least two others along Scenic Highway in about 2003. Only a very few of the subdivision's residences from the late 1940s and 1950s survive.

Jordan Terrace (1944/1948/1950)
Windshield Survey

Jordan Terrace was developed by Thomas Jefferson Jordan, an African-American. Born in about 1886, Jordan attended the Tuskegee Institute and Southern University. He went on to teach school in Texas and serve as a Louisiana Agricultural Extension Service agent. He was also active in developing local 4-H programs (Bureau of the Census 1920; *Morning Advocate* 1967e).

Beginning in 1944, Jordan began directing his energies towards becoming a real estate developer, opening up Jordan Terrace that fall. The new subdivision lay immediately south of what is now Anna T. Jordan Park (see Figure 1 and Table 1). Irregularly shaped, Jones and Thelma streets pass through the subdivision as does Sara Parkway and a segment of Swan Avenue. Running on a southeast-northwest axis, the subdivision fronted on Fairchild Street and extended as far as the intersection of present-day Thelma and Robin streets. Thelma Street presumably derives its name from one of Jordan's daughters while Sara Parkway is likely named after his mother-in-law Sara H. Toliver and/or his daughter Sara.

Jordan's first known sale in Jordan Terrace was made to James and Clara G. Robbs in October 1944 (*State-Times Advocate* 1944b). The Robbs, whose home was at 1764 Robin Street (non-extant), were African-Americans as well. Although the sale was made in October 1944, plans for the subdivision date to November 1944. The final subdivision plans, however, were not accepted by Public Works until October 1945 (*State-Times Advocate* 1945a), a year after the first lot sale. Even then, the approval was made with the proviso that Jordan would be graded, graveled and drained within 12 months (*Morning Advocate* 1945a).

Sales of the 84 lots in Jordan Terrace must have been brisk for Jordan approached the Police Jury in June 1947 to extend Thelma Street (*Morning Advocate* 1947g) beyond the limits of the 1944 subdivision and the Robbs' home at 1764 Robin Street. Two months later, Jordan received preliminary approval from Public Works to expand his subdivision to include Squares 6, 7, 9 and 10, which stretched from the rear of the first filing to the south side of Oriole Street. The approval was made with the proviso that "street improvements and

provisions for sewerage disposal be made in accordance with the requirements of the Police Jury” (*Morning Advocate* 1947e). Soon after, in November 1947, Jordan began advertising 2-bedroom homes for sale in Jordan Terrace. Those advertisements were not necessarily directed specifically towards African-Americans. Instead, they were aimed at veterans who were able to pursue FHA-GI loans (*Morning Advocate* 1947a). These homes presumably would have been located within the limits of the first Jordan Terrace filing.

Jordan Terrace’s second filing was platted by civil engineer A.G. Mundinger on 5 December 1947 (*State-Times Advocate* 1947d). That same month, the final plans for the second filing of Jordan Terrace were approved by the Public Works Committee (*Morning Advocate* 1948d). By February 1948, Jordan was already selling homes in the second filing of 48 lots (*State-Times Advocate* 1948c). As before, it seems that Jordan had already started construction before receiving final approval of his subdivision plans. Situated in the larger Scotlandville African-American community, Jordan began advertising his homes in Jordan Terrace specifically towards “Colored Veterans” in March 1948 (*State-Times Advocate* 1948a).

Jordan proved successful once again and in May 1950 opened a third filing for Jordan Terrace. Located on the north side of Oriole Street at its intersection with Thelma Street, the third filing now consists of only the seven lots of Square 8. However, as originally laid out by A.G. Mundinger on 30 November 1950 (*Morning Advocate* 1952h), the third filing included an extension of Jordan Street to the east with lots along both sides. The lots of the south side of Jordan street would have backed up to those along Oriole Street while those on the north side would have extended to Fraternity Place subdivision.

A long-time advocate for African-American children (*Morning Advocate* 1967e), Jordan offered some of his property in 1952 to the Recreation and Park Commission for the Parish of East Baton Rouge (widely known as BREC since 1961). The offer was eventually accepted and on 24 November 1952 it was reported that the RPC had accepted five acres along Jordan and Helene streets in the Jordan Terrace Subdivision from Jordan to serve as a new park to be known as the “Anna T. Jordan Recreation Center” (*Morning Advocate* 1952f). In fact, Jordan donated the land with the expectation that at least some park development would

begin immediately (*Morning Advocate* 1952a). Although described as being 5 acres, the RPC accepted only “lots three (3) through thirteen (13), bounded on the south by Jordan Street and the east by Helene Street, on map prepared by A.G. Munding, dated November 30, 1950 showing Proposed Layout of An Extension of Jordan Terrace” (*Morning Advocate* 1952h). These 11 lots would have comprised 2.82 ac. Passing roughly around the west side and the southwest corner of the donated property was a branch of Monte Sano Bayou, which has since been channelized. That part of the donated property lying east of the channelized bayou now comprises the westernmost tip of the current Anna T. Jordan Community Park (1750 Stilt Street).

Jordan was able to offer these lots to the RPC as only a single lot (1595 Oriole Street, non-extant) had been developed in the third filing by March 1952 (USGS 2020a [1952]). This may have been due to the development’s proximity to Monte Sano Bayou, which may have made it prone to flooding. Indeed, the bayou’s meanderings had prevented Thelma Street’s connection between the first and second filings. While the third filing (1950) was barely developed by March 1952, the second filing (1948) was fully developed, excepting that part cut off by the meanders of Monte Sano Bayou. Oddly, the original Jordan Terrace subdivision (1944) remained largely undeveloped in 1952. Indeed, less than a third of the lots had homes by then, mostly along the west side of Thelma Street and the outside of Sara Parkway. With only very few exceptions, most of the homes within the original Jordan Terrace are no longer extant while most of those in the second filing still serve as residences.

With Jordan’s Lots 3-13 of the third filing forming the core of the new Anna T. Jordan park, the facility was soon expanded to include all of that area north and east of Jordan Terrace. It is likely that this expansion incorporated that part of the third filing along Jordan Street. This seems to have occurred in 1953.

By 1962, a few new houses had been erected along Sara Parkway, Swan Avenue and Jones Street in the original Jordan Terrace and one added to the subdivision’s third filing (1532 Oriole Street, non-extant). Already mostly developed by 1952, the second filing saw very few changes by 1962 (USGS 2020c [1962]).

Beginning in the 1960s, efforts to improve drainage resulted in the channelization of Monte Sano Bayou in the Jordan Trace area. As a result of this work, the bayou was channelized along the rear (northeast) side of Jordan Terrace. Although this work cut off the bayou's various natural tributaries cutting through the subdivision, the abandoned channels still impeded the completion of Thelma Street (USAF 2020 [1969]; USGS 2020c [1962]). Indeed, it was not until 1979 that the final segment of Thelma Street connecting the first and second filings of Jordan Terrace was completed (*State-Times Advocate* 1977b, 1979; USGS 2020d [1978]). That segment of Thelma Street, that part between Robin Street and Teal Street (extension), was never developed for residential usage. Instead, that area on the east side of the street is home to some of the city's water wells. The wells were put in sometime between 1962 and 1972 (NASA Johnson Space Center 2020b [1972]; USGS 2020c [1962]).

Still with some vacant lots in the original filing, new residential construction occurred within Jordan Terrace into the 1970s. All construction up to that time had been for single-family dwellings. In 1982, that part of Thelma Street east of the street and between Swan and Jones streets was rezoned to allow multi-family development (*Morning Advocate* 1982). A four-unit apartment building was erected at 8340 Thelma Street the following year.

Since then, there has been some amount of loss to the housing stock in Jordan Terrace, particularly in the subdivision's third filing where only one home remains (1569 Oriole Street). The second filing, however, remains largely intact with its 1948–1952 housing stock. As described above, the original Jordan Terrace (1944) developed over a long period of time (ca. 1945–1983) and most of the earlier housing stock has been lost. There are currently, however, several circa 1940s homes on Jones Street. They were moved there between 1962 and 1969 (USAF 2020 [1969]; USGS 2020c [1962]).

The Jordan Stone Baptist Church (LHRI 17-06723) at 8523 Thelma Street was recorded during the windshield survey of Jordan Terrace. The church was either built circa 1950 and subsequently reoriented or constructed in 1975. It is not considered eligible for listing in the NRHP under Criterion C because of subsequent alterations (Figure 7). It may be eligible for listing on the NRHP under Criterion A or B, but more information is needed.



Figure 7. The Jordan Stone Baptist Church (17-06723) is located on Thelma Street in the Jordan Terrace subdivision. It is considered not eligible for listing on the NRHP because of alterations. View is to the north.

Southern Gardens (1946)
Surveyed 2021–2022

Southern Gardens is a small 45-lot subdivision that was platted along Helene Street at Carver and Fraternity streets at the end of World War II (see Figure 1 and Table 1). The subdivision is actually a re-subdivision of a small part of the North Baton Rouge Subdivision, which was platted in 1915. In February 1945, Charles Houston sold “lot 88 of suburb North Baton Rouge, with improvements, \$2,000” to Mrs. Evelyn Singletary Polk (*State-Times Advocate* 1945c). Mrs. Polk, the wife of Dr. William Thomas Polk, was a White teacher at University High School (*Morning Advocate* 1962d).

The approximate 6-acre tract that Mrs. Polk purchased was originally laid out to be a farm tract that fronted the 1600 block of Rosenwald Road. The improvements mentioned in the 1945 sale likely included one structure on Rosenwald Road and two along the eastern

periphery of the property (USACE 1939). The latter faced a road to their west, which is no longer extant. None of these buildings, most likely dwellings, are still extant.

Soon after acquiring the property, Mrs. Polk had engineer A.G. Munding layout what was to soon become known as Southern Gardens. The city's preliminary approval of the new subdivision was made in October 1945. As at Jordan Terrace, that approval was contingent upon graveling and grading of the subdivision's streets (*State-Times Advocate* 1945a). Although Munding platted the subdivision on 1 June 1945 (*State-Times Advocate* 1949c), the final filing was not made until 1 October 1946. In the interim, Mrs. Polk sold Lot 7 there to William T. Norder in January 1946 for \$250 (*State-Times Advocate* 1946c). Just a few weeks after her first known sale in Southern Gardens, Mrs. Polk sold Lot 24 to Grandville Cornelius for \$300 (*State-Times Advocate* 1946d). These prices obviously indicate that the lots had not yet been developed. Mrs. Polk continued to sell unimproved lots in Southern Gardens into the early 1950s.

In 1951, there were only seven homes along Helene Street, one of which was vacant, probably because it had only been recently completed. All of their occupants were African-Americans; only two of whom were home owners. At the time, there were only five homes on Carver Street, one of which was vacant. All four occupied homes were owned and occupied by African-Americans. Similarly, all four homes along Fraternity Street were owner-occupied by African-American families (Figure 8). Along the northern edge of the subdivision in 1951 were five homes along Rosenwald Road, all were occupied by Black families. Of these, only two were owner-occupied (R.L. Polk & Co. 1951).

By March 1952, Rosenwald Road and the east side of Helene Street were largely lined with homes while only about half of the remaining homes in the subdivision had improvements (USGS 2020a [1952]). The subdivision, however, continued to grow through the 1950s. By 1962, there were more homes, but there were still several vacant lots in the subdivision (USGS 2020c [1962]). With one or two exceptions, these vacant lots were all developed by the late 1970s (USGS 2020d [1978]) (Figure 9). However, several homes were torn down in the subdivision during the 1990s. This is particularly evident along Rosenwald Road and Helene



Figure 8. The minimal traditional cottage at 1660 Fraternity Street (17-07116) is one of the few houses built prior to 1950 still extant in the Southern Gardens subdivision. View is to the southwest.



Figure 9. Most houses in the Southern Gardens subdivision were built in the 1960s or later. This ranch house (17-07118) at 1635 Fraternity Street was built circa 1965. View is to the northeast.

Street where less than half of the older homes survive. Subsequent to that demolition phase, several replacement homes have been erected along the east side of Helene Street.

A total of 24 resources were surveyed in Southern Gardens (Appendix 2). None are considered eligible for listing on the NRHP.

Suburb Kelley (1947)
Windshield Survey

Suburb Kelley is located on the north side of Rosenwald Road between Southern Avenue and Lewis Street (see Figure 1 and Table 1). Dividing the subdivision's two blocks is Gassie Street. One block contains 30 lots, the other 27. Perhaps not surprisingly, the subdivision is also referred to as Suburb Kelly, Kelley Subdivision and Kelly Subdivision. Within this small development are the circa 1955 Scotlandville Twilight Lodge No. 166 of Most Worshipful Prince Hall Grand Lodge, Free And Accepted Masons Of Louisiana, at 1283 Rosenwald Road (corner of Gassie Street) and the 1955–1956 Scotlandville Fire Station (Fire Station 16) (LHRI 17-06082) at 1200 Rosenwald Road (corner of Lewis Street). Determination of Eligibility questionnaires were submitted for the Twilight Lodge and the Scotlandville Fire Station in 2020.

Final plans for Suburb Kelley were completed by civil engineer A.G. Munding on 13 June 1947. On 7 July 1947, the Public Works Committee recommended final approval of the plans with the proviso that the development's street and drainage plans were approved by the parish engineer (*Morning Advocate* 1947d). At a subsequent meeting held by the Public Works Committee on 8 September 1947, the committee recommended "final approval of plans of Suburb Kell[e]y for Dewey J. Sanchez," again upon approval of the development's street and drainage plans (*Morning Advocate* 1947f). This suggests that Sanchez, the parish district attorney, was the property developer. Sanchez died suddenly on 10 April 1948 (*State-Times Advocate* 1948b) and some later lot sales were made by Mrs. Myrtle Mayer Sanchez, his wife (*Morning Advocate* 1955d).

Sanchez's death may have delayed the subdivision's development for home sales in Suburb Kelley were not advertised until February 1950. Unlike many other area developments,

sales in Suburb Kelley were for homes rather than unimproved lots. At the time, those homes were offered with a “100% Veteran Loan” of about \$36 a month. These sales were directed exclusively towards African-Americans (*State-Times Advocate* 1950c). Indeed, period advertisements state that the subdivision was “For Colored Veterans Only” (*State-Times Advocate* 1950a).

By April 1950, it was advertised that ten homes had been completed in “Kelly’s Subdivision” and 54 more were under construction. The homes, listed at \$5,750, included all plumbing and electricity, piping for natural gas hookups, oak floors and linoleum floors in the kitchen and bathrooms as well as built-in cabinets. One major draw to the subdivision was that it was located “Just Across The Street From New High School” (*State-Times Advocate* 1950a). The new school was the recently completed North Scotlandville High School (non-extant). The first known sale in Suburb Kelley was made to Richard Williams, Jr., in May 1950. As advertised, the sale was made at \$5,750. The seller was the National Home Mortgage Company, Inc. (*State-Times Advocate* 1950e).

The 1950 advertisement as to the number of homes then under construction was somewhat optimistic. By March 1952, there were only 31 new homes in the subdivision, 19 of these on Gassie Street with the remainder evenly split between Lewis Street and Southern Avenue. At the time, it appears that groundwork had begun for only two more homes. Interestingly, all of the new construction on Gassie and Lewis streets was at the back of the subdivision. In addition to these homes, there were two buildings on Rosenwald Road, one at the corner of Southern Avenue and Rosenwald Road and the other between Gassie and Lewis streets. The former was likely a store, the latter an apparent shotgun (USGS 2020a [1952]).

The whole effort of developing a subdivision exclusively for African-American veterans seems to have failed by 1952. In June of that year, realtor J.T. Doiron was offering an unimproved lot for sale in “Kelly Subdivision.” Doiron was offering the lot for only \$575. Although still marketed solely to Black buyers, no mention was made of military status (*Morning Advocate* 1952b). Later that same year, a building permit was issued to Frank Wisham, Sr., to build a home for Henry Body at 9265 Gassie Street (*State-Times Advocate*

1952a). Clearly, the formally planned subdivision for Black veterans had come to an end by that date.

In January 1955, the city council passed an ordinance to purchase Lots 13 and 14 in the Suburb Kelley on which to build a new fire station (*Morning Advocate* 1955c). This was to become the aforementioned Scotlandville Fire Station (Fire Station 16) at 1200 Rosenwald Road in 1956. Precisely when Lots 17 and 18 were acquired for use by the Scotlandville Twilight Lodge No. 166 of Most Worshipful Prince Hall Grand Lodge, Free And Accepted Masons Of Louisiana, is not known. However, the 1954 city directory notes that 1289 Rosenwald Road was then under construction (R.L. Polk & Co. 1954). It was not until 1958 that “Twilight Masonic Lodge No 166” was finally occupied (R.L. Polk & Co. 1958). It is possible that Lewis Street in Suburb Kelley is named after Grand Master of the State of Louisiana John G. Lewis, Jr. (1941–1979).

Aerial photography indicates that the subdivision continued to grow between 1952 and 1959 (NetrOlnile 2022a [1959]; USGS 2020a [1952]). Including the new fire station and lodge on Rosenwald Road, several new homes were added during that period. By the 1960s, the subdivision neared full development and remained largely unchanged through at least the late 1970s (e.g., USGS 2020d [1978]). Since then, several homes have been lost to attrition, most of these being demolished in the 2010s. Among those lost are six of the 19 pre-1952 homes that stood on Gassie Street. Along Lewis Street, two of the six original homes have been lost and one significantly altered. Another home on Southern Avenue has been lost and another extensively altered.

Walker (1950) Windshield Survey

Walker subdivision, located at the corner of Blount Road and Scotland Avenue, adjoins Park Vista and North Baton Rouge subdivisions (see Figure 1 and Table 1). Its only road, Zerlee Street, passes southward from Blount Road to the Park Vista subdivision. A very small subdivision, it contains only 16 lots, ten of these face Zerlee Street, the remainder Blount Road. Only eight homes remain in the subdivision, seven of them facing Zerlee Street.

The final plans for Walker Subdivision were completed by surveyor Toxie Craft on 5 October 1950, and the Committee on Streets, Subdivisions, Transit and Transportation recommended that the Parish Council accept the plans the following month (*Morning Advocate* 1951, 1960e). Developer Zerlee Walker Scott made her first known sale in Walker Subdivision, Lot 4, to Uleas Evans in June 1952 for \$450. That same day, Ms. Scott sold Lot 5 to Arthur Lusk, Jr., for a similar amount (*State-Times Advocate* 1952b). The following month, she sold Lots 15 and 16 on Blount Road to Hillary Johnson and Sedonia Celestain Johnson for \$1,000 (*State-Times Advocate* 1952c). These buyers were all African-Americans.

An African-American herself, Ms. Scott purchased the 2-acre tract that was to become Walker Subdivision from Anna Lee Hall and her husband Paris Hall in May 1945 (*State-Times Advocate* 1945b). Like Ms. Scott, the Halls were also African-Americans. The property she purchased in 1945 was described as being the northeast corner of “tract 36” of the earlier North Baton Rouge subdivision (*Morning Advocate* 1960e; *State-Times Advocate* 1945b). When Ms. Scott decided to develop her property, she was a recent divorcee, having separated from Lewis B. Scott in 1949 (*State-Times Advocate* 1949h). Obviously, the subdivision is named after Ms. Walker and she is the namesake of its main street.

Although Ms. Scott made her first known home sale in June 1952, there was already one residence present in the subdivision at 10711 Zerlee Street by March 1952 (extant) (USGS 2020a [1952]). None of the other lots were improved at that early date. Zerlee Street is not included in period city directories until 1956 (R.L. Polk & Co. 1956). By that time, there were four residences on Zerlee Street, three of which were owner-occupied. None were provided address numbers, nor was ethnicity provided. There were, as yet, no developments on Blount Road within the subdivision. The subdivision continued to grow through the 1950s so that by 1959 there were five homes on Zerlee Street (Figures 10 and 11) and four on Blount Road (NetrOnline 2022a [1959]).

Although the subdivision remained unchanged through 1962, it appears to have been mostly developed by 1970 (NASA Johnson Space Center 2020a [1970]; USGS 2020b [1962]). In about 2000, however, it seems that several homes were removed from the development with



Figure 10. Most of the extant houses in the Walker Subdivision are located on Zerlee Street. View is to the northeast.



Figure 11. The two houses depicted here are located on Zerlee Street in the Walker Subdivision. View is to the northwest.

the result that there were only nine homes remaining in 2002. One of these homes was lost in about 2007. The subdivision has remained largely unchanged since then. Of the eight surviving homes, two date to the 1950s, the rest to the 1960s.

Although the Walker subdivision has not yet been surveyed, the windshield survey indicated that the eight surviving homes retain sufficient integrity to be considered contributing elements to an historic district. The Walker subdivision, although small, is considered potentially eligible for listing in the NRHP as a district under Criterion A for its contribution to the community planning and development of Scotlandville because it was developed by an African American woman in the 1950s.

Hasting Heights (1951) ***Windshield Survey***

As laid out on 19 January 1951, present-day Hastings Heights subdivision contained 22 lots stretching eastward from Scenic Highway (US 61) along the south side of Harding Boulevard almost to Somerset Street (see Figure 1 and Table 1). The current subdivision, however, is but a small part of a much larger subdivision of the same name (Figure 12).

In May 1947, a large box notice was placed in the Baton Rouge *State-Times Advocate* (1947a) entitled “Negros Make History In Baton Rouge.” According to the notice, “One hundred sixty-three acres of land, consisting of 1437 feet on the east side of the Bayou Sara Road [*Scenic Highway/US 61*] and 5319 feet on the south side of Harding Boulevard, were sold to 38 Negroes by Reynaud & Gebelin for \$31,600” (*State-Times Advocate* 1947a) (Figure 13). The transferred land, then undeveloped, had been surveyed and subdivided by civil engineer A.G. Munding on 9 July 1946 (*Morning Advocate* 1963e). Munding laid out the subdivision, to be named Hastings Heights, to include four north-south streets and three east-west streets (*State-Times Advocate* 1947a). Instead of small suburban lots, however, Munding laid out the property into larger “tracts” (*Morning Advocate* 1963e). The new subdivision was to stretch from Scenic Highway to present-day Interstate 110 and would have included all of what is now Southern Heights (first and second filings) as well as Montalbano

Figure 12. Four Scotlandville subdivisions—Hastings Heights (1951), Southern Heights (1953/1957), Woodaire (1958/1959) and Airline Terrace (1955) (from top to bottom)—located south of Harding Boulevard are considered potentially eligible for listing on the NRHP under Criterion A (esri base map).

NEGROES MAKE HISTORY IN BATON ROUGE

One hundred sixtythree acres of land, consisting of 1437 feet on the east side of the Bayou Sara Road and 5319 feet on the south side of Harding Boulevard, were sold to 38 Negroes by Reynaud & Gebelin for \$81,600. Breazeale, Sachse & Wilson were the attorneys—Mr. A. G. Munding the Civil Engineer—survey work will go on as soon as possible. Bids will also be let out for four streets running North and South and three East and West.

There are restrictions on this property which are listed, herein: No saloon or dance halls, one house and garage to a lot, houses are to be built from 15 to 20 feet from the front line and 10 feet from the adjoining house, houses cannot be built at a cost less than \$3,000, and property facing Bayou Sara Road has been designated commercial.

The lots measure from 50 to 55 ft. by depths of 125 to 127 ft. or more. Hastings says that he is sure that 701 lots will clear the strain in East Baton Rouge Parish for GIs.

Arrangements are to be made for gas, lights and water. It was voted at a meeting to name this site for Hastings. The name given is Hastings Heights.

NAMES OF PURCHASERS ARE LISTED BELOW:

Messrs. Heratio Thompson, W. W. Stewart, Buffington C. Cox, Jr., Joseph Bernard, G. W. Adams, E. R. Brantley, Rev. L. W. Haydel, Doctors William Edward Reed, B. V. Baranco and A. K. Fleet, Messrs. John G. Lewis, Jr., G. Leon Netterville, John James Hedgemon, Henry Thomas Buffington, Sr., Lawrence F. Legarde, John Arbuckle, Ray C. Crowley, Clifford Tatum, Harold H. Handy, Richard A. Harrison, William Henry James, Scott A. Lewis, Joshua A. Lloyd, Joseph S. Smith, M. J. Clark, James Caulfield, Charles Harrington, Emanuel M. Harrison, James Harrison, Elliott J. Hastings, Robert E., Lester B. and Clyde W. Yansy, Thomas Delpit, and Mr. and Mrs. Edward J. Roberts, Chicago, Illinois.

Figure 13. A May 1947 box notice touting the proposed development of Hastings Heights placed in the *State-Times Advocate* (1947a). A group of 38 African-American businessmen purchased 163 acres at present-day Scenic Highway and Harding Boulevard in 1946 and had civil engineer A.G. Munding develop plans for the subdivision in July 1946. The development, however, was strongly opposed by the White residents of the neighboring Bank Addition Subdivision. A much reduced Hastings Heights subdivision was finally developed in 1951, the balance of the property becoming Southern Heights (1953/1957) and Montalbano (1960).

subdivision along 77th, 78th and 79th Avenues. Among the purchasers were Horatio C. Thompson, John G. Lewis, Jr., Scott A. Lewis, M.J. Clark and Thomas Delpit. In fact, it seems that the development takes the name of one of the property buyers—Elliott J. Hastings. Not long after their purchase, Mundinger revised his plans for Hastings Heights on 24 September 1947 (*Morning Advocate* 1963e).

Development of the original Hastings Heights, however, was ill-fated. Announced in May 1947, it was reported in May 1949 that the City-Parish Planning Commission had just “conditionally approved a tentative geometric layout of Hastings Heights subdivision” (*Morning Advocate* 1949a). There were, however, at least some property transfers during this period, including the sale of “lot 17, W½ thereof Hastings Heights, with impts [*i.e.*, *improvements*]” (*State-Times Advocate* 1948d). That sale was made by Harold H. Handy to Beverly V. Baranco, Jr., for \$1,285.48. Handy was one of the property’s original buyers. These sales, however, seem to have been for the larger tracts within the subdivision rather than individual house lots.

The delay in laying out the subdivision was due solely to the resistance of White homeowners in the adjoining Bank Addition Subdivision (1941). In general, there was resistance towards any new development in Baton Rouge during the late 1940s that was geared towards African-Americans. It was reported in the newspaper on 2 February 1950 that “A long simmering question of where to locate a proposed Negro housing subdivision finally reached an open meeting of the city-parish council last night” (*State-Times Advocate* 1950b). There, it was related that attempts by the Crawford Corporation to build a 1,000 home African-American subdivision (East Scotlandville subdivision, never developed) near the Fortune Addition on Plank Road were “vigorously protested” by the residents of the latter subdivision. Bill Singleton, the city planning engineer, noted that the Crawford development would be an “island” of development in an otherwise rural area that would make it difficult to service. Because of that, Singleton suggested that an area in Scotlandville would be a better choice.

To Singleton’s comment, Councilman Richard C. Cadwallader “replied that there was only one large area available which would suit the purposes of the subdivision and that was

Hastings Heights.” Cadwallader noted that when the property owners of Hastings Heights “brought the matter to the old police jury for approval as a Negro subdivision, residents of Banks subdivision blocked it” (*State-Times Advocate* 1950b). Despite recognizing the need for additional housing and considerable debate, the issue remained unresolved.

It seems that it was about this time (1949–1950) that Hastings Heights was broken up into multiple developments for just three weeks after the council meeting it was reported that at the 20 February meeting that “Action on the plat for Southern Heights, lots 530-623 (Horatio Thompson et al) was postponed when the meeting was adjourned for lack of quorum” (*Morning Advocate* 1950d). This was despite the fact that the council did have a quorum for other actions that night. The members that were present, however, did allow residents of the “Banks subdivision [to] request the commission turn down the Southern Heights plat.” Just a few weeks later, however, the council “Approved preliminary plans for Southern Heights, formerly Hastings Heights, subdivision in the Scotlandville area where a Crawford Corp. development is proposed” (*Morning Advocate* 1950a). With fierce resistance from Bank Subdivision residents, the final plat for Southern Heights (not to be confused with a similarly named 1942 subdivision located on Harding Boulevard immediately south of Southern University) was not approved until March 1953. It is discussed separately below.

With strong opposition to any African-American developments immediately next to them, it seems that the Bank Subdivision residents finally relented to allow a small development to occur along Harding Boulevard—a much reduced version of Hastings Heights. As noted above, the final plans for the subdivision were submitted on 19 January 1951, over four years after the effort was first announced. As noted above, Horatio C. Thompson was among the buyers of the larger Hastings Heights tract and it was Thompson who made the first known sales in the smaller subdivision in June 1951. At more or less the same time, Thompson sold Lot T to Joseph and Bertha Buquoi and Lots U and V to Nolan Deconge. The sales were made at \$1,500 per lot and included improvements (*State-Times Advocate* 1951b). What those improvements may have consisted of must have been minor as aerial photography indicates that there was only one structure in the subdivision by March 1952 (USGS 2020a [1952]). It was located on either Lot T or U (non-extant). By 1959, the subdivision contained four

residences (1626, 1632, 1716 and 1718 Harding Boulevard) and an apparent small business on the corner of Scenic Highway (US 61) and Harding Boulevard (Lot A) (non-extant). A fifth structure stood on Lot F(?) (non-extant). Surrounded by cars, it seems to have been either an automobile repair shop or a junkyard. In 1958, this was the site of Banks Upholstery (R.L. Polk & Co. 1958). All four residences built between 1952 and 1959 survive, but two have been altered, one extensively. All seem to have been occupied by African-Americans.

By 1964, two new homes were added to the subdivision (Cole's Directory 1964). By then, the former Banks Upholstery had become an attorney's office. The area seems to have undergone little change through the remainder of the 1960s, although a "Phil-A-Sak" was erected on Lot C (1472 Harding Boulevard) by 1968 (Cole's Directory 1968). Located along one of the community's main thoroughfares, that commercial development soon spread to include the western third of the subdivision by 1978 (USGS 2020d [1978]). Since then, there has been additional commercial development so that all of the western half of the small subdivision is now commercial. Never fully developed, there are only five residences in the subdivision, all were built in the 1950s.

Southern Heights (1953/1957) Surveyed 2018–2019

As discussed above, Southern Heights grew out of Hastings Heights as opposition to the establishment of a Black subdivision raged among the White residents of the neighboring Bank Subdivision (see Figures 1 and 12 and Table 1). It is likely that the initial action to begin the subdivision began in 1949 as the original Hastings Heights was soon broken up into smaller developments. As noted above, Horatio C. Thompson and his partners were trying to have their plans approved for Southern Heights as early as February 1950 (*Morning Advocate* 1950d). Initially successful, their preliminary plans were approved the following month by the Planning Commission (*Morning Advocate* 1950a). A few months later, at their 7 June 1950 meeting, the Parish Council provided preliminary approval of those plans as well (*Morning Advocate* 1950b). Interestingly, the names of the developers were not provided at the meeting although John Taylor was identified as the engineer.

The White residents of the Bank Subdivision remained vehemently opposed to the subdivision and expressed their opposition at the 16 June 1950 council meeting. Part of their opposition, as stated by S.O. Drury, was that the southernmost east-west street was too close to the Bank Subdivision and that Pembroke Street, a through street, would create a traffic hazard at Banks Elementary School. In light of this, Drury asked that the commission rescind its approval. Councilman Cadwallader, however, did not think the commission had the authority to rescind its earlier approval and, instead, suggested that the Bank Subdivision residents work with the developers to find an agreeable solution. In response, Drury stated that “it will bring a fight when they (the residents) learn the subdivision is an accomplished fact” (*Morning Advocate* 1950c). He went on to say that the Bank Subdivision residents would “hire . . . a whole staff of attorneys.” In response, Cadwallader asked Drury “Do you want to declare war on the whole thing?” Drury went on that “he was only interested in the traffic problem and separation of the subdivisions by an alley.” The undercurrent, however, was that the White Bank Subdivision residents did not want a Black subdivision next to their own. Indeed, in a note, the *Morning Advocate* (1950c) wrote “(The area, formerly called Hastings Heights, originally was partially developed by a group of Negro land owners and an option to the land was sold to Alvin Sansing from Mississippi.)” There was little reason to include the note other than to allude to the racial underpinnings of Drury’s arguments. The extent of Sansing’s actual involvement in the development is unclear. However, Thompson sold “Lot 23 Sq. 5 Gevelin and Reynaud Tract” to him in June 1950. That sale was made for \$4,150 (*State-Times Advocate* 1950f). The exceptionally high price indicates that the lot must have then been improved. Sansing, a White lumberman, obviously made other purchases as well for he sold Lots 182-195 in “Hastings Heights” to The Texas Pipe Line Company in March 1953 (*State-Times Advocate* 1953a) and Lots 196 and 197 to Claude F. Purnell in April 1953 as well as reselling Lots 193-195 to Herbert W. Mack (*State-Times Advocate* 1953b). The latter sales were made for only \$1,250 each.

Even as arguments raged on against developing Southern Heights in the early 1950s, construction was already occurring along Harding Boulevard, well before the subdivision plans were finally approved in 1953. In 1949–1950, Brady B. and Irene Kennedy, an African-American couple, built their home at 2138 Harding Boulevard (Baton Rouge Directory

Company, Inc. 1949; R.L. Polk & Co. 1950; USGS 2020a [1952]). Their home (Lots 89/90 portions), the first in what was to become Southern Heights, remains unaltered. About the same time that the Kennedy family moved in, John Arbuckle, one of the subdivision's purchasers, received a permit in January 1950 to erect an army barracks moved from nearby Harding Field in Hastings Heights (*State-Times Advocate* 1950d). Where this building (non-extant) was erected is not known, but may have been at the corner of Scenic Highway and 77th Avenue (USGS 2020a [1952]). The following year, construction was underway at 2142 Harding Boulevard (R.L. Polk & Co. 1951). By 1952, this was the home of William M. Fletcher (R.L. Polk & Co. 1953). It too remains unaltered. By March 1952, the Kennedy and Fletcher families were joined by two more homes, one at 2106 Harding Boulevard and the other at 2108 (R.L. Polk & Co. 1954; USGS 2020a [1952]). These were the homes of John W. Fisher and Ray C. Crawley, respectively, by 1954. Fisher was then director of the Southern University Department of Agriculture and Crawley was Thompson's brother-in-law and one of the 1947 property buyers. Although the home at 2108 Harding Boulevard has had some additions made, both of these homes are also still extant.

Despite continued opposition, the Parish Council provided preliminary approval for the subdivision's layout in August 1952 and served notice of intent to pave the subdivision's streets and construct sewage facilities in September 1952 (*Morning Advocate* 1952e; *State-Times Advocate* 1952d). The following month, the council ordered this work to be undertaken. This was done only "after lengthy, and sometimes hot debate" (*Morning Advocate* 1952i). At the time, there were to be 181 lots in the subdivision. These were to all be along Harding Boulevard and 79th Avenue and their cross-streets. At the meeting, Thompson noted that the "firm of Munding, Dupree and Cooper had estimated the cost of the sewerage system at \$125 a lot and the paving at \$10 a front foot" (*Morning Advocate* 1952i). However, the sewerage cost was for a septic system rather than a sanitary system with a disposal plant. This did not include the \$300 that was needed for each property's septic tank. Councilman Cadwallader was against the use of septic tanks as he recognized that the subdivision would undoubtedly be soon tied to the city's sanitary system. John G. Lewis, however, noted that "although there were 181 lots to be developed at this time, many houses were to be built on two or more lots so there would not be 181 actual property owners to share cost of a disposal

plat” (*Morning Advocate* 1952i). Dr. Felton G. Clark, president of Southern University, wrote in a letter to the council that “the development was needed to provide housing for Southern faculty and administrative personnel” (*Morning Advocate* 1952i). Thompson and Lewis were among the 30+ landowners who had a stake in the development (*Morning Advocate* 1952i), presumably the same individuals who had purchased the property in 1947.

Ultimately, the Parish Council awarded a contract for the installation of a sewer collection line in Southern Heights to Magnolia Construction Company in December 1952. The contract was for \$32,540 (*Morning Advocate* 1952d). Just a few days later, the council awarded the street paving contract to Carruth Pipeline Company for \$87,110 (*Morning Advocate* 1952c). The paving contract was for 79th Avenue from Scenic Highway to Emile Street and the cross-streets Somerset, Pembroke, Nottingham and Emile between 78th Avenue (not included) and Harding Boulevard. Sewer work was to be conducted along 79th and 78th Avenues as well as along the cross-streets. The work orders for both projects were issued in April 1953 (*Morning Advocate* 1953b). This was one month after the final subdivision plans had been developed.

Lot sales began almost immediately after the plans had been approved, but before road work even began. The first known lots to be sold (not including those to The Texas Pipe Line Company) were those mentioned earlier by Sansing to Claude F. Purnell and Herbert W. Mack in April 1953 (*State-Times Advocate* 1953b). Their lots were located at the intersection of 79th Avenue and Somerset Street. The home built on Purnell’s two lots (Lots 196 and 197) is still extant at 1830 79th Avenue and Mack’s lots (Lots 194 and 195) still contain the original home at 1825 79th Avenue. Both homes still retain their integrity. Purnell was then a teacher at South Scotlandville Elementary School and soon to be principal at Zion City Elementary School. Despite these early sales, and developments, Southern Heights, developed specifically as a “new Negro subdivision,” was not officially opened until 10 October 1953 (*Morning Advocate* 1953a). This was only months after the June 1953 Baton Rouge bus boycott.

Among the early property sales were two of particular interest. In September 1954, John G. Lewis, Jr., sold Lots 150, 151 and 152 to Capitol Homes, Inc., for \$5,550. Probably

that same day, Horatio C. Thompson sold Lot 149 to Capitol Homes, Inc., for \$1,850 (*State-Times Advocate* 1954b). Just a month later, advertisements appeared in Baton Rouge's newspapers for "3 Bedroom Crawford Homes. 5 Basic Floor Plans—7 Exterior" in Southern Heights. The Crawford houses were developed by Capitol Homes, Inc. (Figure 14), and sold exclusively by the Mack Realty Company (*State-Times Advocate* 1954a). Lots 149-152 are located on the north side of 79th Avenue near Nottingham Street. The four lots were re-subdivided to form three lots (2635, 2655 and 2665 79th Avenue) on which Capitol Homes, Inc., built their Crawford Homes. All three are still extant, two of which are unmistakably Crawford designs (2635 and 2665 79th Avenue). As discussed above, the Crawford Corporation attempted to build an African-American subdivision to be known as the East Scotlandville subdivision near the Fortune Addition on Plank Road in 1950 (*State-Times Advocate* 1950b), but the plan failed due to intense White opposition. Instead, there was at least talk of the company developing Southern Heights. Those plans never fully materialized, however, and these are among the few Crawford homes in the subdivision. It should be noted that the Mack Realty Company does not refer to Herbert W. Mack of Southern Heights, it refers to McBurnett "Mack" Johnson (see below).

Among the original investors in Hastings Heights that ultimately moved into Southern Heights was Horatio C. Thompson. At the time of the June 1953 Baton Rouge Bus Boycott, Thompson and his wife Jewel Tatum resided at 1713 Oleander Street (extant) in Baton Rouge (R.L. Polk & Co. 1953, 1954). They did not remain there for much longer. In February 1955, Thompson received a building permit to erect a residence at 2844 79th Avenue (*State-Times Advocate* 1955c). The house, located at the corner of Emile Street, was to be sited on four lots—Lots 253-256—and was to be built by the Jenkins Lumber Company. A Black-owned business located in Scotlandville that was operated by Kerney Jenkins, the Jenkins Lumber Company built several homes on Harding Boulevard and 79th Avenue in 1954–1955, including Thompson's. With its low lines, wide eaves and wood and brick veneer exterior, Thompson's home is reminiscent of the then popular Crawford Homes (Figure 15). However, Thompson's 79th Avenue home, in which he was residing by 1956 (R.L. Polk & Co. 1956), was much larger. Large as it may have been, it apparently was not sufficient in size for Thompson received another building permit in July 1966 to have Louis U. Darensbourg build a rear addition to the

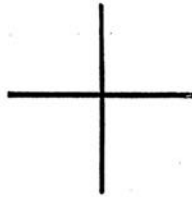
SOUTHERN HEIGHTS

OPEN SATURDAY & SUNDAY

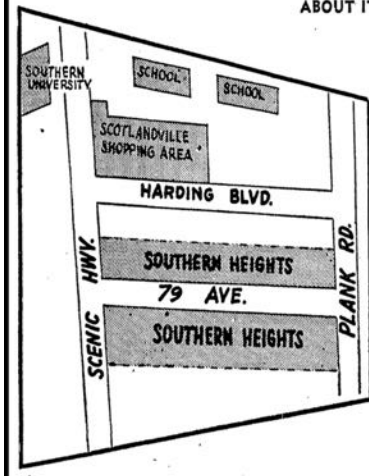


3 Bedroom Crawford Homes

5 BASIC FLOOR PLANS - 7 EXTERIORS



This is a fine time for a REAL homecoming!
Start enjoying the life that only a home-of-your-own can give you. Crisp, golden days . . . happy relaxed evenings in your own living room . . . these pleasures are waiting for you and your family! And home-owning is a lot easier than you might think. So easy, in fact, that now more families OWN THEIR HOMES than rent. Why should YOU wait? In Southern Heights, we can give you everything your heart desires in a home and fill it with value far beyond its price. We will help you own a home by arranging for NO DOWN PAYMENT and suiting monthly payments to your income. FIND OUT ABOUT IT NOW!



SUBDIVISION FEATURES

- PAVED STREETS
- CURBS AND GUTTERS
- SUBSURFACE DRAINAGE
- GAS, WATER & ELECTRICITY
- IN STREET LIGHTING DISTRICT
- IN FIRE DISTRICT
- NEAR SCOTLANDVILLE SCHOOLS
- NEAR SCOTLANDVILLE SHOPPING CENTER
- NEAR SOUTHERN UNIVERSITY
- GOOD PUBLIC TRANSPORTATION

Figure 14. Several of the early homes erected in Southern Heights were Crawford Homes (*State-Times Advocate* 1954a).



Figure 15. The house located at 2844 79th Avenue (17-02900) in Southern Heights was built for Horatio C. Thompson, local businessman and civic leader, in 1955–1956 and enlarged in 1966. View is to the southeast.

home (*State-Times Advocate* 1966). An African-American contractor, Darensbourg was active during the 1950s and 1960s and built several other homes in Southern Heights as well.

Thompson, who resided at 2844 79th Avenue through the mid-1990s, remained socially active through his life as well as commercially. In addition to operating gas stations and stores, he was also active in the real estate market, developing, among other things, a large apartment complex at 1570 79th Avenue between 1962 and 1969. He continued to manage the complex through the mid-1990s (Anders 1995; USAF 2020 [1969]; USGS 2020b [1962]). He was also Scotlandville’s first Black millionaire (Emmanuel et al. 2015). Thompson’s 1955 home, enlarged in 1966, remains unaltered.

By 1956, there were seven homes on Harding Boulevard within the subdivision limits and an eighth under construction. These include the aforementioned homes as well as those of

G. Leon Netterville (1870 Harding Boulevard, extant) (Figure 16) and Matthew J. Clark (2578 Harding Boulevard, extant) (Figure 17) (R.L. Polk & Co. 1956). Both Netterville and Clark were among the original 38 buyers of the property in 1947. Both were also professors at Southern University. All eight homes present in 1956 are still extant. On 79th Avenue, there were at least four homes by 1956, including Mack's home at 1825 79th Avenue (R.L. Polk & Co. 1956) and the two Crawford Homes at 2655 and 2665 79th Avenue. Another Crawford home across the street was owned by Henry and Doveal Essex. Purnell's home had not yet been built. All three homes on 79th Avenue are still extant.

Sales within Southern Heights was sufficiently strong that a second filing was made on 10 April 1957. This second filing included 78th and 77th Avenues. The Parish Council ordered the paving of those streets and their various cross-streets in early January 1956 (*Morning Advocate* 1956c). The paving contract was eventually awarded to Barber Bros Construction Company in November 1956. Sewerage work was awarded at the same time to Yor-Wic Construction Company (*State-Times Advocate* 1956f).

Not surprisingly, the subdivision grew rapidly during this period. By 1959, there were 14 homes along Harding Boulevard and 60 along 79th Avenue as well as three along Pembroke Street. Within the second filing, there were already 15 homes along 78th Avenue by 1959, not including a three-building apartment complex (extant) at the corner of Somerset Street.

Undoubtedly to the consternation of the White residents of neighboring Bank Subdivision, there were already eight homes on 77th Avenue by 1959 (NetrOnline 2022a [1959]). Ironically, the homes of Black Southern Heights were more modern and generally larger than those of White Bank Subdivision. In fact, one covenant of the Southern Heights required that no house could cost less than \$4,000. In 2012, longtime resident Henry Essex (in Cullen 2012) noted that “No house even came close to that low an amount.” Essex, among the first to move into the subdivision, was a Southern University assistant professor, not unlike many of his neighbors. According to Essex, they paid \$14,500 for their Crawford home in 1954 (Cullen 2012), well above the minimum of the covenant. Perhaps not surprisingly, Horatio C. Thompson “called Southern Heights Baton Rouge’s ‘first fine subdivision for black homebuyers’” in a 1995 interview (Cullen 2012).



Figure 16. The house located at 1870 Harding Boulevard (17-02950) in Southern Heights was built for G. Leon Netterville, a former professor at Southern University and one of the original Southern Heights property owners. View is to the south.



Figure 17. The house at 2578 Harding Boulevard (17-02971) in Southern Heights was built for Matthew J. Clark, also a former professor at Southern University and one of the original Southern Heights property owners. View is to the south.

Owning one of the few Crawford homes in the subdivision, the Essexes lived at 2664 79th Street (extant). According to Essex (in Cullen 2012), “They shipped Crawford houses in here like crossword puzzles . . . They put the slabs down and came in with walls and the roofs, put them together like puzzles.” In 1964, Essex had Louis Darensbourg build a new two-story home for him at 2144 79th Avenue for \$25,000 (extant) (*Sunday Advocate* 1964). It is one of the few two-story homes in the subdivision.

While all of Southern Heights and neighboring Hastings Heights was laid out for residential development, the area along Scenic Highway was soon converted to commercial (NetrOnline 2022a [1959]), which is still the case today. It should be noted here that much of the north side of 78th Avenue between Scenic Highway and Somerset was not included as part of Southern Heights. Instead, 1615 through 1733 78th Avenue was to become Montalbano subdivision (see below). The residential portion of that subdivision had not yet been developed in 1959.

Within Southern Heights, development exploded with the 1957 opening of the second filing, and by 1962 well over half of both filings were already improved (USGS 2020b [1962]). Despite the prosperity of their neighbors, the White residents of the Bank Subdivision maintained their animosity towards their Black neighbors. Because of this, there were no thru streets connecting the Black and White subdivisions, save for Pembroke Street, which was little more than an unimproved trail (USGS 2020c [1962]). Pembroke Street was eventually improved in the late 1960s (NASA Johnson Space Center 2020b [1972]; USAF 2020 [1969]), allowing increased transit between the subdivisions. Increasing accessibility, however, soon led to White flight in Bank Subdivision, and the residents there began leaving the area. Increasingly unable to attract White homeowners, African-Americans began moving into that subdivision by the 1970s.

By 1969, virtually all of Southern Heights had been improved. By then, there were only a few scattered undeveloped lots still available (USAF 2020 [1969]). There was also increased development of the commercial area along Scenic Highway during this period, including the construction of a large apartment complex at 1570 79th Avenue between 1962

and 1969. Virtually all of the few remaining residential lots in the subdivision were improved by 1975 (NASA Johnson Space Center 2022 [1975]). Since then, there has been very little loss of housing stock in the subdivision and few modern additions. Within the commercial part of the subdivision, there has been considerable change, although the circa 1966 apartment complex remains. These changes in the commercial area do not impinge on the larger residential portion of Southern Heights.

The Southern Heights subdivision is considered eligible for listing in the NRHP as a district under Criterion A for its contribution to community planning and development in Scotlandville. Built as the first subdivision in Baton Rouge for African-Americans by leading African-Americans at that time, it has been the home and starting point for many African-American state/community leaders and proponents of the Civil Rights movement in Baton Rouge. It has also served as a neighborhood to showcase the work of several architects and builders in Scotlandville and Baton Rouge. Southern Heights was surveyed during the 2018–2019 grant year (Appendix 3). At that time, 304 of the 312 resources that were recorded within Southern Heights were considered to be contributing elements to a potential district and only eight as non-contributing elements. As Hasting Heights can be considered the initial phase of Southern Heights, some or all of that subdivision may also contribute to a Southern Heights historic district.

Airline Terrace (1955)
Surveyed 2021–2022

Airline Terrace is located within the confines of the Monte Sano Highland Farms subdivision, immediately north of Airline Highway (US 190) (see Figure 1 and Table 1). It is bounded on the south by Monte Sano Avenue and includes the 6500-6700 blocks of Nottingham and Cambridge streets, the 6500-6600 blocks of Kerr Street and the 2700-2800 block of Kaufman Street (see Figure 12). The subdivision is comprised of 74 lots, 12 of which are vacant and one that has new construction. The remaining 61 have their original houses.

Airline Terrace, Inc., filed their business charter in May 1955 (*Morning Advocate* 1955a). That July, the group purchased Lots 16, 17 and 18 of Monte Sano Highland Farms

from Sam G. Dupree for \$48,750. Each of the three lots contained five acres with improvements (*State-Times Advocate* 1955d). Final plans for the subdivision date 15 July 1955, and development began shortly thereafter.

Airline Terrace, Inc., received a building permit the week of 29 August 1955 to erect four single family Pollman Homes in the new subdivision (*State-Times Advocate* 1955b) (Figures 18 and 19). Pollman Homes were modular housing units manufactured by The Thyer Manufacturing Corporation of Toledo, Ohio (The Thyer Manufacturing Corporation c. 1955) and appear to have been popular in Baton Rouge from 1954 until 1957.

A December 1955 advertisement for Airline Terrace states that five of the scheduled 75 homes would be complete by January 15, 1956. The homes were described as “attractive 3 bedroom homes . . . designed for easy and comfortable living. Inside . . . lots of closets, large living room-dining room combination, factory built kitchen cabinets with Formica top, pre-finished Higgins flooring, all aluminum windows, attic fan, forced air heating, venetian blinds, attic insulation. Carport and cedar shake exterior.” (*State-Times Advocate* 1955a).



Figure 18. The hipped roof house at 6544 Kerr Street (17-07075) in Airline Terrace retains its original Thyer home details including cedar shake siding and a carport. View is to the northeast.

AIRLINE TERRACE

HAS EVERYTHING



**OPEN
TODAY**

3 to Dark

3 BEDROOM

**THYER
HOMES**

**\$11,100
to
\$11,450**

You're going to be delighted when you see how much real luxury and comfort is built into these pretty homes. Planned to meet today's family needs, they include such desirable features as hardwood floors, all aluminum windows, Plymco counter tops, venetian blinds, attic fan, attic insulation and lots of storage space. AND THE LOCATION IS CONVENIENT—You're just minutes from all parts of town.

LOW MONTHLY NOTES

Beginning as low as . . .

**VETS 2% Down
NON-VETS, \$1200 Down
Plus Closing Costs**

\$61⁰⁰

Including Taxes & Insurance

DIRECTIONS: Drive west on Airline Hwy. toward River Bridge—Follow sign "AIRLINE TERRACE OPEN." Just 1/2 mile west of Plank Road.

CAGLE & GREVEMBERG

Realtors

Walter Campbell, 5-7381

Seth Pool, 2-1283

Melvin L. Cagle, 5-6787

Gene Simmons, 5-9892

Randall E. Davis, 5-8409

Figure 19. This ad for Airline Terrace proclaims that it has everything. Note that these were Thyer homes (*Morning Advocate* 1956a).

Although the homes were expected to be ready by January 1956, the earliest known sales were in April 1956 (*State-Times Advocate* 1956g). The first houses sold were located on the east side of Cambridge Street. New houses were continually constructed from April 1956 through July 1956. Most were then sold between two and five months after construction. Advertisements specifically targeted people eligible for GI Loans (*State-Times Advocate* 1956a) (Figure 20).

In addition to Airline Terrace, Inc., some of the building permits for houses in Airline Terrace went directly to Pollman Homes, Inc., (*State-Times Advocate* 1956d) while others went to V.W. Cagle, a local realtor (*State-Times Advocate* 1955a; 1956c). By 1959, 73 of the 74 lots in the subdivision were developed (NetrOnline 2022a [1959]). It appears that most of the homes in the subdivision were occupied by Whites during the 1960s. The only exception was Cambridge Street where residents were White owners and African-American renters (Cole's Directory 1964, 1966, 1968). The last lot was developed in 1971 (*Sunday Advocate* 1971b) and is the only house built in Airline Terrace that is definitely not a Pollman/Thyer home.

Of the 74 houses built in the Airline Terrace subdivision between 1956 and 1971, 61 are still extant (Appendix 4). Most of the non-extant structures were demolished in the first two decades of the twenty-first century, though a few were demolished earlier. The Airline Terrace subdivision is considered potentially eligible for listing in the NRHP as a district under Criterion A for its contribution to the community planning and development of Scotlandville in the 1950s. Airline Terrace was surveyed during the 2021–2022 grant year. Of the 61 extant buildings, 54 are considered to be potentially contributing (Figures 21 and 22). Only six have had significant alterations to be considered non-contributing.

Woodaire Subdivision (1958/1959) ***Windshield Survey***

Woodaire subdivision consists of two filings, one made in June 1958, the second in March 1959. The first filing is located immediately north of the Bank Addition and behind Banks Elementary School (see Figure 1 and Table 1). As such, it runs along the north side of 72nd Avenue and includes both sides of 73rd Avenue in that area. The second filing extended the subdivision to the north so that it includes both sides of 74th Avenue and 75th Avenue. The

CAGLE & GREVEMBERG
OPEN HOUSES
 TODAY—3 to Dark

VETERANS . . .
MOVE IN

**NO
RED
TAPE**

YOUR SPANKING NEW
 SPARKLING BRIGHT

**3-BEDROOM
HOME NOW—**

Today—No Delay

Only 2% Down Plus Closing Costs

30 YEAR LOANS

AIRLINE TERRACE

**THYER
HOMES**

Monthly
Notes

\$62

Including
Taxes
&
Insurance

**And Airline Terrace
Has Everything!**



- **Modern, Styl-Wise Homes—
Designed, Built and Equipped for
Luxury Living**
- **Friendly, Cheerful Neighborhood**
- **Convenient to All Parts of Town**

COME OUT AND SEE FOR YOURSELF—You
won't believe so many quality features can
be included for only . . .

\$11,100 to \$11,450

Figure 20. Houses for sale in Airline Terrace were advertised with veterans in mind (*Morning Advocate* 1956b).



Figure 21. Most of the Pollman/Thyer homes in the Airline Terrace subdivision were either side gabled or hip roofed such as the example at 2722 Kaufman Street (17-07084). View is to the southwest.



Figure 22. A few of the Pollman/Thyer homes in the Airline Terrace Subdivision were front gabled including the house at 6544 Nottingham Street (17-07089). View is to the southeast.



Figure 23. The Woodaire Subdivision is located east of the Bank Subdivision and adjacent to the Banks Elementary School. View is to the east.

two filings are connected by Middlesex and Yorkshire streets. Nottingham and Sussex streets also pass into the second filing (see Figure 12). The subdivision was conceived as a planned development and, therefore, has an architectural cohesiveness that the adjacent Bank Addition lacks.

Woodaire originally contained homes exclusively constructed for Residential Developers, Inc., by W. Hamilton Crawford's Crawford Corporation (Figure 23). Residential Developers, Inc., was incorporated in March 1955 and remained in business until September 1964 (OpenGovUS 2022). The company prided themselves as "Baton Rouge's Leading Builder of Quality Crawford Homes" (*State-Times Advocate* 1959b). The latter company prefabricated its homes at its flagship Baton Rouge plant and then assembled them on site.

W. Hamilton Crawford had been building subdivisions for 15 years before Woodaire was opened. As manager of Crawford, Inc., Crawford built Sherwood Heights in Jackson,

Mississippi, in 1940. His first known development, Sherwood Heights contained 24 homes built under “An amazing and revolutionary new system of home building and financing” that he referred to as “the Crawford Unit Plan of home building and financing” (*Daily Clarion-Ledger* 1940). Sherwood Heights sales opened in March 1940, and Crawford announced the development of a 33-home subdivision in Hattiesburg in June 1940 (*Hattiesburg American* 1940b). Crawford brought his assembly line homes to Louisiana in May 1941 with the opening of a 103-home subdivision on the Circus Plot in Alexandria (*Alexandria Daily Town Talk* 1941).

Soon after opening his Alexandria subdivision, Crawford moved to Baton Rouge, and it was announced on 15 November 1941 that he would begin construction on a 100-home subdivision between Plank Road and what is now N. Acadian Thruway near Winbourne Avenue (*Morning Advocate* 1941). Crawford’s first development in Baton Rouge was to be known as the Crawford Addition (*Morning Advocate* 1942).

As World War II loomed, Crawford took advantage of his experience of prefabricated modular construction to supply Camp Shelby in Hattiesburg, Mississippi, with 11,200 tent floors. The first floors were delivered on 30 September 1940 (*Hattiesburg American* 1940a). After the United States entered World War II in December 1941, Crawford began manufacturing prefabricated barracks and military hospitals for shipment to England (Bartkiewicz 2006:71).

Following passage of the Servicemen’s Readjustment Act of 1944, better known as the G.I. Bill, Crawford combined his construction techniques with his military experiences to pursue opportunities to build prefabricated homes for returning veterans (Bartkiewicz 2006:71). Crawford’s first post-war subdivision in Baton Rouge was Delmont Village, which opened for sales on 1 September 1946 (*Morning Advocate* 1946).

Crawford eventually began working with other developers, including Residential Developers, Inc., who specialized in developing subdivisions in the Baton Rouge area and installing or assembling the Crawford Homes on the lots. The relationship between the two companies was a long one. In 1948, Property Management, Inc., a realty company, was a

subsidiary of the Crawford Corporation. Jackson Monroe Powell then ran Property Management, Inc. (*Morning Advocate* 1948a). Upon his death in 1997, it was noted that Powell was “formerly vice president of Crawford Corp. and Residential Developers Inc. of Baton Rouge from 1938-63” (*The Advocate* 1997). In addition to Woodaire, Residential Developers, Inc., built Beauvaire, Bonaire, Broadmoor Oaks, College Park and others (*Morning Advocate* 1959c, 1959d). The two companies’ first joint venture, however, was Westdale Terrace in 1956 (*State-Times Advocate* 1956b). Residential Developers, Inc., was a relatively new company at the time. In fact, the name Residential Developers, Inc., had been formed in March 1955. They were previously known as Crawford Homes, Inc. (Louisiana Department of State 2022b).

Like the Bank Subdivision, Woodaire Subdivision was developed for the White community. The appeal of Woodaire were the newly built Crawford Homes (Figure 24) that were conveniently located (especially for those who worked at the nearby plants) but “yet away from the noise and tension of crowded city living” (*Morning Advocate* 1959d). Most of the targeted purchasers were veterans as in one of its earliest advertisements for Woodaire, Residential Developers, Inc., promised that “\$450 is all that is needed for a qualified veteran to own this attractive 3 BR home Monthly payments \$63. Maximum FHA financing also available” (*State-Times Advocate* 1959b). Residential Developers, Inc., was offering houses there with six basic floor plans but with 30 different exteriors (*Morning Advocate* 1959d).

The first home sold in Woodaire was to William H. Meier and his wife Dorothy P. Meier in September 1958. The home was located on Lot 44 or 2616 73rd Street. The Meiers paid Residential Developers, Inc., \$10,550 for their Crawford Home and lot (*State-Times Advocate* 1958). By the end of 1959 construction within the first filing (June 1958) was complete and was already well underway in the second filing (March 1959) (NetrOnline 2022a [1959]). By March 1960, only 15 of the 265 homes of the subdivision were still available for sale (*State-Times Advocate* 1960a). These were slowly purchased over the next year (*State-Times Advocate* 1960b, 1961a).

In 1967, the first houses in Woodaire were sold to African-Americans. One of these was sold by Ulysse E. Hoffpauir to Donald L. Battise. Battise purchased the house on Lot 179

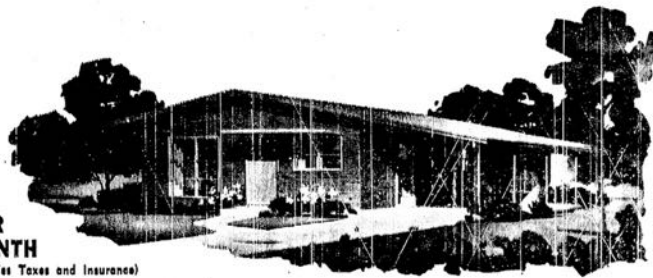
THEY SAID IT COULDN'T BE DONE

WOODAIRE HOMES

as low as
\$61

PER
MONTH

(Includes Taxes and Insurance)



SEE THESE VALUE PACKED HOMES FEATURING MORE LIVING AREA FOR LESS MONEY

Look at these quality features
built into every WOODAIRE home

- FIBERGLAS Insulation
- KENTILE Corkstone Flooring
- MAYFAIR Aluminum Windows
- CRANE Bath Fixtures
- Attic Fans
- Kitchen Exhaust Fans
- Electric Bath Heaters
- FORMICA Counter Tops
- California Redwood
- Canadian Cedar
- Luan Mahogany Doors
- FLINTKOTE Roofing

Check the convenient location
of this beautiful wooded area

- ✓ Next to Banks Elementary School
- ✓ Near Shopping and Industries
- ✓ Paved Streets and Street Lights
- ✓ Police Protection
- ✓ Excellent Drainage

Choose from 30 variation exteriors
six big floor plans

Here are big, quality-packed homes in a friendly neighborhood that will make your family happy and proud. And look at the monthly payment! You can move into one of these charming new homes for probably less than you pay in rent. Yet you can't match 'em . . . for design and style, quality materials, rock solid construction, and precision engineering . . . at anything like the price. Come out today and see how much more you get for your money in a WOODAIRE HOME!

WOODAIRE is conveniently located, yet away from the noise and tensions of crowded city living. And when you move into your new home in WOODAIRE you'll enjoy paved streets, street lights, and complete utilities . . . city features in a relaxed country atmosphere.

WOODAIRE is easy to drive to and is accessible to major thoroughfares (See map). It's close to schools, churches, banks, shopping centers and employment. Put the family in the car and drive out today. You'll find how easy it is to own a new home in . . . WOODAIRE.



*A
Woodaire Home
is so easy to own*

Come out today
SEE OUR MODEL HOMES

WOODAIRE

2503 72nd AVENUE

TELEPHONE EL 7-3509

Figure 24. Woodaire Subdivision homes were advertised as easy to own in 1959 (*Morning Advocate* 1959d).

for \$9,872.11 (*Morning Advocate* 1967c). The following year, numerous sales were made to African-Americans looking for affordable quality homes. These included: Richard Hulbert, Jr. (Lot 168 for \$9,858.47), Alvin Batiste, Sr. (Lot 235 for \$9,955.90), Joseph Wicker (Lot 186 for \$10,375.41), Oscar Douglas (Lot 145 for \$9,057.47), Elvin J. Walker (Lot 107 for \$9,072.99), Gamer Green (Lot 106 for \$9,639.86), and Gordon Johnson (Lot 53 for \$10,065) (*Morning Advocate* 1968b, 1968c; *State-Times Advocate* 1968e, 1968f, 1968g, 1968h; 1968i). Ads for homes in Woodaire with connections to Scotlandville and Southern University started to run at this time. One advertisement, which ran in June 1968, stated “Assumptions in Woodaire in Southern University area” (*Morning Advocate* 1968d). By this point, all the advertisements had made the connection to Scotlandville as the primary target for purchases.

Sales increased in the subdivision during the early 1970s as attempts began to incorporate Scotlandville. In response, the City of Baton Rouge annexed North Park Shopping Center and Ryan Airport in 1975. The following year, Southern Heights was annexed, which was soon followed by Bank and Woodaire subdivisions. By this point Woodaire had long reached its peak development and had become part of the Scotlandville community. The subdivision is still dominated by its 1958–1960 Crawford Homes.

Woodaire subdivision is considered potentially eligible for listing in the NRHP under Criterion A as a district for its contribution to the community planning and development of Scotlandville. The 2021–2022 windshield survey indicated that many of the homes retain their integrity. It is recommended that an LHRI survey be conducted of the subdivision in order to determine how many of the approximately 221 resources are contributing to a potential district.

Montalbano (1960) Windshield Survey

Montalbano subdivision, developed by Carlo Montalbano in 1960, is one of Scotlandville’s newer subdivisions. Carved out of Southern Heights, which was in turn carved out of Hastings Heights, Montalbano subdivision is located along the north side of 78th Avenue and includes 1615 through 1733 78th Avenue (see Figure 1 and Table 1). It also includes the commercial area between Scenic Highway and 1615 78th Avenue.

When Montalbano acquired the property that was to become Montalbano subdivision is not known, but it was prior to the 10 April 1957 second filing of Southern Heights. When 78th Avenue was paved, a special assessment was made of all affected property owners to pay for the improvements. The list of landowners, as of 10 April 1957, indicates that Carlo Montalbano was assessed \$12.81608 per linear foot front for Lots 328-348 on the north side of 78th Avenue in southern Heights (*Morning Advocate* 1957b). This would have included 1745, 1755 and 1767 78th Avenue, which were not included in Montalbano subdivision and, instead, remained part of Southern Heights.

It seems that Montalbano's main objective in buying the property was to build a grocery store on Scenic Highway. In May 1957, Montalbano received a building permit for Robert Thibodeaux and Company to build a \$130,000 commercial building at 7850 Scenic Highway (*Morning Advocate* 1957a), the front of future Montalbano subdivision. This was to become Food Town (non-extant) by 1959 (NetrOnline 2022a [1959]). Montalbano, a Caucasian, was then president of Fruit Exchange, Inc., and undoubtedly saw the business potential of opening a modern grocery store in the up-and-coming neighborhood.

In July 1959, Montalbano sold Lot 332 of Southern Heights to the Town Construction Co., Inc., for \$2,500 (*State-Times Advocate* 1959c). This would soon become Lot 2 of Montalbano subdivision and is the first lot known to be developed in the small subdivision. The home that was built there (1721 78th Avenue) is still extant. It was not until 17 April 1960, however, that the final plans for Montalbano subdivision were approved. By then, Montalbano's store (Lot 11) had been in operation for at least two years and he was already selling lots. The first known lot sale to be made in "Montalbano Subdv." was in May 1961. In that sale, Montalbano sold Lot 3 to L.W. Laborde for \$3,000 (*State-Times Advocate* 1961b). That home is located at 1689 78th Avenue (extant). By February 1962, there were five homes in the small subdivision, along with Montalbano's grocery store (USGS 2020c [1962]).

Of the 10 residential lots of the subdivision (the grocery store being on much larger Lot 11), it does not appear that Lots 8 (west half), 9 or 10 were ever developed (1615 and 1627 78th Avenue). Of the seven lots that were developed, the last two vacant lots were

improved between 1962 and 1968 (Cole's Directory 1968; USAF 2020 [1969]; USGS 2020c [1962]). The residential portion of the Montalbano subdivision has changed little since then, with the exception of some alterations made to one home (1689 78th Avenue). Montalbano's grocery store at 7850 Scenic Highway seems to have been abandoned in about 2002 and was torn down the following year.

Southern View Subdivision (1963)
Surveyed 2021–2022

Southern View subdivision is situated just north of the Southern University campus (see Figure 1 and Table 1) and within the Highland Farms Subdivision. The small subdivision contains 40 lots located along the 300 block of Woodpecker and Flicker streets between Avenues G and I (Figure 25). Platted on 9 May 1963, the subdivision was created from a re-subdivision of Farms 33, 34 and the southern portion of 35 of the Highland Farms Subdivision (*Morning Advocate* 1964b). The new development was not dedicated as Southern View until 15 December 1964 by the B & B Land Co., Inc., (East Baton Rouge Parish Conveyance Office Book [EBRCOB] 1813, Folio 26). The B & B Land Co., Inc., with Carl Baldrige as president, filed its charter in April of 1963, just a month before the final plat was produced. The company consisted of Baldrige, his wife Beulah and A. Leon Hebert (*Morning Advocate* 1963a).

Although B & B Land Co., did not dedicate the subdivision until December 1964, they began selling lots to Great South Corporation at the beginning of November 1964. On the 3 November 1964, B & B Land Co., Inc., sold 14 lots (Lots 12, 14, 21, 23, 25 through 29, 32, 34, 36, 38 and 39) with buildings and improvements to the Great South Corporation for \$28,000 (EBRCOB 1811, Folio 45). The Great South Corporation got their start just a few months before B & B Land Co., Inc., when they filed their charter in late December 1962. Great South Corporation consisted of Fred H. Belcher Jr., Barbara Smith, and Annie Rose Temple (*State-Times Advocate* 1963j). Having purchased 14 of the 40 lots in Southern View, Great South Corporation committed to buy an additional 28 lots in Southern View in December 1964 (Proskowetz 1965). It is unclear as to whether the two additional lots ever existed. Interestingly, there was somewhat of a land grab at the end of 1964 in East Baton Rouge Parish as a new three-mil tax was to go into effect on 1 January 1965 (Proskowetz 1965).

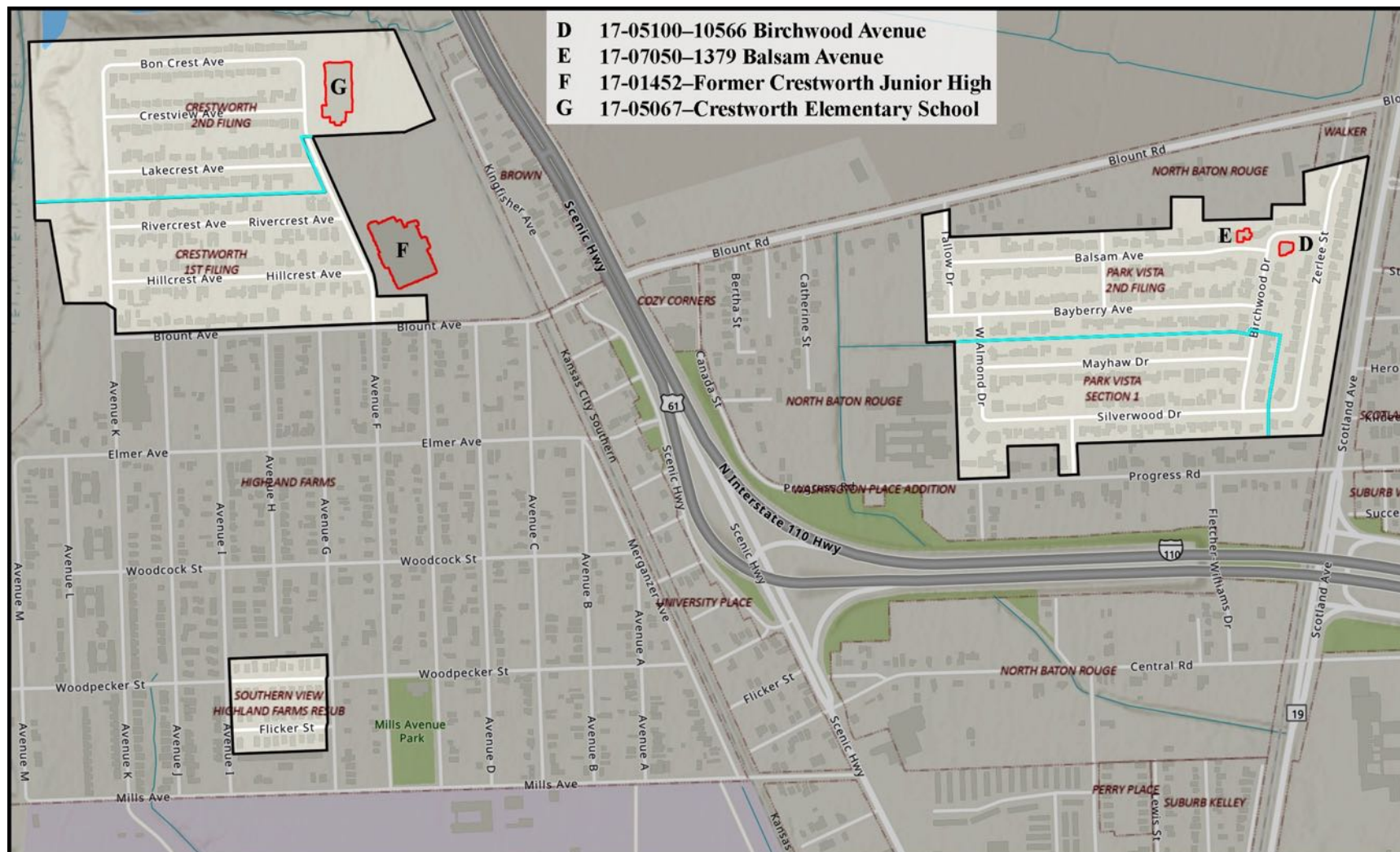


Figure 25. Two Scottdale subdivisions—Southern View (1963) and Park Vista (1963/1965)—located north of Harding Boulevard are considered potentially eligible for listing on the NRHP under Criterion A and two potentially eligible schools are located adjacent to Crestworth subdivision (esri base map). The eligibility of Crestworth is undetermined.

Despite Great South Corporation's commitment to buy the remaining lots, the purchases did not go through until the first half of 1965 in two separate transactions. In February 1965, B & B Land Co., Inc., sold an additional six lots (Lots 2, 4, 6, 7, 8 and 37) to Great South Corporation (EBRCOB 1828, Folio 138). B & B Land Co. sold the remaining lots to Great South Corporation in May 1965 (EBRCOB 1843, Folio 410).

Great South Corporation wasted no time in beginning to sell the lots with houses on them. They sold the first lot (Lot 8) to Isaac Burton for \$9,700 in January 1965 (*State-Times Advocate* 1965a). Great South Corporation continued to sell developed lots through 1965. In July of that year, Southern View was advertised as having two- and three-bedroom houses for sale in the subdivision (*Morning Advocate* 1965a) (Figure 26). By the end of 1965, 30 of the 40 lots were sold. Seven of the remaining ten lots were sold in 1966.



Figure 26. A 1965 advertisement for Southern View lists two- and three-bedroom houses for sale (*Morning Advocate* 1965a).

With the exception of one house located at 362 Flicker Street, the houses of Southern View were all moved to their present locations. Based on the architectural styles and forms represented, the housing stock of Southern View consists of houses built in the 1920s, 1930s and 1940s (Figures 27 and 28). As Southern View was not developed until late 1964, it appears that these houses were moved in from elsewhere. Interestingly, one of the subdivision restrictions that B & B Land Co., Inc., instituted was that all house plans “must be approved



Figure 27. Most of the houses that were moved in to create the Southern View subdivision are bungalows. This Craftsman example is located at 345 Woodpecker Street (17-01199) and was built in the 1920s. View is to the northeast.



Figure 28. Only one of the houses that was moved in to create the Southern View subdivision is a minimal traditional cottage. It is located at 351 Woodpecker Street (17-01198) and was built in the 1940s. View is to the northeast.

by the Architectural Control Committee as to the quality of the workmanship and materials, harmony of external design with existing structures, and as to location with respect to topography and finish grade elevation (EBRCOB 1813, Folio 26).” They may have found it easier to achieve this by moving in the appropriate housing.

While it is not known exactly where the houses were moved from, the Great South Corporation was buying property in the Istrouma subdivision in 1964, just as they were developing Southern View. At least some of the lots in Istrouma were within the proposed ROW for Interstate 110. Indeed, the Great South Corporation is known to have sold a lot in Istrouma to the Louisiana Department of Highways in March 1965 (*State-Times Advocate* 1965b). It is possible, if not likely, that some of the houses in Southern View originated in the Istrouma subdivision as the Southern View homes are contemporaneous with those remaining in Istrouma.

Of the 40 lots developed in the Southern View Subdivision, all but three have their original homes. The houses on two of the three currently vacant lots were demolished circa 2000 and the third circa 1995.

The Southern View subdivision is considered potentially eligible for listing in the NRHP as a district under Criterion A for its contribution to the community planning and development of Scotlandville. Unlike other planned neighborhoods that were developed with model houses or lots that were sold to be developed in a certain way, Southern View developers moved houses into their subdivision that met their vision. These are houses that would have been lost to redevelopment elsewhere. Thirty-seven out of the 40 houses developed in Southern View are still extant (Appendix 5). All but one of these (362 Flicker) is considered potentially contributing to a potential Southern View historic district. The house at 362 Flicker Street was constructed in 1971 outside of the period of significance. The period of significance for the potential Southern View historic district is 1964 to 1966, which is the period during which the houses were moved in and set up for sale. Alterations to the structures are minor and most occurred in the 1960s when the houses were moved to their Southern View locations during the period of significance.

Park Vista Subdivision (1963/1965)
Windshield Survey

Park Vista was one of many subdivisions built in Scotlandville in the two to three decades following World War II. Park Vista was begun as a planned development by the Consolidated Development Corporation and Advance, Inc., but due to financial difficulties, it was built piecemeal between 1963 and the early 1970s by both realty corporations and individual contractors. Park Vista lies between Scotland Avenue (LA19), Blount Road, Progress Road and Progress Elementary School (see Figures 1 and 25 and Table 1).

Consolidated Development Corporation was chartered in June 1962 for the development of new subdivisions. This was initially for the Park Vista subdivision but eventually included others like Stanford Place in Baton Rouge (*Morning Advocate* 1963f). The founding partners were Barbara Smith, Annie Rose Temple, and M. Aubrey McCleary, Jr. Upon its establishment, 1,000 shares were offered for sale in the new company at \$100 each (*Morning Advocate* 1962a). Interestingly, Barbara Smith and Annie Rose Temple were also a part of Great South Corporation that developed Southern View (see above).

In August 1962, the East Baton Rouge Parish School Board granted a 30-foot servitude to the city to provide access to Consolidated Development Corporation's proposed Park Vista subdivision. The company, headed by Rolfe McCollister, planned to locate the new development just east of Progress Elementary School (located on Progress Road) (*State-Times Advocate* 1962a). By the following month, Consolidated Development purchased a 60-acre tract of land located "between Blount and Progress Roads and between the Scotlandville-Zachary Road and Scenic Highway" from J. Clifford Ourso for \$191,335 (*State-Times Advocate* 1962b). This property included much of the subdivision's first filing (4 March 1963) as well as its second filing (21 March 1965). The primary streets of the first filing include Mayhaw and Silverwood drives while the second filing includes Balsam and Bayberry drives along with Birchwood Drive and Zerlee Street.

In November 1962, a separate development company named Advance, Inc., was chartered to continue the development of Park Vista. Its founding partners were Barbara Smith

and Annie Rose Temple, part owners of Consolidated Development Corporation, and James N. Lieux. Advance, Inc., also offered 1,000 shares valued at \$100 each (*Morning Advocate* 1962b). The company remained in business until March 1966 (*Morning Advocate* 1966).

Progress of the development continued through 1962 with East Baton Rouge Parish's Sanitary Sewerage Expediting Committee approving the sewage tie-in for the Park Vista subdivision at its meeting held on 13 November 1962 (*Morning Advocate* 1962c). An additional 26.41 acres were purchased by Advance, Inc., in February 1963 for \$145,184.78 from George A. Caldwell (*State-Times Advocate* 1963c) and the first filing made in March 1963. Harris-Smith Construction was hired to build and layout the streets and drainage of Park Vista, and construction on the project had begun by at least early summer 1963. One of the features unique to this new subdivision was the inclusion of sidewalks (Figure 29), which had not been included (at least initially) in any other neighborhood in Scotlandville (Emanuel et al. 2015). The plan for Advance, Inc., was to clear the land, lay out lots, develop infrastructure, and then sell the lots to local developers (*Morning Advocate* 1964a). This included both White and African-American owned firms and independent contractors.



Figure 29. A 1963 ad for Park Vista Subdivision describes it as new, beautiful and modern with paved streets and sidewalks (*Morning Advocate* 1963b).

Both Advance, Inc., and Harris-Smith apparently had financial difficulties during this period. For instance, Advance, Inc., failed to pay Harris-Smith \$23,974.41 or the balance due, while Harris-Smith had not paid either Pelican State Lime Company (\$2,019.60) or Continental Engineers, Inc., (\$59,189.90) for construction supplies (Leagle, Inc., 2019a). As a result, a lien of \$59,189 was placed on the Park Vista subdivision development in 1963 for money owed for supplies and labor for installation and construction of the streets and drainage in the subdivision. The lien was filed by Continental Engineers against Harris-Smith, Co., and Advance, Inc., owner of the development (*Morning Advocate* 1963d). This resulted in two separate lawsuits (Fidelity and Casualty, Co., of N.Y. versus Harris-Smith, Inc., and Advance, Inc., versus Harris-Smith Corporation) (Leagle, Inc., 2019a, 2019b). To partially satisfy these liens, Fidelity and Casualty, Co., who held Advance's bonds, paid \$42,270.06. This payment was made in April and was followed immediately by a lawsuit for Fidelity and Casualty, Co., to be reimbursed from Harris-Smith, and was followed shortly afterwards by a second lawsuit filed by Harris-Smith for the final payment of \$23,974.41 (Leagle 2019a, 2019b).

One of the earliest lots sold in Park Vista was sold to Eddie Johnson, Sr., by Advance, Inc. In early May 1963, Johnson purchased Lot 217 for \$2,700 (*State-Times Advocate* 1963d). Later that month, Hebert Colins purchased Lot 168A, also for \$2,700, while in June George Rogers Clark purchased Lots 224 and 225 for \$5,400 (*State-Times Advocate* 1963e, 1963f). Other early purchasers were Eddie Beauchamp, Louis Mobley, David Wheelock, and Calvin Thierry, and Charley Causey (Emanuel et al. 2015:112). Though it is not apparent that anything had been built in Park Vista to this point, at least some homes had been erected by June 1963 as Halley Realty ran advertisements describing homes there as "3 BRs, 1 bath, centrally, heated, and sits on a nice shady lot" (*State-Times Advocate* 1963b). These were offered for a \$100 down payment and \$48.74 monthly payments (*State-Times Advocate* 1963b). The following month, the first confirmed home was sold by Everett C. Schafer to Charley L. Causey, which was located on Lot 3. Schafer had purchased the empty lot for \$2,700 from Advance, Inc., and built the house there. This he sold to Causey for \$18,600 (*State-Times Advocate* 1963g). Only a few weeks later, a second home sold was to Alvin B. Guidry for \$10,800. This home was located on Lots 180A, 181A, and 182A (*State-Times Advocate* 1963h).

Homes were slowly but steadily built in the subdivision as lots were purchased by various developers. Firms doing work in Park Vista include: Guidry-Kennedy Agency, Inc., Laborde Realty, Schafer Construction, Walley Wells Construction, and Mack's Realty, Co. Independent or small contractors included at least Louis U. Darenbourg.

African American owned developers included Guidry-Kennedy Agency, Inc., Mack's Realty, Co., and Louis U. Darenbourg (independent contractor). The Guidry-Kennedy Agency, Inc., was chartered in July 1959. It consisted of the partnership of Alvin B. and Mary Lee Guidry and Audrey N. Kennedy (*The Advocate* 2005; *State-Times Advocate* 1959a). That same year, they were able to secure FHA financing (loans) for African-American buyers in Scotlandville for houses in both Lincoln Heights and Southern Heights (*Morning Advocate* 1959a).

Mack's Realty Company or Mack's Real Estate Company, meanwhile, was owned by McBurnett "Mack" Johnson and was part of his multipart Mack's Enterprises, which included Mack's Barber and Beauty Shop, Universal Motel, Mack's Washaterias, and Mack's Property Management (*The Advocate* 2007; *Ebony* 1963:160). Mack Johnson began his realty business around 1960, which was located at 1024 Swan Avenue (*Morning Advocate* 1960a, 1962e). In October 1963, Mack's Realty began to offer houses for sale in the Park Vista Subdivision, which apparently included the potential for VA and FHA loans (*Morning Advocate* 1963c).

Finally, Louis U. Darenbourg was an independent African-American contractor (Bureau of the Census 1950), who built multiple houses in Park Vista. His first house was built in October 1963 for Lionel H. Holmes, who paid \$18,500 for it. This house was located on Lot 1 of Park Vista (*State-Times Advocate* 1963i). He apparently continued to build homes in Park Vista as late as 1972. In that year, he sold a house located on Lot 178A to Vernon Jordan for \$34,863 (*State-Times Advocate* 1972c).

By the fall of 1963, enough homes were built or being built in Park Vista for multiple realty companies to advertise them. These homes were apparently very nice with modern amenities and offered at good rates. In October 1963, Mack's Realty, Co., began to advertise

homes in Park Vista. These were listed as “Gold Medallion homes” with “central heat and air conditioning” (*Sunday Advocate* 1963). A month later, LaBorde Quality Homes began running advertisements that stated, “April 1964 is when your first note would be due on your 1964 new model brick home in . . . Park Vista Sub. on your lot. No interest charged” (*State-Times Advocate* 1963a). Among the big selling points were the large lots and paved sidewalks on both sides of the streets.

By 1965, the residents of Park Vista created the Park Vista Improvement Association (Figure 30). The charter officers of the association were President McHenry Jackson, Vice-President Robert Andrews, recording secretary Percy Milligan, corresponding secretary Bertha Stevenson, treasurer Tolar White, and parliamentarian Press Robinson (Emanuel et al. 2015:112). Developed by both Black and White developers, the subdivision included both Black and White residents. For instance, the residents of Silverwood Drive were described as “White Owners” while those of Mayhaw Drive were described as “Colored Renters” in 1966.



Figure 30. Park Vista subdivision is considered potentially eligible for listing on the NRHP under Criterion A, but has not yet been surveyed. View is to the north.

Although Balsam and Bayberry avenues in the second filing each contained only a very few occupied homes by that date, the residents of Zerlee Street were also described as “Colored Renters” in 1966. The few residents of Birchwood Drive and West Almond Drive were similarly characterized (Cole’s Directory 1966). This racial mix was unusual for the area during the 1960s.

By 1972, most of both filings of Park Vista had been developed. There were, however, still a few vacant lots (NASA Johnson Space Center 2020a [1970]; 2020b [1972]). With only a very few exceptions, most of these lots were developed by 1978 (USGS 2020e [1978]). Most of those lots that were undeveloped in 1978 remain so today. Consequently, there are very few post-1978 homes in Park Vista. Not surprisingly, the current housing stock of Park Vista consists largely of brick-veneer homes built in the late 1960s through the mid-1970s.

Park Vista is considered potentially eligible for listing in the NRHP as a district under Criterion A for its contribution to the community planning and development of Scotlandville. It is similar to Southern Heights as it showcases the work of several developers and contractors in Scotlandville. The 2021–2022 windshield survey indicated that many of the homes retain their integrity. Two of the homes 1379 Balsam Avenue (LHRI 17-07050) and 10566 Birchwood Drive (LHRI 17-05100) were recorded and are considered individually eligible for listing in the NRHP under Criterion C for their design (Figures 31 and 32). Both would be contributing elements to a potential Park Vista historic district. It is recommended that an LHRI survey be conducted of the subdivision in order to determine how many of the approximately 232 resources are contributing to a potential district.

Crestworth Subdivision (1968/1970) ***Windshield Survey***

The initial filing of Crestworth Subdivision was developed along Rivercrest, Hillcrest and Blount avenues between Avenue F and Avenue K during the late 1960s (see Figures 1 and 25 and Table 1). Crestworth, Inc., valued at \$100,000, filed a charter of incorporation in Baton Rouge on 7 November 1966 (*Sunday Advocate* 1966). Almost concurrently, the East Baton Rouge Parish School Board announced on 15 December 1966 that it had “Accepted a staff



Figure 31. The house at 1379 Balsam Avenue (17-07050) in Park Vista is considered potentially eligible for listing on the NRHP under Criterion C for its mid-century modern design including its thin-shelled vaulted concrete roof. View is to the north.



Figure 32. The house at 10566 Birchwood Drive (17-05100) in Park Vista is considered potentially eligible for listing on the NRHP under Criterion C for its Contemporary design. View is to the southeast.

recommendation that a proposed new junior high school at Scotlandville be named Crestworth Junior High” (Tillman 1966). The school was eventually built on Avenue F opposite Crestworth Subdivision, which was developed by Crestworth, Inc.

The month after the school board’s December 1966 announcement, architects LeBlanc and Deen were selected to design the new school (*State-Times Advocate* 1967b). A few weeks later, it was recorded that partners James H. Jenkins, Sr., and his sons James H. Jenkins, Jr., and Ralph H. Jenkins had sold a 15.96 ac tract of the Highland Farms subdivision to the East Baton Rouge Parish School Board. That sale, recorded on 13 February 1967, notes that the property was located near Merganzer Street (now Avenue), which is sited just south of the former Crestworth Junior High campus (*State-Times Advocate* 1967a). Another property description notes that the land formed a small part of Sections 73 and 74, Township 6 South, Range 1 West (*State-Times Advocate* 1967c). Plans for the new school were accepted in April 1967, and construction bids were requested by July of that year (*Morning Advocate* 1967b, 1967d).

In late November 1967, James H. Jenkins, et al., sold another 30.05 ac to Crestworth, Inc., for \$120,240. That property was described as being located, like the school property, in Sections 73 and 74, Township 6 South, Range 1 West (*State-Times Advocate* 1967e). This property would soon become the first filing of Crestworth Subdivision. The developer of the subdivision was James H. Jenkins, Sr. A road contractor, Jenkins was contracted by the East Baton Rouge Parish School Board to complete “the board’s half of street construction in that area” (Bridges 1967a). This was presumably limited to Avenue F, which divided Crestworth Subdivision from Crestworth Junior High. Perhaps not surprisingly, this arrangement was reached in August 1967, three months before the Jenkins transferred the future Crestworth Subdivision property to Crestworth, Inc., in which they were obviously heavily involved.

Crestworth Junior High and Crestworth Subdivision were initially denied VA and FHA financing because of a then proposed east-west runway at Ryan Airport. A letter from L.J. Dumestre, director of the New Orleans branch of the Federal Aviation Administration (FHA), was read at a meeting of the school board for East Baton Rouge Parish in July 1967.

The letter stated that the FHA had recently learned that the proposed Crestworth Subdivision and Crestworth Junior High would be “directly in the path of the proposed east-west runway of Ryan Airport” (Dumestre in Bridges 1967b). The result of the runway for the subdivision and the school would be noise exposure of 114 decibels, causing FHA to cancel its 15 June 1967 feasibility letter for the runway (Bridges 1967b). By October 1968, the plans for the east-west runway were canceled (*Morning Advocate* 1968k). This initial hiccup for Crestworth Subdivision was resolved, and FHA and VA loans were offered for those purchasing Crestworth by at least 1971 (*State-Times Advocate* 1971).

By the start of the 1968–1969 school year in late August 1968, construction at Crestworth Junior High was not yet complete, and its first students started their year at Scotlandville Junior High (*State-Times Advocate* 1968c). A week later, construction of the school was completed, and the doors were opened for its students (*Morning Advocate* 1968a). The finished school, which was “one of the most modern in the parish,” had “22 classrooms, a library and several specialized rooms for industrial arts, home economics and music” (*State-Times Advocate* 1969a).

While work was still underway on the school, Crestworth, Inc., filed for neighboring Crestworth Subdivision on 9 July 1968. The plans had obviously been in the works for some time as at least seven lots were purchased that same month. The first lots sold were Lots 101 and part of Lot 102, which were purchased by Walter E. Browder for \$5,625 from Crestworth, Inc. (*Morning Advocate* 1968e). These were soon followed by Lots 103 and part of Lot 102 to Augustine C. Warner for \$5,625, Lots 71 & 72 to Capital Building and Loan for \$8,250, and Lot 92 to Douglas Wright for \$4,062 (*Morning Advocate* 1968f, 1968g, 1968h). Of these, only those sold to Walter E. Browder and the Capital Building and Loan had houses built on them by 1970 (NASA Johnson Space Center 2020a [1970]). At least eight additional lots were sold in August 1968 (*Morning Advocate* 1968i, 1968j; *State-Times Advocate* 1968j). Again, only five of these lots were improved by 1970 (NASA Johnson Space Center 2020a [1970]). Lot sales, however, continued at a steady rate through 1968 and into 1969.

By 1970, about two dozen houses stood in the subdivision (NASA Johnson Space Center 2020a [1970]) and a second filing was made on 5 February 1970. The new filing

included present-day Bon Crest, Crestview and Lakecrest avenues (see Figure 25). About the same size as the first filing, this was likely the same property described as “lot Tract A” that James H. Jenkins, et al., sold to Crestworth, Inc., in late June 1969. That sale, of unspecified acreage, was also described as being located in Sections 73 and 74, Township 6 South, Range 1 West (*Morning Advocate* 1969b).

Lots in the second filing sold briskly and there were already 11 homes there by October 1970 (NASA Johnson Space Center 2020a [1970]). Ironically, the streets of the second filing were largely lined by homes by March 1972 while less than half of the first filing had been developed by that date. By comparison, about two-thirds of the second filing had been developed by 1972 (NASA Johnson Space Center 2020b [1972]). Following the 1970–1972 growth spurt, development in the subdivision slowed dramatically during the remainder of the 1970s. Although a few scattered homes were added during that period, there were still a significant number of empty lots in 1978, particularly in the first filing (NASA Johnson Space Center 2022 [1975]; USGS 2020e [1978]).

The lack of growth is somewhat surprising given that a new elementary school was erected on Avenue F in 1972–1973 (Norris 1973; *State-Times Advocate* 1972a). In December 1969, the school board approved the purchase of 8.1 acres of land immediately north of the junior high school from J.H. Jenkins for \$48,000 (*State-Times Advocate* 1969b). However, it was not until December 1971 that \$802,640 was appropriated for the construction of the new school (Dickinson 1971). A week later, the board chose Bodman and Webb to serve as architects (Adams 1971). Things moved quickly after that and the final plans for the school were approved in May 1972 (Dickinson 1972). The following month, Buquet & LeBlanc, Inc., were chosen as contractors (Norris 1972), and a building permit was issued for the school in July 1972 (*State-Times Advocate* 1972a). Construction continued for the next year, and in June 1973, the board accepted Crestworth Elementary as final with a total contract cost of \$799,723 (Norris 1973). The school opened that fall.

The growth decline of the subdivision in the 1970s may have been due to the dissolution of Crestworth, Inc., in January 1972 (LDS 2022a). While some of the vacant lots of the 1970s

have since been developed, others still remain vacant. To the immediate east of the subdivision, the circa 1973 Crestview Elementary School and the 1968 Crestworth Junior High remain, though the latter is now the Celerity Crestworth Charter School.

The 2021–2022 windshield survey indicated that many of the homes within the Crestworth subdivision retain their integrity. However, many of them were not built until the late 1970s. It is recommended that an LHRI survey be conducted to determine if a district would be viable and if the approximately 200 resources would contribute to a potential district.

Both the former Crestworth Junior High (now Celerity Crestworth Charter School) and Crestworth Elementary School were recorded during the 2021–2022 windshield survey. The former Crestworth Junior High (LHRI 17-01452) is considered potentially eligible for listing in the NRHP under Criterion C as an example of an institutional property designed by LeBlanc & Deen (Figure 33). Crestworth Elementary School (LHRI 17-05067) is considered potentially eligible for listing in the NRHP under Criterion C as an example of an institutional property designed by Bodman & Webb (Figure 34).

Summary

Of the four subdivisions surveyed—Southern View, Southern Gardens, Scotland Addition and Airline Terrace, both Southern View and Airline Terrace are considered potentially eligible for listing in the NRHP as districts under Criterion A. The Southern View subdivision is considered potentially eligible for its contribution to the community planning and development of Scotlandville. Unlike other planned neighborhoods that were developed with model houses or lots that were sold to be developed in a certain way, Southern View developers moved houses into their subdivision that met their vision. These are houses that would have been lost to redevelopment elsewhere. The Airline Terrace subdivision is considered potentially eligible for its contribution to the community planning and development of Scotlandville in the 1950s as a planned neighborhood of Pollman/Thyer manufactured homes. Southern Heights, which was surveyed during the 2018–2019 grant year, is considered potentially eligible for listing in the NRHP as a district under Criterion A as well for its contribution to community planning and development in Scotlandville and for its social



Figure 33. The former Crestworth Junior High School (17-01452) located at 10650 Avenue F is considered potentially eligible for listing on the NRHP under Criterion C as an example of Baton Rouge mid-century modern architects LeBlanc & Deen. View is to the southeast.



Figure 34. Crestworth Elementary School (17-05067) located at 11200 Avenue F is considered potentially eligible for listing on the NRHP under Criterion C as an example of Baton Rouge mid-century modern architects Bodman and Webb. View is to the northeast.

history. Developed as the first subdivision in Baton Rouge specifically for African-Americans by leading African-Americans at that time, it has been the home and starting point for many African-American state/community leaders and proponents of the Civil Rights movement in Baton Rouge. It has also served as a neighborhood to showcase the work of several architects and builders in Scotlandville and Baton Rouge.

Southern Gardens is not considered eligible for listing on the NRHP as a district as it no longer retains sufficient integrity. Almost half of the lots in the subdivision are vacant and eight of the 24 houses recorded no longer retain sufficient integrity. An additional three houses were built after 1960, well outside of the original development period. Scotland Addition, although established in 1922, was not really developed until after World War II, mostly in the 1950s and 1960s. The construction of Interstate 110 took its toll on the subdivision, and much of the housing fabric was lost. While the subdivision no longer retains sufficient integrity to be considered a NRHP district as a whole, there may be pockets within it, that do, but further research would be required.

Of the 14 subdivisions examined by windshield survey in 2021–2022 (Elm Grove Garden Farms and its re-subdivisions, Walestown, Elm Grove Place, Roosevelt Place, the Taylor Tract, Brown, Jordan Terrace, Suburb Kelley, Walker, Hasting Heights, Woodaire, Montalbano, Park Vista and Crestworth), Park Vista, Woodaire and Walker are considered potentially eligible for listing in the NRHP as districts under Criterion A, but need an LHRI survey. It is also recommended that an LHRI survey be conducted of Crestworth to determine if it would be a viable district. It appears to retain its integrity, but it is not known if enough of the resources meet the 50-year cutoff date for the NRHP.

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APPENDIX 1. STRUCTURES SURVEYED IN THE SCOTLAND ADDITION

Appendix 1. Structures Surveyed in the Scotland Addition.

Resource ID	Address	Resource Type	NRHP Eligibility
17-01250	2822 Lark Street	Residence	Ineligible
17-01251	2810 Lark Street	Residence	Ineligible
17-01252	2738 Lark Street	Residence	Ineligible
17-01253	2712 Lark Street	Residence	Ineligible
17-01254	8522 Wilbur Street	Residence	Ineligible
17-01255	2728 North Lark Street	Residence	Ineligible
17-01256	2764 North Lark Street	Residence	Ineligible
17-01257	2768 North Lark Street	Residence	Ineligible
17-01258	2774 North Lark Street	Residence	Ineligible
17-01259	2779 North Lark Street	Residence	Ineligible
17-01260	2765 North Lark Street	Residence	Ineligible
17-01261	2755 North Lark Street	Residence	Ineligible
17-01262	8544 Wilbur Street	Hall/Church	Ineligible
17-01263	8564 Wilbur Street	Residence	Ineligible
17-01264	2712 Finch Street	Residence	Ineligible
17-01265	2726 Finch Street	Residence	Ineligible
17-01266	2738 Finch Street	Residence	Ineligible
17-01267	2742 Finch Street	Residence	Ineligible
17-01268	2758 Finch Street	Residence	Ineligible
17-01269	2776 Finch Street	Residence	Ineligible
17-01270	2748 Finch Street	Residence	Ineligible
17-01271	2773 Finch Street	Residence	Ineligible
17-01272	2769 Finch Street	Residence	Ineligible
17-01273	8620 Wilbur Street	Community Center/former residence	Ineligible
17-01274	8684 Wilbur Street	Residence	Ineligible
17-01275	2746 Jay Street	Church	Ineligible
17-01276	2735 Jay Street	Residence	Ineligible
17-01277	2722 Plover Street	Residence	Ineligible
17-01278	8865 Wilbur Street	Residence	Ineligible
17-01279	2522 Plover Street	Residence	Ineligible
17-01280	2532 Plover Street	Residence	Ineligible
17-01281	2540 Plover Street	Residence	Ineligible
17-01282	8795 Wilbur Street	Residence	Ineligible
17-01283	8725A Wilbur Street	Residence	Ineligible
17-01284	8725B-C? Wilbur Street	Residence	Ineligible
17-01285	8725D Wilbur Street (Tate Street)	Residence	Ineligible
17-01286	8725E Wilbur Street (Tate Street)	Residence	Ineligible
17-01287	8725F Wilbur Street (Tate Street)	Residence	Ineligible

(continued)

Appendix 1. Continued.

Resource ID	Address	Resource Type	NRHP Eligibility
17-01288	8725G Wilbur Street (Tate Street)	Residence	Ineligible
17-01289	8725H Wilbur Street (Tate Street)	Residence	Ineligible
17-01290	8711 Wilbur Street	Residence	Ineligible
17-01291	2655 Jay Street	Residence	Ineligible
17-01292	2565 Jay Street	Residence	Ineligible
17-01293	2547-49 Jay Street	Residence	Ineligible
17-01294	2560 Jay Street	Residence	Ineligible
17-01295	2570 Jay Street	Residence	Ineligible
17-01296	2584 Jay Street	Residence	Ineligible
17-01297	2606 Jay Street	Residence	Ineligible
17-01298	2660 Jay Street	Residence	Ineligible
17-01299	8655 Wilbur Street	Residence	Ineligible
17-01300	2645 Finch Street	Residence	Ineligible
17-01301	2629 Finch Street	Residence	Ineligible
17-01302	2625 Finch Street	Residence	Ineligible
17-01303	2565 Finch Street	Residence	Ineligible
17-01304	2555 Finch Street	Residence	Ineligible
17-01305	2515 Finch Street	Residence	Ineligible
17-01306	2580 Finch Street	Residence	Ineligible
17-01307	2502 Finch Street	Residence	Ineligible
17-01308	2642 Finch Street	Residence	Ineligible
17-01309	8567 Wilbur Street	Residence	Ineligible
17-01310	8509 Wilbur Street	Residence	Ineligible
17-01311	8515 Wilbur Street	Residence	Ineligible
17-01312	2591 Lark Street	Residence	Ineligible
17-01313	2571 Lark Street	Residence	Ineligible
17-01314	2545 Lark Street	Residence	Ineligible
17-01315	2505 Lark Street	Residence	Ineligible
17-01316	2510 Lark Street	Residence	Ineligible
17-01317	Bwn 2510 & 2574 Lark Street	Residence	Ineligible
17-01318	2574 Lark Street	Residence	Ineligible
17-01319	2618 Lark Street	Residence	Ineligible
17-01320	2650 Lark Street	Residence	Ineligible
17-01321	2858 Finch Street	Residence	Ineligible
17-01322	2866 Finch Street	Residence	Ineligible
17-01323	2892 Finch Street	Residence	Ineligible
17-01324	8602 Edwin Street	Residence	Ineligible
17-01325	8651 Edwin Street	Residence	Ineligible
17-01326	8655 Edwin Street	Residence	Ineligible
17-01327	2884 Jay Street	Residence	Ineligible

(continued)

Appendix 1. Concluded.

Resource ID	Address	Resource Type	NRHP Eligibility
17-01328	2860 Jay Street	Residence	Ineligible
17-01329	2859 Jay Street	Residence	Ineligible
17-01330	8707 Edwin Street	Residence	Ineligible
17-01331	2880 Plover Street	Residence	Ineligible
17-01332	2850 Plover Street	Residence	Ineligible
17-01333	2840 Plover Street	Residence	Ineligible
17-01334	2842 Plover Street	Residence	Ineligible
17-01335	2796 Plover Street	Residence	Ineligible
17-01336	8811 Edwin Street	Residence	Ineligible
17-01337	2850 Wren Street	Residence	Ineligible
17-01338	2838 Wren Street	Residence	Ineligible
17-01339	2828 Wren Street	Residence	Ineligible
17-01340	2782 Wren Street	Residence	Ineligible
17-01341	2795 Wren Street	Residence	Ineligible
17-01342	2853 Wren Street	Residence	Ineligible
17-01343	8853A-B Edwin Street	Residence	Ineligible
17-01344	2878 Andover Street	Residence	Ineligible
17-01345	2858 Andover Street	Residence	More info needed
17-01346	2848 Andover Street	Residence	More info needed
17-01347	2838 Andover Street	Residence	Ineligible
17-01348	2834 Andover Street	Residence	Ineligible
17-01349	2784 Andover Street	Residence	Ineligible
17-01358	8585 Edwin Street	Residence	Ineligible
17-01359	2795 Badley Road	Residence	Ineligible
17-01360	2775 Badley Road	Residence	Ineligible
17-01361	2743 Badley Road	Residence	Ineligible
17-01362	2725 Badley Road	Residence	Ineligible
17-01363	2717 Badley Road	Residence	Ineligible
17-01364	2711 Badley Road	Residence	Ineligible
17-03929	2640 Jay Street	Residence	Ineligible
17-06719	2531 Badley Road	Residence	Ineligible
17-06727	2703 Badley Road	Store	Ineligible
17-06728	2665 Badley Road	Residence	Ineligible
17-06731	2603 Badley Road	Residence	Ineligible
17-01031	2705 Badley Road	Residence	Ineligible

APPENDIX 2. STRUCTURES SURVEYED IN SOUTHERN GARDENS

Appendix 2. Structures Surveyed in Southern Gardens.

Resource ID	Street	Resource Type	NRHP Eligibility
17-01232	1667 Carver Street	Residence	Ineligible
17-01233	1655 Carver Street	Residence	Ineligible
17-01234	1647 Carver Street	Residence	Ineligible
17-01235	1618 Carver Street	Residence	Ineligible
17-01236	1630 Carver Street	Residence	Ineligible
17-01237	1632 Carver Street	Residence	Ineligible
17-01238	1642 Carver Street	Residence	Ineligible
17-01239	9293 Helene Street	Residence	Ineligible
17-01240	9120 Helene Street	Residence	Ineligible
17-01241	9208 Helene Street	Residence	Ineligible
17-01242	9246 Helene Street	Residence	Ineligible
17-01243	9286 Helene Street	Residence	Ineligible
17-01244	9304 Helene Street	Residence	Ineligible
17-01245	9324 Helene Street	Residence	Ineligible
17-01246	1674 Rosenwald Road	Residence	Ineligible
17-01247	1662 Rosenwald Road	Residence	Ineligible
17-01248	1644 Rosenwald Road	Residence	Ineligible
17-01249	1616 Rosenwald Road	Residence	Ineligible
17-07116	1660 Fraternity Street	Residence	Ineligible
17-07117	1636 Fraternity Street	Residence	Ineligible
17-07118	1635 Fraternity Street	Residence	Ineligible
17-07119	1641 Fraternity Street	Residence	Ineligible
17-07120	1655 Fraternity Street	Residence	Ineligible
17-07121	1675 Fraternity Street	Residence	Ineligible

APPENDIX 3. STRUCTURES SURVEYED IN SOUTHERN HEIGHTS IN 2019

Appendix 3. Structures Surveyed in Southern Heights in 2019.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02683	1637 77th Avenue	1963	Ranch	No Style	Contributing
17-02684	1649 77th Avenue	1965	Ranch	No Style	Contributing
17-02685	1667 77th Avenue	1963	Ranch	No Style	Contributing
17-02686	1679 77th Avenue	1965	Ranch	No Style	Contributing
17-02687	1721 77th Avenue	1964	Ranch	No Style	Contributing
17-02688	1733 77th Avenue	1964	Ranch	No Style	Contributing
17-02689	1757 77th Avenue	1960	Ranch	No Style	Contributing
17-02690	1769 77th Avenue	1961	Ranch	No Style	Contributing
17-02691	1787 77th Avenue	1965	Ranch	No Style	Contributing
17-02692	1865 77th Avenue	1962	Ranch	No Style	Contributing
17-02693	1875 77th Avenue	1975	Ranch	No Style	Non-Contributing
17-02694	1927 77th Avenue	1961	Ranch	No Style	Contributing
17-02695	1945 77th Avenue	1961	Ranch	No Style	Contributing
17-02696	1957 77th Avenue	1965	Ranch	No Style	Contributing
17-02697	1969 77th Avenue	1961	Ranch	No Style	Contributing
17-02698	2133 77th Avenue	1966	Ranch	No Style	Contributing
17-02699	2145 77th Avenue	1963	Ranch	No Style	Contributing
17-02700	2169 77th Avenue	1962	Ranch	No Style	Contributing
17-02701	2221 77th Avenue	1969	Ranch	No Style	Contributing
17-02702	2245 77th Avenue	1961	Ranch	No Style	Contributing
17-02703	2257 77th Avenue	1959	Ranch	No Style	Contributing
17-02704	2269 77th Avenue	1959	Ranch	No Style	Contributing
17-02705	2321 77th Avenue	1959	Ranch	No Style	Contributing
17-02706	2387 77th Avenue	1962	Ranch	No Style	Contributing
17-02707	2435 77th Avenue	1970	Ranch	No Style	Contributing
17-02708	2443 77th Avenue	1965	Ranch	No Style	Contributing
17-02709	2479 77th Avenue	1963	Ranch	No Style	Contributing
17-02710	2487 77th Avenue	1961	Ranch	No Style	Contributing
17-02711	2525 77th Avenue	1965	Ranch	No Style	Contributing
17-02712	2557 77th Avenue	1960	Ranch	No Style	Contributing
17-02713	2575 77th Avenue	1974	Ranch	No Style	Non-Contributing
17-02714	2619 77th Avenue	1970	Ranch	No Style	Contributing
17-02715	2625 77th Avenue	1961	Ranch	No Style	Contributing
17-02716	2645 77th Avenue	1961	Ranch	No Style	Contributing
17-02717	2665 77th Avenue	1960	Ranch	No Style	Contributing
17-02718	2757 77th Avenue	1963	Ranch	No Style	Contributing
17-02719	2821 77th Avenue	1961	Ranch	No Style	Contributing
17-02720	2857 77th Avenue	1966	Ranch	No Style	Contributing
17-02721	2875 77th Avenue	1969	Ranch	No Style	Contributing
17-02722	1746 77th Avenue	1962	Ranch	No Style	Contributing
17-02723	1758 77th Avenue	1960	Ranch	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02724	1770 77th Avenue	1960	Ranch	No Style	Contributing
17-02725	1776 77th Avenue	1960	Ranch	No Style	Contributing
17-02726	1788 77th Avenue	1959	Ranch	No Style	Contributing
17-02727	1798 77th Avenue	1959	Ranch	No Style	Contributing
17-02728	1822 77th Avenue	1969	Ranch	No Style	Contributing
17-02729	1958 77th Avenue	1962	Ranch	No Style	Contributing
17-02730	1970 77th Avenue	1961	Ranch	No Style	Contributing
17-02731	2030 77th Avenue	1961	Ranch	No Style	Contributing
17-02732	2044 77th Avenue	1960	Ranch	No Style	Contributing
17-02733	2222 77th Avenue	1960	Ranch	No Style	Contributing
17-02734	2246 77th Avenue	1970	Ranch	No Style	Contributing
17-02735	2264 77th Avenue	1960	Ranch	No Style	Contributing
17-02736	2322 77th Avenue	1960	Ranch	No Style	Contributing
17-02737	2344 77th Avenue	1964	Ranch	Contemporary	Contributing
17-02738	2366 77th Avenue	1964	Ranch	No Style	Contributing
17-02739	2388 77th Avenue	1964	Ranch	No Style	Contributing
17-02740	2422 77th Avenue	1955	Ranch	No Style	Contributing
17-02741	2436 77th Avenue	1959	Ranch	No Style	Contributing
17-02742	2444 77th Avenue	1959	Ranch	No Style	Contributing
17-02743	2470 77th Avenue	1967	Ranch	No Style	Contributing
17-02744	2522 77th Avenue	1961	Ranch	No Style	Contributing
17-02745	2546 77th Avenue	1965	Ranch	No Style	Contributing
17-02746	2570 77th Avenue	1965	Ranch	No Style	Contributing
17-02747	2576 77th Avenue	1965	Ranch	No Style	Contributing
17-02748	2618 77th Avenue	1965	Ranch	No Style	Contributing
17-02749	2636 77th Avenue	1965	Ranch	Contemporary	Contributing
17-02750	2652 77th Avenue	1971	Ranch	Mansard	Contributing
17-02751	2686 77th Avenue	1965	Ranch	No Style	Contributing
17-02752	2722 77th Avenue	1960	Ranch	Contemporary	Contributing
17-02753	2738 77th Avenue	1960	Ranch	Mid-century modern	Contributing
17-02754	2758 77th Avenue	1960	Ranch	No Style	Contributing
17-02755	2770 77th Avenue	1960	Ranch	No Style	Contributing
17-02756	2776 77th Avenue	1960	Ranch	No Style	Contributing
17-02757	2822 77th Avenue	1960	Ranch	No Style	Contributing
17-02758	2850 77th Avenue	1965	Ranch	No Style	Contributing
17-02759	2872 77th Avenue	1965	Ranch	No Style	Contributing
17-02760	2922 77th Avenue	1960	Ranch	Mid-century modern	Contributing
17-02761	2948 77th Avenue	1960	Ranch	Minimal	Contributing
17-02762	1614 78th Avenue	1960	Ranch	Contemporary	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02763	1626 78th Avenue	1961	Ranch	No Style	Contributing
17-02764	1638 78th Avenue	1962	Ranch	No Style	Contributing
17-02765	1650 78th Avenue	1959	Ranch	No Style	Contributing
17-02766	1654 78th Avenue	1961	Ranch	No Style	Contributing
17-02767	1666 78th Avenue	1960	Ranch	No Style	Contributing
17-02768	1678 78th Avenue	1963	Ranch	No Style	Contributing
17-02769	1722 78th Avenue	1961	Ranch	No Style	Contributing
17-02770	1734 78th Avenue	1960	Ranch	No Style	Contributing
17-02771	1746 78th Avenue	1960	Ranch	No Style	Contributing
17-02772	1756 78th Avenue	1959	Ranch	No Style	Contributing
17-02773	1772 78th Avenue	1965	Ranch	No Style	Contributing
17-02774	1768 78th Avenue	1960	Ranch	No Style	Contributing
17-02775	1784 78th Avenue	1965	Ranch	No Style	Contributing
17-02776	1812 78th Avenue	1963	Ranch	No Style	Contributing
17-02777	1796 78th Avenue	1965	Ranch	No Style	Contributing
17-02778	1826 78th Avenue	1962	Ranch	No Style	Contributing
17-02779	1848 78th Avenue	1962	Ranch	No Style	Contributing
17-02780	1862 78th Avenue	1961	Ranch	No Style	Contributing
17-02781	1934 78th Avenue	1959	Ranch	No Style	Contributing
17-02782	1950 78th Avenue	1959	Ranch	No Style	Contributing
17-02783	1970 78th Avenue	1963	Ranch	No Style	Contributing
17-02784	2022 78th Avenue	1960	Ranch	No Style	Contributing
17-02785	2050 78th Avenue	1960	Ranch	No Style	Contributing
17-02786	2134 78th Avenue	1969	Ranch	No Style	Contributing
17-02787	2146 78th Avenue	1960	Ranch	No Style	Contributing
17-02788	2162 78th Avenue	1961	Ranch	No Style	Contributing
17-02789	2246 78th Avenue	1965	Ranch	No Style	Contributing
17-02790	2258 78th Avenue	1959	Ranch	No Style	Contributing
17-02791	2270 78th Avenue	1963	Ranch	No Style	Contributing
17-02792	2322 78th Avenue	1961	Ranch	No Style	Contributing
17-02793	2344 78th Avenue	1963	Ranch	No Style	Contributing
17-02794	2350 78th Avenue	1960	Ranch	Mid-century modern	Contributing
17-02795	2432 78th Avenue	1960	Ranch	No Style	Contributing
17-02796	2444 78th Avenue	1958	Ranch	Contemporary	Contributing
17-02797	2456 78th Avenue	1965	Ranch	No Style	Contributing
17-02798	2480 78th Avenue	1973	Ranch	No Style	Non-Contributing
17-02799	2492 78th Avenue	1959	Ranch	No Style	Contributing
17-02800	2522 78th Avenue	1960	Ranch	No Style	Contributing
17-02801	2534 78th Avenue	1960	Ranch	No Style	Contributing
17-02802	2546 78th Avenue	1967	Ranch	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02803	2570 78th Avenue	1974	Ranch	No Style	Non-Contributing
17-02804	2578 78th Avenue	1961	Ranch	No Style	Contributing
17-02805	2590 78th Avenue	1959	Ranch	No Style	Contributing
17-02806	2624 78th Avenue	1966	Ranch	No Style	Contributing
17-02807	2644 78th Avenue	1959	Ranch	No Style	Contributing
17-02808	2636 78th Avenue	1960	Ranch	No Style	Contributing
17-02809	2656 78th Avenue	1963	Ranch	No Style	Contributing
17-02810	2668 78th Avenue	1960	Ranch	Style Ranch-Neoclassical	Contributing
17-02811	2674 78th Avenue	1965	Ranch	No Style	Contributing
17-02812	2740 78th Avenue	1960	Ranch	No Style	Contributing
17-02813	2758 78th Avenue	1960	Ranch	No Style	Contributing
17-02814	2778 78th Avenue	1961	Ranch	Ranch	Contributing
17-02815	2834 78th Avenue	1965	Ranch	Contemporary	Contributing
17-02816	2858 78th Avenue	1968	Ranch	Contemporary	Contributing
17-02817	2878 78th Avenue	1966	Ranch	No Style	Contributing
17-02818	1745 78th Avenue	1960	Ranch	No Style	Contributing
17-02819	1755 78th Avenue	1960	Ranch	No Style	Contributing
17-02820	1767 78th Avenue	1960	Ranch	No Style	Contributing
17-02821	1777 78th Avenue	1965	Ranch	No Style	Contributing
17-02822	1867 78th Avenue	1966	Ranch	No Style	Contributing
17-02823	1947 78th Avenue	1962	Ranch	No Style	Contributing
17-02824	1955 78th Avenue	1962	Ranch	No Style	Contributing
17-02825	1969 78th Avenue	1961	Ranch	No Style	Contributing
17-02826	2045 78th Avenue	1959	Ranch	No Style	Contributing
17-02827	2133 78th Avenue	1960	Ranch	No Style	Contributing
17-02828	2145 78th Avenue	1966	Ranch	No Style	Contributing
17-02829	2169 78th Avenue	1964	Ranch	No Style	Contributing
17-02830	2221 78th Avenue	1966	Ranch	No Style	Contributing
17-02831	2257 78th Avenue	1960	Ranch	No Style	Contributing
17-02832	2321 78th Avenue	1967	Ranch	Mid-century modern	Contributing
17-02833	2421 78th Avenue	1960	Ranch	No Style	Contributing
17-02834	2455 78th Avenue	1965	Ranch	No Style	Contributing
17-02835	2479 78th Avenue	1961	Ranch	No Style	Contributing
17-02836	2491 78th Avenue	1965	Ranch	No Style	Contributing
17-02837	2533 78th Avenue	1959	Ranch	No Style	Contributing
17-02838	2545 78th Avenue	1962	Ranch	No Style	Contributing
17-02839	2557 78th Avenue	1962	Ranch	No Style	Contributing
17-02840	2569 78th Avenue	1960	Ranch	No Style	Contributing
17-02841	2577 78th Avenue	1963	Ranch	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02842	2621 78th Avenue	1959	Ranch	No Style	Contributing
17-02843	2635 78th Avenue	1965	Ranch	No Style	Contributing
17-02844	2649 78th Avenue	1965	Ranch	No Style	Contributing
17-02845	2733 78th Avenue	1965	Ranch	No Style	Contributing
17-02846	2757 78th Avenue	1974	Ranch	No Style	Contributing
17-02847	2777 78th Avenue	1959	Ranch	No Style	Contributing
17-02848	2857 78th Avenue	1959	Ranch	No Style	Contributing
17-02849	1654 78th Avenue	1965	Other	No Style	Contributing
17-02850	1545 79th Avenue	1959	Ranch	No Style	Contributing
17-02851	1565 79th Avenue	1959	Ranch	No Style	Contributing
17-02852	1585 79th Avenue	1955	Ranch	No Style	Contributing
17-02853	1605 79th Avenue	1959	Ranch	No Style	Contributing
17-02854	1613 79th Avenue	1959	Ranch	No Style	Contributing
17-02855	1625 79th Avenue	1956	Ranch	No Style	Contributing
17-02856	1631 79th Avenue	1955	Minimal Traditional Cottage	No Style	Contributing
17-02857	1639 79th Avenue	1955	Ranch	No Style	Contributing
17-02858	1645 79th Avenue	1957	Ranch	No Style	Contributing
17-02859	1655 79th Avenue	1955	Minimal Traditional Cottage	No Style	Contributing
17-02860	1665 79th Avenue	1955	Ranch	No Style	Contributing
17-02861	1675 79th Avenue	1955	Ranch	No Style	Contributing
17-02862	1711 79th Avenue	1954	Ranch	No Style	Contributing
17-02863	1725 79th Avenue	1954	Minimal Traditional Cottage	No Style	Contributing
17-02864	1733 79th Avenue	1954	Minimal Traditional Cottage	No Style	Contributing
17-02865	1745 79th Avenue	1962	Ranch	No Style	Contributing
17-02866	1755 79th Avenue	1962	Ranch	No Style	Contributing
17-02867	1765 79th Avenue	1960	Ranch	No Style	Contributing
17-02868	1785 79th Avenue	1960	Ranch	Contemporary	Contributing
17-02869	1825 79th Avenue	1954	Ranch	No Style	Contributing
17-02870	1827 79th Avenue	1969	Ranch	No Style	Contributing
17-02871	1923 79th Avenue	1962	Ranch	No Style	Contributing
17-02872	1975 79th Avenue	1961	Ranch	Contemporary	Contributing
17-02873	1999 79th Avenue	1959	Ranch	No Style	Contributing
17-02874	2035 79th Avenue	1960	Ranch	No Style	Contributing
17-02875	2063 79th Avenue	1955	Ranch	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02876	2125 79th Avenue	1957	Ranch	No Style	Contributing
17-02877	2235 79th Avenue	1961	Ranch	No Style	Contributing
17-02878	2255 79th Avenue	1960	Ranch	No Style	Contributing
17-02879	2275 79th Avenue	1955	Ranch	No Style	Contributing
17-02880	2375 79th Avenue	1962	Ranch	No Style	Contributing
17-02881	2389 79th Avenue	1961	Ranch	No Style	Contributing
17-02882	2425 79th Avenue	1957	Ranch	No Style	Non-Contributing
17-02883	2435 79th Avenue	1957	Ranch	No Style	Contributing
17-02884	2445 79th Avenue	1965	Ranch	No Style	Contributing
17-02885	2465 79th Avenue	1975	Ranch	No Style	Non-Contributing
17-02886	2535 79th Avenue	1954	Ranch	No Style	Contributing
17-02887	2525 79th Avenue	1954	Ranch	No Style	Contributing
17-02888	2547 79th Avenue	1960	Ranch	No Style	Contributing
17-02889	2583 79th Avenue	1960	Ranch	No Style	Contributing
17-02890	2635 79th Avenue	1955	Ranch	No Style	Contributing
17-02891	2655 79th Avenue	1954	Ranch	No Style	Contributing
17-02892	2665 79th Avenue	1954	Ranch	No Style	Contributing
17-02893	2675 79th Avenue	1961	Ranch	No Style	Contributing
17-02894	2685 79th Avenue	1961	Ranch	No Style	Contributing
17-02895	2727 79th Avenue	1965	Ranch	No Style	Contributing
17-02896	2755 79th Avenue	1964	Ranch	No Style	Contributing
17-02897	2767 79th Avenue	1971	Ranch	No Style	Contributing
17-02898	2769 79th Avenue	1955	Ranch	No Style	Contributing
17-02899	2845 79th Avenue	1965	Ranch	No Style	Contributing
17-02900	2844 79th Avenue	1955	Ranch	No Style	Contributing
17-02901	2772 79th Avenue	1965	Ranch	No Style	Contributing
17-02902	2766 79th Avenue	1956	Ranch	No Style	Contributing
17-02903	2748 79th Avenue	1957	Ranch	No Style	Contributing
17-02904	2728 79th Avenue	1960	Ranch	No Style	Contributing
17-02905	2718 79th Avenue	1964	Ranch	No Style	Contributing
17-02906	2704 79th Avenue	1960	Ranch	No Style	Contributing
17-02907	2684 79th Avenue	1960	Ranch	No Style	Contributing
17-02908	2674 79th Avenue	1954	Ranch	No Style	Contributing
17-02909	2664 79th Avenue	1954	Ranch	No Style	Contributing
17-02910	2656 79th Avenue	1955	Ranch	No Style	Contributing
17-02911	2648 79th Avenue	1955	Ranch	No Style	Contributing
17-02912	2624 79th Avenue	1955	Ranch	No Style	Contributing
17-02913	2578 79th Avenue	1955	Ranch	No Style	Contributing
17-02914	2574 79th Avenue	1956	Ranch	No Style	Contributing
17-02915	2554 79th Avenue	1955	Ranch	No Style	Contributing
17-02916	2524 79th Avenue	1955	Ranch	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02917	2476 79th Avenue	1957	Ranch	No Style	Contributing
17-02918	2468 79th Avenue	1955	Ranch	No Style	Contributing
17-02919	2444 79th Avenue	1956	Ranch	No Style	Contributing
17-02920	2422 79th Avenue	1971	Ranch	No Style	Contributing
17-02921	2430 79th Avenue	1962	Ranch	No Style	Contributing
17-02922	2330 79th Avenue	1959	Ranch	No Style	Contributing
17-02923	2272 79th Avenue	1955	Ranch	No Style	Contributing
17-02924	2264 79th Avenue	1955	Ranch	No Style	Contributing
17-02925	2170 79th Avenue	1954	Ranch	No Style	Contributing
17-02926	2166 79th Avenue	1955	Ranch	No Style	Contributing
17-02927	2144 79th Avenue	1964	Ranch	No Style	Contributing
17-02928	2122 79th Avenue	1965	Ranch	No Style	Contributing
17-02929	2066 79th Avenue	1955	Ranch	No Style	Contributing
17-02930	2020 79th Avenue	1961	Ranch	No Style	Contributing
17-02931	1974 79th Avenue	1954	Ranch	No Style	Contributing
17-02932	1950 79th Avenue	1960	Ranch	No Style	Contributing
17-02933	1924 79th Avenue	1961	Ranch	No Style	Contributing
17-02934	1874 79th Avenue	1962	Ranch	No Style	Contributing
17-02935	1864 79th Avenue	1955	Ranch	No Style	Contributing
17-02936	1830 79th Avenue	1960	Ranch	No Style	Contributing
17-02937	1784 79th Avenue	1955	Ranch	No Style	Contributing
17-02938	1770 79th Avenue	1961	Ranch	No Style	Contributing
17-02939	1760 79th Avenue	1957	Ranch	No Style	Contributing
17-02940	1754 79th Avenue	1971	Ranch	No Style	Contributing
17-02941	1728 79th Avenue	1960	Ranch	No Style	Contributing
17-02942	1678 79th Avenue	1965	Ranch	No Style	Contributing
17-02943	1652 79th Avenue	1965	Ranch	No Style	Contributing
17-02944	1632 79th Avenue	1955	Ranch	No Style	Contributing
17-02945	1750 Harding Boulevard	1960	Ranch	No Style	Contributing
17-02946	1760 Harding Boulevard	1966	Ranch	No Style	Contributing
17-02947	1798 Harding Boulevard	1965	Ranch	No Style	Contributing
17-02948	1776 Harding Boulevard	1956, 1975	Ranch	No Style	Non-Contributing
17-02949	1830 Harding Boulevard	1965	Ranch	No Style	Contributing
17-02950	1870 Harding Boulevard	1953	Ranch	No Style	Contributing
17-02951	1884 Harding Boulevard	1955	Ranch	No Style	Contributing
17-02952	1950 Harding Boulevard	1958	Ranch	No Style	Contributing
17-02953	2012 Harding Boulevard	1981	Ranch	No Style	Non-Contributing
17-02954	2106 Harding Boulevard	1945	Bungalow	No Style	Contributing
17-02955	2108 Harding Boulevard	1950	Minimal Traditional Cottage	No Style	Contributing

(continued)

Appendix 3. Continued.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02956	2138 Harding Boulevard	1940	Minimal Traditional Cottage	No Style	Contributing
17-02957	2142 Harding Boulevard	1945	Minimal Traditional Cottage	No Style	Contributing
17-02958	2226 Harding Boulevard	1960	Ranch	No Style	Contributing
17-02959	2232 Harding Boulevard	1958	Ranch	No Style	Contributing
17-02960	2240 Harding Boulevard	1963	Ranch	No Style	Contributing
17-02961	2250 Harding Boulevard	1958	Ranch	No Style	Contributing
17-02962	2330 Harding Boulevard	1958	Ranch	No Style	Contributing
17-02963	2354 Harding Boulevard	1955	Ranch	No Style	Contributing
17-02964	2412 Harding Boulevard	1957	Ranch	No Style	Contributing
17-02965	2424 Harding Boulevard	1965	Ranch	No Style	Contributing
17-02966	2444 Harding Boulevard	1963	Ranch	No Style	Contributing
17-02967	2456 Harding Boulevard	1964	Ranch	No Style	Contributing
17-02968	2466 Harding Boulevard	1955	Ranch	No Style	Contributing
17-02969	2520 Harding Boulevard	1961	Ranch	No Style	Contributing
17-02970	2534 Harding Boulevard	1960	Ranch	No Style	Contributing
17-02971	2578 Harding Boulevard	1954	Ranch	No Style	Contributing
17-02972	2614 Harding Boulevard	1965	Ranch	No Style	Contributing
17-02973	2626 Harding Boulevard	1960	Ranch	No Style	Contributing
17-02974	2636 Harding Boulevard	1960	Ranch	No Style	Contributing
17-02975	7950 Nottingham Street	1960	Ranch	No Style	Contributing
17-02976	7920 Nottingham Street	1960	Ranch	No Style	Contributing
17-02977	7855 Nottingham Street	1960	Ranch	No Style	Contributing
17-02978	7825 Nottingham Street	1960	Ranch	No Style	Contributing
17-02979	7824 Nottingham Street	1960	Ranch	No Style	Contributing
17-02980	7775 Nottingham Street	1964	Ranch	No Style	Contributing
17-02981	7727 Nottingham Street	1969	Ranch	No Style	Contributing
17-02982	7776 Pembroke Street	1960	Ranch	No Style	Contributing
17-02983	7724 Pembroke Street	1966	Ranch	No Style	Contributing
17-02984	7844 Pembroke Street	1965	Ranch	No Style	Contributing
17-02985	7845 Pembroke Street	1955	Ranch	No Style	Contributing
17-02986	7865 Pembroke Street	1960	Ranch	No Style	Contributing
17-02987	7860 Pembroke Street	1962	Ranch	No Style	Contributing
17-02988	7924 Pembroke Street	1957	Ranch	No Style	Contributing
17-02989	7950 Pembroke Street	1957	Ranch	No Style	Contributing
17-02990	7955 Pembroke Street	1956	Ranch	No Style	Contributing
17-02991	7834 Somerset Street	1960	Ranch	No Style	Contributing
17-02992	7812 Somerset Street	1960	Ranch	No Style	Contributing
17-02993	7835 Somerset Street	1961	Ranch	No Style	Contributing

(continued)

Appendix 3. Concluded.

Resource ID	Address	Construction Date	Form	Style	NRHP Status
17-02994	7700 Somerset Street	1965	Ranch	Mid-century modern	Contributing
17-02995	7880 Emile Street	1965	Ranch	No Style	Contributing
17-02996	7860 Emile Street	1963	Ranch	No Style	Contributing
17-02997	7854 Emile Street	1972	Ranch	No Style	Non-Contributing
17-02998	7794 Emile Street	1961	Ranch	No Style	Contributing
17-02999	7778 Emile Street	1967	Ranch	No Style	Contributing
17-03000	7768 Emile Street	1960	Ranch	No Style	Contributing
17-03001	7734 Emile Street	1963	Ranch	No Style	Contributing
17-03002	7776 Scenic Highway	1970	Gas Station	No Style	Contributing
17-03003	7746 Scenic Highway	1967	Freestanding Commercial	No Style	Contributing

APPENDIX 4. STRUCTURES SURVEYED IN AIRLINE TERRACE

Appendix 4. Structures Surveyed in Airline Terrace.

Resource ID	Address	Construction Date	Form	NRHP Status
17-07051	6710 Cambridge Street	1958	Ranch	Contributing
17-07052	6660 Cambridge Street	1956	Ranch	Contributing
17-07053	6642 Cambridge Street	1956	Ranch	Contributing
17-07054	6636 Cambridge Street	1955	Ranch	Contributing
17-07055	6620 Cambridge Street	1955	Ranch	Contributing
17-07056	6564 Cambridge Street	1956	Ranch	Contributing
17-07057	6532 Cambridge Street	1955	Ranch	Contributing
17-07058	6524 Cambridge Street	1956	Ranch	Contributing
17-07059	2915 Monte Sano Avenue	1955	Ranch	Contributing
17-07060	2845 Monte Sano Avenue	1956	Ranch	Contributing
17-07061	6521 Cambridge Street	1956	Ranch	Contributing
17-07062	6533 Cambridge Street	1955	Ranch	Contributing
17-07063	6543 Cambridge Street	1956	Ranch	Contributing
17-07064	6565 Cambridge Street	1956	Ranch	Contributing
17-07065	6621 Cambridge Street	1956	Ranch	Contributing
17-07066	6635 Cambridge Street	1956	Ranch	Undetermined
17-07067	6643 Cambridge Street	1956	Ranch	Non-Contributing
17-07068	2848 Kaufman Street	1955	Ranch	Contributing
17-07069	6745 Cambridge Street	1956	Ranch	Non-Contributing
17-07070	2824 Kaufman Street	1956	Ranch	Contributing
17-07071	6644 Kerr Street	1956	Ranch	Contributing
17-07072	6636 Kerr Street	1956	Ranch	Contributing
17-07073	6624 Kerr Street	1956	Ranch	Non-Contributing
17-07074	6556 Kerr Street	1955	Ranch	Contributing
17-07075	6544 Kerr Street	1956	Ranch	Contributing
17-07076	6534 Kerr Street	1956	Ranch	Contributing
17-07077	6522 Kerr Street	1956	Ranch	Contributing
17-07078	2815 Monte Sano Avenue	1956	Ranch	Contributing
17-07079	6509 Kerr Street	1955	Ranch	Non-Contributing
17-07080	6515 Kerr Street	1955	Ranch	Contributing
17-07081	6537 Kerr Street	1956	Ranch	Contributing
17-07082	6617 Kerr Street	1956	Ranch	Contributing
17-07083	2754 Kaufman Street	1956	Ranch	Contributing
17-07084	2722 Kaufman Street	1956	Ranch	Contributing
17-07085	6642 Nottingham Street	1956	Ranch	Contributing
17-07086	6634 Nottingham Street	1956	Ranch	Non-Contributing
17-07087	6620 Nottingham Street	1955	Ranch	Non-Contributing
17-07088	6554 Nottingham Street	1956	Ranch	Contributing
17-07089	6544 Nottingham Street	1956	Ranch	Contributing
17-07090	6536 Nottingham Street	1956	Ranch	Contributing
17-07091	6524 Nottingham Street	1956	Ranch	Contributing
17-07092	6516 Nottingham Street	1955	Ranch	Contributing
17-07093	6511 Nottingham Street	1958	Ranch	Undetermined

(continued)

Appendix 4. Concluded.

Resource ID	Address	Construction Date	Form	NRHP Status
17-07094	6517 Nottingham Street	1957	Ranch	Contributing
17-07095	6525 Nottingham Street	1956	Ranch	Contributing
17-07096	6533 Nottingham Street	1956	Ranch	Undetermined
17-07097	6545 Nottingham Street	1956	Ranch	Contributing
17-07098	6625 Nottingham Street	1956	Ranch	Contributing
17-07099	6635 Nottingham Street	1956	Ranch	Contributing
17-07100	6645 Nottingham Street	1956	Ranch	Contributing
17-07101	6655 Nottingham Street	1957	Ranch	Contributing
17-07102	6715 Nottingham Street	1957	Ranch	Contributing
17-07103	6719 Nottingham Street	1971	Ranch	Non-Contributing
17-07104	6716 Nottingham Street	1956	Ranch	Contributing
17-07105	2725 Kaufman Street	1956	Ranch	Contributing
17-07106	2751 Kaufman Street	1956	Ranch	Contributing
17-07107	2763 Kaufman Street	1956	Ranch	Contributing
17-07108	2825 Kaufman Street	1956	Ranch	Contributing
17-07109	2835 Kaufman Street	1956	Ranch	Contributing
17-07110	2847 Kaufman Street	1956	Ranch	Contributing
17-07111	2827 Monte Sano Avenue	1955	Ranch	Contributing

APPENDIX 5. STRUCTURES SURVEYED IN SOUTHERN VIEW

Appendix 5. Structures Surveyed in Southern View.

Resource ID	Address	Construction Date	Form	NRHP Status
17-05054	371 Woodpecker Street	1920	Bungalow	Contributing
17-05055	365 Woodpecker Street	1920	Bungalow	Contributing
17-05061	357 Woodpecker Street	1920	Bungalow	Contributing
17-01198	351 Woodpecker Street	1940	Min. Traditional Cottage	Contributing
17-01199	345 Woodpecker Street	1920	Bungalow	Contributing
17-01200	337 Woodpecker Street	1940	Bungalow	Contributing
17-01201	331 Woodpecker Street	1930	Bungalow	Contributing
17-01202	325 Woodpecker Street	1940	Bungalow	Contributing
17-01203	315 Woodpecker Street	1930	Bungalow	Contributing
17-01204	307 Woodpecker Street	1940	Bungalow	Contributing
17-01205	303 Flicker Street	1930	Bungalow	Contributing
17-01206	311 Flicker Street	1930	Min. Traditional Cottage	Contributing
17-01207	327 Flicker Street	1920	Bungalow	Contributing
17-01208	333 Flicker Street	1930	Bungalow	Contributing
17-01209	341 Flicker Street	1930	Other	Contributing
17-01210	347 Flicker Street	1930	Bungalow	Contributing
17-01211	353 Flicker Street	1930	Other	Contributing
17-01212	361 Flicker Street	1930	Bungalow	Contributing
17-01213	367 Flicker Street	1930	Min. Traditional Cottage	Contributing
17-01214	370 Woodpecker Street	1920	Bungalow	Contributing
17-01215	364 Woodpecker Street	1920	Bungalow	Contributing
17-01216	356 Woodpecker Street	1930	Bungalow	Contributing
17-01217	350 Woodpecker Street	1920	Bungalow	Contributing
17-01218	344 Woodpecker Street	1920	Bungalow	Contributing
17-01219	336 Woodpecker Street	1920	Bungalow	Contributing
17-01220	324 Woodpecker Street	1930	Bungalow	Contributing
17-01221	314 Woodpecker Street	1930	Bungalow	Contributing
17-01222	306 Woodpecker Street	1920	Other	Contributing
17-01223	304 Flicker Street	1930	Bungalow	Contributing
17-01224	322 Flicker Street	1920	Bungalow	Contributing
17-01225	328 Flicker Street	1920	Other	Contributing
17-01226	334 Flicker Street	1920	Bungalow	Contributing
17-01227	342 Flicker Street	1930	Bungalow	Contributing
17-01228	348 Flicker Street	1930	Bungalow	Contributing
17-01229	354 Flicker Street	1930	Bungalow	Contributing
17-01230	362 Flicker Street	1971	Ranch	Non-Contributing
17-01231	368 Flicker Street	1920	Bungalow	Contributing
