

# Cultural Resources

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## **Built Environment Evaluation Report**

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**Built Environment Evaluation Report  
Al Larson Boat Shop,  
Port of Los Angeles,  
City and County of Los Angeles, California**

ADP No. 090415-753

Agreement No. 2527

PD No. 12

Prepared for:

CDM

Prepared by:

**SWCA Environmental Consultants**

January 2010

**BUILT ENVIRONMENT EVALUATION REPORT  
AL LARSON BOAT SHOP,  
PORT OF LOS ANGELES,  
CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

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USGS 7.5-Minute Topographic Quadrangle  
*San Pedro*, CA 1981

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## MANAGEMENT SUMMARY/ABSTRACT

This report contains results of the built environment evaluation conducted for the Al Larson Boat Shop (subject property). Under contract to CDM, SWCA Environmental Consultants (SWCA) conducted a built environment evaluation report to identify built environment resources at the subject property to assess whether the property is eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or for local designation through the City of Los Angeles. The Al Larson Boat Shop property is an approximately four-acre industrial property that has been used as a boat manufacturing and repair yard since 1924. The subject property, located at Berth 258, on Terminal Island, is at the Port of Los Angeles, in the City and County of Los Angeles, California.

The subject property is located within the jurisdiction of the United States Army Corps of Engineers (Corps) and would require issuance of a Section 404 permit, should development activities occur. Such development activities may be considered a project, and would therefore meet the definition of an “undertaking” under Section 106 of the National Historic Preservation Act of 1966, as amended. This report was prepared in accordance with the Advisory Council on Historic Preservation (ACHP) regulations (revised January 11, 2001) for the identification of historic properties as required by 36 Code of Federal Regulations (CFR) Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act. In addition, this assessment was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA (Governor’s Office of Planning and Research 1998), and in accordance with regulations set forth in the City of Los Angeles Municipal Code, Chapter 9, Article 1, Cultural Heritage Ordinance.

A records and literature search was performed, which revealed that 24 prior cultural resource studies have been conducted within a one-mile radius of the subject property. There are no previously recorded cultural resources within the Al Larson Boat Shop property, however the property to the west, the Southwest Marine Terminal, was found eligible for listing in the NRHP under Criteria A, as the Bethlehem Shipyard Historic District (19-187658).

The California Native American Heritage Commission (NAHC) Sacred Lands File search failed to identify Native American cultural resources within the APE. Letters requesting information on known cultural resources were sent to the Native American contacts identified by the NAHC on November 16, 2009. Letters were also sent to local historic groups requesting information on potential or known historic resources or other cultural resources in the APE on November 16, 2009.

SWCA’s intensive-level survey and archival research identified two buildings, the Office and Workshop and the Machine Shop, that are eligible for listing in the California Register of Historical Resources and may qualify for designation as City of Los Angeles Historic-Cultural Monuments (HCM). None of the buildings on the Al Larson Boat Shop property were found eligible for listing in the National Register of Historic Places (National Register) individually or as contributors to a historic district. None of the buildings on the property qualify for consideration as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). Although not currently part of the Al Larson Boat Shop, the Bethlehem Steel Administration Building (19-187658) is located in the parking lot of the Al Larson Boat Shop, due to a recent realignment of Seaside Avenue. The Bethlehem Steel Administration Building was previously found eligible for listing in the National Register, under Criterion A, as a contributor to the Bethlehem Shipyard Historic District (Jones and Stokes 2000) but is not part of the subject property.

This report and any subsequent related reports will be filed with CDM, the South Central Coastal Information Center at California State University, Fullerton, and with SWCA Environmental Consultants. All field notes, photographs, and records related to the current study are on file at the SWCA South Pasadena, California, office.

## TABLE OF CONTENTS

|  |            |
|--|------------|
| <b>MANAGEMENT SUMMARY/ABSTRACT .....</b>                   | <b>i</b>   |
| <b>INTRODUCTION.....</b>                                   | <b>iii</b> |
| Property Description.....                                  | 1          |
| Regulatory Framework.....                                  | 4          |
| Federal.....   | 4          |
| State .....  | 6          |
| Substantial Adverse Change .....                           | 6          |
| Local.....   | 7          |
| Los Angeles Historic-Cultural Monuments .....              | 7          |
| Historic Preservation Overlay Zones .....                  | 7          |
| <b>HISTORIC OVERVIEW.....</b>                              | <b>8</b>   |
| Early History .....  | 8          |
| Port of Los Angeles .....                                  | 10         |
| <b>METHODOLOGY .....</b>                                   | <b>12</b>  |
| Records Search.....  | 12         |
| Section 106 Consultation.....                              | 13         |
| Historic Research .....                                    | 13         |
| Built Environment Survey .....                             | 13         |
| <b>RESULTS .....</b>                                       | <b>14</b>  |
| Records Search.....  | 14         |
| Section 106 Consultation.....                              | 17         |
| Al Larson Boat Shop .....                                  | 20         |
| Built Environment Survey.....                              | 25         |
| <b>SIGNIFICANCE EVALUATION OF Al Larson Boat Shop.....</b> | <b>29</b>  |
| Office and Workshop .....                                  | 29         |
| Paint Shed.....  | 30         |
| Machine Shop.....  | 30         |
| Building No. 4 .....                                       | 31         |
| <b>MANAGEMENT RECOMMENDATIONS.....</b>                     | <b>32</b>  |
| <b>REFERENCES.....</b>                                     | <b>33</b>  |

## LIST OF FIGURES

|  |    |
|--|----|
| Figure 1. Project Location.....                | 2  |
| Figure 2. Aerial Map of Property .....         | 3  |
| Figure 3. Sketch Map of Subject Property ..... | 26 |

## LIST OF TABLES

|  |    |
|--|----|
| Table 1. Previously Conducted Cultural Resources Studies Within One Mile of the Property.....  | 14 |
| Table 2. Previously Conducted Cultural Resources Studies Within the Vicinity of the Subject<br>Property (On File at the Port of Los Angeles Archives)..... | 15 |
| Table 3. Coordination with Local Native American Groups .....  | 17 |
| Table 4. Coordination with Historic Groups.....  | 19 |

**TABLE 5. RESOURCES EVALUATED AT THE AL LARSON BOAT SHOP  
PROPERTY LIST OF PHOTOGRAPHS**

---

Photograph 1. View of Fish Harbor Showing the Al Larson Boat Shop, 1924. (Source: Los Angeles Harbor Department Annual Report, 1924-1925) ..... 20  
Photograph 2. View of the Al Larson Boat Shop, 1937. (Source: Port of Los Angeles Archives) ..... 21  
Photograph 3. View of the Al Larson Boat Shop, 1938. (Source: Port of Los Angeles Archives) ..... 22  
Photograph 4. View of Fish Harbor, including the Al Larson Boat Shop, 1947. (Source: Fairchild Photography Archives) ..... 22  
Photograph 5. View of the Al Larson Boat Shop, 1950. (Source: Port of Los Angeles Archives) ..... 23  
Photograph 6. View of the Al Larson Boat Shop, 1958. (Source: Port of Los Angeles Archives) ..... 23  
Photograph 7. View of the Al Larson Boat Shop, 1966. (Source: Port of Los Angeles Archives) ..... 24  
Photograph 8. Overview of office and workshop, view to the southeast. .... 27  
Photograph 9. View of paint shed, view to the east. .... 27  
Photograph 10. View of machine shop, view to the east. .... 28  
Photograph 11. View of Building No. 4, view to the east. .... 28

**APPENDICES**

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- Appendix A: South Central Coastal Information Center Bibliography
- Appendix B: Native American Correspondence
- Appendix C: Local Historical Group Correspondence
- Appendix D: California DPR Series 523 Forms for the Al Larson Boat Shop

## **INTRODUCTION**

Under contract to CDM, SWCA Environmental Consultants (SWCA) conducted a built environment survey to identify historic properties that may be affected by potential development activities at the Al Larson Boat Shop property. The Al Larson Boat Shop property is located on Terminal Island, at Berth 258, at the Port of Los Angeles, in the City and County of Los Angeles, California. It is anticipated that future development activities may affect areas that lie within the jurisdiction of the United States Army Corps of Engineers (Corps) and would require issuance of a Section 404 permit. Therefore, this assessment was prepared in accordance with the Advisory Council on Historic Preservation (ACHP) regulations, revised January 11, 2001, for the identification of historic properties, as required by 36 Code of Federal Regulations (CFR) Part 800, and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended. Under the provisions of the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA were used as basic guidelines for the cultural resources study (Governor's Office of Planning and Research 1998). PRC Section 5024.1 requires the identification and evaluation of historical resources that may be affected by a proposed project. This report was also prepared in accordance with regulations set forth in the City of Los Angeles Municipal Code, Chapter 9, Article 1, Cultural Heritage Ordinance.

Project personnel included Architectural Historians Sonnier Francisco and Shannon Carmack, who conducted the built environment survey and historical research and prepared this report. Cultural Resources Specialist Samantha Murray initiated the records search and assisted in preparation of the report. GIS Specialist Chad Flynn prepared the maps and figures for the report. The report was edited by Russ Gatlin and reviewed by Senior Architectural Historian Francesca Smith.

## **PROPERTY DESCRIPTION**

The subject property is a four-acre parcel located in the city of Los Angeles, at the Port of Los Angeles, on Terminal Island, east of the Interstate-110 (Harbor) Freeway and south of State Route 47. The property is bounded by Seaside Avenue to the west, Wharf Street to the north, and Fish Harbor to the east and south. The property is depicted on an unsectioned portion of the U.S. Geological Survey (USGS) San Pedro, California 7.5-minute topographic quadrangle (Figures 1 and 2).

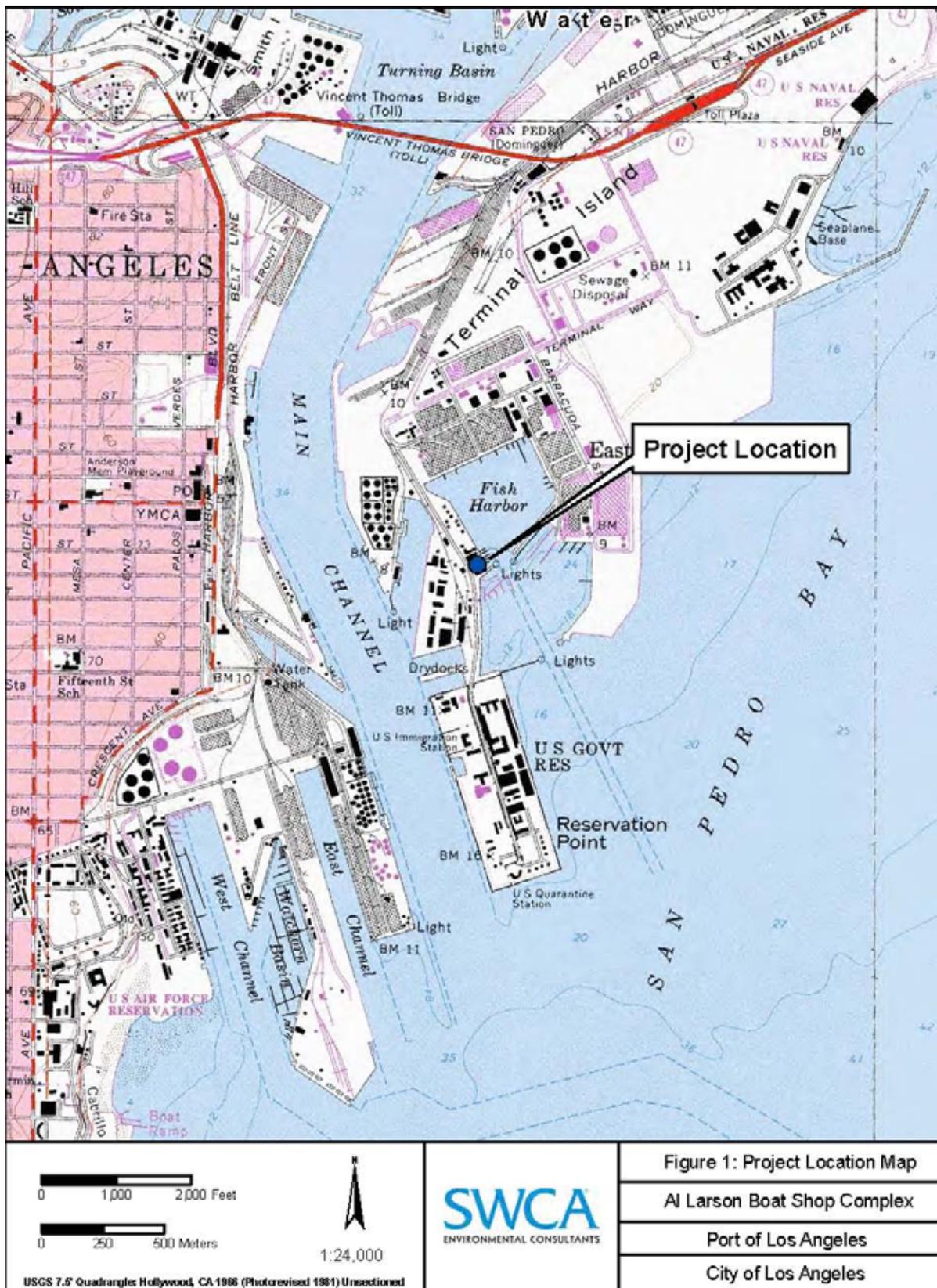
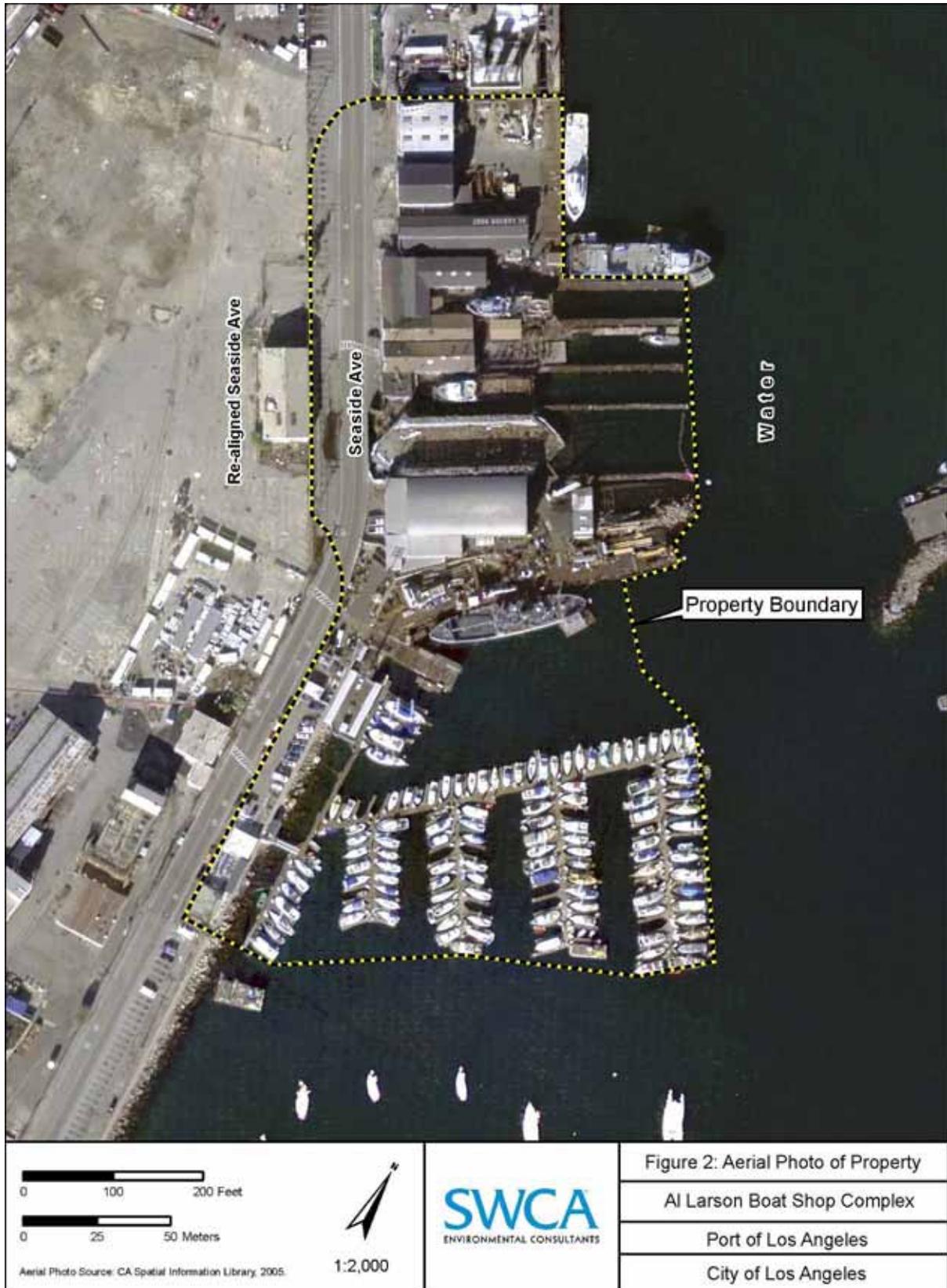


Figure 1. Project Location



**Figure 2. Aerial Map of Property**

## **REGULATORY FRAMEWORK**

This section identifies federal regulations, state legislation, and local statutes, ordinances, and guidelines that govern the identification and treatment of cultural resources and analysis of project-related effects to cultural resources. The lead agency must consider these requirements in making decisions on projects that may affect cultural resources.

### **FEDERAL**

In accordance with 36 CFR Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, historic properties are defined as those listed in or determined eligible for listing in the National Register and require review for adverse effects.

#### **National Register of Historic Places**

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

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

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

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in National Register guidance, *How to Apply the National Register Criteria*, as “the ability of a property to convey its significance. To be listed in the National Register ... a property must not only be shown to be significant under the National Register criteria, but it also must have integrity” (NPS 1990). National Register guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be “exceptionally important” (criteria consideration G) to be considered for listing.

A historic property is defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the

Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria" (36 CFR Sections 800.16 (i) (1)).

Effects on historic properties under Section 106 of the National Historic Preservation Act are defined in the Assessment of adverse effects in 36 CFR Sections 800.5(a) (1):

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Adverse effects on historic properties are clearly defined and include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (36 CFR 800.5 (2)).

To comply with Section 106, the Criteria of adverse effect are applied to historic properties, if any exist in the project Area of Potential Effect (APE), pursuant to 36 CFR Sections 800.5 (a)(1). If no historic properties are identified in the APE, a finding of "No historic properties affected" will be made for the proposed project. If there were historic properties in the APE, application of the criteria of adverse effect results in project-related findings of either "no adverse effect" or of "adverse effect" as described above. A finding of no adverse effect may be appropriate when the undertaking's effects do not meet the thresholds in Criteria of adverse effect 36 CFR Sections 800.5 (a)(1), in certain cases when the undertaking is modified to avoid or lessen effects, or if conditions were imposed to ensure review of rehabilitation plans for conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (codified in 36 CFR Part 68).

If adverse effects findings were expected to result from the proposed project, mitigation would be required, as feasible, and resolution of those adverse effects by consultation may occur to avoid, minimize, or mitigate adverse effects on historic properties pursuant to 36 CFR Part 800.6(a).

## STATE

In accordance with CEQA Guidelines, properties defined as “historical resources” are those listed in or eligible for listing in the California Register. Properties eligible for the California Register are those found to meet the criteria for listing in the California Register and National Register or by designation under a local ordinance in a certified Local Government community. CEQA requires the lead agency to determine whether a project may have a significant effect on historical resources.

PRC Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA were used as the framework for this cultural resources study. PRC Section 5024.1 requires evaluation of historical resources to determine eligibility for listing in the California Register. The California Register was established to serve as an authoritative guide to the state’s significant historical and archaeological resources (PRC Section 5024.1). For a property to be eligible for listing in the California Register, it must be found by the State Historical Resources Commission to be significant under at least one of the following four criteria:

The resource

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

In addition to possessing one of the above-listed significance characteristics, to be eligible for listing in the California Register, a resource must retain integrity to its period of significance. California Register guidance on the subject asserts “[s]imply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance” (Office of Historic Preservation 2004). Integrity, although somewhat subjective, is one of the components of professional judgment that makes up the evaluation of a property’s historic significance. The requisite conclusion is whether a property retains its integrity, the physical and visual characteristics necessary to convey its significance, or it does not. The concept of integrity is defined in state guidelines as “the authenticity of an historical resource’s physical identity evidenced by the physical survival of characteristics that existed during the resource’s period of significance.” To retain its historic integrity, a property must possess several, and usually most, of these aspects.

## **Substantial Adverse Change**

Under CEQA, it is necessary to evaluate proposed projects for the potential to cause significant effects on historical resources. CEQA equates a “substantial adverse change” in the significance of a historical resource with a significant effect on the environment (PRC Section 21084.1). If a proposed project could be expected to cause substantial adverse change in a historical resource, environmental clearance for the project would require application of mitigation measures to reduce impacts. Thresholds of substantial

adverse change are established in PRC Section 5020.1 as “demolition, destruction, relocation, or alteration activities *that would impair the significance of the historic resource* (emphasis added).”

Material impairment occurs when a project results in demolition, or materially alters in an adverse manner, the physical characteristics that convey a property’s historic significance, or is the reason for that property’s inclusion in an official register of historic resources (PRC Section 15064.5[b][2]).

The disposition of burials, if necessary, falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at Section 15064.5 and cite language found at PRC Section 5097.98 that illustrates the process to be followed in the event that remains are discovered. If human remains are discovered during the construction of the proposed project, no further disturbance to the site shall occur and the Los Angeles County Coroner must be notified. If the Coroner determines the remains to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) within 48 hours. The NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased. The MLD may then make recommendations as to the disposition of the remains.

## **LOCAL**

### **Los Angeles Historic-Cultural Monuments**

Local landmarks in the city of Los Angeles are known as Historic-Cultural Monuments and are under the aegis of the Planning Department, Office of Historic Resources. They are defined in the Cultural Heritage Ordinance as:

Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 178,402, Effective 4-2-07).

### **Historic Preservation Overlay Zones**

As described by the City of Los Angeles Office of Historic Resources, the HPOZ Ordinance was adopted in 1979 and amended in 2004:

to identify and protect neighborhoods with distinct architectural and cultural resources, the City ... developed an expansive program of Historic Preservation Overlay Zones ... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

Regarding HPOZ eligibility, City of Los Angeles Ordinance Number 175891 states:

Features designated as contributing shall meet one or more of the following criteria:

- (1) adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- (2) owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- (3) retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City (Los Angeles Municipal Code, Section 12.20.3).

Regarding affects on federal and locally significant properties, Los Angeles Municipal Code declares the following:

The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure (Section 91.106.4.5, Permits for Historical and Cultural Buildings).

## **HISTORIC OVERVIEW**

### **EARLY HISTORY**

Spanish explorers and missionaries first arrived in what is now Los Angeles in the late eighteenth century. Following the establishment of Mission San Gabriel Archangel in 1771, the Catholic clergy were granted jurisdiction over a significant portion of southern California. Ten years later, the Pobladores, a group of 12 families from present-day Mexico, founded a community in what is now downtown Los Angeles, naming the area *el Pueblo de Nuestra Señora la Reina de Los Angeles de Porciúncula*, translated as The Town of Our Lady the Queen of Angels of the Little Portion. Prior to becoming one of the world's busiest deep-water ports, the coastline off San Pedro was considered an important place for commerce. The missionaries established San Pedro Bay as a point for commerce with Spanish trading ships, which supplied the *Californios* with necessary goods. On their return to Spain, the ships were loaded with tallow and hides produced from the mission's large cattle holdings.

Activity around San Pedro Bay continued to increase as private land ownership developed throughout the region. Large expanses of the California landscape were granted to the Spanish elite and military as rewards for their service to Spain. Included in these grants was Rancho San Pedro, which was awarded to Juan Jose Dominguez in 1784. The grant consisted of 74,000 acres spanning the area from present-day Redondo Beach to San Pedro Bay, including Mormon Island and other unnamed sand spits along the coastline, which formed from years of accumulating alluvium deposits that passed from the San Gabriel and Los Angeles river floods (Queenan 1983:2, 4).

Following Mexico's independence from Spain in 1822, maritime commerce began to flourish off the coast of San Pedro. Under Spanish rule, international trade had been strictly prohibited, thus impeding any real economic development. Once the bay was opened to ships of all nations, San Pedro quickly became the heart of the hide production and trade industry (Queenan 1983: 2, 4).

Subsequent land grants and subdivisions also provided the impetus for growth and expansion at San Pedro Bay in the Mexican period. In 1827, California Governor Pío Pico granted a section of Rancho San Pedro to the Sepulveda family, following years of land disputes between the Sepulveda and Dominguez families, who both laid claim to the land. The Sepulveda land grant was renamed Rancho Palos Verdes and included approximately 31,629 acres (Queenan 1983). A wharf was established by Diego Sepulveda, who later became one of the most successful rancheros of the Mexican period. Adjacent to the Sepulveda wharf, a 42-acre section of the Rancho Palos Verdes waterfront was also set aside by the Mexican government for use as an embarcadero, or public landing (City of Los Angeles Board of Harbor Commissioners 1913).

Harbor and port development within San Pedro bay significantly increased after February 2, 1848, when California was ceded to the United States through the Treaty of Guadalupe Hidalgo. That same year, local merchant John Temple purchased two acres of waterfront and opened a general store and shipping service, transporting goods from the shoreline to town by ox and cart. Soon other local amenities emerged, including stagecoach lines, wharves, and ferry services that brought countless new residents to San Pedro Bay. Local entrepreneur Augustus Timms furthered economic development at San Pedro Bay with the establishment of Timms Point, on the former site of the Sepulveda wharf (Queenan 1983).

One of the region's most influential characters, Phinneas Banning, arrived at San Pedro in 1851 from Delaware. Banning quickly found work as a stagecoach driver; by the following year, he had purchased half the interest in Temple's stagecoach firm. Banning began aggressively targeting new business, and as a result found himself in a heated battle with prominent local businessmen Augustus Timms and John J. Tominlison for command of the San Pedro Bay (Weinman and Stickel 1978:29).

In 1857, Banning purchased 2,400 acres of coastal lands of the Rancho San Pedro from Manuel Dominguez for \$12,000. In an effort to gain prominence over his competition, Banning constructed a wharf and landing on the property that was located approximately four miles northeast of Timms Point. The new wharf was first named New San Pedro but was later changed to Wilmington in honor of Banning's home state. Banning quickly became the leader in freighting operations along the coast, bringing the Los Angeles & San Pedro Railroad, first railroad in the area, in 1869. The 22-mile rail line secured Banning's control over the port by creating a transportation monopoly that would not be challenged until the 1890s (Weinman and Stickel 1978:29).

Federal improvements to San Pedro Bay began in 1871, largely due to Banning's appeals to Congress to fund harbor improvements. During the next two decades, the Corps completed a series of improvements to the harbor, which increased efficiency and harbor capacity. These improvements included the construction of two jetties, opening of the reef, and the development of a larger, deeper channel that led to the Wilmington landing (Weinman and Stickel 1978:29). A lighthouse at Point Fermin further improved conditions at the harbor in 1874, allowing ships to pass safely and avoid the rocks that surrounded the area known as Deadman's Point.

By the 1880s, San Pedro was gaining importance as a maritime point of entry. A countywide surge in population brought increasing demands for everything from household goods to lumber, a great deal of which was imported from sea and then transported via rail to the city. By the mid-1880s, city officials and local businessmen were urging the federal government to establish a deep-water harbor off the coast of Los Angeles. Predictably, city representatives believed that San Pedro was the appropriate location for the port. However, railroad magnate Collis P. Huntington was actively constructing a port at Santa Monica, where he had purchased a sizable portion of land and established a rail line to Los Angeles. A long and

bitter battle ensued that was not resolved until March 1, 1897, when San Pedro was officially selected as the preferred location in a four-to-one decision (Queenan 1983:30).

### **Port of Los Angeles**

Improvements at San Pedro swiftly moved forward after the town was selected to become the official local port. Harbor improvements continued, including dredging and the construction of new bulkheads and wharfs through the Main Channel. The City of Los Angeles also moved quickly to ensure that the port would be a City-owned property. In 1906, a quarter-mile-wide strip of land known as the “Shoestring Strip” was annexed to the City; it extended the city’s original southern terminus all the way to the shoreline and to the edges of the Wilmington district and San Pedro. Strategically, the move increased the city’s presence at the harbor and brought Los Angeles into a position to negotiate annexations with the cities of Wilmington and San Pedro. By 1909, the two harbor cities were annexed to the City of Los Angeles, following an agreement between the three municipalities that Los Angeles would commit \$10 million to fund harbor improvements within the next 10 years (City of Los Angeles Board of Harbor Commissioners 1913:33–34).

The Port of Los Angeles was formally established in 1907, when the city council approved an ordinance to create the Board of Harbor Commissioners. In the first few months, the Commission established plans to lay down pier head lines and a breakwater, and to construct a direct highway to downtown. The City received another victory in May 1911, when the State of California passed the Los Angeles Tidelands Act, which granted in trust the rights to the coastal tidelands and submerged lands that bordered the city (Marquez and Turenne 2007:72).

By the early 1910s, the new Port of Los Angeles was fast becoming an important center of commerce. Local demands for oil and lumber were primarily responsible for the traffic at the port. Petroleum was fast replacing coal as the primary energy source throughout the United States. The increasing oil consumption brought important growth to the Port of Los Angeles, with construction of oil refineries, pipelines, and storage tanks in nearby Wilmington. Standard Oil and Union Oil both submitted applications to the Harbor Board to construct processing and storage facilities, bringing the first “tank farms” to the port (Weinman and Stickel 1978:57).

World War I and the completion of the Panama Canal largely provided the impetus for harbor expansion efforts during the first two decades of the twentieth century. During World War I, the U.S. Navy established a training and submarine base at the port and became one of the city’s largest employers, creating jobs building and repairing ships. Demands for oil escalated during the war, making Los Angeles a major supplier and distributor of the nation’s oil. Commercial operations resumed in 1918 at the end of the war, as did port improvement efforts. One immediate development at the time was completion of the Corps’ dredging of Cerritos Channel, resulting in a 200-foot-wide opening that permanently joined Los Angeles and Long Beach Inner Harbors.

By the 1920s, harbor development became increasingly important to Los Angeles officials. Approximately 1.5 million Americans migrated to Los Angeles County during the decade, causing the economic focus to shift from agriculture to industrial development. Oil was discovered at Signal Hill in 1921, prompting speculators to flock to the region in hopes of exploiting the local oil industry. The abundance of cheap energy, including fuel and electricity, furthered the population boom and sparked a historic housing boom that lasted for 10 years (Queenan 1983:67).

The procurement, sale, and distribution of oil became one of the City’s chief economic forces in the twentieth century. With its proximity to the rich oil fields and its state-of-the-art facilities, the port quickly became one of the most important locales in the western United States. By 1923, Los Angeles was the second-busiest port in the world, just behind New York. Expansion at the port increased substantially as oil production and transportation became a primary focus of commercial activities. The following year,

100 million barrels of oil had left the Port of Los Angeles, and by 1925, 70 percent of imports and exports for the Panama Canal were handled by Los Angeles (Starr 1990).

In 1923, the Greater Harbor Commission was established to design and implement a long-range plan for the port to keep pace with the changing economy. Assisted by a \$15 million bond passed by voters in 1923, the Harbor Commission made a number of improvements that increased port capabilities, including doubling wharf spaces and widening the harbor by 1,000 feet. In addition, transportation was dramatically improved by the addition of nearly 60 miles of rail track and more than 20 lineal miles of pavement. The improvements implemented under the plan continued through the 1930s and the Great Depression (Starr 1990:90–91).

World War II brought significant changes to the port and distinction to Los Angeles as an important hub for the U.S. military efforts in the Pacific region. The U.S. Navy stepped up its presence by 1937, with the addition of numerous facilities at Terminal Island. Following the 1941 attack on Pearl Harbor, the federal government took exclusive control of the port and mandated all port activities in support of the war.

After victory in World War II, Port of Los Angeles officials again focused attention on the expansion and development of the port. By the 1950s, advanced shipping technologies prompted the shift to containerization, a move that dramatically advanced the capabilities and efficiency of port operations. Since that time, the port has continued to expand and modernize, earning it the distinction of handling more containers than any other American port. Currently, the Port of Los Angeles is among the busiest in the world and is a crucial component in the complex structure of the region's economics.

### **Shipbuilding and Repair at the Port of Los Angeles**

Prior to the 1910s, shipbuilding and repair operations at the Port of Los Angeles were limited by the harbor's shallow depth. Small fishing and tugboats were built and serviced by local yards, including the Al Larson Boat Shop, established in 1903. Dredging improvements deepened harbor waters, bringing larger vessels to the port and providing the boatyards increased commercial opportunities (City of Los Angeles Board of Harbor Commissioners 2001a).

Shipbuilding and repair officially became a local industry in 1916, with the passing of the Merchant Marine Act. The act established the United States Shipping Board, which was tasked to create a merchant marine fleet. Soon, the U.S. Navy was bringing lucrative shipbuilding contracts to the Port of Los Angeles. The construction of Fish Harbor on Terminal Island in 1915 also contributed to the local boatbuilding industry, creating a specialized enclave within the port specifically for fish processing and canning (Los Angeles Board of Harbor Commissioners 2001b). After the United States entered World War I, this effort dramatically increased. During this time, two firms established shipyards at the port; the Southwestern Shipbuilding Company and the Los Angeles Shipbuilding and Drydock Corporation. During the war, these two firms constructed more than 600,000 tons in steel cargo ships for the United States Shipping Board (*Los Angeles Times* 1928 a). The end of the war significantly reduced the traffic at the port, and shipbuilding activities decreased consequently (City of Los Angeles Board of Harbor Commissioners 1918).

Through the 1920s, shipbuilding remained stagnant nationally because of a surplus of vessels; however, at the Port of Los Angeles, shipbuilding began gradually to increase in accordance with the burgeoning fishing industry. A number of factors contributed to the growth of the fishing industry during this period. In 1917, the French Sardine Company opened a canning plant under the brand name Star-Kist, eventually becoming the largest fish cannery in the world. (Los Angeles Board of Harbor Commissioners 2001b). In 1924, an increase in export duties pushed local fishermen away from the coastline of Mexico and farther into the Pacific Ocean, prompting the development of a new type of tuna boat able to handle the choppy waters of the high seas (Pacific Maritime Magazine, 2003). Fish Harbor, the enclave created to house all of the fish packing and canning operations, was completed in 1928, and by the following year 75 percent

of California catches was processed in the Los Angeles Harbor (Los Angeles Board of Harbor Commissioners 2001b). At the beginning of the decade, a total of seven boat shops were in operation at the port, scattered throughout Terminal and Mormon Islands and Wilmington (City of Los Angeles Board of Harbor Commissioners 1921-1922). By 1927, shipbuilding and repair revenues had exceeded \$6 million, marking the most profitable year for the industry since World War I (*Los Angeles Times* 1928 a). The following year, hundreds of small boats were constructed at the port, as well as a reported 58 yachts and seiners, including the 112-foot *Orient*, the first all-steel fishing boat on the Pacific (*Los Angeles Times* 1928 b).

By 1930 there were 14 shipbuilding and repair businesses operating in Los Angeles Harbor. The most prominent two shipyards were the Los Angeles Shipbuilding and Drydock Company and the Bethlehem Steel Shipbuilding Company (formerly the Southwestern Shipbuilding Co.). These two companies were responsible for the construction and repair of large barges, weighing up to 15,000 tons. The remaining twelve shipyards throughout the port were employed in the construction of wooden craft—tugs, yachts, workboats, and fishing crafts (City of Los Angeles Board of Harbor Commissioners 1931).

Shipbuilding increased gradually until about 1941, when nearly all port activity shifted its focus to supporting the World War II effort. Shipyards became exclusively occupied in the construction of vessels for the Navy and Merchant Marines. That year alone, government shipbuilding contracts at the Port of Los Angeles and Long Beach totaled \$333 million, with \$100 million in orders pending. The workforce to maintain existing contracts was estimated at 41,000 persons (Cave 1941).

During World War II, the number of shipyards at the port reached an all-time high of 20 separate yards. These enterprises were 100 percent involved in the war effort, working 24 hours a day to construct, repair, and retrofit warships for the Navy's Pacific theater. Between 1941 and 1945, more than 90,000 workers were employed at the port in the manufacture and repair of military vessels. Two additional yards were established to assist in the mass production of ships needed to support the war effort. The California Shipbuilding Corporation (CalShip) opened at the north end of Terminal Island and quickly became the largest and most productive wartime yard and second-largest emergency shipyard in the United States, producing as many as twelve *Liberty* and *Victoria* ships a month for the duration of the war (Marshall 1985). A second shipyard was established by Consolidated Steel Corporation at the north end of the west basin of Inner Harbor. The Consolidated Steel Corporation constructed C-1 freighters during the war (Cave 1941, City of Los Angeles Board of Harbor Commissioners 1941). By 1947, both of these massive yards had closed, leaving the permanent shipyards to continue the task of building and repairing vessels for the government and commercial enterprises (City of Los Angeles Board of Harbor Commissioners 1947).

The end of the war brought the shipbuilding frenzy at the port to a close, and the number of shipyards dropped by half (City of Los Angeles Board of Harbor Commissioners 1955-1956:42). Through the 1950s and 1960s, government contracts continued to bring revenue for the port's remaining shipyards but with less frequency and lower revenues. Many government contracts issued were requests to convert naval ships into other usable crafts. The remaining revenue for the local yards was generated from building and repairing boats for local industries, including fishing and pleasure crafts (Bastajian 1965). The shipbuilding and repair industry has continued to decline since the 1970s, with only a few small yards remaining in operation.

## METHODOLOGY

### RECORDS SEARCH

On July 9, 2009, a records search of the California Historical Resources Information System (CHRIS) was conducted at the South Central Coastal Information Center (SCCIC), located at California State

University, Fullerton. The search included any previously recorded cultural resources and investigations within a one-mile radius of the subject property. The CHRIS search also included a review of the National Register, the California Register, the California Points of Historical Interest (CPHI) list, the California Historical Landmarks (CHL) list, the California State Historic Resources Inventory (HRI) list, and the latest City of Los Angeles Historic–Cultural Monuments list. The records search also included a review of all available historic USGS California 7.5- and 15-minute quadrangle maps.

## **SECTION 106 CONSULTATION**

On October 15, 2009, SWCA initiated Native American consultation for the project in compliance with Section 106 of the National Historic Preservation Act. SWCA contacted the NAHC to request a review of the Sacred Lands File and to obtain a list of Native American groups or individuals listed by the NAHC for Los Angeles County (Appendix B). Follow-up letters to the identified Native American groups or individuals were submitted on November 16, 2009.

On November 16, 2009, SWCA sent letters via U.S. mail to seven local government, historic preservation, and history advocacy groups to request information regarding potential historic resources that may be located within the project APE. The letters described the proposed project and its related APE, along with location maps (Appendix C).

## **HISTORIC RESEARCH**

Archival research was carried out in July and August of 2009. Research methodology focused on review of a variety of primary and secondary source materials relating to the history and development of the subject property. Sources included, but were not limited to, historic maps, aerial photographs, and written histories of the area. The following repositories, publications, and individuals were contacted to identify known historical land uses and the locations of research materials pertinent to the project site:

- County of Los Angeles Assessor Records
- Archival Collection, Port of Los Angeles, City of Los Angeles
- *Los Angeles Times* Index, ProQuest Database, Los Angeles Public Library, City of Los Angeles
- California Index and various publications, Los Angeles Public Library, City of Los Angeles
- aerial photographs
- Sanborn Fire Insurance Company Maps
- United States Geological Survey Maps
- City of Los Angeles, Department of Planning, Office of Historic Resources
- Jack Wall, Owner, Al Larson Boat Shop
- Dennis Hagner, Environmental Supervisor, Special Projects, Environmental Management Division, Port of Los Angeles, City of Los Angeles
- Maryfrances Trivelli, Los Angeles Maritime Museum
- Charles Ventura, Engineering Division, Port of Los Angeles, City of Los Angeles
- other sources, as noted

## **BUILT ENVIRONMENT SURVEY**

On July 9, 2009, SWCA Architectural Historians Shannon Carmack and Sonnier Francisco conducted an intensive-level survey of the project area. The purpose of the survey was to identify and photograph all buildings, structures, and objects in the Al Larson Boat Shop property to evaluate for historic

significance. The field survey consisted of a visual inspection of all features of the property, including buildings, structures, and associated features. All notes, photographs, and records related to the current study are on file at the SWCA South Pasadena, California, office.

## RESULTS

### RECORDS SEARCH

The results of the SCCIC records search indicate that there are no properties within the project area that are listed in the National or California Registers or are designated California Historical Landmarks or California Points of Historical Interest. In addition, no resources on the Al Larson Boat Shop property are listed in the Historic Properties Directory (OHP 2009). Within a one-mile radius of the property boundaries, 24 cultural resource studies were previously conducted. None of these studies is located within the current boundaries of the Al Larson Boat Shop property (Table 1). A complete bibliography of the records search is provided in Appendix A.

**Table 1. Previously Conducted Cultural Resources Studies Within One Mile of the Property**

| SCCIC Report Number | Study   | Author             | Year | Proximity to Subject Property |
|---------------------|---|--------------------|------|-------------------------------|
| LA-1124             | An Archaeological Resource Survey and Impact Assessment of Eight Lots in the City of San Pedro, California  | Dillon, B.         | 1982 | Outside                       |
| LA-1169             | An Archaeological Resource Survey and Impact Assessment of Lots 1,2,3,7,8,&9, Block 1, Lands of the Pacific Steamship Company   | Dillon, B.         | 1982 | Outside                       |
| LA-2399             | Los Angeles-Long Beach Harbor Areas Cultural Resources Survey   | Winman, L., et al. | 1978 | Outside                       |
| LA-3706             | Technical Synthesis Report Underwater Archaeological relocation and visual Identification Survey of Four Sonar Features Port of Los Angeles 2020 Plan Pier 400 Dredging and Landfill Project, Port of Los Angeles, California | Unknown            | 1994 | Outside                       |
| LA-3707             | Preliminary Report of the Potential Impact on Archaeological Resources of the Proposed Gas Transmission Pipeline From Los Angeles Harbor to Yorba Linda- Southern California Gas Co.: Environmental Analysis                  | Clewlow, W.        | 1974 | Outside                       |
| LA-4130             | Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studies Cultural Resources Appendix   | Unknown            | 1984 | Outside                       |
| LA-4136             | Gatx Leases Renewal Los Angeles Marine Terminal berths 171-173 and Deep Draft Vessel Access at Pier 400   | Unknown            | 1996 | Outside                       |
| LA-4453             | A Recommended Cultural Resource Management Program for the Proposed West Channel/Cabrillo Beach Recreational Complex, Port of Los Angeles   | Unknown            | 1982 | Outside                       |
| LA-4455             | A Cultural Resource Study for the Los Angeles Harbor Deepening Project  | Pierson, Larry J.  | 1980 | Outside                       |
| LA-4456             | The Harbor Defense of Los Angeles: A Reference Manual   | Berhow, Mark A.    | 1992 | Outside                       |
| LA-4590             | Cultural Resource Assessment for the AT&T Wireless Services Facility Number 413, County of Los Angeles, California  | Duke, C.           | 1999 | Outside                       |

**Table 1. Previously Conducted Cultural Resources Studies Within One Mile of the Property**

| SCCIC Report Number | Study  | Author      | Year | Proximity to Subject Property |
|---------------------|--|-------------|------|-------------------------------|
| LA-4879             | Report of Findings Class 1 and III Historic Architectural, Archaeological and Paleontological Surveys, Terminal Island Treatment Plant Advanced Wastewater Treatment Facility Phase I Distribution Pipeline, Los Angeles Harbor Area, Los Angeles California | Lander, E.  | 1997 | Outside                       |
| LA-4968             | Archaeological Survey Report: 308-324 N. Palos Verdes Street/ 201 N. Beacon Street, San Pedro  | Romani, G.  | 2000 | Outside                       |
| LA-4969             | Results of the Extended Phase I Investigation at 308-324 N. Palos Verdes Street/ 201 N. Beacon Street, San Pedro, California   | Romani, G.  | 2000 | Outside                       |
| LA-5331             | Archaeological Survey Report for the 07-la-110 Harbor Freeway Transitway Corridor Project  | Romani, J.  | 1982 | Outside                       |
| LA-7016             | Archaeological Survey for Rancho San Pedro Community Center Los Angeles, California  | Christy, J. | 2002 | Outside                       |
| LA-7031             | A Cultural Resources Assessment for the Port of Los Angeles Gateway Development Project City of San Pedro, Los Angeles County, California  | Unknown     | 2003 | Outside                       |
| LA-7842             | Phase 1 Archaeological Investigation of Limited Areas Within the Torrance Refinery and Atwood, Southwestern Marine and Vernon Terminals, Los Angeles and Orange counties, California   | Wood, C.    | 2000 | Outside                       |
| LA-7860             | Isc San Pedro Cultural Resource Survey, San Pedro, California  | Maley, B.   | 1998 | Outside                       |
| LA-7862             | A Phase I Historical Resources Study for the Proposed San Pedro Waterfront Enhancements Project Located in the Port of Los Angeles, San Pedro, Los Angeles County, California  | Shaver, N.  | 2005 | Outside                       |
| LA-8504             | Archaeological Survey Report for the Toberman Village Project, 201-218 North Palos Verdes Street, San Pedro, California  | Wood, K.    | 2007 | Outside                       |
| LA-9263             | Final Historical Assessment Municipal Fish Market San Pedro, California  | Lain et al. | 2007 | Outside                       |
| LA-9467             | Final Architectural Survey and Evaluation fo the Star-Kist Plant Terminal Island, Port of Los Angeles, Los Angeles, California   | Lain et al. | 2008 | Outside                       |
| LA-10016            | Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240)   | Lassell, S. | 2000 | Outside                       |

In addition to the collection of report maintained at the SCCIC, SWCA reviewed the previously prepared reports maintained by the Port of Los Angeles. SWCA identified a total of 18 additional, previously prepared reports located within the vicinity of the project (Table 2).

**Table 2. Previously Conducted Cultural Resources Studies Within the Vicinity of the Subject Property (On File at the Port of Los Angeles Archives)**

| Study  | Author         | Year | Proximity to Subject Property |
|--|----------------|------|-------------------------------|
| Architectural Survey and Evaluation of Canner's Steam Company Plant, 249 Cannery Street, Port of Los Angeles | Jones & Stokes | 2004 | Outside                       |

**Table 2. Previously Conducted Cultural Resources Studies Within the Vicinity of the Subject Property (On File at the Port of Los Angeles Archives)**

| Study   | Author         | Year | Proximity to Subject Property |
|---|----------------|------|-------------------------------|
| Report, Architectural Survey and Evaluation of 155 and 215 Cannery Street   | Jones & Stokes | 2004 | Outside                       |
| Architectural Survey and Evaluation of Pan-Pacific Fisheries, 350 Sardine Street and 991 Barracuda Street, Port of Los Angeles                        | Jones & Stokes | 2004 | Outside                       |
| Report, Architectural Survey and Evaluation of 304 Sardine Street   | Jones & Stokes | 2004 | Outside                       |
| Final Historical Assessment, Bekins Warehouses  | Jones & Stokes | 2007 | Outside                       |
| Architectural Survey and Evaluation of Berths 54-55   | Jones & Stokes | 2003 | Outside                       |
| Architectural Survey and Evaluation of Berths 151-157   | Jones & Stokes | 2003 | Outside                       |
| Evaluation Report for the Historic California Petroleum Company Terminal, Berths 171-173  | Jones & Stokes | 2000 | Outside                       |
| Architectural Survey and Evaluation of Berths 177-178 and Berths 180-181  | Jones & Stokes | 2002 | Outside                       |
| Final Architectural Survey and Evaluation of the Chicken of the Sea Plant   | Jones & Stokes | 2008 | Outside                       |
| Architectural Survey and Evaluation of Warehouses 6, 9, and 10  | Jones & Stokes | 2003 | Outside                       |
| Southern California International Gateway Railyard (BNSF) Cultural Resource Survey Phase I  | Jones & Stokes | 2007 | Outside                       |
| Historical Assessment, National Polytechnic College of Engineering and Oceanering, Wilmington, California   | Jones & Stokes | 2007 | Outside                       |
| Final Historic Assessment, 236 North Avalon, 131 North Avalon, 133 North Avalon, Wilmington, California   | Jones & Stokes | 2008 | Outside                       |
| Final Historic Assessment, 711 North Front Street, San Pedro, California  | Jones & Stokes | 2008 | Outside                       |
| Final Architectural Survey and Evaluation of Signal Street Properties, Port of Los Angeles, Los Angeles, California                                   | Jones & Stokes | 2008 | Outside                       |
| Final Historic Assessment, 115 North Avalon, Wilmington, California   | Jones & Stokes | 2008 | Outside                       |
| Final Phase II Cultural resources Reconnaissance Survey of 7,500 Acres of Land and Water for the Port of Los Angeles, City of Los Angeles, California | Stone, M.      | 1996 | Inside                        |

Although not located within the current footprint of the Al Larson Boat Shop facility, the adjacent Southwest Marine Terminal Administration Building is located in the boat shop parking lot, due to a recent realignment of Seaside Avenue. The Administration Building was previously recorded and evaluated in the *Architectural Survey and Evaluation of the Southwest Marine Terminal (Berth 240) of the Port of Los Angeles* (Jones and Stokes 2000). According to the report:

The administration building is on Seaside Avenue in the now-vacant area of the shipyard. The rectangular facility features a gable roof covered with composition shingles. The walls are clad with horizontal corrugated-metal siding accented by a band of vertical corrugated metal that wraps around the middle of the building. Vertical metal siding is also at the eaves of the building. Metal-framed, multi-paned windows, some with center awnings, are located throughout the building. Some panes are missing or broken and others are boarded over. Concrete or wooden stairs provide access to the doors. The main entrance is recessed with curved walls and is accessed by concrete stairs. Additional features include concrete and wooden platforms, a skylight on the roof and exterior stairs with metal rails that lead to the second floor. The building measures 100 x 50 feet and is supported by a concrete perimeter foundation (Jones and Stokes 2000).

The report concluded that the Administration Building, as well as 21 other buildings and structures on the Southwest Marine property, were eligible for listing in the National Register of Historic Places, as contributors to the Bethlehem Shipyard Historic District, under Criterion A, for its association with the World War II emergency shipbuilding program. The identified period of significance begins in 1941, when the property was reconfigured to construct Navy destroyer ships, and ends in 1945, with the conclusion of the war (Jones and Stokes 2000). As a result of this assessment, the Administration Building is considered a historic property, as defined in Section 106, and qualifies as a historical resource as defined by CEQA. The property also may qualify as a contributor to a City of Los Angeles HPOZ.

## SECTION 106 CONSULTATION

### Sacred Lands File Search and Native American Coordination

SWCA received a response from the NAHC on October 15, 2009, stating that the search failed to identify the presence of Native American sacred lands or traditional cultural properties within the immediate APE. Consultation letters to each of the nine NAHC-listed contacts were sent on November 16, 2009. Follow-up phone calls were made on December 16, 2009. The results of the coordination are presented in Table 3 below.

Table 3. Coordination with Local Native American Groups

| Native American Contact   | Letter Sent | Follow-up              | Results   |
|---|-------------|------------------------|---|
| <b>Bernie Acuna</b><br>Gabrielino-Tongva Tribe<br>501 Santa Monica Blvd. #500<br>Santa Monica, CA 90401   | 11/16/09    | 12/16/09 via telephone | Left message. No response to date.  |
| <b>Cindi Alvitre</b><br>Ti'At Society<br>6515 E. Seaside Walk #C<br>Long Beach, CA 90803  | 11/16/09    | 12/16/09 via telephone | Left message. No response to date.  |
| <b>Ron Andrade</b><br>Los Angeles City/County Native American Indian Commission<br>3175 West 6 <sup>th</sup> Street, Rm. 403<br>Los Angeles, CA 90020 | 11/16/09    | 12/16/09 via telephone | Left message. No response to date.  |
| <b>Robert Dorame</b><br>Gabrielino Tongva Indians of California Tribal Council<br>P.O. Box 490<br>Bellflower, CA 90707                                | 11/16/09    | 12/16/09 via telephone | On 12/16/09 Mr. Dorame stated that he had information about the project area and that he would call back tomorrow regarding it.<br><br>No response to date. |
| <b>Sam Dunlap</b><br>Gabrielino Tongva Nation<br>P.O. Box 86908<br>Los Angeles, CA 90086  | 11/16/09    | 12/16/09 via telephone | Left message. No response to date.  |

Table 3. Coordination with Local Native American Groups

| Native American Contact  | Letter Sent | Follow-up                           | Results  |
|--|-------------|-------------------------------------|--|
| <b>Anthony Morales</b><br>Gabrielino/Tongva San Gabriel Band of Mission Indians<br>P.O. Box 693<br>San Gabriel, CA 91778 | 11/16/09    | 11/23/09 via telephone              | On 11/23/09 Mr. Morales stated that he did not know of any specific cultural resources in the project area but has worked around the docks and knows of many archaeological sites within the area. Mr. Morales stated that he would like the construction crew to be cautious during ground disturbances for the proposed project. And if any cultural remains are identified during construction, Mr. Morales requests that he be notified of the find(s).  |
| <b>Andy Salas</b><br>Gabrieleno Band of Mission Indians<br>P.O. Box 393<br>Covina, CA 91723                              | 11/16/09    | 12/16/09 and 12/17/09 via telephone | On 12/16/09, Mr. Salas replied via telephone and stated he knew that the project area was located on the portion of Terminal Island that was infill; however he had some more information on that area and would call tomorrow with that information. On 12/17/09 Mr. Salas stated that he had no concerns about the project area, as it is fill; however if anything is found during construction, he wants to be contacted.  |
| <b>John Tommy Rosas</b><br>Tongva Ancestral Territorial Tribal Nation<br>tattnlaw@gmail.com                              | 11/16/09    | 12/17/09 via email                  | On 12/17/09 Mr. Rosas replied via email and stated the following: <ul style="list-style-type: none"> <li>• The TATTN object to the project</li> <li>• The TATTN request the name(s) of the Lead Agency project manager.</li> <li>• The area of Terminal Island was known as Cannery Row and included a photo of Fish Harbor. Deadmans Island was called "Isla Raza de Buena Gente" (island of the race of good people), later Isla de Muerto. Legends refer to burials there; the island was dredged away and some of the rock was saved for future study.</li> </ul> SWCA recommends that the Port of Los Angeles consult with the TATTN. |
| <b>Linda Candelaria</b><br>Gabrielino-Tongva Tribe<br>501 Santa Monica Blvd. #500<br>Santa Monica, CA 90401              | 11/16/09    | 12/16/09 via telephone              | Left message. No response to date.   |

### Historic Group Coordination

Letters were sent to each of the groups listed below on November 16, 2009. SWCA followed up with each local historic group via telephone on December 16, 2009. The results of the coordination are presented in Table 4 below.

**Table 4. Coordination with Historic Groups**

| Local Group  | Letter Sent                  | Follow-up                             | Results  |
|--|------------------------------|---------------------------------------|--|
| <b>City of Los Angeles</b><br>Office of Historic Resources, Department of City Planning<br>200 N. Spring Street, Room 620<br>Los Angeles, CA 90012<br>Attn: Mr. Ken Bernstein, Manager | 11/16/09<br>via U.S.<br>Mail | 12/16/2009 via<br>telephone           | On 12/16/09 Mr. Bernstein stated the OHR does not have specific information on the property but he does not think the property was previously surveyed. He stated he would call if he identified any relevant information on the property.   |
| <b>Los Angeles City Historical Society</b><br>P.O. Box 41046<br>Los Angeles, CA 90041<br>Attn: Ms. Ann Shea, President   | 11/16/09<br>via U.S.<br>Mail | 12/16/2009 via<br>telephone           | Left message. No response to date.   |
| <b>Los Angeles Conservancy</b><br>523 West Sixth Street, Suite 826<br>Los Angeles, CA 90014<br>Attn: Mr. Mike Buhler, Director of Advocacy   | 11/16/09<br>via U.S.<br>Mail | Contacted via<br>telephone<br>11/3/09 | On 11/3/09 Dennis Hagner contacted Mike Buhler via telephone and informed him that he would be receiving a letter about the project. Mr. Buhler stated that he would like to continue to be informed about the project.<br><br>SWCA recommends that the Port of Los Angeles consult with the LA Conservancy. |
| <b>Los Angeles Maritime Museum</b><br>Berth 84<br>Foot of 6th Street<br>San Pedro, CA 90731<br>Attn: Current Director  | 11/16/09<br>via U.S.<br>Mail | 12/16/2009 via<br>telephone           | Left message with Mary Frances Trivelli. No response to date.  |
| <b>Historical Society of Southern California</b><br>P.O. Box 93487<br>Pasadena, CA 91109<br>Attn: Patricia Ingram, Ph.D., Executive Director   | 11/16/09<br>via U.S.<br>Mail | 12/16/2009 via<br>telephone           | Left message. No response to date.   |
| <b>San Pedro Bay Historical Society</b><br>350 W. 5th Street #210<br>San Pedro, CA 90731<br>Attn: Anne Hansford, Archivist   | 11/16/09<br>via U.S.<br>Mail | 12/16/2009 via<br>telephone           | On 12/16/09 Ms. Hansford stated the historical society has some information and news clippings on the Al Larson Boat Shop property, and anyone is free to use them.  |
| <b>Wilmington Historical Society</b><br>309 W. Opp Street<br>Wilmington, CA 90744<br>Attn: Current President   | 11/16/09<br>via U.S.<br>Mail | 12/14/2009 via<br>telephone           | On 12/14/09 Dennis Hagner spoke to Ms. Jane Osterhoudt via telephone. Ms. Osterhoudt stated that "the boat shop is a part of the historic fabric of the port," and she would like to see its operation continued.  |

## AL LARSON BOAT SHOP

In 1903, Swedish native Al Larson established a shipyard on the east side of the main San Pedro Channel, on lands leased from the Banning family. Larson's small yard soon became a successful enterprise, building and repairing wooden fishing vessels for local fishermen. Around 1913 or 1914, the main channel was modified to accommodate increasing traffic, and Larson moved his shop to the Wilmington district waterfront, on Mormon Island. The Al Larson Boat Shop continued to build and service fishing seiners, transport and excursion boats, yachts, and freighters at its new location (Pacific Maritime Magazine, 2003).

In 1924, Larson relocated his shipyard to its existing Terminal Island location, at Berth 258. The new location, which was situated near the mouth of newly completed Fish Harbor, was approximately two acres. The Office and Workshop Building was the first building erected at the yard; the shop name, "Al Larson Boat Builder," was painted on a sign along the main roof ridge. Other early improvements at the site included the slipways and finger piers situated to the rear of the Office and Workshop building (Photograph 1).



**Photograph 1. View of Fish Harbor Showing the Al Larson Boat Shop, 1924.**  
(Source: Los Angeles Harbor Department Annual Report, 1924-1925)

As fishing industry business continued to accelerate through the 1920s, Al Larson's Boat Shop expanded to accommodate the increasing maritime-related industry that continued to grow at the port (Photograph 2). As fisherman worked at sea to catch sardines, mackerel, and tuna, fish processing plants on Terminal Island worked day and night to can and ship fish to supply domestic and world markets. Throughout this time, the Al Larson Boat Shop was building and maintaining the fishing boat fleets of the local canneries. The Al Larson Boat Shop continued to operate through the late 1920s and into the 1930s, with few changes at the boatyard (Photograph 8). In 1931, Larson was granted permission to extend his boatway by 75 feet in the channel at the Harbor Fish Market (*Los Angeles Times* 1931).



**Photograph 2. View of the Al Larson Boat Shop, 1937.**  
(Source: Port of Los Angeles Archives)

Building and repairing ships for the fishing industry continued to be a primary service of the Al Larson Boat Shop until 1941, when the United States Navy took over port operations. With every enterprise at the port focused on supporting the war effort, the Al Larson Boat Shop began constructing designated YMS-1 Class Auxiliary motor minesweepers for the Navy. In 1938, the Paint Shed, with its pole-barn style construction, was added to the property, presumably to accommodate the workload and new ships, both of which were increasing. Additional property improvements occurred in 1941, when a small two-story addition was made to the south elevation of the Office and Workshop (Photographs 3 and 4) (City of Los Angeles Harbor Department 1938-2008). To the north of the Office and Workshop building, two new industrial buildings were constructed on the adjacent property between 1938 and 1947; a large utilitarian Machine Shop building was added in 1938, and a Streamline Moderne-influenced Shop was added sometime between 1938 and 1947 (Building No. 4). These adjacent buildings, which were part of a separate company, were presumably used in the construction and repair of engines, as evidenced by the large painted lettering featured on the facade and north elevation of both buildings, indicating they were used by the “Atlas Superior Engine Company” and the “White Diesel Engine Division, White Motor Co.”



**Photograph 3. View of the Al Larson Boat Shop, 1938.**  
(Source: Port of Los Angeles Archives)



**Photograph 4. View of Fish Harbor, including the Al Larson Boat Shop, 1947.**  
(Source: Fairchild Photography Archives)

The end of the war brought a steep decline in the shipbuilding industry. Large government-sponsored shipyards were liquidated, leaving the small and medium shipyards to handle remaining clientele. By the end of the 1940s, the Al Larson Boat Shop had reduced its boat-building operations in order to focus on ship repairs (White 2006).

In 1959, Adolph Larson sold his father's boat shop to Andrew Wall, a former Los Angeles police officer and law school graduate. Wall later became an active member of the Los Angeles community, serving as an esteemed board member of the Community Redevelopment Agency of the City of Los Angeles, (*Los Angeles Times*, 1984). Beginning with only a few clients and five employees, Wall gradually built the business back up, maintaining the shipyard's existing contracts with commercial fishing boats as well as obtaining new contracts repairing yachts and small boats for the government (White 2006, *Pacific*

*Maritime Magazine* 2003). After five years of new ownership, the shipyard was servicing and repairing more than 350 large- and medium-sized (100 to 300 foot) vessels annually (Bastajian 1965). (Photographs 5, 6, and 7)



**Photograph 5. View of the Al Larson Boat Shop, 1950.**  
(Source: Port of Los Angeles Archives)



**Photograph 6. View of the Al Larson Boat Shop, 1958.**  
(Source: Port of Los Angeles Archives)



**Photograph 7. View of the Al Larson Boat Shop, 1966. (Source: Port of Los Angeles Archives)**

Through the 1960s and 1970s, improvements at the Al Larson Boat Shop consisted mainly of repairs to the existing buildings and structures. In the early 1960s, a 1,000-ton dry-dock was added to the yard, allowing the boatyard to pursue more lucrative contracts, including government and commercial tuna vessel repair contracts (*Pacific Maritime Magazine* 2003). The most significant changes in the decade came during the late 1960s, when a marina was added to the southern end of the property, offering the yard the opportunity to generate further income. In addition, two adjacent buildings, the Machine Shop and Building No. 4, were acquired by the boatyard. Both of these buildings were constructed between 1938 and 1947 and had been previously used in the construction and maintenance of boat engines (Wall, 2009).

Following the death of Andrew Wall in 1984, his wife, Gloria, took over as president of the company, and sons Jack and George became president and vice-president (*Pacific Maritime Magazine* 2003). Since the 1980s, the Al Larson Boat Shop has continued to improve its operations as it has developed new types of clientele. Between 1965 and circa 1980, several small ancillary buildings were added to the property. In addition, many of the buildings and structures have been altered and repaired to keep pace with new technologies and changing environmental and safety regulations. The wood docks and finger piers have been altered throughout the years to keep up with harsh maritime elements (City of Los Angeles Harbor Department 1937-2005). In 1983, the marina was replaced because heavy storms the previous year had destroyed the original boatways (City of Los Angeles Harbor Department 1931-2008). In 2001, aluminum siding was added to the exterior walls of the Paint Shed, and the roof was replaced, altering the curved shape that was distinguishable in the early aerial photographs of the property. In addition to maintaining its operations as a boatyard, the property has also served the local film industry, making appearances in the backgrounds of a number of motion pictures and television programs (Wall, 2009).

The most recent changes at the boatyard came as a result of environmental compliance efforts to clean Fish Harbor. Years of industrial activities associated with the shipping and fishing industries prompted action to clean up the harbor and improve operations at existing facilities to reduce pollution (White 2006). This action was problematic for the Al Larson Boat Shop, as the small size of the property made it impossible to haul ships completely out of the water during repairs. In order to continue operations at the yard, Seaside Avenue was realigned in 2008. The new road alignment curves west, into the adjacent property bringing the Southwest Marine (Former Bethlehem Shipyard) Administration Building into the current temporary Al Larson Boat Shop parking lot and service yard. Although not a part of the Al Larson Boat Shop property, the Administration Building was constructed in 1941 and was previously identified as a contributor to the Bethlehem Shipyard Historic District under Criterion A. Because it has been evaluated for historic significance, it is not considered in this report.

### **BUILT ENVIRONMENT SURVEY**

The entire Al Larson Boat Shop property was surveyed for historic significance. The subject property is an irregular polygon-shaped, approximately four-acre parcel situated at the southeastern end of Terminal Island, within the Port of Los Angeles. Also referred to as Berth 258, the property has operated as the Al Larson Boat Shop since 1924, as a boat manufacture and repair yard. The property consists of four wood-frame shop/office buildings, associated wood-deck piers, docks, and slipways, several ancillary shed buildings, a floating dry-dock, and a marina (Figure 3).

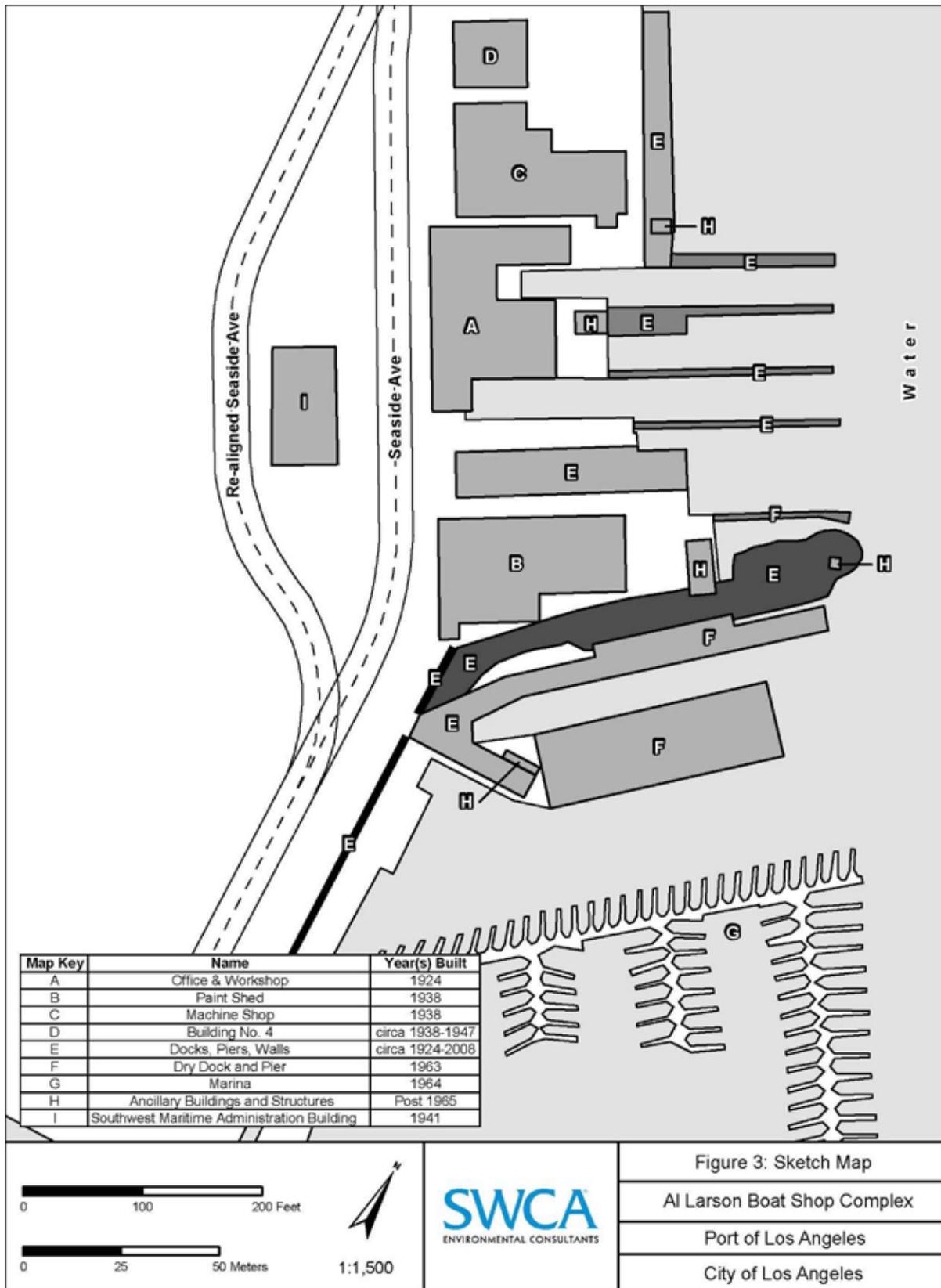


Figure 3. Sketch Map of Subject Property

During the field survey, four of the boatyard's buildings were recorded and evaluated for significance as individual resources and as a potential historic district: the Office and Workshop (1924), Paint Shed (1938), Machine Shop (1938) and Building No. 4 (circa 1938-1947) (Photographs 8-11). The remaining buildings and features were determined not to be significant because they were constructed fewer than fifty years ago, were moved to the property, or no longer retain integrity. These include the associated wood-deck piers, docks, and slipways (1924-1964, continuously altered); several ancillary shed buildings (post-1965); a floating dry-dock (1963); and a marina (1964, replaced 1983).



**Photograph 8. Overview of office and workshop, view to the southeast.**



**Photograph 9. View of paint shed, view to the east.**



**Photograph 10. View of machine shop, view to the east.**



**Photograph 11. View of Building No. 4, view to the east.**

## SIGNIFICANCE EVALUATION OF AL LARSON BOAT SHOP

The Al Larson Boat Shop was evaluated for the National and California Registers, as well as local designation (Table 5).

**Table 5. Resources Evaluated at the Al Larson Boat Shop Property**

| Resource Name       | Built           | Historic Significance   |
|---------------------|-----------------|---|
| Office and Workshop | 1924            | Not eligible for the NR, eligible for CR, may be eligible for City of Los Angeles HCM |
| Paint Shed          | 1938            | Not eligible for the NR, CR, or local listing   |
| Machine Shop        | 1938            | Not eligible for the NR, eligible for CR, may be eligible for City of Los Angeles HCM |
| Building No. 4      | circa 1938-1947 | Not eligible for the NR, CR, or local listing   |

The Al Larson Boat Shop first opened at the existing location in 1924; it currently includes four acres. The property contains four wood-framed buildings, with associated structures and features that were constructed between 1924 and circa the 1980s. The improvements were built to support the development of Los Angeles Harbor and its associated industries. The competitive and industrial nature of the boat-building industry has resulted in substantial changes to the property over the years, including alterations to the buildings (as noted) and various maintenance repairs and replacement of timber in the piers and docks. Recent changes to the property that were made fewer than 50 years ago include: addition of Machine Shop and Building No. 4 (late 1960s), construction of floating dry-dock and associated pier (1963), addition of marina (1964), and realignment of Seaside Avenue (2008). As a result, only two of the four extant buildings and minor ancillary structures were historically associated with the Al Larson Boat Shop. The remaining two buildings on the property, the Machine Shop and Building No. 4, were constructed circa 1938-1947; however, those buildings were historically part of a separate adjacent property, operated by the Atlas Superior Engine Company and White Motor Company. During the late 1960s, the two buildings and land were acquired by the boat shop and added to the Al Larson lease. As a result of these alterations, the integrity of the property's setting has been significantly reduced, but the surroundings have remained marine-related and industrial. Therefore, those buildings were not evaluated for significance as a historic district, as a substantial number of physical changes to the property have occurred outside of the established 50-year threshold for National Register significance and recognized California Register practices. The four extant buildings were assessed for significance as individual resources (Appendix D).

### OFFICE AND WORKSHOP

The oldest and most prominent building on the property, the Office and Workshop, was constructed in 1924 for the Al Larson Boat Shop. When originally constructed, the building featured a simply detailed, rectangular wood false front. The false front was removed sometime between 1955 and 1957, exposing the double-gabled roof to the building's front elevation. During this time the building was also painted a pale blue-gray color, which was a departure from the building's original dark-colored wood siding. Despite alterations, the building retains moderate integrity to be recognizable to its appearance during the period of significance (1924-1959). The Office and Workshop building is eligible for listing in the California Register of Historical Resources under Criterion 1, for its contribution to influencing patterns significant in our past. The Office and Workshop building at the Al Larson boat shop is significant for its association with the development of the Los Angeles shipbuilding and fishing industries between 1924 and 1959. When the Al Larson Boat Shop moved to its existing location in 1924, the Office and Workshop was the first building constructed. During this period, shipbuilding was increasing to keep up with the voracious growth of the local fishing industry. The Al Larson Boat Shop constructed and repaired many of the fishing boats used by local fisherman. Beginning in the 1920s and continuing into

the late 1950s, Los Angeles became the global center of fish canning, operating the largest canneries in the world. Since 1924, the Al Larson boat shop has transitioned from shipbuilder for the local fishing industry to a high-end repair yard, servicing government boats, dredgers, and ships as well as fishing and pleasure crafts. No other eligibility criteria are applicable. The Office and Workshop is not eligible for listing in the National Register of Historic Places under any of the significance criteria, as its significance in history does not meet the more stringent threshold for significance of the National Register. The building should not be considered a historic property, as defined in Section 106. The building does qualify as a historical resource as defined by CEQA and may qualify for listing as a City of Los Angeles HCM. It does not warrant consideration as a contributor to an HPOZ. It is recommended that the Office and Workshop be assigned the California Historical Resources Status Code (Status Code) “3CS, Found eligible for C[alifornia] R[egister], or Local designation through survey evaluation” (California Office of Historic Preservation 2003).

## **PAINT SHED**

Completed in 1938, the Paint Shed is one of two original buildings constructed at the Al Larson Boat Shop property. The building was designed by local architect William F. Durr, who was responsible for a number of port improvements, including buildings for the South Coast Fisheries and California Marine Curing and Packing Co. and the Outer Harbor Dock and Wharf Company. Since its construction in 1938, the building has undergone significant alterations. The building was re-roofed and re-sided with new cladding during the late 1990s, significantly altering the original appearance of the building. Original siding consisted of wood, and the original roof was metal. The new roof and cladding is standing steam metal. Due to the described alterations, the building does not retain sufficient integrity to be recognizable to its original appearance. The building is not eligible for listing in the National or California registers under any significance criteria. The building is an unremarkable example of an altered industrial building (Criterion C/3) and does not warrant further evaluation under Criteria A/1 or B/2 because it no longer retains integrity to convey its association with significant events or persons. No evidence was discovered to warrant consideration under Criterion D/4. The building is not eligible as a contributor to a larger historic district. The Paint Shed should not be considered a historic property, as defined in Section 106, or a historical resource under CEQA. Further, the building does not qualify for listing as a City of Los Angeles HCM or warrant consideration as a contributor to an HPOZ. It is recommended that the building is assigned California Historical Resources Status Code (Status Code) “6Z, Found ineligible for N[ational] R[egister], C[alifornia] R[egister], or Local designation through survey evaluation” (California Office of Historic Preservation 2003).

## **MACHINE SHOP**

The subject building was built in 1938 for use as an industrial machine shop. It is unknown who constructed the building. The Machine Shop and adjacent Building No. 4 were both originally used in the construction and maintenance of engines. The side elevation of the Machine shop was painted with the name “Atlas Superior Engine Company,” while Building No. 4 was marked with the name “White Motor Company” painted across the building facade and side. According to the Smithsonian Institution, the Atlas Imperial Diesel Engine Company (1903-1967) was “an Oakland, California, manufacturer of marine propulsion machinery. The company was founded in 1903.” (Smithsonian Institution Research Information System). Atlas may have ceased operations in 1967. The fact that its records were accepted by the Smithsonian’s Division of Work and Industry means that the company was significant in American commerce, industry, and culture. Inclusion in the collection is an honor; it is a permanent archival record serving scholars and the public.

In 1916, shortly after the death of the inventor of the diesel engine, Atlas Superior merged with Imperial Gas Engine Company. The resulting Atlas-Imperial engine was considered “one of the most serviceable

diesels ever built in the US,” ranging in size from two to eight cylinders (Old Tacoma Marine). After the merger, the consolidated company built engines used to propel tugboats and fishing boats. Some editions of the reliable engine are said to have lasted more than 80 years. In the twentieth century, the diesel engine replaced the steam piston engine wherever practicable. Diesel engines are heavier than gas engines and are best used where high torque requirements and low revolutions per minute are necessary. Atlas Imperial and Atlas Superior were best known for producing the first commercially successful marine diesel engine in the United States (National Fisherman 2003). Furthermore, the Atlas Imperial is judged by some as “probably the most important American Engine Company” to have existed (Lipp 2009).

During the late 1960s, the two buildings were acquired by the Al Larson Boat Shop. Alterations include the two-story addition at the north end of the building (circa 1938-1947), replacement and infill of various windows (dates unknown), and addition of stucco finish on a portion of the street-facing elevation (dates unknown). Despite these alterations, the building retains sufficient integrity to be recognizable to its original appearance. The Machine Shop is eligible for listing in the California Register of Historical Resources under Criterion 1, as it is directly associated with events that have made a significant contribution to the broad patterns of California’s history (the diesel engine) and cultural heritage (fishing, tugboat, and yachting industries). It is also eligible under Criterion 3, because it embodies the distinctive characteristics of the maritime industrial building type, the mid-twentieth century period, from the late 1930s until the late 1950s, and West Coast region. It is a recognizable example of a local maritime industrial building; a vernacular, twentieth century building type that is increasingly rare within the Port of Los Angeles. Character-defining features of the building include the original steel-sash windows and door, exposed wood truss roof, clerestory openings, corrugated siding, and large bay openings. Although the building is part of the Al Larson Boat Shop facility, its association with the property occurred after the period of significance ended (late 1960s); therefore its associative significance is separate as an outlet for Atlas Imperial and Atlas Superior Engine companies. The building was not directly associated with individuals significant in our past (Criterion B/2), and no evidence was discovered to warrant consideration under (Criterion D/4). The Machine Shop is not eligible for listing in the National Register of Historic Places under any significance criteria, as its significance in history does not meet the more stringent threshold for integrity for National Register listing.

The building should not be considered a historic property as defined in Section 106. The building does qualify as a historical resource as defined by CEQA and may qualify for listing as a City of Los Angeles HCM. It does not warrant consideration as a contributor to an HPOZ. It is recommended that the Machine Shop be assigned the California Historical Resources Status Code (Status Code) “3CS, Found eligible for C[alifornia] R[egister], or Local designation through survey evaluation” (California Office of Historic Preservation 2003).

## **BUILDING NO. 4**

Building No. 4 was built circa 1938-1947 for use as an industrial building. Both Building No. 4 and the adjacent Machine Shop were originally used in the construction and maintenance of boat engines. Both buildings had the company names “Atlas Superior Engine Company” and “White Motor Company” painted across the building facades and sides. The utilitarian buildings were likely designed by whoever built them, without services of an architect. The building facade was designed with modest elements of the Moderne style, including a symmetrical, single-stepped parapet and antae with chamfered edges and simply defined caps. The building is also directly associated with Atlas-Superior, whose “engineers developed fuel injection that didn’t rely on a cumbersome compressed air system. That was the basis for one of the most successful of all early diesel engine[s]. [The] Atlas would last almost indefinitely and powered a ...generation of working craft.” (Grayson 1999). During the late 1960s, Building No. 4 and the adjacent Machine Shop both were acquired by the Al Larson Boat Shop. Since its construction, the building has undergone several alterations, including the replacement of original windows and replacement of facade doors (dates unknown). As a result of these alterations, Building No. 4 has lost

integrity of materials, workmanship, design, and feeling. Building No. 4 is not eligible for listing in the National or California Registers under any criteria. The building is an unremarkable example of a common altered industrial building with modest elements of the Moderne style and does not warrant further evaluation under Criteria A/1 or B/2 because it no longer retains integrity sufficient to convey its association with significant events or persons. No evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a historic district. Further, the building does not qualify for listing as a City of Los Angeles HCM or warrant consideration as a contributor to an HPOZ. It is recommended that Building No. 4 be assigned California Historical Resources Status Code (Status Code) “6Z, Found ineligible for N[ational] R[egister], C[alifornia] R[egister], or Local designation through survey evaluation” (California Office of Historic Preservation 2003).

California Department of Parks and Recreation (DPR) Series 523 Forms prepared for the four buildings are contained in Appendix D.

## **MANAGEMENT RECOMMENDATIONS**

SWCA’s intensive-level survey and archival research found that two of the four buildings within the Al Larson Boat Shop, the Office and Workshop and the Machine Shop are eligible for listing in the California Register, and for consideration as City of Los Angeles HCMs.

The remaining buildings, structures, and features were found ineligible for listing in the National Register of Historic Places, as well as the California Register of Historical Resources, and do not qualify for consideration as City of Los Angeles HCMs, individually or as contributors to a historic district. Further, the property as a whole does not appear eligible for the National Register of Historic Places. Because no historic properties were identified, a finding of “No Historic Properties Affected” is appropriate under Section 106.

Although not a part of the Al Larson Boat Shop property at the time of this study, the Southwest Marine (Former Bethlehem Shipyard) Administration Building is situated in the parking/maintenance lot of the shipyard, as a result of the realignment of Seaside Avenue. The Administration Building was constructed in 1941 and was previously identified as a contributor to the Bethlehem Shipyard Historic District under Criterion A, for its association with World War II, and is therefore considered a historic property under Section 106 and a historical resource under CEQA.

If a project is proposed that may affect the two historical resources on the current Al Larson Boat Shop property or the adjacent Southwest Marine Terminal, it must be analyzed for conformance with the requirements in CEQA, NEPA, and Section 106.

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- 1942 Downey, California, Topographic Quadrangle. 15-minute series.
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- 1943 Redondo, California, Topographic Quadrangle. 15-minute series.
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**APPENDIX A:  
South Central Coastal Information Center Bibliography**

## SCCIC Bibliography: Al Larson Boat Shop Project

LA-01124

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*Author(s):* Dillon, Brian D.

*Year:* 1982

*Title:* An Archaeological Resource Survey and Impact Assessment of Eight Lots in the City of San Pedro, California

*Affiliation:*

*Resources:*

*Quads:* SAN PEDRO

*Pages:*

*Notes:*

LA-01169

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*Author(s):* Dillon, Brian D.

*Year:* 1982

*Title:* Archaeological Resource Survey and Impact Assessment of Lots 1,2,3,7,8,&9, Block 1, Lands of the Pacific Steamship Company

*Affiliation:* University of California, Los Angeles Archaeological Survey

*Resources:*

*Quads:* SAN PEDRO

*Pages:*

*Notes:*

LA-02399

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*Author(s):* Winman, Lois J. and E. Gary Stickel

*Year:* 1978

*Title:* Los Angeles-long Beach Harbor Areas Cultural Resource Survey.

*Affiliation:*

*Resources:*

*Quads:* SAN PEDRO, TORRANCE

*Pages:*

*Notes:*

LA-03706

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*Author(s):* Anonymous

*Year:* 1994

*Title:* Technical Synthesis Report Underwater Archaeological Relocation and Visual Identification Survey of Four Sonar Features Port of Los Angeles 2020 Plan Pier 400 Dredging and Landfill Project Port of Los Angeles, California

*Affiliation:* Macfarlane Archaeological Consultants

*Resources:*

*Quads:* LONG BEACH, SAN PEDRO

*Pages:*

*Notes:*

## SCCIC Bibliography: Al Larson Boat Shop Project

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### LA-03707

*Author(s):* Clewlow, C. William Jr.  
*Year:* 1974  
*Title:* Preliminary Report of the Potential Impact on Archaeological Resources of the Proposed Gas Transmission Pipeline From Los Angeles Harbor to Yorba Linda - Southern California Gas Co.: Environmental Analysis  
*Affiliation:* University of California, Los Angeles Archaeological Survey  
*Resources:* 30-000277  
*Quads:* ANAHEIM, LONG BEACH, LOS ALAMITOS, ORANGE, SAN PEDRO, YORBA LINDA  
*Pages:*  
*Notes:*

### LA-04130

*Author(s):* Anonymous  
*Year:* 1984  
*Title:* Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studied Cultural Resources Appendix  
*Affiliation:* Los Angeles-Long Beach Harbors Landfill Development and Channel  
*Resources:* 19-000145, 19-000146, 19-000147, 19-000149, 19-000150, 19-000283, 19-000285, 19-001129  
*Quads:* LONG BEACH, SAN PEDRO, TORRANCE  
*Pages:*  
*Notes:* Numerous Historical Resources

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### LA-04136

*Author(s):* Unknown  
*Year:* 1996  
*Title:* Gatz Leases Renewal Los Angeles Marine Terminal Berths 171-173 and Deep Draft Vessel Access at Pier 400  
*Affiliation:* Environmental Management Division L. A. Harbor Department & SAIC  
*Resources:*  
*Quads:* LONG BEACH, SAN PEDRO  
*Pages:*  
*Notes:*

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### LA-04453

*Author(s):* Unknown  
*Year:* 1982  
*Title:* A Recommended Cultural Resource Management Program for the Proposed West Channel/ Cabrillo Beach Recreational Complex, Port of Los Angeles  
*Affiliation:* Woodward-Clyde Consultants  
*Resources:*  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

## SCCIC Bibliography: Al Larson Boat Shop Project

LA-04455

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*Author(s):* Pierson, Larry J.  
*Year:* 1980  
*Title:* A Cultural Resource Study for the Los Angeles Harbor Deepening Project  
*Affiliation:* U.S. Army, Los Angeles District Corps  
*Resources:*  
*Quads:* LONG BEACH, SAN PEDRO, TORRANCE  
*Pages:*  
*Notes:* 22 shipwrecks mentioned but not formally recorded

LA-04456

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*Author(s):* Berhow, Mark A.  
*Year:* 1992  
*Title:* The Harbor Defense of Los Angeles: a Reference Manual  
*Affiliation:* Fort MacArthur Military Museum Association  
*Resources:*  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:* mapped to Fort MacArthur

LA-04590

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*Author(s):* Duke, Curt  
*Year:* 1999  
*Title:* Cultural Resource Assessment for the At&t Wireless Services Facility Number 413, County of Los Angeles, California  
*Affiliation:* LSA Associates, Inc.  
*Resources:*  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

LA-04879

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*Author(s):* Lander, E. Bruce  
*Year:* 1997  
*Title:* Report of Findings, Class I and Iii Historic Architectural, Archaeological, and Paleontological Surveys, Terminal Island Treatment Plant Advanced Wastewater Treatment Facility Phase I Distribution Pipeline, Los Angeles Harbor Area, Los Angeles, California  
*Affiliation:* Paleo Environmental Associates, Inc., Greenwood and Associates  
*Resources:* 19-000146, 19-000147, 19-000149, 19-000150, 19-000283, 19-000285, 19-002135, 19-002208  
*Quads:* SAN PEDRO, TORRANCE  
*Pages:*  
*Notes:*

LA-04968

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*Author(s):* Romani, Gwendolyn R.  
*Year:* 2000  
*Title:* Archaeological Survey Report:308-324 N. Palos Verdes Street/201 N. Beacon Street, San Pedro  
*Affiliation:* Compass Rose Archaeological, Inc.  
*Resources:*  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

## SCCIC Bibliography: Al Larson Boat Shop Project

LA-04969

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*Author(s):* Romani, Gwendolyn R.

*Year:* 2000

*Title:* Results of the Extended Phase I Investigation at 308-324 N. Palos Verdes St./210 N. Beacon St., San Pedro, California

*Affiliation:* Compass Rose Archaeological, Inc.

*Resources:*

*Quads:* SAN PEDRO

*Pages:*

*Notes:*

LA-05331

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*Author(s):* Romani, John F.

*Year:* 1982

*Title:* Archaeological Survey Report for the 07-Ia-110 Harbor Freeway Transitway Corridor Project

*Affiliation:* Caltrans District 7

*Resources:* 19-000119, 19-000146

*Quads:* SAN PEDRO, TORRANCE, INGLEWOOD

*Pages:*

*Notes:*

LA-07016

---

*Author(s):* Christy, Juliet L.

*Year:* 2002

*Title:* Archaeological Survey for Rancho San Pedro Community Center Los Angeles, California

*Affiliation:* Greenwood and Associates

*Resources:*

*Quads:* SAN PEDRO

*Pages:*

*Notes:*

LA-07031

---

*Author(s):* Unknown

*Year:* 2003

*Title:* A Cultural Resources Assessment for the Port of Los Angeles Waterfront Gateway Development Project City of San Pedro, Los Angeles County, California

*Affiliation:* Jones & Stokes

*Resources:* 19-000146

*Quads:* SAN PEDRO

*Pages:*

*Notes:* 19-000147,19-000145,19-000283,19-000147 are within .25 mile; 19-000115,19-000116,19-000147,19-000149,19-000283,19-000285,19-000287,19-000343 are within one mile

## SCCIC Bibliography: Al Larson Boat Shop Project

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### LA-07842

*Author(s):* Maki, Mary K.  
*Year:* 2000  
*Title:* Phase I Archaeological Investigation of Limited Areas Within the Torrance Refinery and Atwood, Southwestern Marine and Vernon Terminals, Los Angeles and Orange Counties, California  
*Affiliation:* Conejo Archaeological Consultants  
*Resources:*  
*Quads:* LOS ANGELES, ORANGE, SAN PEDRO, TORRANCE  
*Pages:*  
*Notes:*

---

### LA-07860

*Author(s):* Maley, Bridget  
*Year:* 1998  
*Title:* Isc San Pedro Cultural Resource Survey, San Pedro, California  
*Affiliation:* Architectural Resources Group  
*Resources:*  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

---

### LA-07862

*Author(s):* Shaver, Noelle C.S.  
*Year:* 2005  
*Title:* A Phase I Historical Resources Study for the Proposed San Pedro Waterfront Enhancements Project Located in the Port of Los Angeles, San Pedro, Los Angeles County, California  
*Affiliation:* Jones & Stokes  
*Resources:* 19-001129  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

---

### LA-08504

*Author(s):* Wood, Catherine M.  
*Year:* 2007  
*Title:* Archaeological Survey Report for the Toberman Village Project, 201-218 North Palos Verdes Street, San Pedro, California  
*Affiliation:* Jones & Stokes  
*Resources:* 19-000146  
*Quads:* SAN PEDRO  
*Pages:*  
*Notes:*

---

### LA-09263

*Author(s):* Lain, Katy, Andrew Bursan, and Portia Lee  
*Year:* 2007  
*Title:* Final Historical Assessment Municipal Fish Market San Pedro, California  
*Affiliation:* Jones & Stokes  
*Resources:* 19-188161  
*Quads:* SAN PEDRO  
*Pages:* 26  
*Notes:*

## SCCIC Bibliography: Al Larson Boat Shop Project

LA-09467

---

*Author(s):* Lain, Katy

*Year:* 2008

*Title:* Final Architectual Survey and Evaluation of the Star-Kist Plant Terminal Island, Port of Los Angeles, Los Angeles, California

*Affiliation:* Jones & Stokes

*Resources:*

*Quads:* SAN PEDRO

*Pages:* 66

*Notes:*

LA-10016

*Author(s):* Lassell, Susan, E.

*Year:* 2000

*Title:* Architectural Survey and Evaluation of the Southwest Marine Terminal (berth 240) of the Port of Los Angeles

*Affiliation:* Jones & Stokes

*Resources:* 19-187658

*Quads:* SAN PEDRO

*Pages:*

*Notes:*

**APPENDIX B:**  
**Native American Correspondence**

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 853-8251  
 Fax (916) 657-5390  
 Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
 da\_nahc@pscbell.net



October 15, 2009

Ms. Shannon Carmack, Cultural Resources Specialist

**SWCA ENVIRONMENTAL CONSULTANTS**

625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

Sent by FAX to: 626-240-0607

Number of pages: 3

**Re: Request for a Sacred Lands File Search and Native American Contacts List for a Proposed Port of Los Angeles, Al Larson Boat Shop Complex Project, Los Angeles County, California; a Cultural Resources Study**

Dear Ms. Carmack:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources (c.f. CA Public Resources Code §21070), was able to perform a record search of its Sacred Lands File (SLF) for the affected project area (APE) requested. The California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." The NAHC SLF search **did not indicate** the presence of Native American cultural resources within one-half - mile radius of the proposed project (APE). However, it is considered a culturally-sensitive area by the NAHC.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and individuals as 'consulting parties' under both state and federal law.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation Coordinator's office (at (916) 653-7278, for referral to the nearest Information Center of which there are 11..

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] et seq), and NAGPRA (25 U.S.C. 3001-3013), as appropriate. .

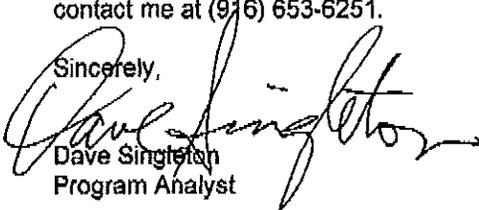
Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a

project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: Native American Contacts List (NOTE: we further recommend that other forms of 'proof of mailing or proof of contact be utilized instead of 'Return Receipt Requested' Certified or Registered Mail.) Further, we suggest a follow-up telephone call to the contacts if the replies are not received or need clarification.

**Native American Contact**

Los Angeles County

October 15, 2009

LA City/County Native American Indian Comm  
 Ron Andrade, Director  
 3175 West 6th Street, Rm. 403  
 Los Angeles , CA 90020  
 (213) 351-5324  
 (213) 386-3995 FAX

Gabrielino Tongva Indians of California Tribal Council  
 Robert F. Doramae, Tribal Chair/Cultural Resources  
 P.O. Box 490  
 Bellflower , CA 90707  
 gtongva@verizon.net  
 562-761-6417 - voice  
 562-925-7989 - fax

Ti'At Society  
 Cindi Alvitre  
 6515 E. Seaside Walk, #C  
 Long Beach , CA 90803  
 calvitre@yahoo.com  
 (714) 504-2468 Cell

Gabrielino-Tongva Tribe  
 Bernie Acuna  
 501 Santa Monica Blvd, # 500  
 Santa Monica , CA 90401  
 (310) 587-2203  
 (310) 428-7720 - cell  
 (310) 587-2281

Tongva Ancestral Territorial Tribal Nation  
 John Tommy Rosas, Tribal Admin.  
 Gabrielino Tongva  
 tattnlaw@gmail.com  
 310-570-6567

Gabrieleno Band of Mission Indians  
 Andy Salas, Chairperson  
 PO Box 393  
 Covina , CA 91723  
 gabrielenoindians@yahoo.com  
 626-926-4131  
 (213) 688-0181 - FAX

Gabrieleno/Tongva San Gabriel Band of Mission  
 Anthony Morales, Chairperson  
 PO Box 693  
 San Gabriel , CA 91778  
 (626) 286-1262 -FAX  
 (626) 286-1632  
 (626) 286-1758 - Home  
 (626) 286-1262 Fax

Gabrielino-Tongva Tribe  
 Linda Candelaria, Chairwoman  
 501 Santa Monica Blvd, # 500  
 Santa Monica , CA 90401  
 (310) 587-2203  
 310-428-5767- cell  
 (310) 587-2281  
 lcandelaria1@gabrielinoTribe.org

Gabrielino Tongva Nation  
 Sam Dunlap, Tribal Secretary  
 P.O. Box 86908  
 Los Angeles , CA 90086  
 samdunlap@earthlink.net

(909) 262-9351 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code, and federal NEPA (42 USC 4321-43351), NHPA Sections 106, 4(f) (16 USC 470(f) and NAGPRA (25 USC 3001-3013)

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Cultural Resources Study for the Port of Los Angeles, Al Larson Boat Shop Complex Project, Los Angeles County,



ENVIRONMENTAL CONSULTANTS  
Sound Science. Creative Solutions.

Pasadena Office  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Bernie Acuna  
Gabrielino-Tongva Tribe  
501 Santa Monica Blvd., #500  
Santa Monica, CA 90401

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Acuna:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted by SWCA to conduct a Sacred Lands File search and to provide a list of Native American individuals and/or tribal organizations that may have knowledge of cultural resources in or near the project area. The NAHC search failed to indicate the presence of Native American cultural resources in the immediate vicinity of the project area, but did recommend that SWCA consult with you directly regarding your knowledge of the presence of cultural resources that may be impacted by this project.

The project area is a 4-acre parcel located in the City of Los Angeles, at the Port of Los Angeles, on Terminal Island, east of the 110 (Harbor) Freeway and south of SR-47. The project area is depicted on an unsectioned portion of Township 5 South, Range 13 West on the Torrance, California 7.5' U.S. Geological Survey Quadrangle (see enclosed Project Location Map). Historic maps of the project area indicate that the portion of Terminal Island containing the Al Larson Boat Shop facility did not exist prior to 1918; as it was depicted as open water<sup>1</sup>. The creation of this area is described in the Harbor Department's Annual Report for 1918-1920<sup>2</sup>. Since 1924, the property has been utilized as a boat yard.

The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations. Minimal ground disturbance is anticipated to occur as a result of the project.

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<sup>1</sup> Board for Locating A Deep-Water Port in Southern California, 1 March 1897. "Report on Deep-Water Harbor at Port Los Angeles or at San Pedro California"

<sup>2</sup> Board of Harbor Commissioners, 1920. "Annual Report of the Harbor Department of the City of Los Angeles", July 1, 1918 to June 30, 1920."



If you have any knowledge of cultural resources that may exist within or near the project area, please contact Dennis Hagner, Environmental Management Division, Los Angeles Harbor Department at 310-732-3682, or in writing at [dhagner@portla.org](mailto:dhagner@portla.org) or at 425 S. Palos Verdes St., San Pedro, CA 90731 by **Monday, December 15, 2009** or at your earliest convenience. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack, Cultural Resources Specialist

**Enclosures:**  
Project Location Map



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South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Cindi Alvitre  
Ti'At Society  
6515 E. Seaside Walk, #C  
Long Beach, CA 90803

**Sent Via U.S. Mail**

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Ms. Alvitre:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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www.swca.com

November 16, 2009

Ron Andrade  
Los Angeles City/County Native American Indian Commission  
3175 West 6<sup>th</sup> Street, Room 403  
Los Angeles, CA 90020

**Sent Via U.S. Mail**

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Andrade:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations. Minimal ground disturbance is anticipated to occur as a result of the project.

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Shannon Carmack, Cultural Resources Specialist

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www.swca.com

November 16, 2009

Robert Dorame  
Gabrielino Tongva Indians of California Tribal Council  
P.O. Box 490  
Bellflower CA 90707

**Sent Via U.S. Mail**

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Dorame:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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Shannon Carmack, Cultural Resources Specialist

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Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Sam Dunlap  
Gabrielino Tongva Nation  
P.O. Box 86908  
Los Angeles, CA 90086

**Sent Via U.S. Mail**

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Dunlap:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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Sincerely,



Shannon Carmack, Cultural Resources Specialist

**Enclosures:**  
Project Location Map



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Sound Science. Creative Solutions.

Pasadena Office  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Anthony Morales  
Gabrielino/Tongva San Gabriel Band of Mission Indians  
P.O. Box 693  
San Gabriel, CA 91778

**Sent Via U.S. Mail**

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Morales:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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If you have any knowledge of cultural resources that may exist within or near the project area, please contact Dennis Hagner, Environmental Management Division, Los Angeles Harbor Department at 310-732-3682, or in writing at [dhagner@portla.org](mailto:dhagner@portla.org) or at 425 S. Palos Verdes St., San Pedro, CA 90731 by **Monday, December 15, 2009** or at your earliest convenience. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive style with a large, looped 'S' at the beginning.

Shannon Carmack, Cultural Resources Specialist

**Enclosures:**  
Project Location Map



ENVIRONMENTAL CONSULTANTS  
Sound Science. Creative Solutions.

Pasadena Office  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Andy Salas  
Gabrieleno Band of Mission Indians  
P.O. Box 393  
Covina, CA 91723

Sent Via Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Salas:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted by SWCA to conduct a Sacred Lands File search and to provide a list of Native American individuals and/or tribal organizations that may have knowledge of cultural resources in or near the project area. The NAHC search failed to indicate the presence of Native American cultural resources in the immediate vicinity of the project area, but did recommend that SWCA consult with you directly regarding your knowledge of the presence of cultural resources that may be impacted by this project.

The project area is a 4-acre parcel located in the City of Los Angeles, at the Port of Los Angeles, on Terminal Island, east of the 110 (Harbor) Freeway and south of SR-47. The project area is depicted on an unsectioned portion of Township 5 South, Range 13 West on the Torrance, California 7.5' U.S. Geological Survey Quadrangle (see enclosed Project Location Map). Historic maps of the project area indicate that the portion of Terminal Island containing the Al Larson Boat Shop facility did not exist prior to 1918; as it was depicted as open water<sup>1</sup>. The creation of this area is described in the Harbor Department's Annual Report for 1918-1920<sup>2</sup>. Since 1924, the property has been utilized as a boat yard.

The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations. Minimal ground disturbance is anticipated to occur as a result of the project.

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November 16, 2009

John Tommy Rosas  
Tongva Ancestral Territorial Tribal Nation  
tattnlaw@gmail.com

Sent Via E-mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Rosas:

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Shannon Carmack, Cultural Resources Specialist

**Enclosures:**  
Project Location Map

**Shannon Carmack**

---

**From:** Johntommy Rosas [tattnlaw@gmail.com]  
**Sent:** Thursday, December 17, 2009 10:18 AM  
**To:** Shannon Carmack  
**Cc:** Dave Singleton; Carroll, Ed; Chris McCay  
**Subject:** Re: Port of LA Al Larson Boat Shop Project

THANKS -I CONFIRM RECEIPT OF YOUR DOCUMENTS-  
TATTN OBJECTS AND OPPOSES THIS PROJECT ON GROUNDS THE PURPORTED PROJECT  
AND THE CITY OF LA ,CORP.GOV'T-HAS AND WILL CONTINUE TO ILLEGALLY VIOLATE OUR  
INDIGENOUS RIGHTS

WE ARE PLAINTIFFS IN A CEQA LAWSUIT AGAINST THEM NOW -OVER THE SAME ISSUES  
AND VIOLATIONS-

ALSO THE CITY OF LA HAS TO COMPLY TO SB18 AND OTHER STATE AND FEDERAL PROCESS  
INCLUDING A FULL SEC 106 NHPA CONSULTATION WE ARE DEMANDING THAT NOW-

SO PLEASE COORDINATE THAT WITH THEM AS OVERLAPPING DISFUNCTIONAL TOKEN  
TRIBAL CONSULTATION APPEARS TO BE THE CITY'S SOP-ILLEGALLY-

THANKS , JOHNTOMMY

On Thu, Dec 17, 2009 at 10:06 AM, Shannon Carmack <[scarmack@swca.com](mailto:scarmack@swca.com)> wrote:

Dear Mr. Rosas,

SWCA Environmental Consultants has been retained to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. A NAHC search failed to indicate the presence of Native American cultural resources in the immediate vicinity of the project area, but did recommended that SWCA consult with you directly regarding your knowledge of the presence of cultural resources that may be impacted by this project.

Attached is a letter and project location map that provides more information about the project. We appreciate your assistance.

Shannon Carmack

Architectural Historian

SWCA Environmental Consultants

12/22/2009

625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Ph 626.240.0587 | Fax 626.240.0607 | Cell 562.676.5485 <http://www.swca.com>

--

JOHN TOMMY ROSAS  
TRIBAL ADMINISTRATOR  
TRIBAL LITIGATOR  
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION  
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**Shannon Carmack**

---

**From:** Johntommy Rosas [tattnlaw@gmail.com]  
**Sent:** Thursday, December 17, 2009 10:23 AM  
**To:** Shannon Carmack  
**Cc:** Dave Singleton; Carroll, Ed; Chris McCay  
**Subject:** Re: Port of LA Al Larson Boat Shop Project

HI SHANNON

WE ALSO NEED THE CITY OF LOS ANGELES CONTACTS INFO IN CHARGE OF THIS PROPOSED PROJECT AND WHICH PERSON[S] ARE WORKING ON THIS AS PROJECT MGRS ETC-

On Thu, Dec 17, 2009 at 10:17 AM, Johntommy Rosas <tattnlaw@gmail.com> wrote:

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## Shannon Carmack

**From:** Johntommy Rosas [tattnlaw@gmail.com]  
**Sent:** Thursday, December 17, 2009 11:04 AM  
**To:** Shannon Carmack  
**Cc:** Dave Singleton; Carroll, Ed; Chris McCay  
**Subject:** Re: Port of LA Al Larson Boat Shop Project

### Terminal Island

Located east of San Pedro, south of Wilmington and west of Long Beach to form the Los Angeles-Long Beach inner harbor. It was an irregular low sand spit at the outer margin of the salt marshes and terminating in a rock dome (Deadman's Island). It was first known as Rattlesnake Island and later (1891) received its present name when it was the terminus of the Los Angeles-Terminal Railroad. The first fish cannery south of San Francisco opened here in December, 1893, for packing sardines and mackerel. Up to 1909 the ocean front portion of the island was a fashionable resort and some of the elite of Los Angeles

— 133 —



**FIGURE 75. "Cannery Row," Terminal Island. Tuna purse seine boats and nets.**  
*Photograph by R. S. Croker, April, 1931.*

FIGURE 75. "Cannery Row," Terminal Island. Tuna purse seine boats and nets. *Photograph by R. S. Croker, April, 1931.*

society had summer homes here. Brighton Beach, a little farther east was a beautiful bathing beach, is now the U. S. Navy Operation Base. All of the island and much surrounding area has been filled with several feet of dredged sand, chiefly for industrial use.

Deadman's Island was called by Vizcaíno "Isla Raza de Buena Gente" (island of the race of good people) and in the 1820's it was named Isla del Muerto. Many legends refer to burials there but the rock was of great interest to geologists as it was

an outcrop of very ancient material and when the island was dredged away to facilitate maneuvering of ships entering the harbor, samples of this old rock were boxed and saved for future study.

On Thu, Dec 17, 2009 at 10:22 AM, Johntommy Rosas <[tattnlaw@gmail.com](mailto:tattnlaw@gmail.com)> wrote:  
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Attached is a letter and project location map that provides more information about the project. We appreciate your assistance.

Shannon Carmack

Architectural Historian

SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
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Ph 626.240.0587 | Fax 626.240.0607 | Cell 562.676.5485 <http://www.swca.com>

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12/22/2009



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www.swca.com

November 16, 2009

Linda Candelaria  
Gabrielino-Tongva Tribe  
501 Santa Monica Blvd., #500  
Santa Monica, CA 90401

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Ms. Candelaria:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. SWCA is currently preparing report documentation in conformance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and under the provisions of 36 (CFR) Section 800.4(a)(3).

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Shannon Carmack, Cultural Resources Specialist

**Enclosures:**  
Project Location Map



0 1,000 2,000 Feet

0 250 500 Meters



1:24,000

**SWCA**  
ENVIRONMENTAL CONSULTANTS

Figure 1: Project Location Map  
 Al Larson Boat Shop Complex  
 Port of Los Angeles  
 City of Los Angeles

**APPENDIX C:**  
**Local Historical Group Correspondence**



ENVIRONMENTAL CONSULTANTS  
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625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Ken Bernstein  
City of Los Angeles  
Office of Historic Resources, Department of City Planning  
200 N. Spring Street, Room 620  
Los Angeles, CA 90012

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Mr. Bernstein:

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The purpose of this letter is to request your input on potential or known historic resources or other cultural resources in the project area. In conformance with Section 106, we are in the initial phase, "identify[ing] historic properties potentially affected by the undertaking" (36 Code of Federal Regulations Part 880.1 a). In carrying out these responsibilities, previously identified sources of information on historic resources have been checked, including the Historic Property Data File for Los Angeles County, maintained at the South Central Coastal Information Center at California State University, Fullerton. In addition, the City of Los Angeles Historic-Cultural Monument listings were reviewed. As part of the survey effort, SWCA will be evaluating any properties that may be affected by the proposed project for listing in the National Register of Historic Places, the California Register of Historical Resources and the City of Los Angeles Historical-Cultural Monument program.

A Built Environment Report is currently being prepared SWCA architectural historians. However, it is acknowledged that some areas and properties may contain values not readily apparent and would appreciate any such information you can provide. Please send notification in writing, if you have information on potential or identified historical resources in the project study area by no later than close of business, Monday, **December 15, 2009**. If a response is not received follow up telephone calls will be made to ensure



receipt of the letter to establish whether your organization has information germane to the project.

Please contact Dennis Hagner, Environmental Management Division, Los Angeles Harbor Department with any applicable comments or questions:

Phone: 310-732-3682  
E-mail: dhagner@portla.org  
Street address: 425 S. Palos Verdes St., San Pedro, CA 90731

Thank you, in advance, for your cooperation and participation.

Sincerely,

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Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map



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www.swca.com

November 16, 2009

Ann Shea, President  
Los Angeles City Historical Society  
P.O. Box 41046  
Los Angeles, CA 90041

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Ms. Shea:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

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Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map

November 16, 2009

Mike Buhler, Director of Advocacy  
Los Angeles Conservancy  
523 West Sixth Street, Suite 826  
Los Angeles, CA 90014

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles  
County, California**

Dear Mr. Buhler:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

The purpose of this letter is to request your input on potential or known historic resources or other cultural resources in the project area. In conformance with Section 106, we are in the initial phase, "identify[ing] historic properties potentially affected by the undertaking" (36 *Code of Federal Regulations* Part 880.1 a). In carrying out these responsibilities, previously identified sources of information on historic resources have been checked, including the Historic Property Data File for Los Angeles County, maintained at the South Central Coastal Information Center at California State University, Fullerton. In addition, the City of Los Angeles Historic-Cultural Monument listings were reviewed. As part of the survey effort, SWCA will be evaluating any properties that may be affected by the proposed project for listing in the National Register of Historic Places, the California Register of Historical Resources and the City of Los Angeles Historical-Cultural Monument program.

A Built Environment Report is currently being prepared SWCA architectural historians. However, it is acknowledged that some areas and properties may contain values not readily apparent and would appreciate any such information you can provide. Please send notification in writing, if you have information on potential or identified historical resources in the project study area by no later than close of business, Monday, **December 15, 2009**. If a response is not received follow up telephone calls will be made to ensure receipt of the letter to establish whether your organization has information germane to the project.



Please contact Dennis Hagner, Environmental Management Division, Los Angeles Harbor Department with any applicable comments or questions:

Phone: 310-732-3682  
E-mail: [dhagner@portla.org](mailto:dhagner@portla.org)  
Street address: 425 S. Palos Verdes St., San Pedro, CA 90731

Thank you, in advance, for your cooperation and participation.

Sincerely,

A handwritten signature in black ink that reads "Shannon Carmack". The signature is written in a cursive, flowing style.

Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map



ENVIRONMENTAL CONSULTANTS  
Sound Science. Creative Solutions.

Pasadena Office  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Current President  
Los Angeles Maritime Museum  
Berth 84, Foot of 6<sup>th</sup> Street  
San Pedro, CA 90731

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Current President:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

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Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map



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Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Patricia Adler-Ingram, Ph.D., Executive Director  
Historical Society of Southern California  
P.O. Box 93487  
Pasadena, CA 91109

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Ms. Adler-Ingram:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

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Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map



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Pasadena Office  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030  
Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Anne Hansford, Archivist  
San Pedro Bay Historical Society  
350 W. 5<sup>th</sup> Street #210  
San Pedro, CA 90731

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Ms. Hansford:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

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Project Location Map



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Tel 626.240.0587 Fax 626.240.0607  
www.swca.com

November 16, 2009

Current President  
Wilmington Historical Society  
309 W. Opp Street  
Wilmington, CA 90744

Sent Via U.S. Mail

**RE: Port of Los Angeles, Al Larson Boat Shop Project, City of Los Angeles, Los Angeles County, California**

Dear Current President:

The Los Angeles Harbor Department Environmental Management Division has retained SWCA Environmental Consultants (SWCA) to conduct a Built Environment Survey for the Port of Los Angeles, Al Larson Boat Shop Project in the City of Los Angeles, Los Angeles County, California. The project area is a 4-acre parcel located on Terminal Island, east of US 110 (Harbor) Freeway and south of SR-47 (see enclosed Project Location Map). The project involves improvements to the Al Larson Boat Shop facility in order to maximize the use of the existing property and to accommodate continued operations.

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Shannon Carmack, Architectural Historian/ Historian

**Enclosures:**  
Project Location Map



0 1,000 2,000 Feet

0 250 500 Meters



1:24,000

**SWCA**  
ENVIRONMENTAL CONSULTANTS

Figure 1: Project Location Map

Al Larson Boat Shop Complex

Port of Los Angeles

City of Los Angeles

**APPENDIX D:  
California DPR Series 523 Forms for the  
Al Larson Boat Shop**

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code 3CS

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: Office & Workshop building, Al Larson Boat Shop

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: *San Pedro*

Date: 1981 T;R ; ¼ of ¼ of Sec; B.M.

c. Address: 1046 South Seaside Avenue

City: San Pedro Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN# 7440-032-904

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The subject property is the two-story wood-frame Office and Workshop building. The building is roughly an F-shape in plan. The second floor is limited mostly to the front of the building while the majority of the interior consists of one-story high-cube spaces. The roof is supported by exposed queen post trusses and exposed Howe trusses constructed of thin wood members. The cross-gabled roof is sheathed in composite asphalt. The front elevation is clad in vertical plank board siding and features wood trim detail above the first floor. The remaining elevations contain several types of siding, including T1-11, and vertical and horizontal plank board siding. Fenestration is irregular, and most of the original wood windows have been replaced with aluminum sliders (dates unknown). Other alterations include the replacement of the original, rectangular wood false front (circa 1955-1957), which exposed the double-gabled roof on the facade. During this time, the building was also painted a pale blue-gray color, which was a departure from the building's original dark-colored wood siding (circa 1955-1957). Despite alterations, the building retains a moderate level of integrity of design, materials, workmanship and feeling. The building is situated on a level lot, facing west towards Seaside Avenue and is surrounded by other maritime industrial buildings and structures of the Al Larson Boat Shop, including Building No. 4 (circa 1938-1947), Paint Shed (1938), Machine Shop (1938), wood-deck piers, docks and slipways, several ancillary buildings, a floating dry-dock (1963) and a marina (1964).

**\*P3b. Resource Attributes:** (List attributes and codes) HP8, Industrial building

**\*P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)  
 View northeast, July 9, 2009, Photograph # DSC\_0160.

**\*P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

1924, Historic Aerial Photographs

**\*P7. Owner and Address:**

Port of Los Angeles, City of Los Angeles

**\*P8. Recorded by:** (Name, affiliation, and address)

S. Francisco, S. Carmack and F. Smith  
 SWCA Environmental Consultants  
 625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

**\*P9. Date Recorded:** July 14, 2009

**\*P10. Survey Type:** (Describe) Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Report for the Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2009)

**\*Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) Office and Workshop, Al Larson Boat Shop

B1. Historic Name:  
B2. Common Name: Office and Workshop, Al Larson Boat Shop  
B3. Original Use: industrial/commercial B4. Present Use: industrial/commercial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alterations) Built 1924 (Historic aerial photographs).  
Alterations: Wood, rectangular false front removed (circa 1955-1957, Historic aerial photographs). Re-roofed and re-sided with standing seam metal. (circa 1996-2001).

\*B7. Moved?  No  Yes  Unknown Date: Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Maritime Industrial Development Area: Los Angeles, California

Period of Significance: 1924-1959

Property Type: Industrial Building/ Office Applicable Criteria: 1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The oldest and most prominent building on the property, the Office and Workshop, was constructed in 1924 for the Al Larson Boat Shop. When originally constructed, the building featured a simply-detailed, rectangular wood false front. The false front was removed sometime between 1955 and 1957, exposing the double-gabled roof to the building's front elevation. During this time the building was also painted a pale blue-gray color, which was a departure from the building's original dark-colored wood siding. Despite alterations, the building retains moderate integrity to be recognizable to its appearance during the period of significance (1924-1959). The Office and Workshop building is eligible for listing in the California Register of Historical Resources under Criterion 1, for its contribution influencing patterns significant in our past. The Office and Workshop building at Al Larson boat shop is significant for its association with the development of the Los Angeles ship-building and fishing industries between 1924 and 1959. When the Al Larson Boat Shop moved to its existing location in 1924, the Office and Workshop was the first building constructed. During this period, ship-building was increasing to keep up with the voracious growth of the local fishing industry. The Al Larson Boat Shop constructed and repaired many of the fishing boats used by local fisherman. Beginning in the 1920s and continuing into the late 1950s, Los Angeles became the global center of fish canning, operating the largest canneries in the world. Since 1924, the Al Larson boat shop has transitioned from shipbuilder for the local fishing industry, to a high-end repair yard, servicing government boats, dredgers and ships as well as fishing and pleasure crafts. No other eligibility criteria are applicable. The Office and Workshop is not eligible for listing in the National Register of Historic Places under any of the significance criteria, as its significance in history does not meet the more stringent threshold for significance of the National Register. The building should not be considered a historic property, as defined in Section 106. The building does qualify as a historical resource as defined by CEQA and may qualify for listing as a City of Los Angeles HCM. It does not warrant consideration as a contributor to an HPOZ. It is recommended that the Office and Workshop be assigned the California Historical Resources Status Code (Status Code) "3CS, Found eligible for C[alifornia] R[egister], or Local designation through survey evaluation" (California Office of Historic Preservation 2003).

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References:

B13. Remarks:

City of Los Angeles Harbor Department. Annual Reports. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1918-1964.

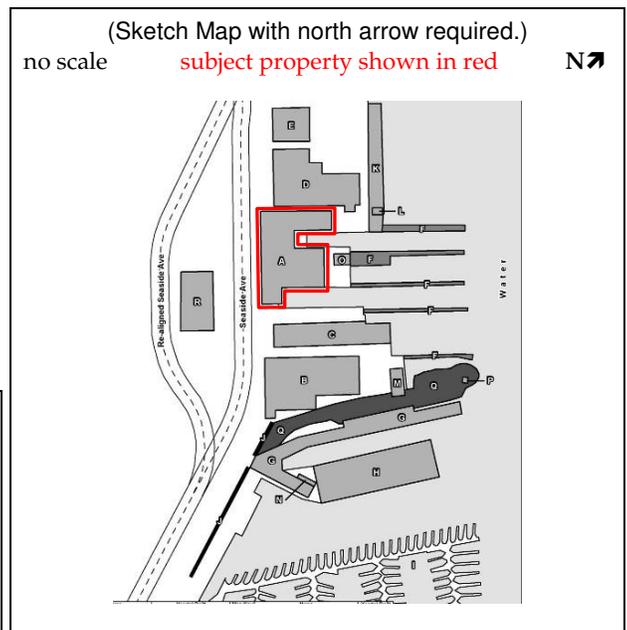
City of Los Angeles Harbor Department. Various historic photographs as noted. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1924-1990.

Wall, Jack. Personal Communication with Shannon Carmack. 2009.

\*B14. Evaluator: S. Carmack

\*Date of Evaluation: July 14, 2009

(This space reserved for official comments.)



State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: Paint shed, Al Larson Boat Shop

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: San Pedro

Date: 1981 T; R ; ¼ of ¼ of Sec; B.M.

c. Address: 1046 South Seaside Avenue

City: San Pedro Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN# 7440-032-904

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is the Paint Shed, a two story, wood-frame industrial building with an irregular footprint. Asymmetrical in plan, the main central volume of the building is contained by a bowstring truss roof and is a one-story double-height space. The remaining mass of the building is sheathed in shed corrugated metal roofing that projects and wraps around the central, barrel-shaped main volume. The walls and roof are clad in standing seam metal (circa 1990s). Fenestration consists of ten small, fixed square windows with wood trim (circa 1990s). Entrance to the building is via a roll-up door on the west elevation. The southern end of the west elevation features an open bay that functions as a carport/repair area. The rear of the building is completely exposed. Since its construction, the building was re-roofed and re-sided with new cladding (circa 1990s). The building is situated on a level lot, facing west towards Seaside Avenue and is surrounded by maritime industrial properties, a parking lot and Fish Harbor.

**\*P3b. Resource Attributes:** (List attributes and codes) HP8, Industrial building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)  
View: Subject: Paint Shed (Map Key No. B), View: East, July 9, 2009, Photograph # DSC\_0032.

**\*P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

1938, Historic Aerial Photographs

**\*P7. Owner and Address:**

Port of Los Angeles, City of Los Angeles

**\*P8. Recorded by:** (Name, affiliation, and address)

S. Francisco, S. Carmack and F. Smith  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

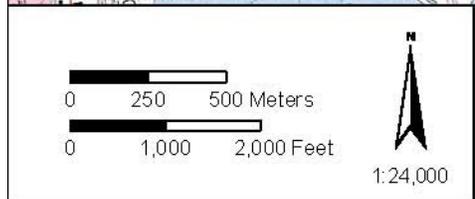
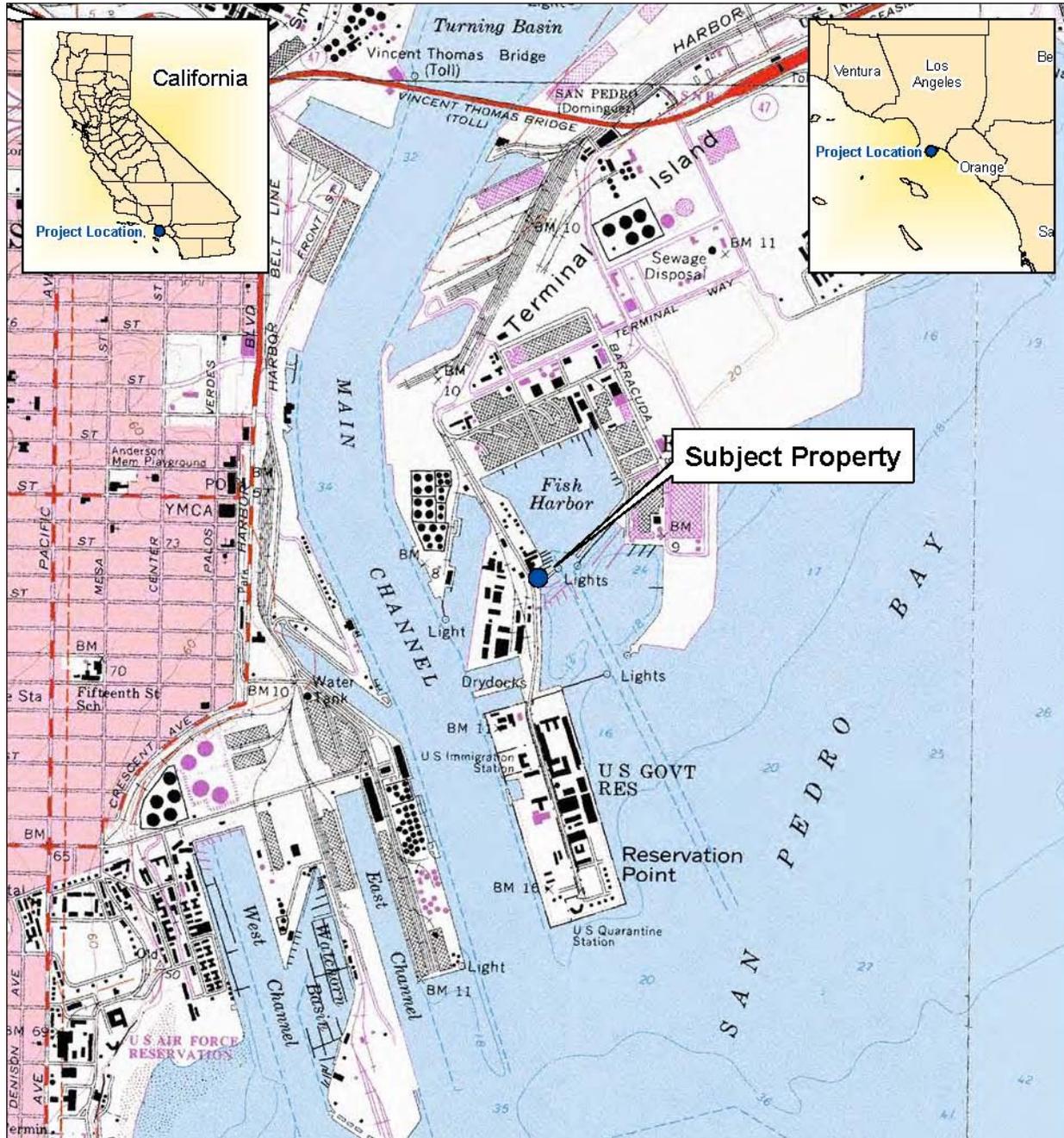
\*P9. Date Recorded: July 14, 2009

\*P10. Survey Type: (Describe) Intensive

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Report for the Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2009)

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):



USGS 7.5' Quadrangle:  
Hollywood, CA 1966 (Photorevised 1981)  
Unsectioned

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) Paint shed, Al Larson boat shop

B1. Historic Name:  
B2. Common Name: Paint shed, Al Larson Boat Shop  
B3. Original Use: industrial/commercial B4. Present Use: industrial/commercial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alterations, and date of alterations) Built 1938 (Historic aerials). Alterations: Original wood siding and metal roof removed. Re-roofed and re-sided with standing seam metal. (circa late 1990s).

\*B7. Moved?  No  Yes  Unknown Date: Original Location:

\*B8. Related Features:

B9a. Architect: William F. Durr

b. Builder: Unknown

\*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Completed in 1938, the Paint Shed is one of two original buildings constructed at the Al Larson Boat Shop property. The building was designed by local architect William F. Durr, who was responsible for a number of port improvements, including buildings for the South Coast Fisheries and California Marine Curing and Packing Co. and the Outer Harbor Dock and Wharf Company. Since its construction in 1938, the building has undergone significant alterations. The building was re-roofed and re-sided with new cladding during the late 1990s, significantly altering the original appearance of the building. Original siding consisted of wood, and the original roof was metal. The new roof and cladding is standing steam metal. Due to the described alterations, the building does not retain sufficient integrity to be recognizable to its original appearance. The building is not eligible for listing in the National or California registers under any significance criteria. The building is an unremarkable example of an altered industrial building (Criterion C/3) and does not warrant further evaluation under Criteria A/1 or B/2 because no longer retains integrity to convey its association with significant events or persons. No evidence was discovered to warrant consideration under Criterion D/4. The building is not eligible as a contributor to a larger historic district. The Paint Shed should not be considered a historic property, as defined in Section 106, or a historical resource under CEQA. Further, the building does not qualify for listing as a City of Los Angeles HCM, or warrant consideration as a contributor to an HPOZ. It is recommended that the building is assigned California Historical Resources Status Code (Status Code) "6Z, Found ineligible for N[ational] R[egister], C[alifornia] R[egister], or Local designation through survey evaluation" (California Office of Historic Preservation 2003).

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References:

B13. Remarks:

City of Los Angeles Harbor Department. Al Larson Boat Shop, Boat Shelter Plans. Office of the Harbor Engineer, City of Los Angeles. 1938

City of Los Angeles Harbor Department. Various historic photographs as noted. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1924-1990.

Jones and Stokes. Architectural Survey and Evaluation of Canner's Steam Company Plant, 249 Cannery Street, Port of Los Angeles. Prepared for the Los Angeles Harbor Department, November 2009.

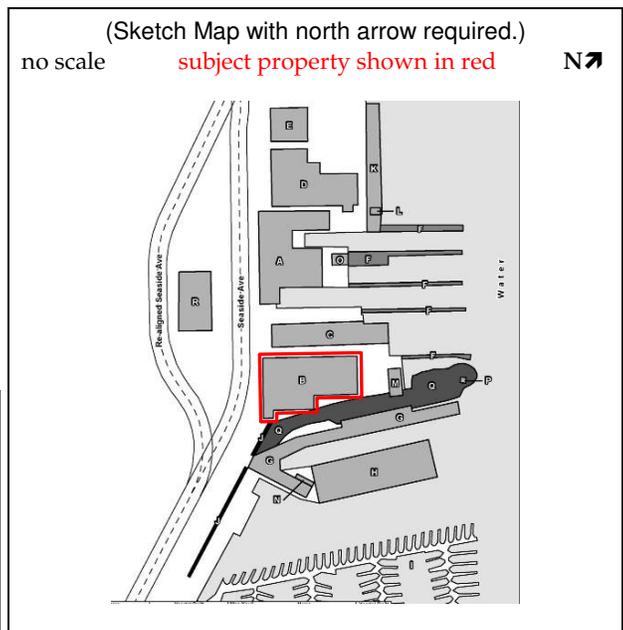
"Oil Trade Gain Due at the Harbor" *Los Angeles Times*, December 20, 1928.:11.

Wall, Jack. Personal Communication with Shannon Carmack. 2009.

\*B14. Evaluator: S. Carmack

\*Date of Evaluation: July 14, 2009

(This space reserved for official comments.)



Other Listings  
 Review Code

Reviewer

Date

**P1. Other Identifier:** Atlas Superior Engine Company

\***P2. Location:**  Not for Publication  Unrestricted

\***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:** *San Pedro*

**Date:** 1981 T;R ; ¼ of ¼ of Sec;

**B.M.**

c. Address: 1046 South Seaside Avenue

City: Los Angeles Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN# 7440-032-904

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Machine Shop is a wood-frame maritime industrial property, roughly L-shaped configuration in plan and comprised of a long, narrow 1-story wing, with a 2-story addition to the north. The original, southern one-story wing of the building has a front-gabled asphalt roof. The roof is interrupted by a drop in height on either side of the building that accommodates clerestory windows and defines a main hallway that separates north and south wing spaces. An exposed wooden queen post truss system supports the roof of the central hallway. The walls are clad in corrugated metal siding. Most of the clerestory windows are original wood sash. One section of seven windows on the southeast end of the building's hallway has been replaced with fixed wood sash windows that do not closely match the original fenestration (date unknown). At the ground level, original, wood casement windows line the outer walls, allowing in light and ventilation. Primary entrance to the building is via a large sliding metal-sash glass door with a five-over-three-light configuration. A centered roll-up door at the rear elevation faces the water to the east. The 2-story wood-frame addition is rectangular in plan and has a front-gabled roof. The first story of the front elevation is clad in pale gray stucco, and corrugated metal elsewhere. The walls are clad in diagonal board siding. Fenestration on the two-story wing consists of multi-light metal and wood frame windows. A roll-up door and a two-panel, metal sash glass door provide entry to the building's north wing. There is a security sliding chain link gate on the left side of the front elevation. Alterations to the building include the replacement of original windows and doors and the addition of stucco to the façade (dates unknown). In addition, historic aerial photographs indicate that two large windows on the left side of the front elevation at the first floor were in filled (dates unknown). The building is situated on a level lot, facing west towards Seaside Avenue and is surrounded by other industrial buildings and structures of the Al Larson Boat Shop, including the Office and Workshop (1924), Paint Shed (1938), Building No. 4 (1938-1947), wood-deck piers, docks and slipways, several ancillary buildings, a floating dry-dock (1963) and a marina (1964).

\***P3b. Resource Attributes:** (List attributes and codes) HP8, Industrial building

\***P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)  
 View: Northeast, July 9, 2009, Photograph # DSC\_0141.

\***P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

1938, addition circa 1950s, Historic aerial photographs

\***P7. Owner and Address:**

Port of Los Angeles, City of Los Angeles

\***P8. Recorded by:** (Name, affiliation, and address)

S. Francisco and S. Carmack  
 SWCA Environmental Consultants  
 625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

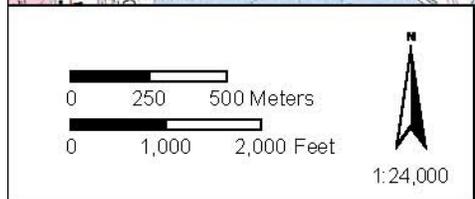
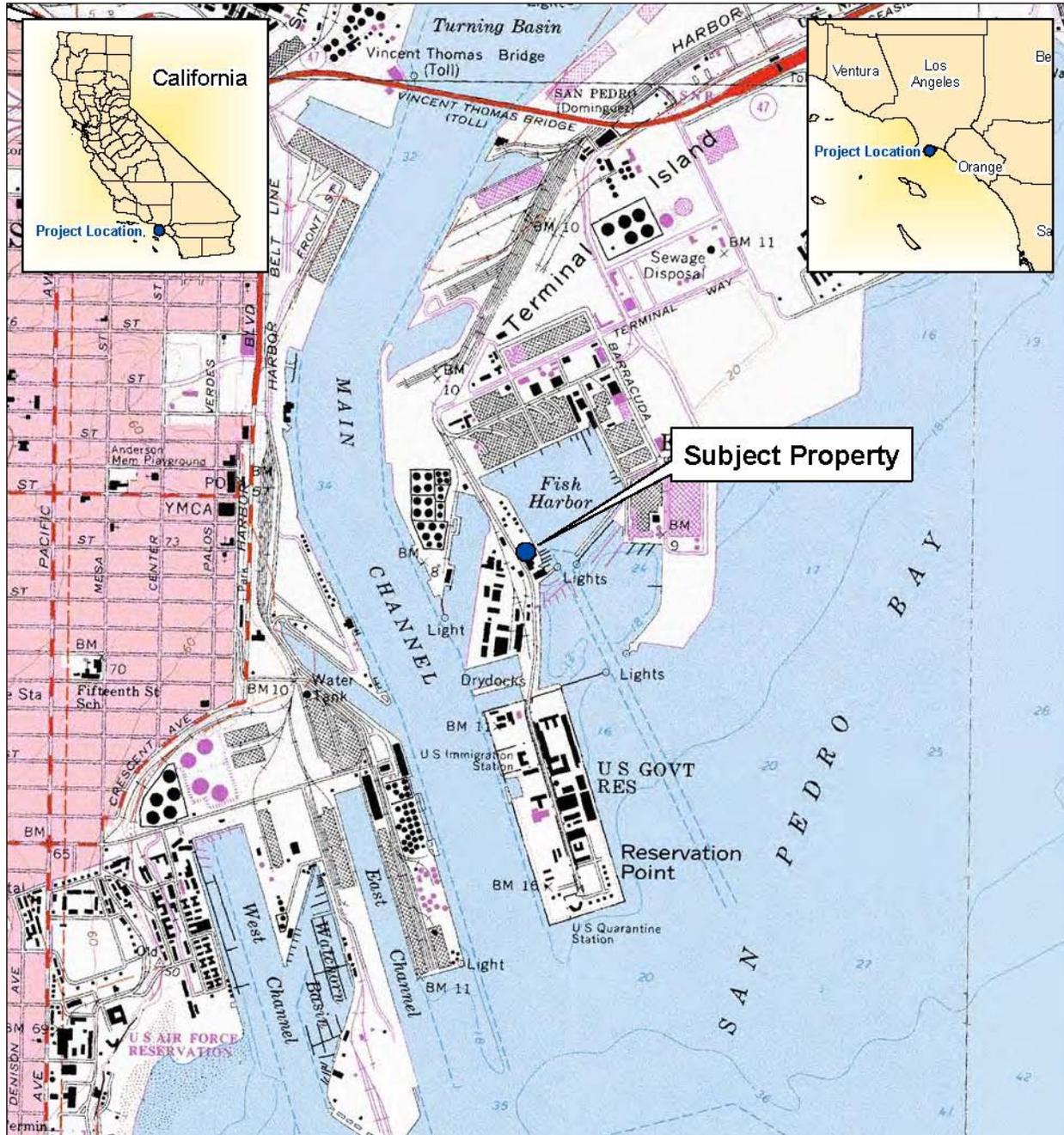
\***P9. Date Recorded:** July 14, 2009

\***P10. Survey Type:** (Describe) Intensive

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Report for the Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2009)

\***Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):



USGS 7.5' Quadrangle:  
Hollywood, CA 1966 (Photorevised 1981)  
Unsectioned

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) Machine shop, Al Larson Boat Shop

- B1. Historic Name:  
B2. Common Name: Machine shop, Al Larson Boat Shop  
B3. Original Use: industrial/commercial B4. Present Use: industrial/commercial

\*B5. Architectural Style: Vernacular- Maritime Industrial

\*B6. Construction History: (Construction date, alterations, and date of alterations) Built 1938 (historic aerial photographs), 2-story addition added to the left side of the building sometime between 1938 and 1947 (historic aerial photographs). First floor of front elevation altered to stucco finish, and windows at front façade removed (dates unknown).

\*B7. Moved?  No  Yes  Unknown Date: Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Maritime Industrial Development

Area: Los Angeles, California

Period of Significance: 1938-1959

Property Type: Industrial

Applicable Criteria: 3

The subject building was built in 1938 for use as an industrial machine shop. It is unknown who constructed the building. The Machine Shop and adjacent Building No. 4 were both originally used in the construction and maintenance of engines. The side elevation of the Machine shop was painted with the name, "Atlas Superior Engine Company," while Building No. 4 was marked with the name "White Motor Company" painted across the building facade and side. According to the Smithsonian Institution, the Atlas Imperial Diesel Engine Company (1903-1967) was "an Oakland, California, manufacturer of marine propulsion machinery. The company was founded in 1903..." Atlas may have ceased operations in 1967. The fact that its records were accepted by the Smithsonian's Division of Work and Industry means that the company was significant in American commerce, industry, and culture. Inclusion in the collection is an honor; it is a permanent archival record serving scholars and the public. In 1916, shortly after the death of the inventor of the diesel engine, Atlas Superior merged with Imperial Gas Engine Company. The resulting Atlas-Imperial engine was considered "one of the most serviceable diesels ever built in the US," ranging in size from two to eight cylinders. After the merger, the consolidated company built engines used to propel tugboats and fishing boats. Some editions of the reliable engine are said to have lasted more than 80 years. In the twentieth century, the diesel engine replaced the steam piston engine wherever practicable. Diesel engines are heavier than gas engines and are best used where high torque requirements and low revolutions per minute are necessary. Atlas Imperial and Atlas Superior were best known for producing the first commercially successful marine diesel engine in the United States (National Fisherman 2003). Furthermore, the Atlas Imperial is judged by some as "probably the most important American Engine Company" to have existed. During the late 1960s, the two buildings were acquired by the Al Larson Boat Shop. Alterations include the two-story addition at the north end of the building (circa 1938-1947), replacement and infill of various windows (dates unknown), and addition of stucco finish on a portion of the street-facing elevation (dates unknown). (See Continuation Sheet, Page 4).

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References:

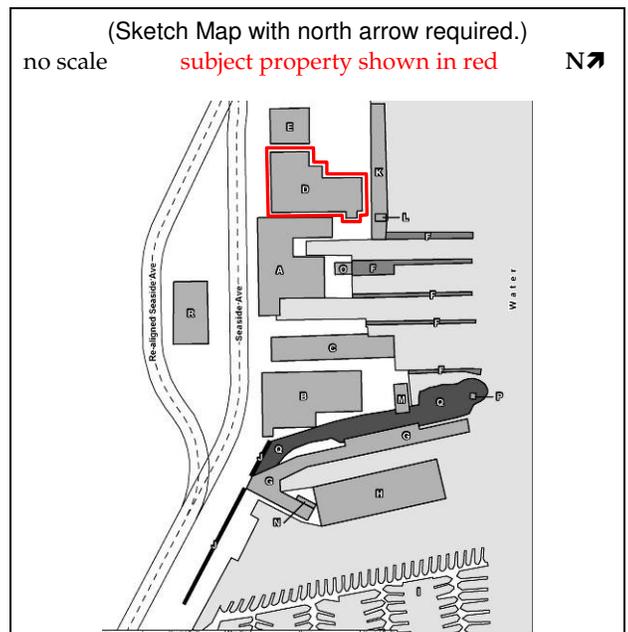
(See Continuation Sheet, Page 4.)

B13. Remarks:

\*B14. Evaluator: F. Smith

\*Date of Evaluation: September 22, 2009

(This space reserved for official comments.)



**\*B10. Significance:** Despite these alterations, the building retains sufficient integrity to be recognizable to its original appearance. The Machine Shop is eligible for listing in the California Register of Historical Resources under Criterion 1, as it is directly associated with events that have made a significant contribution to the broad patterns of California's history (the diesel engine) and cultural heritage (fishing, tugboat, and yachting industries). It is also eligible under Criterion 3, because it embodies the distinctive characteristics of the maritime industrial building type, the mid-twentieth century period, from the late 1930s until the late 1950s, and West Coast region. It is a recognizable example of a local maritime industrial building; a vernacular, twentieth century building type that is increasingly rare within the Port of Los Angeles. Character-defining features of the building include the original steel-sash windows and door, exposed wood truss roof, clerestory openings, corrugated siding, and large bay openings. Although the building is part of the Al Larson Boat Shop facility, its association with the property occurred after the period of significance ended (late 1960s); therefore its associative significance is separate as an outlet for Altas Imperial and Atlas Superior Engine companies. The building was not directly associated with individuals significant in our past (Criterion B/2), and no evidence was discovered to warrant consideration under (Criterion D/4). The Machine Shop is not eligible for listing in the National Register of Historic Places under any significance criteria, as its significance in history does not meet the more stringent threshold for integrity for National Register listing. The building should not be considered a historic property as defined in Section 106. The building does qualify as a historical resource as defined by CEQA and may qualify for listing as a City of Los Angeles HCM. It does not warrant consideration as a contributor to an HPOZ. It is recommended that the Machine Shop be assigned the California Historical Resources Status Code (Status Code) "3CS, Found eligible for C[alifornia] R[egister], or Local designation through survey evaluation" (California Office of Historic Preservation 2003).

**\*B12. References:**

City of Los Angeles Harbor Department. Annual Reports. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1918-1964.

Lipp, Adrian, antique diesel engine historian and mechanic. Personal Communication with Francesca Smith. 2009.

National Fisherman. "A Titan Bearing the Fleet: the Mighty and Reliable Atlas Engine Lived up to its Name" February 3, 2003.

Old Tacoma Marine. "Atlas-Imperial" Online. <http://www.oldtacomamarine.com/atlas/index.html>. no date.

Smithsonian Institution Research Information System "Atlas Imperial Diesel Engine Company Records, ca. 1925-1967" Online. <http://sirirarchives.si.edu/ipac20/ipac.jsp?uri=full=3100001~!224983!0#focus>. 2009.

Wall, Jack. Personal Communication with Shannon Carmack. 2009.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: Building No. 4, Al Larson Boat Shop

**P1. Other Identifier:** Atlas Superior Engine Company

\***P2. Location:**  Not for Publication  Unrestricted

\***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\***b. USGS 7.5' Quad:** *San Pedro*

**Date:** 1981 T; R ; ¼ of ¼ of Sec; B.M.

c. Address: 1046 South Seaside Avenue

City: San Pedro Zip: 90731

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN# 7440-032-904

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Building No. 4 is a two story, 3-bay wide utilitarian building featuring modest elements of the Moderne style on the front elevation. The subject property is rectangular in plan, and has a flat roof. The façade walls are clad in stucco and the remaining elevations are clad in corrugated sheet metal. The front elevation is symmetrical in form, and features a single-stepped parapet. Recessed end bays defined by antae with chamfered edges and simply-defined caps outline the facade. The left bay has a single metal door in the right corner, and has two aluminum sliding windows on the left side of the second story. The right bay has a centered aluminum sliding window above a large metal door. Fenestration on the remaining elevations consists of aluminum slider windows and wood and metal frame multi-light windows. The building has undergone numerous alterations over the years; on the left bay of the façade, a previously existing picture window flush with the top of the entry door has since been in filled. Other alterations include the replacement of most original wood-frame windows with aluminum slider windows and the replacement of the original façade doors (dates unknown). The building is situated on a level lot, facing west towards Seaside Avenue and is surrounded by other maritime industrial buildings and structures of the Al Larson Boat Shop, including the Office and Workshop (1924), Paint Shed (1938), Machine Shop (1938), wood-deck piers, docks and slipways, several ancillary buildings, a floating dry-dock (1963) and a marina (1964).

\***P3b. Resource Attributes:** (List attributes and codes) HP8, Industrial Building

\***P4. Resources Present:**  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)  
View: East, July 9, 2009, Photograph #CIMG8910.

\***P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

Circa 1938-1947, Historic aerial photographs

\***P7. Owner and Address:**

Port of Los Angeles, City of Los Angeles

\***P8. Recorded by:** (Name, affiliation, and address)

S. Francisco and S. Carmack  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

\***P9. Date Recorded:** June 18, 2009

\***P10. Survey Type:** (Describe) Intensive

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Built Environment Report for the Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California (SWCA Environmental Consultants 2009)

\***Attachments:**  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) Building No. 4, Al Larson Boat Shop

B1. Historic Name:  
B2. Common Name: Building No. 4, Al Larson Boat Shop  
B3. Original Use: industrial/commercial building B4. Present Use: office/storage

\*B5. **Architectural Style:** Utilitarian, with Moderne façade

\*B6. **Construction History:** (Construction date, alterations, and date of alterations) Built between 1938-1947 (Historic aerial photographs 1938 and 1947). Alterations: stucco finish on front elevation, replacement of original windows throughout building and façade doors (dates unknown).

\*B7. **Moved?**  No  Yes  Unknown **Date:** **Original Location:**

\*B8. **Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance: Theme:**

**Area:**

**Period of Significance:**

**Property Type:**

**Applicable Criteria:**

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Building No. 4 was built circa 1938-1947 for use as an industrial building. Both Building No. 4 and the adjacent Machine Shop were originally used in the construction and maintenance of boat engines. Both buildings had the company names "Atlas Superior Engine Company" and "White Motor Company" painted across the building facades and sides. The utilitarian buildings were likely designed by whoever built them, without services of an architect. The building facade was designed with modest elements of the Moderne style, including a symmetrical, single-stepped parapet and antae with chamfered edges and simply defined caps. The building is also directly associated with Atlas-Superior, whose "engineers developed fuel injection that didn't rely on a cumbersome compressed air system. That was the basis for one of the most successful of all early diesel engine[s]. [The] Atlas would last almost indefinitely and powered a ...generation of working craft." During the late 1960s, Building No. 4 and the adjacent Machine Shop both were acquired by the Al Larson Boat Shop. Since its construction, the building has undergone several alterations, including the replacement of original windows and replacement of facade doors (dates unknown). As a result of these alterations, Building No. 4 has lost integrity of materials, workmanship, design, and feeling. Building No. 4 is not eligible for listing in the National or California Registers under any criteria. The building is an unremarkable example of a common altered industrial building with modest elements of the Moderne style and does not warrant further evaluation under Criteria A/1 or B/2 because it no longer retains integrity sufficient to convey its association with significant events or persons. No evidence was discovered to warrant consideration under Criterion D/4. The property is also not eligible as a contributor to a historic district. Further, the building does not qualify for listing as a City of Los Angeles HCM or warrant consideration as a contributor to an HPOZ. It is recommended that Building No. 4 be assigned California Historical Resources Status Code (Status Code) "6Z, Found ineligible for N[ational] R[egister], C[alifornia] R[egister], or Local designation through survey evaluation" (California Office of Historic Preservation 2003).

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. **References:**

City of Los Angeles Harbor Department. Various historic photographs as noted. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1924-1990.

City of Los Angeles Harbor Department. Annual Reports. On file, Port of Los Angeles Archives, City of Los Angeles, California. 1918-1964.

Grayson, Stan. *Engines Afloat, From the Early Days to D-Day*. Devereux Books, Marblehead, Massachusetts. 1999.

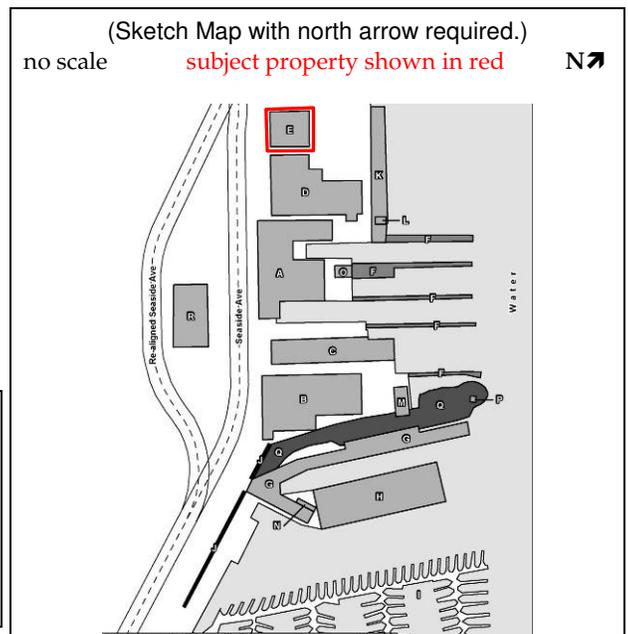
Wall, Jack. personal Communication with Shannon Carmack. July 9, 2009.

B13. Remarks:

\*B14. **Evaluator:** S. Carmack

\***Date of Evaluation:** July 14, 2009

(This space reserved for official comments.)



**Cultural Resources Assessment**

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**Cultural Resources Assessment for  
the Al Larson Boat Shop  
Improvement Project,  
Port of Los Angeles, City and County  
of Los Angeles, California**

**Agreement No. 10-2922**

**PD No. 1**

Prepared for:

CDM

Prepared by:

SWCA Environmental Consultants

Pasadena Office

May 2011

**CULTURAL RESOURCES ASSESSMENT FOR THE  
AL LARSON BOAT SHOP IMPROVEMENT PROJECT,  
PORT OF LOS ANGELES,  
CITY AND COUNTY OF LOS ANGELES, CALIFORNIA**

**Agreement No. 10-2922**

**PD No. 1**

Prepared for

CDM  
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Irvine, California 92617

Prepared by

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Pasadena, California 91105  
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[www.swca.com](http://www.swca.com)

USGS 7.5-Minute Topographic Quadrangle  
*San Pedro*, CA 1981

SWCA Project No. 20323.00

SWCA Cultural Resources Report Database No. 2011-255

May 31, 2011

Keywords: cultural resources assessment, CEQA, significant impacts, 7.7 acres, Port of Los Angeles, 1924-1947

## MANAGEMENT SUMMARY

**Purpose and Scope:** CDM retained SWCA Environmental Consultants (SWCA) to conduct a cultural resources assessment in support of the Al Larson Boat Shop Improvement Project (project) Environmental Impact Report (EIR). The project occupies Berth 258, at the entrance to Fish Harbor, on Terminal Island, Port of Los Angeles (POLA). Specifically the project is located at 1046 Seaside Avenue in the City and County of Los Angeles, California. The purpose of this assessment is to 1) summarize the results of historical resource studies completed to date; 2) review the project alternatives presented in the Draft EIR and consider the feasibility and impacts of implementing alternatives; and 3) assess project impacts to historical resources within the project area. This assessment was prepared pursuant to the California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 5024.1, Section 15064.5 of the Guidelines, and Sections 21083.2 and 21084.1 of the Statutes of CEQA. This report was also prepared in accordance with regulations set forth in the City of Los Angeles Municipal Code, Chapter 9, Article 1, Cultural Heritage Ordinance.

**Project Background:** In January 2010, SWCA prepared a Built Environment Evaluation Report for the Al Larson Boat Shop property in support of the current project (SWCA 2010). The report included a records search from the South Central Coastal Information Center (SCCIC) located at California State University Fullerton, field survey, historic research, and evaluation of the built environment improvements to the property. The report found that the Office and Workshop Complex (currently referred to as Buildings A-1, A-2 and A-3), and the Machine Shop (Buildings C-1 and C-2), are eligible for listing in the California Register of Historical Resources (CRHR) and may qualify for designation as City of Los Angeles Historic-Cultural Monuments (HCM). The remaining buildings, structures and features on the property were found not eligible for the National Register of Historic Places (NRHP) or the CRHR.

**Findings/Recommendations:** SWCA reviewed the proposed project and project alternatives presented in the EIR for impacts to historical resources. The EIR includes seven project alternatives; four of which (Alternatives 1-4) propose to lessen impacts to historical resources. SWCA reviewed the feasibility of implementing these alternatives and found that Alternatives 1, 2 and 3 would lessen significant impacts to historical resources, but would not meet the basic project objectives. Alternative 4, which proposes to relocate the historic buildings was found to be not feasible; given the size and complex nature of the buildings, disassembly, transportation and reassembly would likely result in their deterioration.

Implementation of the project will include the partial demolition of the Office and Workshop (Buildings A-2 and A-3) and the Machine Shop (Building C-1), which are eligible for listing in the CRHR and considered historical resources under CEQA. Demolition of these historical resources would result in a significant direct impact to cultural resources related to a substantial adverse change in the significance of a historical resource. Although not capable of reducing impacts to below the level of significance, two mitigation measures have been identified that would reduce project impacts on historical resources to the maximum extent practicable.

**Disposition of Data:** This report and any subsequent related reports will be filed with CDM; POLA Environmental Management District (EMD); the SCCIC; and with SWCA's Pasadena, California office. All field notes, photographs, and records related to the current study are also on file at the SWCA Pasadena office.

## TABLE OF CONTENTS

|   |           |
|---|-----------|
| <b>Management Summary .....</b>                                   | <b>i</b>  |
| <b>Introduction.....</b>  | <b>1</b>  |
| Project Background .....  | 1         |
| Project Need and Objectives .....                                 | 6         |
| Project Description .....   | 6         |
| Project Alternatives .....  | 8         |
| Alternative 1- Reduced Project: Water Quality Improvements .....  | 8         |
| Alternative 2 – Reduced Project: Limited Demolition .....         | 8         |
| Alternative 3- Retention of Historic Buildings .....              | 9         |
| Alternative 4- Relocation of Historic Buildings .....             | 9         |
| Alternative 5- Alternate Site .....                               | 10        |
| Alternative 6- No Project .....                                   | 10        |
| Alternative 7- No Federal Action .....                            | 11        |
| <b>Regulatory Setting .....</b>                                   | <b>11</b> |
| CEQA .....  | 11        |
| Substantial Adverse Change.....                                   | 12        |
| Compliance with the Standards .....                               | 12        |
| City of Los Angeles.....  | 13        |
| Los Angeles Historic-Cultural Monuments .....                     | 13        |
| Historic Preservation Overlay Zones .....                         | 13        |
| <b>Consideration of Project Alternatives.....</b>                 | <b>14</b> |
| Alternative 1- Reduced Project: Water Quality Improvements: ..... | 16        |
| Alternative 2- Reduced Project: Limited Demolition:.....          | 16        |
| Alternative 3- Retention of Historic Buildings:.....              | 16        |
| Alternative 4- Relocation of Historic Buildings: .....            | 16        |
| Alternative 5- Alternate Site: .....                              | 18        |
| Alternative 6- No Project: .....                                  | 19        |
| Alternative 7- No Federal Action: .....                           | 19        |
| <b>Project Impacts and Mitigation Measures.....</b>               | <b>19</b> |
| CR MM-1.....  | 19        |
| CR MM-2.....  | 20        |
| <b>Level of Significance after Mitigation .....</b>               | <b>20</b> |
| <b>References.....</b>  | <b>21</b> |

## FIGURES

|   |   |
|---|---|
| Figure 1. Project Location Map .....                  | 2 |
| Figure 2. Aerial Photograph of the Project Area ..... | 3 |
| Figure 3. Al Larson Boat Shop Buildings.....          | 5 |

## TABLES

|  |    |
|--|----|
| Table 1. Buildings Previously Evaluated for Historic Significance..... | 1  |
| Table 2. Buildings within Project Area.....                            | 4  |
| Table 3. Status of Buildings within Project Area.....                  | 7  |
| Table 4. Project Alternative Analysis .....                            | 15 |

## INTRODUCTION

SWCA Environmental Consultants (SWCA) was retained by CDM to conduct a cultural resources assessment in support of the proposed Al Larson Boat Shop project (project). The project area is located on 7.7 acres (2.35 acres land and 5.35 acres water) at 1046 Seaside Avenue, at the Port of Los Angeles (POLA), City and County of Los Angeles, California (Figures 1 and 2). The purpose of this assessment is to 1) summarize the results of the historical resource studies completed to date; 2) review the project alternatives presented in the Draft EIR and assess the feasibility of implementing said alternatives; and 3) assess impacts to historical resources within the project area. The study complies with the provisions of the California Environment Quality Act (CEQA). This report was also prepared in accordance with regulations set forth in the City of Los Angeles Municipal Code, Chapter 9, Article 1, Cultural Heritage Ordinance.

SWCA Cultural Resources Project Manager Shannon Carmack, B.A., managed the project and prepared this report. Geographic Information Systems (GIS) Analyst Emily Kochert, B.A., prepared the figures found in this report. This report was reviewed for quality assurance/quality control (QA/QC) by Cultural Resources Principal Investigator John Dietler, Ph.D., Registered Professional Archaeologist (RPA).

## PROJECT BACKGROUND

In January 2010, SWCA prepared the *Built Environment Evaluation Report, Al Larson Boat Shop, Port of Los Angeles, City and County of Los Angeles, California* (Carmack and Francisco 2010). The study found that the Al Larson Boat Shop consisted of four groupings of wood-frame shop/office buildings, associated wood-deck piers, docks, and slipways, several ancillary shed buildings, a floating dry-dock, and a marina; all of which were evaluated for historic significance. The report referred to the four building groupings as the Office and Workshop Complex (constructed in 1924), Paint Shed (1938), Machine Shop Complex (1938, 1939-1947) and Building No. 4 (circa 1938-1947) (Table 1).

**Table 1. Buildings Previously Evaluated for Historic Significance**

| Resource Name               | Year Built      | California Register (CR) Status Code  |
|-----------------------------|-----------------|---|
| Office and Workshop Complex | 1924            | 3CS (Appears eligible for CRHR as an individual property through survey evaluation).      |
| Paint Shed                  | 1938            | 6Z (Found ineligible for the NRHP, CRHR, or Local designation through survey evaluation). |
| Machine Shop Complex        | 1938, 1939-1947 | 3CS (Appears eligible for CRHR as an individual property through survey evaluation).      |
| Building No. 4              | Circa 1938-1947 | 6Z (Found ineligible for NRHP, CRHR or Local designation through survey evaluation).      |



Figure 1. Project Location Map



**Figure 2. Aerial Photograph of the Project Area**

The report found that two of the building groups, the Office and Workshop Complex and the Machine Shop Complex, are eligible for listing in the California Register of Historical Resources (CRHR) and may qualify for designation as City of Los Angeles Historic-Cultural Monuments (HCM). None of the buildings on the Al Larson Boat Shop property were found eligible for listing in the NRHP individually or as contributors to a historic district. None of the buildings on the property qualify for consideration as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). The remaining buildings and features were determined not to be significant because they were constructed fewer than 50 years ago, were moved to the property, or no longer retain integrity. These include the associated wood-deck piers, docks, and slipways (1924-1964, continuously altered); several ancillary shed buildings (post-1965); a floating dry-dock (1963); and a marina (1964, replaced 1983).

The report also noted that the Bethlehem Steel Administration Building (P-19-187658), located adjacent to the parking lot of the Al Larson Boat Shop, was previously found eligible for listing in the NRHP under Criterion A as a contributor to the Bethlehem Shipyard Historic District (Jones and Stokes 2000) but is not part of the subject project.

Subsequent to the preparation of the 2010 report (Carmack and Francisco 2010), the project was refined to include additional improvements. At that time, the building groups were assigned new alphanumeric identifiers to reflect which portions would be retained and demolished and to better reflect the number of buildings on the property (Table 2, Figure 3).

**Table 2. Buildings within Project Area**

| Building/Complex Name           | EIR Project Reference ID |
|---------------------------------|--------------------------|
| Office and Workshop Complex     | A-1, A-2 and A-3         |
| Paint Shed                      | B                        |
| Machine Shop Complex            | C-1 and C-2              |
| Building No. 4                  | D                        |
| Bethlehem Steel Admin. Building | I                        |



**Figure 3. Al Larson Boat Shop Buildings**

## PROJECT NEED AND OBJECTIVES

In June 2008, the Al Larson Boat Shop submitted an application to the Los Angeles Harbor District (LAHD) for a 30-year lease renewal and to modernize and upgrade their existing boat shop. Improvements are needed to improve the safety and efficiency of marine ship building, expand the maintenance and repair capabilities of the operation, modernize the site and comply with existing and future water quality regulations, including the Al Larson Boat Shop current National Pollutant Discharge Elimination System (NPDES) and Water Discharge Requirements (WDR) permits, and take advantage of the opportunity to remove contaminated soils for disposal offsite and contaminated bottom sediment for use in the Confined Disposal Facilities (CDF), which are engineered landfills designed to safely sequester contaminated sediment.

Because of the nature of ship repair and maintenance facilities and activities, there are a number of pathways by which pollutants and wastes from the Al Larson Boat Shop could be discharged to the harbor. Contaminants generated during the repair and maintenance operations may enter Harbor waters, degrading both water and sediment quality. Stormwater discharges associated with industrial activity at ship repair and maintenance sites constitute one potentially significant pathway by which pollutants and wastes could be discharged to the Harbor. The proposed project also represents the first major upgrade to the facility since 1923. The existing infrastructure at the Al Larson Boat Shop is aging and dilapidated, and the trend in growing vessel size and tonnage capacity cannot be accommodated safely and efficiently at the existing facility. The layout of the facility is not conducive to an efficient operation; with only four marine railways and one floating dry dock, the facility is limited in the number of vessels that can be dry docked for repair and maintenance at one time, with the maximum being five at one time. In order to increase its vessel capacity to 10, the boat shop proposes to install two boat hoists and create additional land area through dredging.

## PROJECT DESCRIPTION

The proposed project consists of the modernization and upgrading of the Al Larson Boat Shop. The proposed project would redevelop the existing site to modernize the facility, comply with the NPDES permit and WDR, and improve its ability to build and repair ships and vessels. Improvements would include replacing obsolete facilities with new facilities, improving site hydrology to address NPDES stormwater requirements, conducting maintenance dredging to ensure adequate vessel access to the site, and constructing two CDFs. To minimize operational impacts to the facility during construction, the proposed project would be constructed in three phases and includes the following general elements:

- Create additional land for the Al Larson Boat Shop operation by removal of existing wharfs and piling, construction of two CDFs, and removal of Buildings A-2 and A-3. Completion of these elements would increase the acreage of the leasehold's land portion to 4.11 acres of land (from the current 2.35 acres) and 3.16 acres of water (from the current 5.35 acres). While the new lease reduces the overall facility size from 7.7 acres to 7.3 acres, it adds an additional 1.7 acres of land area to the boat yard;
- Buildings/structures would be removed in order to modernize and reconfigure the facility to optimize and expand the existing boat shop operation at the present location, which would continue to meet a regional need for marine vessel repair;
- Re-contour the site and construct a storm water collection and treatment system;
- Remove three marine railways and construct pier structures for use by a 600-ton and 100-ton boat hoists and install the boat hoists;
- Remove sediments to restore design depth of 22 feet below Mean Lower Low Water (MLLW);

- Clean-up site legacy contaminants landside from beneath existing pavement and buildings;
- Dredge contaminated sediment from within Fish Harbor and safely sequester it within CDFs;
- Replace aging infrastructure including pavement, electrical utilities, utility protection, yard lighting, security lighting and construct new office space to support operations; and
- Enter into a 30-year lease renewal between Al Larson Boat Shop and LAHD.

Phase 1 consists of demolishing an existing timber wharf and demolishing two buildings, dredging approximately 3,000 cubic yards, installing a sheet pile wall for the CDF construction, constructing two new finger piers to support the boat hoist, construction of the new travel lift hoist, installing facilities including storm drains and an oil/water separator consistent with Standard Urban Stormwater Mitigation Plan (SUSMP) provisions, and grading, paving and lighting improvements within the Phase 1 footprint. Phase 2 consists of dredging approximately 16,000 cubic yards, constructing a second sheet pile wall for Phase 2 of the CDF construction, upgrading facility lighting, and grading and paving and lighting within the Phase 2 footprint. Phase 3 consists of demolishing three buildings, constructing new replacement building and grading and paving improvements within the Phase 3 footprint. The proposed project would take approximately 3 years to construct and would be operational until 2042, which is the duration of the proposed 30-year lease.

Implementation of the proposed project would require the demolition of several buildings within the project site, including portions of the Office and Workshop Complex (Buildings A-2 and A-3) and Machine Shop Complex (Building C-1), which are considered historical resources under CEQA. Demolition of these historical resources is necessary in order to achieve the modernization and expansion goals of the project. Building 2 must be removed to provide access for the travel-lift that will allow vessels to be removed for maintenance and repair. Buildings A-2 and A-3 need to be demolished in order to provide the additional working area of 7,821 square feet that will be used for boat maintenance. An additional 39,204 square feet of new land will be created from fill; resulting in a total increase of 47,025 square feet which will house up to 10 vessels. This represents an increase in number of vessels that can be simultaneously serviced over the present facility (Table 3).

**Table 3. Status of Buildings on Al Larson Boat Shop Property**

| Building/Complex Name         | Historical Resource Status | EIR Project Reference Numbers | Size (Square Feet) | Project Status      |
|-------------------------------|----------------------------|-------------------------------|--------------------|---------------------|
| Office and Workshop (Portion) | Significant                | A-1                           | 4,221              | To be retained      |
| Office and Workshop (Portion) | Significant                | A-2                           | 4,054              | Demolish in Phase 3 |
| Office and Workshop (Portion) | Significant                | A-3                           | 3,767              | Demolish in Phase 3 |
| Paint Shed                    | Not significant            | B                             | 12,226             | To be retained      |
| Machine Shop (Portion)        | Significant                | C-1                           | 2,677              | Demolish in Phase 1 |
| Machine Shop (Portion)        | Significant                | C-2                           | 8,190              | To be retained      |
| Building No. 4                | Not significant            | D                             | 3,440              | Demolish in Phase 1 |

| Building/Complex Name           | Historical Resource Status | EIR Project Reference Numbers | Size (Square Feet) | Project Status              |
|---------------------------------|----------------------------|-------------------------------|--------------------|-----------------------------|
| Bethlehem Steel Admin. Building | Significant                | I                             | 5,247              | Not part of current project |

**PROJECT ALTERNATIVES**

In accordance with CEQA, the Draft EIR considers an evaluation of the comparative effects of a range of feasible alternatives that would attain the basic project objectives and avoid or substantially lessen one or more significant effects. Preparation of the Draft EIR considers seven alternatives to the proposed project, including the following:

**Alternative 1- Reduced Project: Water Quality Improvements**

Under this alternative, ALBS would not implement any of the proposed improvements on the Project site. However, in order to comply with the Los Angeles RWQCB requirements and remain in operation, ALBS would implement measures on the site to redirect water away from Fish Harbor. ALBS would place dikes around existing buildings, dikes along the wharf edges, and/or change the slope of the site so stormwater runoff would drain away from Fish Harbor into an oil/water separator before discharge. Under this alternative, ALBS would remain in operation on the site under a new 30-year lease for the existing site. The new lease term would begin in 2012.

As compared to the proposed Project, this alternative would retain the existing development footprint on the site, as no buildings would be demolished/relocated and/or reconstructed on the Project site. The three marine railways would remain. Although not mandated by the Los Angeles RWQCB for removal, these three marine railways could affect the ALBS site’s ability to meet its long-term water quality goals. The land and water leasehold would remain the same, and no CDFs would be constructed. Site soils would not be disturbed and none of the existing soil contamination would be removed. Should the slope of the site be changed to alter drainage, this would involve adding new pavement on top of the existing pavement so as not to disturb the soils.

This alternative would reduce the amount of construction materials, construction vehicle emissions, and construction noise, and it would eliminate grading and earthwork and in-water construction activities. In addition, the impacts to the potentially historic resources on the site would not occur. This alternative would also shorten the construction time in comparison to the proposed Project. Minor changes to the existing operations would occur due to impediments from the dikes and berms.

**Alternative 2 – Reduced Project: Limited Demolition**

This alternative would be very similar to the proposed Project; however, not all of the three potentially historic buildings (A-2, A-3, or C-1) identified for demolition would be removed. Most of the other Project components would be constructed/implemented (i.e., drainage improvements, soil clean-up, dredging, 600- and 100-ton boat hoists, and CDFs). However, due to the retention of some of the potentially historic buildings, some of these components would not be implemented to their fullest extent. In particular, the clean-up of landside legacy contaminants would not fully occur, as some of the potentially historic buildings would remain (i.e., contaminated soils beneath the buildings and asbestos from the buildings themselves would remain). No new structures would be constructed on the site, since some of the potentially historic buildings would remain available for reuse. However, as many of the structures have asbestos, any physical disturbance (i.e., such as related to reuse) or demolition of buildings could require asbestos abatement.

Under this alternative, impacts on operations would differ with the choice of which buildings to retain. The retention of any of the historic buildings would not result in the ability of ALBS to modernize and expand the site to the extent planned under the proposed Project. In addition, the retention of Building C-1 would preclude the use of the 600-ton boat hoist from accessing the ALBS backland and land created by the construction of the Phase 2 CDF as there would not be enough space. Retention of Building A-2 or Building A-3 would reduce the pace for dry docking and render the Phase 2 CDF inaccessible to the larger boat hoist.

This alternative would reduce the amount of construction materials, resources, construction vehicle emissions and noise, earthwork and grading, and demolition work when compared to the proposed Project. However, under Alternative 2, the operational capacity of ALBS would be constrained by access issues posed by the remaining building. Operation would occur under a new 30-year lease for the new area. The new lease term would begin in 2012.

### **Alternative 3- Retention of Historic Buildings**

This alternative would contain most of the elements of the proposed Project; however, none of the potentially historic buildings (A-2, A-3, and C-1) would be demolished. No new structure would be constructed on the site, since the historic buildings would remain. As compared to the proposed Project, this alternative would reduce the development of the site by not demolishing/relocating any of the potentially historic buildings, which would preclude the use of the 600-ton hoist. Therefore, only the 100-ton hoist would be installed.

Because this alternative would retain the potentially historic structures, this alternative would reduce the amount of construction materials, resources, construction vehicle emissions and noise, earthwork and grading, and demolition work when compared to the proposed Project. The increase in land area as a result of the CDF units would allow for a minimal increase in ALBS operations, however, to a lesser degree than the proposed Project as retention of the potentially historic buildings would prevent the site from operating at maximum efficiency. Operation would occur under a new 30-year lease for the new area. The new lease term would begin in 2012.

### **Alternative 4- Relocation of Historic Buildings**

This alternative would be the same as the proposed Project; however, all of the potentially historic buildings would be moved to another location within the Port. The relocation site would be one of two redevelopment project sites within the Port: the San Pedro Waterfront project, or the Wilmington Waterfront project. Relocation to either of the redevelopment project sites would be consistent with the Port's "Procedures to Implement the Real Estate Leasing Policy," which incorporates long-range facility planning and objectives in the two redevelopment project areas.

All of the components of the proposed Project would be constructed under this alternative, as all of the potentially historic buildings slated for demolition would be removed from the site. Because the potentially historic structures would be removed, the site would be able to accommodate all of the components of the proposed Project. The amount of construction materials and the actual construction process would remain the same as the proposed Project. More construction related air emissions and noise emissions would occur under this alternative due to the relocation of one or more of the potentially historic structures. Impacts would occur beyond the boundaries of the existing Project site under this alternative. Operation would occur under a new 30-year lease. The new lease term would begin in 2012.

### **Alternative 5- Alternate Site**

This alternative would involve construction and operation of ALBS at a different location elsewhere within the Port under a new 30-year lease for the alternate site. LAHD has identified four possible alternate sites. Each alternate site is similar in size as the existing ALBS site. Two sites are located in Fish Harbor to the east of the Project site, one is to the west of Seaside Avenue with vessel access from the Main Channel (former Southwest Marine shipyard), and the fourth site is on the mainland, off the East Basin. ALBS would operate on one of the alternate sites at the same level and capacity as the proposed Project. Each alternate site has varying levels of development within its boundaries, which could impact potential ALBS operations at each of the four potential sites. Demolition of existing buildings would be required at each of the alternate sites. Three of the possible alternate sites currently contain historic resources that would be impacted by the relocation of ALBS facilities to one of these sites.

Under this alternative, ALBS would need to construct facilities on the alternate site. In order to operate at a different location at levels desired under the proposed Project, it is assumed that the boat shop would require the relocation or replacement of a majority of the existing equipment, including finger piers (for new boat hoists) and new marine railways. In order for this alternative to be considered in reducing impacts on historic resource, it is assumed that operation at alternate location also includes the relocation of all the potentially historic structures at the existing site (Buildings A-1, A-2, A-3, C-1 and C-2).

Under this alternative, ALBS would not renew its existing lease at the Project site and would be required to return the site to its pre-lease conditions, meaning all remaining structures would be demolished and legacy contaminants within the landside soils would have to be cleaned. Dredging and removal of legacy contaminants within the sediments under the water surface would occur at the existing site. No CDFs would be created and instead the dredge material would be hauled offsite to a licensed landfill. The two sites located in Fish Harbor would require dredging to accommodate deeper draft vessels. It is assumed that the dredge material would be hauled off-site and no CDFs would be created. It is assumed that no dredging would occur at the sites to the west of Seaside Avenue and off the East Basin.

Impacts would occur beyond the boundaries of the existing Project site under this alternative. Operation would occur at the alternate site under a new 30-year lease. The new lease term would begin in 2012.

### **Alternative 6- No Project**

This alternative considers what would reasonably be expected to occur on the Project site if no future discretionary actions were to occur. Under this alternative, no development would occur on the site and no other action would be taken by the tenant to bring the site into compliance with the applicable surface water quality standards.

Currently, ALBS has a revocable permit and month to month lease with the LAHD to operate on the site. ALBS is required to implement improvements to bring the site into compliance with the current NPDES permit, including the establishment of site-specific management processes for minimizing storm water runoff containing pollutants from being discharged into surface water and ensuring that the stormwater discharges from the facility would neither cause, nor contribute to, the exceedance of water quality standards and objectives, nor create conditions of nuisance in the receiving water. Without implementation of measures to ensure compliance with the NPDES permit, ALBS would be forced to cease operation.

Upon cessation of the existing operation on the site, ALBS would be required to clear the site, including contaminated soil and sediment, and return it to its original condition. This site would then be available for use consistent with its zoning: shipbuilding/ship repair facilities, light manufacturing and industrial activities, or ocean resource-oriented industries.

Dredging and removal of legacy contaminants within the sediments under the water surface would occur, however, no CDFs would be created. The dredge material would be hauled offsite to a licensed landfill.

### **Alternative 7- No Federal Action**

This alternative represents what would reasonably be expected to occur in the foreseeable future if the USACE Permit were not approved. Under the No Federal Action Alternative, there would be no dredging, no CDF construction (no removal of historical sediment and soil contamination), and no construction of the concrete piers for the 600- and 100-ton boat hoists. However, the landside construction could occur and a new lease would be issued to ALBS for the existing lease area. Operation would occur at the alternate site under a new 30-year lease for the existing site. The new lease term would begin in 2012.

## **REGULATORY SETTING**

### **CEQA**

The current study was completed to comply with the provisions of CEQA, including the CEQA Statutes (PRC Sections 21083.2 and 21084.1), the CEQA Guidelines (Title 14 CCR, Section 15064.5), and PRC 5024.1 (Title 14 CCR, Section 4850 et seq.). These statutes and regulations, as amended, are summarized in an annually updated handbook (Association of Environmental Professionals 2010).

Properties that can be expected to be directly or indirectly affected by a proposed project must be evaluated for CRHR eligibility (Public Resources Code (PRC) Section 5024.1). The purpose of the register is to maintain listings of the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from material impairment and substantial adverse change. The term *historical resources* includes a resource listed in, or determined to be eligible for listing in, the CRHR, a resource included in a local register of historical resources, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant (CCR Section 15064.5(a)). The criteria for listing properties in the CRHR were expressly developed in accordance with previously established criteria developed for listing in the National Register of Historic Places. The California Office of Historic Preservation (OHP) regards "any physical evidence of human activities over 45 years old" as meriting recordation and evaluation (OHP 1995:2).

According to PRC Section 5024.1(c)(1-4), a resource may be considered *historically significant* if it retains integrity and meets at least one of the following criteria. A property may be listed in the CRHR if the resource:

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

Under CEQA, if an archeological site is not a historical resource but meets the definition of a *unique archeological resource* as defined in PRC Section 21083.2, then it should be treated in accordance with the provisions of that section. A unique archaeological resource is defined as follows:

An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Resources that neither meet any of these criteria for listing in the CRHR nor qualify as a “unique archaeological resource” under CEQA PRC Section 21083.2 are viewed as not significant. Under CEQA, “A nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects” (PRC Section 21083.2[h]).

Impacts that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. Impacts to historical resources from the proposed project are thus considered significant if the project physically destroys or damages all or part of a resource, changes the character of the use of the resource or physical feature within the setting of the resource which contribute to its significance or introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource.

### **SUBSTANTIAL ADVERSE CHANGE**

CEQA Guidelines state that a project may have a significant effect on the environment if it can be expected to “cause a substantial adverse change in the significance of an historical resource” (CEQA Guidelines, Section 15064.5 (b)). Such changes include “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines, Section 15064.5 (b)(1)). Material impairment is defined as demolition or alteration “in an adverse manner those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register...” (CEQA Guidelines, Section 15064.5(b)(2)(A)).

If a project is expected to result in an impact as described above, CEQA Guidelines require analysis of a range of reasonable alternatives to the project, or to the location of the project, that would feasibly attain basic objectives of the project and avoid or substantially lessen the significant effects of the project. The range of alternatives required in an EIR is governed by a rule of reason, which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Under CEQA, it is necessary to evaluate proposed projects for the potential to cause significant effects on historical resources. CEQA equates a *substantial adverse change* in the significance of an historical resource with a significant effect on the environment (PRC Section 21084.1). If a proposed project could be expected to cause substantial adverse change in an historical resource, environmental clearance for the project would require mitigation measures to reduce impacts. Thresholds of substantial adverse change are established in PRC Section 5020.1 as demolition, destruction, relocation, or alteration activities that would impair the significance of the historic resource [emphasis added].

### **COMPLIANCE WITH THE STANDARDS**

According to CEQA, impacts to an historical resource are considered to be mitigated below a level of significance when the project conforms to the *Secretary of the Interior’s Standards for the Treatment of*

*Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (the Standards) (Weeks and Grimmer 1995). The goal of the Standards is to preserve the historic materials and distinctive character of an historical resource. Character-defining features are the tangible, visual elements of a building—including its setting, shape, materials, construction, interior spaces, and details—that collectively create its historic identity and convey its historic significance.

The Standards and associated Guidelines make broad-brush recommendations for maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. They cannot, in and of themselves, be used to make essential decisions about which features of a historic property should be saved and which might be changed. But once an appropriate treatment is selected, the Standards provide philosophical consistency to the work. There are Standards for four distinct, but interrelated, approaches to the treatment of historic properties: preservation, rehabilitation, restoration, and reconstruction.

## **CITY OF LOS ANGELES**

### **Los Angeles Historic-Cultural Monuments**

Local landmarks in the City of Los Angeles are known as Historic-Cultural Monuments (HCMs) and are under the aegis of the Planning Department, Office of Historic Resources (OHR). They are defined in the Cultural Heritage Ordinance as:

Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7 Added by Ordinance No. 178,402, Effective 4-2-07).

### **Historic Preservation Overlay Zones**

As described by the City of Los Angeles OHR, the HPOZ Ordinance was adopted in 1979 and amended in 2004:

to identify and protect neighborhoods with distinct architectural and cultural resources, the City ... developed an expansive program of Historic Preservation Overlay Zones ... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts.

Regarding HPOZ eligibility, City of Los Angeles Ordinance Number 175891 states:

Features designated as contributing shall meet one or more of the following criteria:

(1) adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or

- (2) owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- (3) retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City (Los Angeles Municipal Code, Section 12.20.3).

Regarding affects on federal and locally significant properties, Los Angeles Municipal Code declares the following:

The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure (Section 91.106.4.5, Permits for Historical and Cultural Buildings).

## **CONSIDERATION OF PROJECT ALTERNATIVES**

Pursuant to the recommendations of Section 15126.6 of CEQA which requires evaluation of a range of feasible alternatives to the proposed project, the project Draft EIR presents a list of alternatives that have the potential to attain most of the basic objectives of the proposed project but would avoid or substantially lessen significant effects. According to CEQA Guidelines, *feasible* means capable of being accomplished in a successful manner, within a reasonable period of time, taking into account environmental, technological, social, economic and legal factors.

The Draft EIR considers seven alternatives to the proposed project (Table 4). These alternatives will be further analyzed in the EIR for their capabilities of accomplishing most of the basic objectives of the project and of avoiding or substantially reducing any potential significant project impacts.

SWCA reviewed the seven alternatives for their potential to avoid or substantially reduce significant impacts to historical resources. Alternatives 1–4 include a component designed to avoid or reduce impacts to historical resources.

**Table 4. Project Alternative Analysis**

| Project Alternative   | Does Alternative Avoid or Substantially Lessen Impacts to Historical Resources? | Key Project Objectives   |   |  |  |   |   |  |
|---|---|--|---|--|--|---|---|--|
|   |   | Place ALBS in compliance with its WDR and NPDES requirements by re-contouring the site, removing three existing marine railways and constructing a stormwater collection and treatment system. | Demolish existing wharfs, piers and buildings/structures to allow for the subsequent creation and use of two CDF cells, which will sequester contaminated sediment and expand use of the boat shop. | Dredge sediment to accommodate deeper draft vessels, remove contaminated sediment to improve water quality, and promote regional sediment management objectives by beneficially reusing dredged material to create two CDFs. | Remove buildings/structures in order to modernize and reconfigure the facility, to optimize and expand the existing boat shop operation at the present location and continue to meet a regional need for marine vessel repair. | Replace aging infrastructure and construct a new building to support improved operations. | Clean-up site legacy contaminants from the historical use of the site as a boat shop, including contaminants located beneath existing pavement and buildings. | Enter a 30-year lease renewal between ALBS and LAHD changing the facility's leasehold from 7.7 acres (2.35 acres of land and 5.35 acres of water) to 7.3 acres (4.1 acres of land and 3.2 acres of water). |
| Proposed Project  | NO  | YES  | YES   | YES  | YES  | YES   | YES   | YES  |
| Alternative 1 - Reduced Project: Water Quality Improvements | YES   | Partial  | NO  | NO   | NO   | NO  | NO  | NO   |
| Alternative 2 - Reduced Project: Limited Demolition         | Partial   | YES  | YES   | YES  | Partial  | NO  | Partial   | Partial  |
| Alternative 3 - Retention of Historic Buildings             | YES   | YES  | YES   | YES  | Partial  | NO  | NO  | YES  |
| Alternative 4 - Relocation of Historic Buildings            | NO  | YES  | YES   | YES  | YES  | YES   | YES   | YES  |
| Alternative 5 - Alternate Site                              | NO  | YES  | NO  | NO   | NO   | YES   | YES   | Partial  |
| Alternative 6 – No Project                                  | NO  | NO   | NO  | NO   | NO   | NO  | YES   | NO   |
| Alternative 7 - No Federal Action                           | NO  | Partial  | NO  | NO   | NO   | NO  | NO  | NO   |

\* WDRs are part of NPDES permit

### **Alternative 1- Reduced Project: Water Quality Improvements:**

Alternative 1 would retain the existing buildings on the site and would include very few site improvements. Although implementation of this alternative would avoid impacts to historical resources, only one of the seven project objectives would be partially met. The Al Larson Boat Shop would not be modernized or expanded and contaminated soils on-site and contaminated soils within Fish Harbor would not be removed. This alternative does not meet the project key objectives.

### **Alternative 2- Reduced Project: Limited Demolition:**

Alternative 2 would include the demolition of some of the historic buildings on the site. The remaining historic buildings would be retained in place and adaptively reused as part of the project. Although implementation of this alternative would lessen impacts to some historical resources, the project would still result in substantial adverse impacts to a historical resource. In addition, only three of the seven project objectives would be met, while three others would be partially met. With retention of Building C-1 the 600-ton boat hoist would not be installed and the 100-ton boat hoist could not maneuver into the backland of Al Larson limiting the use of the CDF and space provided by the demolition of Buildings A-2 and A-3. Retention of either Building A-2 or A-3 precludes the use of the CDFs or space occupied by A-2 and A-3 again limiting the operation of the facility. The Al Larson Boat Shop would not achieve its maximum expansion and modernization goals; therefore this alternative is not considered ideal.

### **Alternative 3- Retention of Historic Buildings:**

Under Alternative 3, all historic buildings would remain at their present location on the site; thus avoiding significant impacts to historical resources. The alternative would meet WDR and NPDES requirements and clean up site soil contaminants. However, the boat shop facility would not achieve the modernization and expansion to the extent planned. Retention of Building C1 would reduce the space available for the boat hoist from approximately 115 feet to 72 feet. The 600-ton boat hoist has a turning radius of 93 feet for the outside wheel and 33 feet for the inside wheel. The narrowing of the passageway into the backlands of the facility will place the travel lift closer to the northern fence and limit the size of vessels ALBS could move into other portions of the yard to approximately 100 feet. The 600-ton boat hoist has an effective width (travel lift width plus clearance) of 59 feet. Retention of Building A-2 and A-3 will result in a 52 foot corridor between Building A-2 and marine railway 4 rendering the CDF inaccessible to the larger travel lift. Overall, implementation of this alternative would only fully meet three of the seven basic objectives of the project. This alternative would partially meet one additional objective.

### **Alternative 4- Relocation of Historic Buildings:**

Under Alternative 4, the three historic buildings to be demolished would be relocated to another site within the Port. Relocation would likely occur within one of two areas scheduled for redevelopment: the San Pedro Waterfront or the Wilmington Waterfront. Implementation of this alternative would achieve all seven of the project objectives and could potentially reduce significant impacts to historical resources.

As part of the feasibility consideration for this alternative, a structural assessment was conducted by Juan Mendoza of Halcrow, Inc. to ascertain whether the Workshop and Office and the Machine Shop complexes could be relocated to another site (Mendoza 2011). The structural assessment also included a preliminary cost analysis to relocate the historic buildings.

The structural assessment found that although both buildings appear to be in fair condition, the nature of size and unique construction would likely require that the buildings be dismantled in pieces and reassembled at the new location. Specifically, the structural assessment recommended the following actions as part of the relocation (Mendoza 2011:1):

- Disconnection and removal of equipment and items within buildings.
- Erection of temporary bracing to allow for building disassembly without danger of collapse.
- Roof panels cut into large sections for ease of transportation.
- Dismantling of mezzanine floor and frame systems.
- Removal of building siding.
- Dismantling of post and beam frame.

Upon arrival at the new location, the buildings would be reassembled and structurally improved to meet current building standards. Damage incurred during disassembly and transportation would be repaired. Reinforced concrete foundations, reinforced concrete slab on grade and site development documents would be prepared for the new location. According to the structural assessment, relocation of the buildings would significantly exceed new construction costs; resulting in an estimated relocation cost of \$3.5 million to \$12 million.

Also in support of the consideration for this alternative, the POLA EMD identified two potential sites where the historic buildings could be relocated. Both of these sites are within the existing Port redevelopment areas and include waterfront access, and are improved with industrial-type buildings and structures.

SWCA considered the feasibility of relocating one or both of the historic building complexes as proposed under this alternative and identified several issues:

**Moving of Historic Buildings:** Although it is best to retain a historic building in its original location, relocation is the preferred alternative to demolition. There are two general methods for relocating a building: disassembling and then reassembling it at the new destination, or transporting it whole. It is preferred to move a historic building as a single unit in order to prevent the unnecessary loss of a building's historic fabric. Partial or complete disassembly is only acceptable when absolutely necessary. As reported in the structural assessment, these buildings are far too large and complex to lift whole and relocate; therefore disassembly is the only way to feasibly relocate the buildings. Given each building complexes' unique construction, a detailed historic structures report would need to be completed prior to relocation. This document would provide a comprehensive analysis each building's condition and identify areas requiring repair. In order to preserve the historic character of each building, disassembly would require a meticulous inventory of each structural component to insure that each building is properly reassembled. In order to reduce significant impacts associated with relocation, all work should be completed in compliance with the Standards for Rehabilitation. Each building would need to be dismantled, documented, labeled and packaged under the supervision of a qualified architectural historian and/or historic architect. Given size and intricate detail of these buildings (vast window and door openings, exposed wood trusses and frames) this type of relocation would likely have a detrimental effect on the historic fabric of the building. Cutting the buildings' into sections and reassembling the pieces, installing new foundations, structurally strengthening each building to be code complaint and making necessary repairs due to age and settling would likely harm or destroy the essential character-defining features of the buildings. In this case, relocation would not lessen significant impacts to historical resources.

**New Site Location:** Relocation of a historic building also involves the consideration of a new appropriate site. Because the location of a historic resource is an important aspect of a building's integrity, it is critical to look for a new site that will reflect the setting and character of the building's original parcel. The new

location must be compatible with the site and building, as well as the surrounding vicinity. Because the industrial function of the Al Larson Boat Shop buildings and their historical and current use in the repair of marine vessels, location is an essential component of their historic significance. A suitable relocation site must include access to the harbor and have a compatible setting, with surrounding industrial buildings of a similar size and scale. Other considerations include the position of the historic buildings on the new site; orientation to the street, building setbacks and lot size should be similar to the original location and consistent with the new location.

Two potential relocation sites were proposed under this alternative; the San Pedro Waterfront Redevelopment and the Wilmington Waterfront Redevelopment. Both proposed relocation sites are within the vicinity of the historic buildings' current location, include access to the harbor and currently retain buildings of a similar size and scale. Although these sites are of a similar setting, both areas are currently undergoing significant redevelopment plans, which will change their current industrial character. The relocation of the historic buildings to either location would reduce integrity of location of the resources, and possibly integrity of feeling, setting and association. A considerable reduction of integrity could lessen the significance of the buildings and make them no longer eligible for the CRHR.

Additionally, these sites are currently developed with buildings that are likely older than 50 years of age; they may be historically significant. Displacement of one historical resource to relocate another would negate the proposed alternative's intent to lessen impacts, and would actually result in an increase of significant impacts to historical resources.

**Costs:** A review of the structural assessment for the buildings found that while technically possible, relocation would not be economically feasible. Building relocation would likely cost anywhere from \$3.5 million to \$12 million. Supplemental costs that may increase this estimate could include asbestos/lead-based paint decontamination, interior building finish elements, building renovation/restoration, and additional environmental documentation. The estimated cost of the project, not including relocation, is \$13 and \$16 million. When added to construction costs, relocation would represent at a minimum 18% of project costs and a maximum of 48% of project costs.

**Schedule:** Building disassembly, cataloguing, relocation and reassembly would also likely extend the project schedule, potentially resulting in construction delays and lost revenues for the current tenants.

In summary, this alternative is not considered ideal. Due to the complex structure and size of both historic buildings, disassembly and relocation would not be practicable or economically feasible. Although relocation of one or both historic buildings may lessen significant impacts to historical resources, in this case relocation may not achieve such an objective, as the relocation may substantially damage the buildings. Relocation of the historic buildings to a location that is not compatible, or that contains existing historical resources may result in greater impacts to historical resources than the current project.

Implementation of this alternative would likely result in a substantial adverse impact to historical resources under CEQA. In addition this alternative would result in an increase of overall project impacts related to increased construction at an additional project site.

### **Alternative 5- Alternate Site:**

Under Alternative 5, the Al Larson Boat Shop operation would be relocated to a new site within the port. Implementation of this alternative would achieve three of the seven project objectives (and partially meet one additional objective), but would not significantly reduce impacts to historical resources. This alternative would require demolition and improvements to one of the proposed relocation sites, and may include relocation or demolition of the extant historical resources.

Similar to Alternative 4, this alternative would not be considered ideal. The relocation of one or both historic buildings would not reduce significant impacts entirely, and there would remain a substantial adverse change to historical resources under CEQA. In addition, implementation of this alternative would result in an increase of overall project impacts related to increased construction at two project sites, and potentially associated with the relocation of historical resources. For these reasons, this alternative is not ideal from a preservation standpoint.

### **Alternative 6- No Project:**

Under Alternative 6, the No Project Alternative, none of the proposed improvements would be made. As a result of implementation, the Al Larson Boat Shop would cease operations and in accordance with POLA requirements, the site would return to its pre-lease conditions. The historic buildings would be demolished. This alternative is not ideal, as it would not avoid or reduce significant impacts to historical resources and only one of the project objectives would be met.

### **Alternative 7- No Federal Action:**

Under Alternative 7, only minor improvements would be made to the project site. This alternative is not ideal, as only one of the seven project objectives would partially be met. The Al Larson Boat Shop would not be modernized or expanded and contaminated soils on-site and within the harbor would not be removed. The historic buildings would be demolished under this alternative, in order to implement landside improvements designed to achieve NPDES compliance. The project would still result in a substantial adverse change to historical resources.

## **PROJECT IMPACTS AND MITIGATION MEASURES**

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Section 21084.1). The 2010 SWCA report found that Office and Workshop Complex (Buildings A-1, A-2 and A-3) and the Machine Shop Complex (Buildings C-1 and C-2) are eligible for listing in the CRHR and considered historical resources under CEQA. As currently proposed, the project would result in the demolition of Buildings A-2, A-3 and C-1. Demolition of these resources would constitute a significant direct impact to cultural resources related to a substantial adverse change in the significance of historical resources. The remaining portions of both historic building complexes (Buildings A-1 and C-2) will also be significantly impacted, as their partial demolition will destroy the integrity of each historical resource.

Although not capable of reducing impacts to below the level of significance, two mitigation measures have been identified that would reduce project impacts on historical resources to the maximum extent practicable. The following mitigation measures are proposed to address these impacts.

### **CR MM-1**

Impacts resulting from the demolition of Buildings A-2, A-3 and C-1 shall be minimized through archival documentation of both building complexes in as-built and as-found condition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed in the form of a Historic American Building Survey (HABS) Level II documentation that shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation (NPS 1990). The documentation shall include large-format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The original archival-quality documentation shall be offered as donated material to POLA archives where it will be available for current and future generations. Archival copies of the documentation also would be

submitted to the Los Angeles Maritime Museum, and the downtown branch of the Los Angeles Public Library and the LAHD archives where it would be available to local researchers. Completion of this mitigation measure shall be monitored and enforced by POLA EMD.

### **CR MM-2**

Impacts related to the loss of Buildings A-2, A-3 and C-1 and shall be reduced through the development of a retrospective website detailing the history of the project site, its significance, and its important details and features. The information can be incorporated into an existing website, or a new website may be created. The website shall include images and details from the HABS documentation and any collected research pertaining to the historic district. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (NPS 1983). The display shall be completed within two years of the date of completion of the proposed project. Completion of this mitigation measure shall be monitored and enforced by POLA EMD.

### **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Implementation of mitigation measures CR MM-1 and CR MM-2 would reduce significant direct and cumulative impacts to historical resources scheduled for demolition to the maximum extent feasible. However, the demolition of these historical resources would still remain a significant adverse impact.

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**Structural Assessment of Al Larson Boat Shop –  
Warehouse Building Memorandum**

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## Memo

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**To** Jack Wall  
**From** Juan Mendoza, P.E.

**Ref** DRALB2  
**Date** March 30, 2011

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**Copy** Stacey Jones

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### Structural Assessment of Al Larson Boat Shop – Warehouse Building

On March 16, 2011 Halcrow performed a site review of the existing building noted above to ascertain whether the structure could be relocated to another site based on its in-situ condition. The structure is purported to be historic in nature. The following assessment was summarized by Frank Martinovic, PE, of Halcrow's property division.

The building consisting of Building 5 and 6 of the attached drawing is composed of two side by side warehouse facilities that are roughly 36 feet x 60 feet with roughly 7,800+ square feet of ground area. The two buildings appear free standing though some of the construction is overlapped. The building is constructed using a timber post and beam frame that appears to be 70+ years old. The frame appears sound and in relatively good shape.

Relocation of the structure appears feasible though is likely to be very expensive. It's unlikely that the building could be moved as one-piece or in sections given the frame system. Should the building be required to be relocated we would recommend that the building be partially disassembled and transported to the new site on trucks as follows:

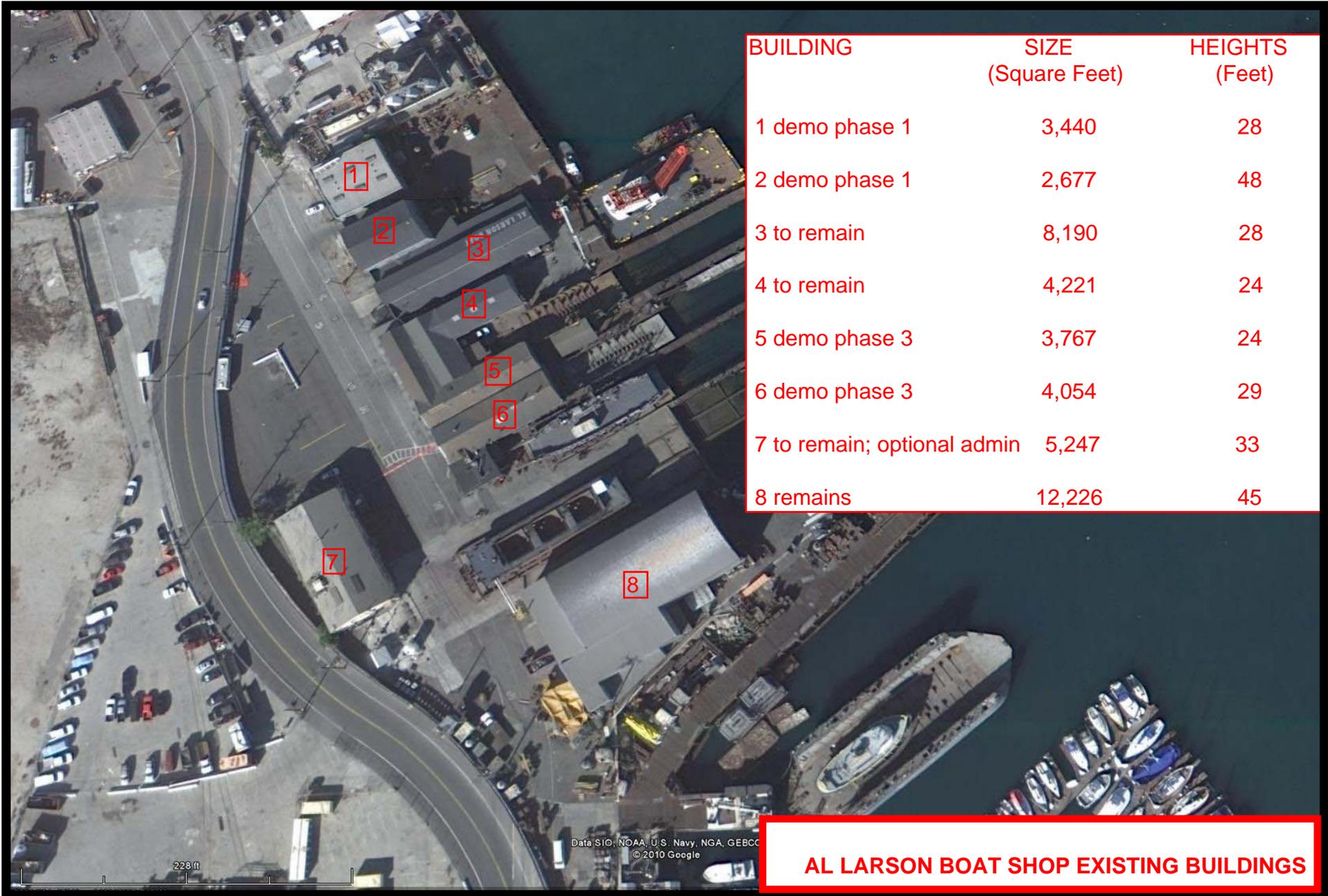
1. Disconnect and move all items contained in the buildings prior to building disassembly.
2. Erect temporary bracing to allow the building disassembly without danger of collapse.
3. Cut roof panels in sections as large as possible that would permit transportation by a truck.
4. Dismantle the mezzanine floor and frame systems.
5. Remove the existing building cladding/siding.
6. Dismantle the post and beam frame.

I would anticipate that the existing post and beam connections may require improvement to ensure they meet the current building standards, as well as damage that occurred during disassembly. It's also likely that the existing building lateral system would require an update and/or reconfiguration depending on the new site location and extent of damage caused during the disassembly.

The new site would require reinforced concrete foundations, reinforced concrete slab on grade and site development documents similar to a new building (geotechnical report, design documents, permitting documents, building site permitting documents) as well as structural drawings.

In our opinion the cost of moving this building would be significant and would exceed by a large order of magnitude new construction costs given the extent of disassembly necessary. This assessment is also similar to the historical warehouse Building 2 at the north end of the property.

Based on this input the total cost estimate for disassembly and re-assembly at another site Buildings 2, 5 and 6 can range anywhere from \$3.5 million to \$12 million. This includes the items mentioned above plus contingencies for replacing damaged structural members and unknowns typically encountered while working with older existing facilities.



| BUILDING                    | SIZE<br>(Square Feet) | HEIGHTS<br>(Feet) |
|-----------------------------|-----------------------|-------------------|
| 1 demo phase 1              | 3,440                 | 28                |
| 2 demo phase 1              | 2,677                 | 48                |
| 3 to remain                 | 8,190                 | 28                |
| 4 to remain                 | 4,221                 | 24                |
| 5 demo phase 3              | 3,767                 | 24                |
| 6 demo phase 3              | 4,054                 | 29                |
| 7 to remain; optional admin | 5,247                 | 33                |
| 8 remains                   | 12,226                | 45                |

**AL LARSON BOAT SHOP EXISTING BUILDINGS**

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