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## HISTORICAL BUILT ENVIRONMENT REPORT (ARCHITECTURAL RESOURCES)



# **San Pedro Waterfront Redevelopment Project**

## **Cultural Resources Technical Report** **Historical Built Environment (Architectural Resources)**



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## ACRONYMS AND ABBREVIATIONS

|         |  |
|---------|--|
| APE     | Area of potential effects                                  |
| CEQA    | California Environmental Quality Act                       |
| CFR     | Code of Federal Regulations                                |
| CRE     | Cultural Resources Evaluation                              |
| CRHR    | California Register of Historical Resources                |
| DPR     | Department of Parks and Recreation                         |
| EIS/EIR | Environmental impact statement/environmental impact report |
| FR      | Federal Register   |
| HPOZs   | Historic Preservation Overlay Zones                        |
| LAHD    | Los Angeles Harbor Department                              |
| NEPA    | National Environmental Policy Act                          |
| NHPA    | National Historic Preservation Act                         |
| NOI/NOP | Notice of intent/notice of preparation                     |
| NRHP    | National Register of Historic Places                       |
| Port    | Port of Los Angeles  |
| PRC     | Public Resources Code                                      |
| S.P.    | Southern Pacific   |

SHPO  
USACE  
USC

State Historic Preservation Officer  
U.S. Army Corps of Engineers  
United States Code





# **San Pedro Waterfront Redevelopment Project Cultural Resources Technical Report**

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## **INTRODUCTION**

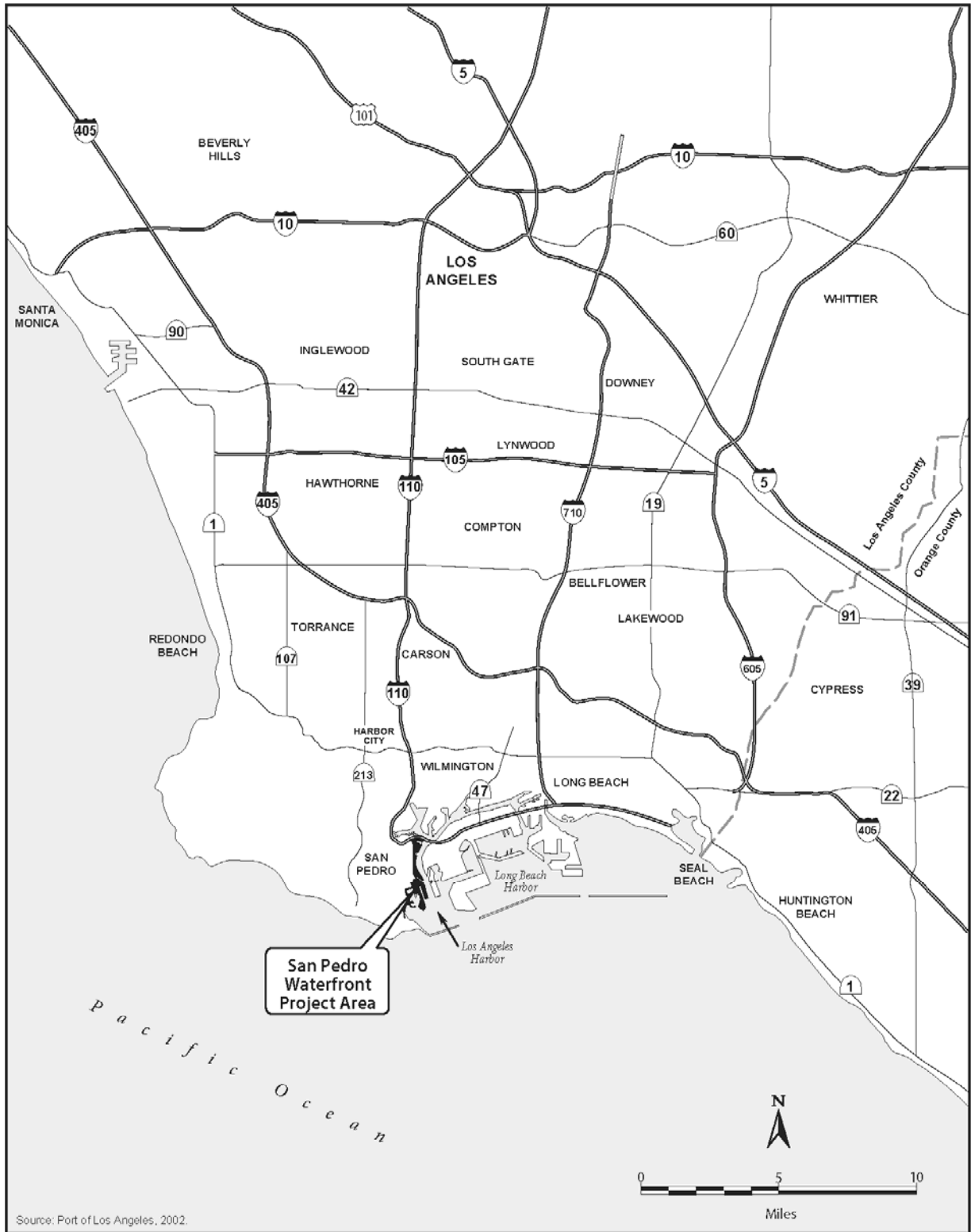
The Los Angeles Harbor Department (LAHD), in cooperation with the U.S. Army Corps of Engineers (USACE), is proposing the San Pedro Waterfront Redevelopment Project, the redevelopment of approximately 422 acres designed to expand and improve public recreational use as well as commercial use of the waterfront area in the San Pedro community of the City of Los Angeles. LAHD is the lead agency for compliance with the California Environmental Quality Act (CEQA), and USACE is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended (hereafter, Section 106). An environmental impact statement/environmental impact report (EIS/EIR) is being prepared in cooperation with USACE; the notice of intent/notice of preparation (NOI/NOP) for the undertaking has been completed.

This Cultural Resources Evaluation (CRE) is being prepared in accordance with Section 106 guidelines (36 Code of Federal Regulations [CFR] Part 800) and the provisions of CEQA to identify properties that may be eligible for inclusion in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). It identifies only aboveground architectural and historical resources. Archaeological resources and traditional religious and cultural resources to which Native American tribes may attach religious and cultural significance will be identified in a CRE under separate cover. This CRE will also serve as a technical document to support the EIS/EIR and meet the requirements of NEPA for the proposed San Pedro Waterfront Redevelopment Project.

## **PROJECT OVERVIEW AND LOCATION**

LAHD operates the Port of Los Angeles (Port) under the legal mandates of the Port of Los Angeles Tidelands Trust (Los Angeles City Charter, Article VI, Section 601; California Tidelands Trust Act of 1911) and the California Coastal Act (Public Resources Code [PRC] Division 20, Section 30700 et seq.), which identify the Port and its facilities as primary economic/coastal resources of the state and essential elements of the national maritime industry for the promotion of commerce, navigation, fisheries, and harbor operations. Activities should be water-dependent and give highest priority to navigation, shipping, and necessary support and access facilities to accommodate the demands of foreign and domestic waterborne commerce. LAHD is chartered to develop and operate the Port to benefit maritime uses and functions as a landlord by leasing Port properties to more than 300 tenants.

The locations of resources for both the Section 106 undertaking and the CEQA study area are shown in Figures 1 and 2. For the Section 106 undertaking, most of the improvements would occur on approximately 400 acres of land currently operated by LAHD. This undertaking would be located, generally, along the west side of the harbor's main channel, from the Vincent Thomas Bridge to Cabrillo Beach.

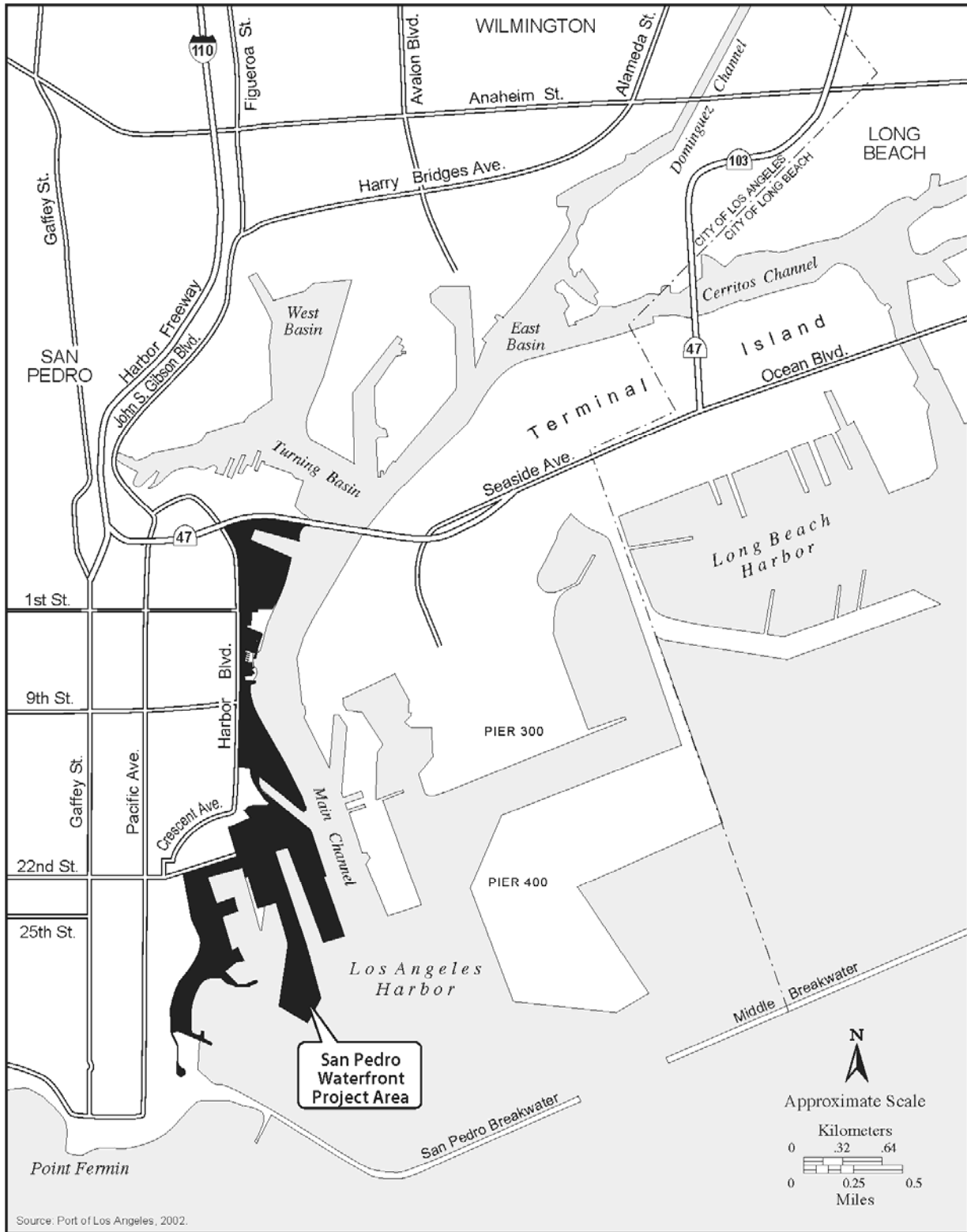


01074-07(1-30-08)

Source: Port of Los Angeles, 2002.



**Figure 1**  
**San Pedro Waterfront—Regional Location**



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**Figure 2**  
**San Pedro Waterfront—Project Vicinity**

## PROJECT DESCRIPTION

The undertaking would consist of the following elements:

- new public open spaces such as promenade areas, plazas, parks, and landscape and hardscape areas, including a continuous waterfront promenade that would extend throughout the project area;
- upgrades to and expansion of the retail and commercial uses in Ports O'Call to 375,000 square feet;
- upgrades to public amenities such as the *Ralph J. Scott* historic fireboat display, *S.S. Lane Victory*, and John S. Gibson Park;
- development of a Red Car maintenance facility at the existing bluff rail yard south of 7<sup>th</sup> Street;
- relocation of the Catalina Express Terminal and Island Express helicopters from Berth 96 to the existing location of the *S.S. Lane Victory* at Berth 95;
- three new harbor basins (North, Downtown, and 7<sup>th</sup> Street);
- a 200,000-square-foot Outer Harbor Cruise Terminal with two new berths located in the Outer Harbor at Berths 45–50;
- improved transportation infrastructure through enhanced intersection improvements at Sampson Way and 7<sup>th</sup> Street, expansion of Sampson Way to two lanes in each direction, and improvements to the landscape and hardscape on the west side and in the median of Harbor Boulevard starting at the intersection with Swinford south to 22<sup>nd</sup> Street;
- extension of the Red Car within the median of Harbor Boulevard and Sampson Way to Cabrillo Beach, Outer Harbor, and City Dock No. 1 (adjacent to Warehouse No. 1);
- surface and structured parking to accommodate project development within the project area; and
- construction of a new fueling facility at Berth 240.

## IDENTIFICATION EFFORT

### Area of Potential Effects

USACE is the federal agency responsible for identifying buildings, structures, sites, objects, and districts that are listed in or eligible for listing in the NRHP. USACE's geographic jurisdiction is limited to the aquatic environment shoreward to the high-tide line or the landward extent of any adjacent wetlands, but USACE is considering effects in adjacent upland areas used

to complete in-water activities and the site of the Outer Harbor cruise ship terminal, which would not be constructed without USACE authorization. Visual effects associated with activities in these areas on proximate historical resources are also considered. In accordance with 36 CFR Section 800.4(a)(1), on December 12, 2007, USACE preliminarily determined and documented an area of potential effects (APE) on vicinity maps (Figure 1 and 2.). The term *area of potential effects* is specifically drawn from the Advisory Council on Historic Preservation's federal regulations implementing Section 106 and is defined as follows:

*Area of potential effects* means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by an undertaking.

ICF Jones & Stokes has analyzed the project area subject to federal jurisdiction. Much of the built environment within the project area has been previously evaluated, and ICF Jones & Stokes has summarized the significance of those properties. Properties constructed before 1960 were evaluated under NRHP criteria. The APE map is included in this document as Figure 3.

## **Historical Architectural Resources**

### **Records Search**

Existing information on historic properties and potentially historic properties within the APE was reviewed by undertaking a records search to determine the proximity of previously documented historic and architectural resources to the project and to help establish a context for resource significance. National, state and local inventories of architectural/historic resources were examined in order to identify significant local historical events and personages, development patterns, and unique interpretations of architectural styles.

Historic research was conducted in the records of the Los Angeles Harbor Department; Archives of the Los Angeles Public Library including the on-line Historical *Los Angeles Times*; the California Room collection; and the University of Southern California Special Collections division.



Archival research consisted of a review of published literature on San Pedro available at the San Pedro Bay Historical Society, previous cultural resources studies, regional prehistoric and ethnographic materials on file at ICF Jones & Stokes, and:

- Sanborn fire insurance maps (1888, 1891, 1902, 1908, 1921, 1950);
- historic topographic maps (1896, 1925, 1944, 1951, 1964);
- U.S. Coast Survey Map of the California Coast (1859); and
- LAHD annual reports (1920, 1925, 1926, 1927) and maps (1927, 1939, 1947).

Field reconnaissance surveys of all the buildings in the study area were conducted by historians and architectural historians who meet the U.S. Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9) in their relevant disciplines on the following dates: October 7, 2005, October 28, 2005, November 7, 2005 and November 20, 2007.

The 50-year age criterion for the San Pedro Waterfront Redevelopment Project has been set at 1965, which is 50 years before 2015, the year that major construction effects are anticipated to be complete (see Figure 4, Historical Resources Map).

## **CONSULTING AND INTERESTED PARTIES**

*Federal Criteria—In accordance with 36 CFR Section 800.4, the federal lead agency is required to seek and review information on historic properties in the APE, identify those that are listed in or meet the criteria for listing in the NRHP, and request concurrence with the identification of historic properties from the State Historic Preservation Officer (SHPO).*

*State Criteria—Historical Resources per Section 15064.5(a) of the CEQA Guidelines Criteria; Historical Resources per Section 15064.5(a) of the CEQA Guidelines.*

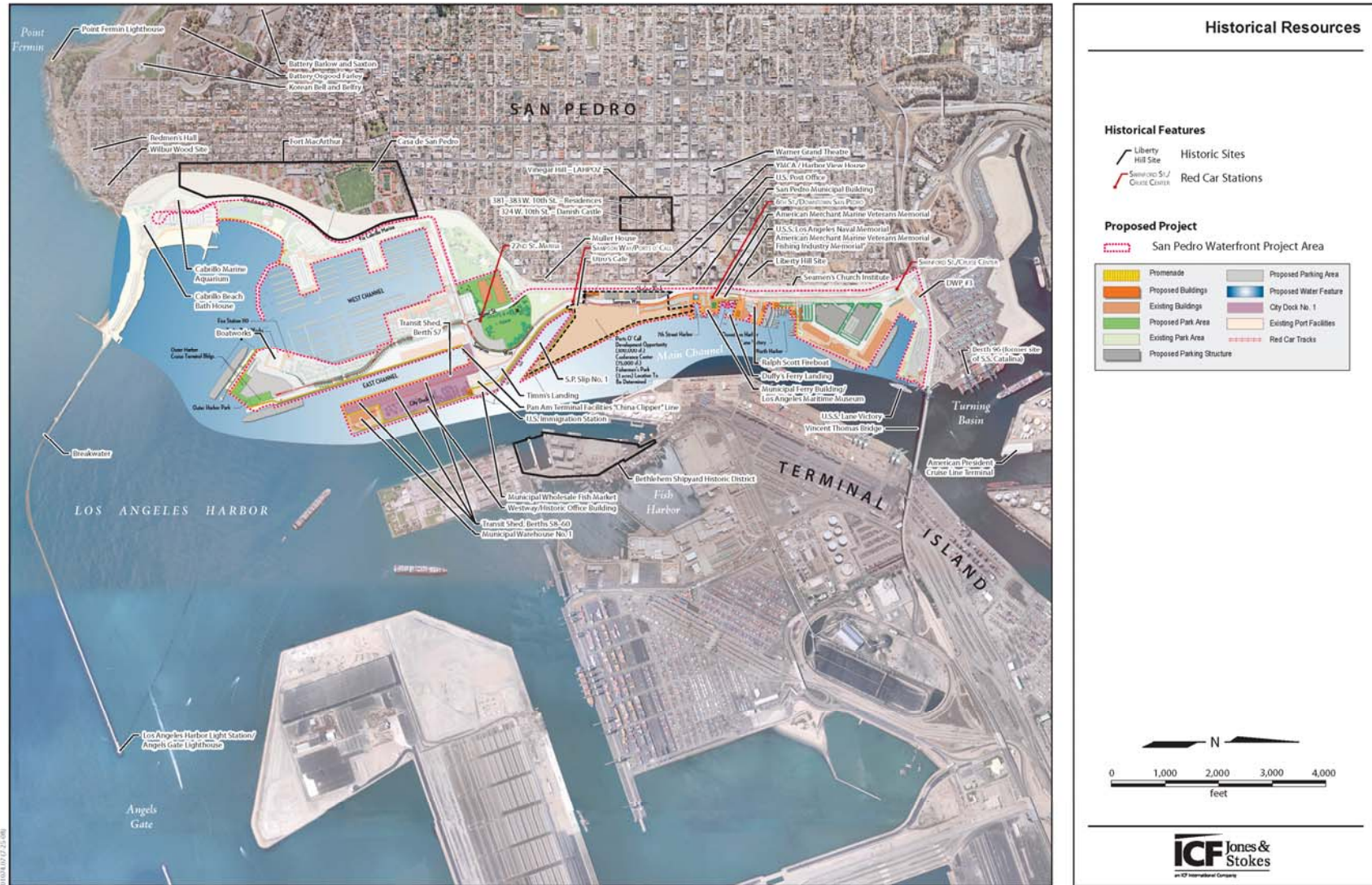
To comply with the provisions of the above statute and guidelines, letters were sent on December 13, 2007, to interested parties who may have knowledge about historic properties in the APE and the CEQA study area. USACE is the federal agency responsible for identifying buildings, structures, sites, objects, and districts that are listed in or eligible for listing in the NRHP. ICF Jones & Stokes also conducted focused consultation to identify other potentially significant resources not previously surveyed that come within the requirements of the CEQA statute and guidelines.

Letters were sent to those contacts requesting information regarding the sensitivity of the project area for archaeological or traditional cultural resources. Also contacted were other interested parties, including the Los Angeles Maritime Museum and the San Pedro Bay Historical Society, to acquire information about the history and potential significance of the

properties in the project area. USACE and LAHD have identified the consulting parties listed below for the purposes of the federal requirements and CEQA.



**Figure 4. Historical Resources Map**



- California Preservation Foundation;
- Getty Conservation Institute;
- Los Angeles Conservancy;
- Los Angeles Forum for Architectural and Urban Design;
- Rivers and Mountains Conservancy;
- Sierra Club, Los Angeles Chapter;
- American Institute of Architects, Los Angeles;
- Historical Society of Southern California;
- Los Angeles City Historical Society;
- Los Angeles Railway Heritage Fund;
- Pacific Railway Society;
- San Pedro Bay Historical Society;
- Society of Architectural Historians, Southern California Chapter;
- Southern Pacific Historic and Technical Society;
- Wilmington Historical Society;
- Cabrillo Marine Aquarium;
- Los Angeles Planning Department, Office of Historical Resources;
- Los Angeles Community Redevelopment Agency; and
- City of Los Angeles Harbor Commissioner's Office.

For letters received in response to the requests, see Appendix E.

## **HISTORICAL CONTEXT**

The historical context serves as the framework within which the NRHP, CRHR, and other state and local criteria are applied. A building or structure must possess significance in American history, architecture, engineering, or culture when evaluated within the historic context of a relevant geographic area. A historic context illustrates significance according to themes, periods of significance, property types, and geographic area. Architectural themes for residential, industrial, commercial, and institutional buildings are often evaluated as representative of one of these historical themes but may also be evaluated solely for their architectural quality and rarity with respect to other local examples. The Port of Los Angeles is the relevant geographic area for the San Pedro Waterfront Redevelopment Project, and several definitive research themes in the APE are readily apparent from the Port's rich and unique history, including Early Settlement; Development of the Port of Los Angeles, and Changing

Technology in Port Shipping. The following information is summarized from the San Pedro Waterfront EIS/EIR (Jones & Stokes 2007).

### **Early Settlement**

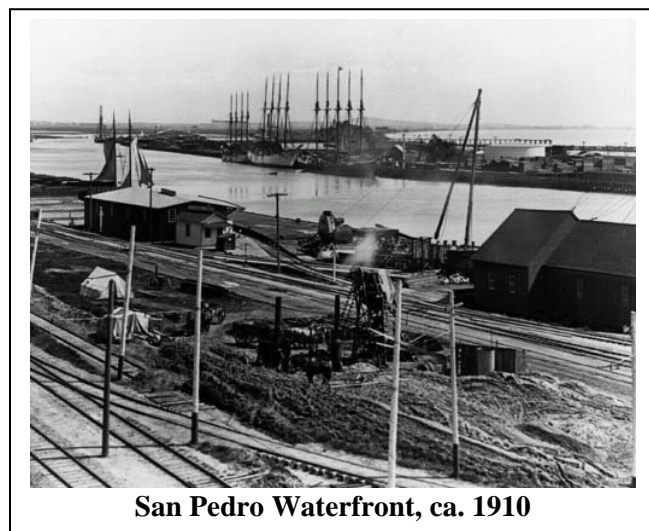
The Port of Los Angeles is located at the southernmost point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Given its location on the Pacific Ocean, the surrounding area historically served as a general port facility. Owners of the surrounding rancho lands earned a living through the raising of cattle and participation in the hide and tallow trade (Bean and Rawls 1988). However, the port area was largely underused for shipping during this period (Beck and Haase 1974).

### **Development of the Port of Los Angeles**

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail, and the Old Spanish Trail, stood at Los Angeles. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles and built a railroad line. By the turn of the century, city population had reached 102,000, resulting in increased demand for lumber and goods at San Pedro Harbor (Matson 1920).

In 1897 San Pedro won authorization from Congress for the establishment of a shipping port. In conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907.

Numerous harbor improvements followed. In 1915, the City of Los Angeles completed one of many large municipal terminals in the harbor. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986).



**San Pedro Waterfront, ca. 1910**

The principal uses of the Port changed considerably when England declared war on Germany in 1914. By 1917, a vast railroad network existed around the harbor and Los Angeles, allowing for the efficient movement of goods and extractive resources throughout the country. A large number of new warehouses, sheds, and storage tanks were added between 1917 and 1930 (San Buenaventura Research Associates 1996; Queenan 1986).

During the Depression years, traffic within the Port slowed as part of the far-reaching effects of the collapse of the American economy, but the Los Angeles Harbor Commission continued to make improvements, including the establishment of Fish Harbor; a new breakwater extension, completed by 1937; and the construction of new or the expansion of existing cargo and passenger terminals. During the 1930s, fish canning was a significant industry at the Port.

World War II brought new life and distinction to San Pedro, a major American port that was also close to the fighting in the Pacific. The Port served as a location for the production of wartime materials and as an embarkation point for military personnel and equipment sent to the war zones.

### **Changing Technology in Port Shipping**

Methods of shipping changed dramatically following World War II with the advent of containerization. Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers. Today, large container ships bring most goods into the port to be off-loaded onto trucks and trailers for distribution throughout the United States.

### **IDENTIFICATION METHODOLOGY**

ICF Jones & Stokes qualified architectural historians evaluated the historic significance of buildings and structures constructed prior to 1960 within the areas under federal jurisdiction. Field survey consisted of photographic documentation and architectural descriptions. Staff conducted property-specific research at LAHD offices, City of Los Angeles, local museums and historical societies, the Los Angeles Public Library, and other repositories, as needed. Architectural historians applied NRHP and CRHR criteria to the properties evaluated. Eligible properties were recorded on Department of Parks and Recreation (DPR) Series 523 forms (see Appendix G).

### **NATIONAL REGISTER CRITERIA FOR EVALUATION**

To establish the historic significance of a property, the NRHP criteria for evaluation set forth in 36 CFR Part 60.4 must be applied. The following criteria are designed to guide the states, federal agencies, and the Secretary of the Interior in evaluating potential entries for the NRHP.

The quality of significance in American history, architecture, archaeology, 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 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.

Table 1 identifies eight properties within the APE that are listed in or determined eligible for listing in the NRHP (see also Appendix G, DPR Forms).

**Table 1.** Properties within the APE that Are Listed in or Determined Eligible for Listing in the NRHP

| <b>Name</b>   | <b>Location</b>                                      | <b>Status</b>                                   | <b>Date Status Determined</b>   |
|---|--|---|---|
| <i>S.S. Lane Victory</i>                                | Berth 94, Port of San Pedro                          | NRHP listed<br>(National Landmark)              | 12/14/1990  |
| <i>Ralph J. Scott Fireboat</i>                          | Berth 85   | NRHP listed                                     | 6/30/1989   |
| Municipal Warehouse No. 1                               | 2500 Signal St.                                      | NRHP listed                                     | 4/21/2000   |
| San Pedro Municipal Ferry Building/L.A. Maritime Museum | Berth 84, foot of 6 <sup>th</sup> St., San Pedro, CA | NRHP listed                                     | 4/12/1996   |
| Vincent Thomas Bridge                                   | Route 47 over the main channel                       | NRHP eligible under Criterion C                 | Determined eligible by the lead agency, pending SHPO concurrence with USACE findings. |
| Municipal Wholesale Fish Market                         | Berths 75 and 76                                     | NRHP eligible under Criterion A                 | Determined eligible by the lead agency, pending SHPO concurrence with USACE findings. |
| Westway/Pan-American Oil Company Pump House             | Berth 70   | NRHP eligible under Criterion A and Criterion B | Determined eligible by the lead agency, pending SHPO concurrence with USACE findings. |
| Bethlehem Shipyard Historic District                    | Berth 240  | NRHP eligible under Criterion A                 | Determined eligible in September 2000 in the Southwest Marine EIR.                    |

There are other properties listed in or eligible for listing in the NRHP that are not within the APE because they fall outside USACE’s federal jurisdiction for the undertaking. Those properties are still subject to compliance under CEQA since CEQA requires that public agencies consider the effects of their actions on historical resources eligible for listing in the CRHR.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

### *State Criteria—Historical Resources per Section 15064.5(a) of the CEQA Guidelines Criteria; Historical Resources per Section 15064.5(a) of the CEQA Guidelines*

The CEQA historical resources study area includes areas that would be affected by the proposed project, which extend well beyond the federal APE. The CEQA statute and guidelines provide five basic definitions as to what may qualify as a historical resource. Specifically, Section 21048.1 of the CEQA statute (Division 13 of the California Public Resources Code), in relevant part, provides a description for the first three of these definitions, as follows:

... a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subsection (k) of Section 5020.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be a historical resource for purposes of this section.

To simplify the first three definitions provided in the CEQA statute, a historical resource is a resource that is

- listed in the CRHR;
- determined eligible for the CRHR by the State Historical Resources Commission; or
- included in a local register of historical resources

Section 15064.5 of the CEQA Guidelines (Title 14 California Code of Regulations [CCR], Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner:

A historical resource is a resource that is

- identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), or
- determined by a lead agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852).

For purposes of this technical report, all buildings, structures, objects, landscape elements, and other features that could be considered historical resources are evaluated in light of each of the above five definitions under CEQA. Each CEQA definition is described in more detail below, along with a listing of those historical resources on, adjacent to, near, or historically related to the proposed project site that meet any of the CEQA definitions. If a historical resource meets more than one CEQA definition, it is listed only once under the first applicable definition category.

**Definition 1—Listed in the California Register of Historical Resources**

There are several ways in which a resource can be listed in the CRHR, which are codified under Title 14 CCR, Section 4851:

- A resource can be listed in the CRHR by the State Historical Resources Commission;
- If a resource is listed in or determined eligible for listing in the NRHP, it is automatically listed in the CRHR; and
- If a resource is a California State Historical Landmark, from No. 770 onward, it is automatically listed in the CRHR.

Table 2 identifies 10 historical resources in the proposed project study area that are currently listed in the CRHR.

**Table 2.** Historical Resources in the Proposed Project Study Area that Are Currently Listed in the California Register of Historical Resources

| <b>Name</b>  | <b>Location</b>   | <b>Status</b>  | <b>Date Status Determined</b> |
|--|---|--|-------------------------------|
| <i>S.S. Lane Victory</i>                                 | Berth 94, Port of San Pedro                                 | NRHP listed National Landmark                        | 12/14/1990                    |
| <i>Ralph J. Scott Fireboat</i>                           | Berth 85  | NRHP listed  | 6/30/1989                     |
| Municipal Warehouse No. 1                                | 2500 Signal St.   | NRHP listed  | 4/21/2000                     |
| (Site of) <i>S.S. Catalina</i>                           | Berth 96, Los Angeles Harbor (ship now in Ensenada, Mexico) | NRHP listed; California Historical Landmark No. 894. | 9/1/1976                      |
| San Pedro Municipal Ferry Building/L.A. Maritime Museum  | Berth 84, foot of 6 <sup>th</sup> St., San Pedro, CA        | NRHP listed  | 4/12/1996                     |
| U.S. Post Office   | San Pedro Main Branch, 839 S. Beacon St.                    | NRHP listed  | 1/11/1985                     |
| Los Angeles Harbor Light Station/Angel’s Gate Lighthouse | Los Angeles Harbor on San Pedro Breakwater, Cabrillo Beach  | NRHP listed  | 10/14/1980                    |

| <b>Name</b>                         | <b>Location</b>  | <b>Status</b>                           | <b>Date Status Determined</b> |
|-------------------------------------|--|---|-------------------------------|
| Warner Grand Theater/Juarez Theater | 478 W. 6 <sup>th</sup> St.                                     | NRHP listed                             | 1/21/1999                     |
| Casa de San Pedro                   | Middle Reservation, Fort MacArthur, 2400 block of Pacific Ave. | California Historical Landmark No. 920  | N/A                           |
| Liberty Hill Site                   | Vicinity of 5 <sup>th</sup> St. and Harbor Blvd.               | California Historical Landmark No. 1021 | N/A                           |

### **Definition 2—Determined Eligible for the California Register of Historical Resources**

There are no historical resources on, adjacent to, or near the proposed project site that are known to have been determined eligible for the CRHR by the State Historical Resources Commission.

### **Definition 3—Listed in a Local Register of Historical Resources**

A property listed in a local register of historical resources is considered a historical resource for the purposes of CEQA. By definition, “local register of historical resources” is a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. The City of Los Angeles has two such designations: Historic-Cultural Monuments and Historic Preservation Overlay Zones (HPOZs).

Table 3 identifies 12 historical resources that are listed in a local register of historical resources.

**Table 3.** Historical Resources that Are Listed in a Local Register of Historical Resources

| <b>Name</b>   | <b>Location</b>                       | <b>Status</b>   | <b>Date Status Determined</b> |
|---|---------------------------------------|---|-------------------------------|
| San Pedro Municipal Ferry Building/L.A. Maritime Museum | Berth 84, foot of 6 <sup>th</sup> St. | Los Angeles Historic-Cultural Monument No. 146              | Declared 9/17/1975            |
| San Pedro Municipal Building/San Pedro Branch City Hall | 638 S. Beacon St.                     | Los Angeles Historic-Cultural Monument No. 732              | Declared 10/22/2002           |
| Cabrillo Beach Bath House                               | 3800 Stephen White Drive              | Los Angeles Historic-Cultural Monument No. 571              | Declared 12/18/1993           |
| YMCA/Harbor View House                                  | 907–945 S. Beacon St.                 | Los Angeles Historic-Cultural Monument No. 252              | Declared 8/25/1982            |
| <i>Ralph J. Scott</i> Fireboat                          | Berth 85                              | Los Angeles Historic-Cultural Monument No. 154; NRHP listed | Declared 5/5/1976             |



| <b>Name</b>                                 | <b>Location</b>   | <b>Status</b>   | <b>Date Status Determined</b> |
|---|---|---|-------------------------------|
| <i>U.S.S. Los Angeles</i><br>Naval Monument | John Gibson Park at<br>5 <sup>th</sup> St. and Harbor Blvd.   | Los Angeles Historic-Cultural<br>Monument No. 188   | Declared 5/3/1978             |
| Vinegar Hill HPOZ                           | Bounded by Plaza Park<br>on the east, 6 <sup>th</sup> St. on the<br>north, Mesa St. on the<br>west, and 17 <sup>th</sup> St. on the<br>south. | HPOZ  | Adopted 4/4/2001              |
| Danish Castle                               | 324 W. 10 <sup>th</sup> St.   | Los Angeles Historic-Cultural<br>Monument No. 814   | Declared 7/8/2005             |
| Residential Home                            | 383 W. 10 <sup>th</sup> St.   | Los Angeles Historic-Cultural<br>Monument No. 514   | Declared 1/22/1990            |
| Warner Grand<br>Theater/Juarez<br>Theater   | 478 W. 6 <sup>th</sup> St.  | Los Angeles Historic-Cultural<br>Monument No. 251   | Declared 8/25/1982            |
| Site of Timm's<br>Landing                   | Plaque located on<br>parkway on the east side<br>of Signal St., north of<br>22 <sup>nd</sup> St.  | Los Angeles Historic-Cultural<br>Monument No.171<br>California State Historic Landmark<br>No. 384 | Declared 2/16/1977            |
| Muller House                                | 1543 Beacon St.   | Los Angeles Historic-Cultural<br>Monument No. 253   | Declared 8/25/1982            |

#### **Definition 4—Identified as Significant in a Historical Resources Survey**

According to Section 15064.5(a)(2) of the CEQA Guidelines, a resource “identified as significant in a historical resource survey meeting the requirements [set forth in] Section 5024.1(g) of the Public Resources Code shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.” The requirements set forth in PRC Section 5024.1(g) for historical resources surveys determine that a resource identified as significant in a historical resource survey may be listed in the CRHR if the survey meets all of the following criteria:

1. the survey has been or will be included in the State Historical Resources Inventory,
2. the survey and the survey documentation were prepared in accordance with SHPO procedures and requirements,
3. the resource is evaluated and determined by SHPO to have a significance rating of Category 1 to 5 on DPR Form 523, and
4. if the survey is 5 or more years old at the time of its nomination for inclusion in the CRHR, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Table 4 presents historical resources that were identified in a survey to be significant.

**Table 4.** Historical Resources Determined to Be Significant in a Historical Resources Survey

| Name  | Location                        | Survey                                     | Statement of Significance   |
|---|---------------------------------|--|---|
| U.S. Immigration Station (Cannetti’s Sea Food Restaurant) | 307–311 E. 22 <sup>nd</sup> St. | Signal Street Project, Jones & Stokes 2007 | The U.S. Immigration Station appears eligible for the NRHP and the CRHR under Criteria A and 1, respectively, for its association with federal government activities at the Port as the only extant building designed and used for civilian federal purposes as well as an excellent representation of the continued use of Port facilities in Cannetti’s Restaurant, which has become an important part of the Port’s cultural heritage.   |
| Transit Shed, Berth 57                                    | Berth 57                        | Signal Street Project, Jones & Stokes 2007 | The subject property is representative of the general growth of the Port of Los Angeles, specifically the Outer Harbor area, during the early 1920s. The shed served as a symbol of the harbor’s expansion period in the mid-1920s, which could likely be credited to the expansion and increase in commerce surrounding the port, specifically, the addition of nearby oil shipping facilities also built during this period. Consequently, the transit shed at Berth 57 does appear to have an important historical connection with Port development during the 1920s and could qualify for listing in the NRHP under Criterion A and the CRHR under Criterion 1. |
| Transit Shed, Berths 58–60                                |                                 | Jones & Stokes 2006                        | The subject property is representative of the general growth of the Port of Los Angeles during the planning and the completion of the Panama Canal. Therefore, it appears to meet NRHP Criterion A and CRHR Criterion 1. Architecturally, a utilitarian industrial building, the transit shed, Berths 58–60, appears significant under NRHP Criterion C and CRHR Criterion 3 as an excellent example of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the main channel.   |

**Definition 5—Determined Significant by the Lead Agency**

The fifth and final category of historical resources is those that are determined significant by a lead agency. This usually occurs during the CEQA compliance process, such as the preparation of this EIR. According to Section 15064.5(a)(3) of the CEQA Guidelines, “Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource is considered by the lead agency to be *historically significant* if the resource meets the criteria for listing in the California Register (PRC Section 5024.1, Title 14 CCR, Section 4852)...”

Table 5 presents historical resources that were identified in a survey to be significant by the lead agency, LAHD.

**Table 5.** Historical Resources Determined to Be Significant by the Lead Agency

| Name  | Location  | Criteria for Eligibility  |
|---|---|---|
| Vincent Thomas Bridge                                   | Route 47 over the main channel                          | Built in 1961–1963, the Vincent Thomas Bridge meets the criteria for eligibility to the NRHP under Criterion C and the CRHR under Criterion 3, Design/Construction, as the first major suspension bridge erected in southern California and the first bridge of its kind to be built on pilings. It meets NRHP Criteria Consideration G for having achieved significance within the last 50 years. The bridge promoted a large expansion of facilities on Terminal Island, making possible for the first time a direct route across the harbor after more than a century of the Port’s existence. Gebhard & Winter included the bridge in their <i>Architectural Guidebook to Los Angeles</i> (2003:94).  |
| San Pedro Boat Works                                    | Berth 44  | Meets the criteria for eligibility to the CRHR under Criterion 1 as the last building and site remaining at the Port associated with the repair, maintenance, and construction of small craft, principally wood boats, for recreation and small-scale commercial fishing during the 1930s and the years before World War II.  |
| Duffy’s Ferry Landing                                   | At the foot of 5 <sup>th</sup> St. and Berths 84 and 85 | May be eligible for the CRHR under Criterion 1 as the site of the first ferry service in 1892, connecting Terminal Island to the central San Pedro waterfront. Historic archaeological site may be present.   |
| Southern Pacific (S.P.) Slip No.1                       | Bounded by Timms’ Way and Signal St. near Berth 74      | Appears eligible for the NRHP under Criterion A and CRHR under Criterion 1, events, as the first large mooring facility for Pacific Coast lumber schooners in the early history of the Port of Los Angeles. The slip now serves as the last remaining harbor anchorage for small fishing boats. (S.P. Slip No. 1 is not located in the federal APE for the proposed project.)   |
| Municipal Wholesale Fish Market                         | Berths 75 and 76  | Appears eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 for its significant contribution to the fishing industry in San Pedro as the receiving facility for the huge fish catch shipped from the Port of Los Angeles.   |
| Westway/ Pan-American Oil Company Pump House            | Berth 70  | Built on Pier No. 1 at Berths 70–71, the Pump House is potentially eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 for its contribution to the broad patterns of local history through its association with the Pan-American Oil Company. It is also eligible under Criterion B and CRHR Criterion 2 for its association with Los Angeles oil magnate Edward J. Doheny, who formed a consortium that constructed the tanks, wharves, and refineries that, by 1922, made the harbor the world’s leading oil shipment point. The original large-diameter tanks were replaced by smaller diameter tanks. Because of its late Mission Revival architectural style, applied here to an industrial building, it is eligible for the CRHR under Criterion 3. |
| Fishermen’s Cooperative Association (Utro’s Restaurant) | Berth 83  | The Fisherman’s Cooperative (Utro’s) is eligible for listing in the CRHR under Criterion 1 because it was the headquarters structure for the activities of an association of ships’ captains who organized to negotiate with the area’s fish canneries. After opening in 1951, the building was significant as a structure, illuminating labor-management history at the Port as well as the era of the Port of San Pedro’s importance in the local fishing and cannery industries.   |

| Name                          | Location | Criteria for Eligibility   |
|-------------------------------|----------|--|
| Pan American Clipper Terminal | Berth 56 | The Pan American Clipper Terminal is eligible for listing in the NRHP under Criterion A and the CRHR under Criterion 1 as the last remaining portion of a complex that made a significant contribution to the transportation heritage of the region from 1935 to 1941 through its association with Pan American Airlines' pioneering long-distance and transoceanic flight to China via Manila and later to New Zealand. |

## EFFECTS ANALYSIS

### Section 106 of the National Historic Preservation Act

#### Criteria of Adverse Effect

Section 106 of NHPA, as amended (Section 106, 16 United States Code [USC] 470f), requires that impacts on significant cultural resources, hereafter called historic properties, be taken into consideration in any federal undertaking. “Historic property means 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 that meet the National Register of Historic Places criteria” [36 CFR Section 800.16(1)].

Cultural resources studies for the undertaking are subject to the procedures and review of LAHD and USACE in consultation with SHPO. These studies are shaped by Advisory Council on Historic Preservation regulations (36 CFR Part 800) for implementing Section 106. Section 106 studies provide the information necessary to satisfy legal requirements for environmental documents under NEPA. The SHPO acts as a coordinator in the Section 106 process, but the final responsibility to carry out this regulation belongs to USACE, the designated lead federal agency.

To comply with Section 106 of NHPA, any effects of the proposed undertaking on properties listed in or determined eligible for inclusion in the NRHP must be analyzed by applying the Criteria of Adverse Effect [36 CFR Part 800.5(a)], as follows:

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 NRHP 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 NRHP. 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 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 contribute 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 that 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.

The following eight historic properties located in the APE were found not to be affected or not adversely affected after applying the Section 106 Criteria of Adverse Effect:

- ***S.S. Lane Victory (Berth 94)***. The undertaking involves relocation of the *S.S. Lane Victory* from Berth 94 to the North Harbor water cut. A new 10,000-square-foot building would be constructed in the North Harbor area to support the *S.S. Lane Victory* visitors' center; the lease would be renewed for this operation. This will not result in an adverse effect under *example iii*—removal of the property from its historic location—because the *S.S. Lane Victory* is a moveable object, and Berth 94 is its current mooring, not its historic location.
- ***Ralph J. Scott Fireboat (Berth 85)***. The *Ralph J. Scott* fireboat would be stored in an approximately 10,000-square-foot museum site within a multilevel display structure that would be approximately 50 feet high. The proposed structure would be built on the south side of existing fire station No. 112 and would be incorporated into the existing pile-supported plaza. Portions of the existing plaza structure may be removed to construct the museum's pile-supported foundation. This will not result in an adverse effect under *example iii*—removal of the property from its historic location—because the *Ralph J. Scott* fireboat is a removable object and is not in its historic location.
- ***Municipal Warehouse No. 1***. The undertaking includes a new public pile-supported promenade along the eastern side of City Dock No. 1. This new walkway would provide public access to the waterfront. This will not result in an adverse effect under *example iv* because there will be no change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

- **Vincent Thomas Bridge.** The Vincent Thomas Bridge is not proposed for any alteration or modification. There will be no adverse effect under *example iv* because there will be no change of *the character of the property's use or of physical features* within the property's setting that contribute to its historic significance.
- **Municipal Ferry Building/Los Angeles Maritime Museum.** The undertaking would have an indirect impact on the Municipal Ferry Building/Los Angeles Maritime Museum, an NRHP-eligible property, because the proximity of the new landside promenade would be directly adjacent to the northeast and southeast corners of the museum. In addition, new water would be constructed more than 50 feet to the north (Downtown Harbor water cut) and approximately 75 feet to the south (7<sup>th</sup> Street Harbor water cut) of the museum building. This would change the existing adjacent setting north and south of the museum but would not result in a direct impact. This will not result in an adverse effect under *example iv* because there will be no change of *the character of the property's use or of physical features* within the property's setting that contribute to its historic significance.
- **Westway Terminal/Pan American Oil Company Pump House.** The undertaking includes the demolition of the 14.3-acre Westway Liquid Bulk Marine Terminal at Berths 70–71. The Westway Terminal has historically operated as a liquid bulk terminal, handling and storing a variety of petroleum chemical commodities. Materials are typically received by waterborne vessels and rail cars and depart the facilities by rail cars and trucks. Westway currently uses the S.P. rail yard, which is proposed for removal. The undertaking would demolish the tanks and equipment on the Westway Terminal site but not the pump house. This would not result in an adverse effect under *example iv*—change of *the character of the property's use or of physical features* within the property's setting that contribute to its historic significance—because existing tanks are replacements for historic tanks.
- **Municipal Wholesale Fish Market.** The undertaking would have an indirect impact on the Municipal Wholesale Fish Market, an NRHP-eligible property, since the proximity of the new landside promenade, approximately 15 feet from the west elevation of the truck loading area, could impair vehicular circulation to the market. This indirect effect would not be an effect to the historic property under *example iv* because there will be no change of *the character of the property's use or of physical features* within the property's setting that contribute to its historic significance.
- **Bethlehem Shipyard Historic District.** The proposed construction of the Berth 240 Marine Fuel Facility within the boundary of the historic district is compatible in use with the district's industrial character. New tanks, equipment, and infrastructure would be built for the proposed fuel facility. The compressor building would be demolished, but this would not constitute an adverse effect since it is a non-contributor to the district. The proposed fuel facility equipment and infrastructure would be low in profile and would not block views to any district contributors. The four proposed fuel facility tanks would be 25 feet in diameter and would be located at an open, currently undeveloped portion of the district. The tanks would be located to the west of the contributing administration building where public views from Ports O'Call are currently blocked by the existing Exxon Mobil site. The tanks

would not block public views to the administration building from Ports O'Call east of the ExxonMobil site. Therefore, the proposed fuel facility would constitute an effect because it would be constructed within the district boundary, but it would not be adverse under *example v*—introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

### **Finding of No Adverse Effect—Section 106 of the National Historic Preservation Act**

As analyzed above, the project as proposed would have no adverse effect on the properties listed, or determined eligible for inclusion, in the NRHP.

## **California Environmental Quality Act**

### *Impact Criteria*

Thresholds of significance for cultural resources are developed from both federal (Section 106 of the NHPA) and state (CEQA) regulations. These two sets of regulations overlap historical architectural resources. Because of this overlap, thresholds for adverse effects (federal) or impacts (state) on historical architectural resources are numbered in both cases CR-3.

#### **CR-3: Definition**

An impact on historical architectural resources will be considered significant if it results in a substantial adverse change that impairs the significance of a historical resource that is found to be important because it

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage,
- is associated with the lives of persons important in our past, or
- 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.

PRC Section 5020.1 establishes the threshold of “substantial adverse change” as demolition, destruction, relocation, or alteration activities that would impair the significance of the historic resource (CCR 15064.5b). Properties listed in or determined eligible for the NRHP, such as those identified in the Section 106 process, are automatically placed on the CRHR (PRC Section 5024.1). The CRHR criteria are the same as the NRHP criteria (PRC Section 5024.1(c)). Properties may be determined eligible for the CRHR through a survey process or a determination of eligibility by the lead agency.

Properties are eligible for placement on the Los Angeles Historic-Cultural Monument List if they have similar associative and architectural criteria and are significant in the city's cultural and architectural history (City of Los Angeles 2006).

For the proposed project, the following impacts would occur under CEQA:

***S.S. Lane Victory.*** The *S.S. Lane Victory* is a moveable object, and Berth 94 is its current mooring, not its historic location. The relocation would not result in a significant effect because it would not materially impair the significance of the historical resource.

***Ralph J. Scott Fireboat Museum.*** The *Ralph J. Scott* Fireboat Museum is dry docked at the present time. It has been moved from a previous location and is now situated at a site adjacent to fire station No. 112 at Berth 87, not its historic location. The relocation would not result in a significant effect because it would not materially impair the character-defining features of the historical resource.

The proposed project would have an indirect but less-than-significant impact on the following resources since there are no effects that would cause a substantial adverse change in the significance of the resources or alteration of the immediate surroundings that would impair the significance of the resources:

- Vincent Thomas Bridge,
- Municipal Ferry Building/Los Angeles Maritime Museum, and
- Municipal Wholesale Fish Market.

***Westway Terminal/Pan American Oil Company Pump House.*** The proposed project would maintain the historic pump house but demolish the tanks, which are replacement structures. There would be an indirect impact on the pump house since the removal of the tanks would change the historic context and setting of the pump house, but this would be a less-than-significant impact on the historical resource.

The proposed project would not result in a significant impact on the following resources because the new promenade would not alter in an adverse manner those physical characteristics of a historical resource that convey its historical significance:

- Municipal Warehouse No. 1,
- U.S. Immigration Station,
- Transit Shed Berth 57, and
- Pan American Terminal.

The proposed project would not result in a significant effect on the following resources because there is no direct physical change in the environment caused by and immediately related to the proposed project:



- U.S. Post Office;
- Los Angeles Harbor Light Station/Angel's Gate Lighthouse;
- Warner Grand Theater/Juarez Theater;
- Casa de San Pedro;
- Liberty Hill Site;
- Cabrillo Beach Bath House;
- YMCA/Harbor View House;
- *U.S.S. Los Angeles* Naval Monument;
- Vinegar Hill HPOZ;
- Danish Castle;
- Residence at 383 W. 10<sup>th</sup> Street, San Pedro, CA;
- Timms' Point and Landing Plaque; and
- Muller House.

The proposed project would result in less-than-significant indirect impacts on the following resources because the proposed project does not materially alter in an adverse manner those physical characteristics of a historical resource that convey its historic significance and justifies its eligibility for inclusion in the CRHR:

- Transit Shed, Berths 58–60;
- American President Lines Terminal;
- Federal Breakwater;
- Department of Water and Power Station No. 3;
- Seaman's Church Institute;
- San Pedro Boat Works;
- Southern Pacific Slip No. 1;
- Fisherman's Cooperative Association/Utro's; and
- Cabrillo Marine Museum.

### **Findings of Effect—California Environmental Quality Act**

The project as proposed would result in no adverse change in the significance of the properties within the APE and would have no significant effects on historic resources within the CEQA study area.

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## **List of Preparers**

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### **ICF Jones & Stokes**

Portia Lee, Senior Architectural Historian



## Appendix A. City of Los Angeles Cultural-Historic Monuments within the San Pedro Area

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| Monument No. | Date Adopted/ Approved | Monument Name  | Address  | In Port of L.A. |
|--------------|------------------------|--|--|-----------------|
| 21           | 6/7/1963               | Drum Barracks and Officers Quarters                                | 1051–1055 Cary Ave.  | No              |
| 25           | 10/11/1963             | General Phineas Banning Residence                                  | 410 E. "M" St.   | No              |
| 47           | 3/15/1967              | St. John's Episcopal Church  | 1523–1537 Neptune Ave.   | No              |
| 53           | 12/6/1967              | Old St. Peter's Episcopal Church and Harbor View Cemetery          | 2330–2338 Grand Ave. and 24 <sup>th</sup> St. Harbor View Memorial Park  | No              |
| 146          | 9/17/1975              | Municipal Ferry Building (Maritime History Museum)                 | Main channel (San Pedro Harbor)  | Yes             |
| 147          | 9/17/1976              | James H. Dodson Residence  | 859–863 W. 13 <sup>th</sup> St.  | No              |
| 154          | 5/5/1976               | Fireboat No. 2 and Firehouse No. 112 (Berth 227)                   | Old Dock St. (San Pedro)   | Yes             |
| 155          | 5/5/1976               | Memory Chapel (Calvary Presbyterian Church)                        | 1146–1160 N. Marine Ave.   | No              |
| 171          | 2/16/1977              | Site of Timms' Landing (landscaped park of Fishermen's Co-op)      | Fish Slip (San Pedro Harbor)   | Yes             |
| 187          | 5/3/1978               | Korean Bell and Belfry of Friendship (Angel's Gate Park)           | 37 <sup>th</sup> St. and Gaffey St.                                      | No              |
| 187          | 5/3/1978               | Korean Bell and Belfry of Friendship (Angel's Gate Park)           | Gaffey St. and 37 <sup>th</sup> St.                                      | No              |
| 188          | 5/3/1978               | <i>U.S.S. Los Angeles</i> Naval Monument (John S. Gibson Jr. Park) | Harbor Blvd.   | Yes             |
| 249          | 8/10/1982              | Powder Magazine (Camp Drum)  | 1001 Eubank Ave. and 561 E. Opp St.; 561 E. Opp St. and 1001 Eubank Ave. | No              |
| 251          | 8/25/1982              | Juarez Theater (Warner Brothers)                                   | 478 W. 6 <sup>th</sup> St.   | No              |
| 252          | 8/25/1982              | Harbor View House  | 907–945 Beacon St.; 912–928 Palos Verdes St.                             | No              |
| 253          | 8/25/1982              | Muller House   | 1542 S. Beacon St.   | No              |
| 253          | 8/25/1982              | Muller House (former site)   | 575 W. 19 <sup>th</sup> St.  | No              |
| 308          | 6/27/1986              | Wilmington Branch Library  | 1001–1007 N. Fries Ave.  | No              |

| <b>Monument No.</b> | <b>Date Adopted/ Approved</b> | <b>Monument Name</b>                       | <b>Address</b>               | <b>In Port of L.A.</b> |
|---------------------|-------------------------------|--|------------------------------|------------------------|
| 308                 | 6/27/1986                     | Wilmington Branch Library                  | 309 W. Opp St.               | No                     |
| 342                 | 1/22/1988                     | Masonic Temple                             | 221–227 N. Avalon Blvd.      | No                     |
| 414                 | 1/24/1989                     | Wilmington Cemetery                        | 601–725 E. “O” St.           | No                     |
| 509                 | 12/18/1990                    | Camphor Trees                              | 1200–1268 Lakme Ave.         | No                     |
| 514                 | 1/22/1991                     | Residence                                  | 381–383 10 <sup>th</sup> St. | No                     |
| 515                 | 1/22/1991                     | Battery Osgood - Farley                    | 3601 Gaffey St.              | No                     |
| 515                 | 1/22/1991                     | Battery Osgood - Farley                    | Leavenworth Drive            | No                     |
| 557                 | 4/21/1992                     | Wilbur F. Wood House                       | 4020–4026 Bluff Place        | No                     |
| 571                 | 12/18/1993                    | Cabrillo Beach Bathhouse                   | 3720 Stephen White Drive     | Yes                    |
| 1018                |                               | General Phineas Banning Residence (SM#147) | 401 E. “M” St.               | No                     |
| 1019                |                               | Powder Magazine (Camp Drum) (SM#169)       | 1052 Banning Blvd.           | No                     |
| 2374                | 5/19/1987                     | Wilmington Branch Library                  | 309 W. Opp St.               | No                     |
| 2379                |                               | San Pedro Branch City Hall                 | 638–640 S. Beacon St.        | No                     |
| 2380                |                               | U.S. Post Office                           | 801–841 S. Beacon St.        | No                     |
| 2381                | 10/14/1980                    | Los Angeles Harbor                         | Berth 85                     | Yes                    |
| 2385                |                               | Point Fermin Lighthouse                    | 805 Paseo Del Mar            | No                     |
| 2392                |                               | General Phineas Banning Residence          | 401 E. “M” St.               | No                     |
| 2705                |                               | Juarez Theater (formerly Warner Brothers)  | 478 W. 6 <sup>th</sup> St.   | No                     |
| 2709                |                               | Municipal Warehouse No.1                   | 2500 Signal St.              | Yes                    |

Level of declaration determined by number series as follows:

0 - 999 Series = City declared monuments

1000 - 1999 Series = State declared monuments

2000 - 2999 Series = Federal declared monuments

## Appendix B. California State Landmarks within the San Pedro Area

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| Landmark No. | Resource Name                   | Address                              | City       | Comments  | In Port of L.A. |
|--------------|---------------------------------|--------------------------------------|------------|---|-----------------|
| 147          | Banning Park                    | 410 E. "M" St.                       | Wilmington | General Phineas Banning, state senator and pioneer in the development of transportation in southern California, built this house in the 1850s, soon after founding the town of Wilmington. He and his family lived here until his death in 1885. In 1927, the property was deeded to the city.  | No              |
| 169          | Drum Barracks                   | 1053 Cary St. (corner Cary and Opp)  | Wilmington | Established in 1862, Drum Barracks became the United States' military headquarters for southern California, Arizona, and New Mexico. It was a garrison and base for supplies and a terminus for camel pack trains operated by the Army until 1863. Abandoned in 1866, the site remains a landmark of the Civil War in California.                         | No              |
| 380          | Site of Home of Diego Sepulveda | 700 block of Channel St.             | San Pedro  | This adobe home, built by Diego Sepulveda in the 1850s, was the first two-story Monterey-type adobe built in southern California.   | No              |
| 384          | Timms' Point and Landing        | Sampson Way at Southern Pacific Slip | San Pedro  | In 1852, German immigrant Augustus W. Timms obtained Sepulveda's Landing on the mudflats near here. He built a wharf, added a warehouse, corral and other facilities to service shipping and the running of stages to Los Angeles. Timms was a pioneer in the development of the harbor ,and for more than 50 years, this area was known as Timms' Point. | Yes             |

| Landmark No. | Resource Name     | Address   | City       | Comments   | In Port of L.A. |
|--------------|-------------------|---|------------|--|-----------------|
| 920          | Casa de San Pedro | Middle Reservation, Fort MacArthur, 2400 block of Pacific Ave., east side of parade field, 300 feet south of intersection of Meyler and Quartermaster roads | San Pedro  | The first known commercial structure on the shore of San Pedro Bay was built here in 1823 by the trading firm of McCulloch and Hartnell to store cattle hides from the San Gabriel and San Fernando missions. Richard Henry Dana described this adobe hide house in <i>Two Years Before the Mast</i> . Thus began the development of the Port of Los Angeles.  | No              |
| 963          | The Mojave Road   | Site of road runs from Drum Barracks in Wilmington to where State Route 66 crosses Los Angeles county line into San Bernardino County                       | Wilmington | Long ago, Mohave Indians used a network of pathways to cross the Mojave Desert. In 1826, American trapper Jedediah Smith used their paths and became the first non-Indian to reach the California coast overland from mid-America. The paths were worked into a military wagon road in 1859. This "Mojave Road" remained a major link between Los Angeles and points east until a railway crossed the desert in 1885.  | No              |
| 1021         | Liberty Hill Site | Vicinity of 5 <sup>th</sup> St. and Harbor Blvd.  | San Pedro  | In 1923, the Marine Transport Workers Industrial Union 510, a branch of the Industrial Workers of the World (IWW), called a strike that immobilized 90 ships in San Pedro. The union protested low wages, bad working conditions, and the imprisonment of union activists under California's Syndicalism Law. Denied access to public property, strikers and their supporters rallied here at this site they called "Liberty Hill." Writer Upton Sinclair was arrested for reading from the Bill of Rights to a large gathering. The strike failed but laid a foundation for success in the 1930s. The Syndicalism Law was ruled unconstitutional in 1968. | Yes             |



## Appendix C. National Register of Historic Places Listings within the San Pedro Area

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| Resource Name                      | Address                                      | City        | Listed     | In Port<br>of L.A. |
|------------------------------------|--|-------------|------------|--------------------|
| Battery John Barlow and Saxton     | Fort MacArthur                               | San Pedro   | 5/4/1982   | No                 |
| Battery Osgood-Farley              | Fort MacArthur<br>Upper Reservation          | San Pedro   | 10/16/1974 | No                 |
| <i>S.S. Lane Victory</i>           | Berth 94,<br>Port of Los Angeles             | San Pedro   | 12/14/1990 | Yes                |
| Municipal Warehouse No. 1          | 2500 Signal St.                              | San Pedro   | 4/21/2000  | Yes                |
| Point Fermin Lighthouse            | 805 Paseo Del Mar                            | San Pedro   | 6/13/1972  | No                 |
| <i>Ralph J. Scott</i>              | Berth 85,<br>Port of Los Angeles             | San Pedro   | 6/30/1989  | Yes                |
| San Pedro Municipal Ferry Building | Berth 84, foot of 6 <sup>th</sup> St.        | San Pedro   | 4/12/1996  | Yes                |
| U.S. Post Office—San Pedro Main    | 839 S. Beacon St.                            | San Pedro   | 1/11/1985  | No                 |
| Warner Brothers Theatre            | 478 W. 6 <sup>th</sup> St.                   | San Pedro   | 1/21/1999  | No                 |
| Los Angeles Harbor Light Station   | Los Angeles Harbor<br>(San Pedro Breakwater) | Los Angeles | 10/14/1980 | Yes                |
| Banning House                      | 401 E. "M" St.                               | Wilmington  | 5/6/1971   | No                 |
| Wilmington Branch                  | 309 W. Opp St.                               | Los Angeles | 5/19/1987  | No                 |
| Drum Barracks                      | 1053 Carey St.                               | Wilmington  | 2/12/1971  | No                 |



## Appendix D. National Historic Landmarks within the San Pedro Area

---

| <b>Resource Name</b>                       | <b>Address</b>                   | <b>City</b> | <b>Listed</b> | <b>Type</b> | <b>In Port of L.A.</b> |
|--|----------------------------------|-------------|---------------|-------------|------------------------|
| <i>S.S. Lane Victory</i><br>(victory ship) | Berth 94,<br>Port of Los Angeles | San Pedro   | 12/14/90      | Structure   | Yes                    |
| <i>Ralph J. Scott</i> (fireboat)           | Berth 85,<br>Port of Los Angeles | San Pedro   | 06/30/89      | Structure   | Yes                    |



## **Appendix E. Letters to and from Interested Parties**



Re: Port of Los Angeles: San Pedro Waterfront Project EIR/EIS

Dear:

On behalf of the Los Angeles Harbor Department, Jones & Stokes is preparing historic and cultural resources documentation for the Environmental Impact Report/Environmental impact Study for the San Pedro Waterfront Project. We are attaching the Historical Resources map that shows the location of historic properties currently under consideration. The Corps of Engineers is the federal agency responsible for compliance with Section 106 of the National Historic Preservation Act for this undertaking. As part of our research, we are contacting local historical organizations, preservation groups, libraries and city planning departments to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within the project area.

As part of our survey of the project area, we are examining local, state and federal lists of historic properties and previous surveys. We are also conducting research on the properties within the project area to determine their archeological, architectural, and historical significance. Our assessments of significance will be based on the criteria for listing in the National Register of Historic Places to determine compliance with Section 106, and the criteria of the California Register of Historical Resources for compliance with the California Environmental Quality Act (CEQA). Any information you can provide will help assure that historic properties are considered and protected.

If you know of any properties in the project area that could be considered historic properties, please indicate, in writing, their locations and any information about their significance you can provide. If writing is not convenient, please e-mail me at [rstarzak@jsanet.com](mailto:rstarzak@jsanet.com) or David Greenwood [dgreenwood@jsanet.com](mailto:dgreenwood@jsanet.com). You may also call us at our office number (213) 627-5376 to discuss any issues or information you may have.

I look forward to hearing from you. Thank you in advance for taking the time to consider our request.

Sincerely,

Richard Starzak  
Principal and Senior Architectural Historian

Enclosure: Historical Resources Map

cc: Jan Green Rebstock  
Los Angeles Harbor Department

Spencer MacNeil  
U. S. Army Corps of Engineers





## **Response Letters**



# San Pedro Bay Historical Society



P.O. BOX 1568, SAN PEDRO, CALIFORNIA 90733

January 24, 2008

Jones & Stokes  
811 West 7<sup>th</sup> Street, Suite 800  
Los Angeles, CA 90017

Attn: Mr Richard Starzak, Principal

Reference your letter of 13 December, 2007

Dear Mr. Starzak:

Thank you for your invitation to participate in the San Pedro Waterfront Project EIR/EIS.

The Landmarks Committee of the San Pedro Bay Historical Society met on January 9, 2008, to address your request and list those historic structures and sites that the Society supports for formal recognition. The listings shown on the project map you provided served as a helpful starting point for developing our list.

In attendance at the Landmarks Committee meeting of January 9 were the following members:

Arthur A. Almeida, Harbor Historian  
Irene Almeida, Chair, Oral History Committee  
Rev. Arthur Bartlett, Past member of the LA Harbor Commission  
Milton W. Heyne, Committee Chair  
Mitchell C. Mardesich, Director, SPBHS  
Mona Dallas Reddick, Anthropologist/Archeologist, this meeting Recorder  
Mary K. Stanley, Society President  
Mary Jo Walker, Director, SPBHS

The Committee's highest priority goes to those several structures for which efforts to establish recognition by the committee to date have not yet happened. They are:

The Federal Breakwater  
Transit Shed, Berths 58 – 60

RECEIVED

JAN 29 2008

JSA-LOS ANGELES

Transit Shed, Berth 57  
US Immigration Station

Some 18 items shown in color below have been added to those your map identifies.  
Cultural resources in the project area meriting recognition:

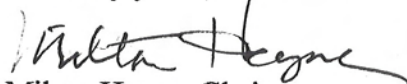
1. Federal Breakwater
2. Bathhouse
3. **Cabrillo Statue**
4. **Stephen White Statue**
5. Hide House ~ (Casa de San Pedro)
6. **Site of the Cotton Compress Facility – NW corner 22<sup>nd</sup> and Signal Streets**
7. **Rossman Retail Lumber Yard – Mesa and 21<sup>st</sup> Street**
8. Transit Shed, Berths 58 – 60, 750 feet long, Confirm Architect-Peter Ficker
9. Transit Shed, Berth 57, Confirm Architect, Peter Ficker
10. Westway/Historic Office Building
11. Municipal Wholesale Fish Market
12. US Immigration Station (Canetti's Seafood Grotto)
13. Timms Landing
14. Fisherman's Slip (Better name than Southern Pacific Slip)
15. Fisherman's Coop (Better name than Utro's Cafe)
16. **Globe Flour Mill (Create Marker?) about 7<sup>th</sup> Street**
17. **Viaduct that ran between Harbor Blvd. & 22<sup>nd</sup> Street (ran down Gulch Road right into the viaduct.)**
18. **Original site of the George Peck Mansion just north of Bloch Field.**
19. **Signage needed to identify the area boundaries of what was San Pedro's Gold Coast residential neighborhood now Port property.**
20. **Fayal (Portuguese) and Lindskow (Danish) first families in San Pedro. Lindville families were located near Lindskow Landing at the foot of 5<sup>th</sup> Street just north of the mouth of Stingaree Creek. (Late 1870s)**

21. Site of Pacific Electric Depot where Merchant Marine Memorial is now.
22. Duffy's Ferry Landing (5<sup>th</sup> Street)
23. Municipal Ferry Bldg./Maritime Museum
24. Liberty Hill Site
25. Ralph Scott Fireboat
26. Knob Hill began at Beacon and 4<sup>th</sup> Streets. 1<sup>st</sup> Street was the top of Knob Hill.
27. Mexican Hollywood
28. Bare-ass Beach (BAB), NW corner of Pier 96, roughly where the cruise ship tent is now.
29. Boschke Slough, North of Vincent Thomas Bridge.
30. First local cannery, California fish cannery, right next to Boschke Slough. It was on Terminal Island originally at head of fish slip.
31. Bascule Bridge where VT Bridge is now. It was run into by a Matson Ship.
32. Todd Shipyard. It was Los Angeles Shipbuilding and Dry-dock Co. before Todd.
33. San Pedro Lumber Company where APL Line is today
34. Sportsmen's Field. Where Pacific and Harbor Blvd. Come together.

San Pedro west of Harbor Blvd. and Terminal Island were not included as part of this survey. They were not considered part of the project area to be addressed.

Thank you again for this opportunity to participate.

Sincerely yours,



Milton Heyne, Chair  
Landmarks Committee  
310-547-0120



## Los Angeles Maritime Museum

*Preserving Local Maritime History*

Berth 84 • Foot of Sixth Street • San Pedro, CA 90731  
(310) 548-7618 • Fax (310) 832-6537 • [www.lamaritimemuseum.org](http://www.lamaritimemuseum.org)

RECEIVED

JAN 24 2008

JSA-LOS ANGELES

January 22, 2008

Mr. David Greenwood  
Jones & Stokes  
811 West 7<sup>th</sup> Street, Suite 800  
Los Angeles CA 90017

Re: Port of Los Angeles: San Pedro Waterfront Project EIR/EIS

Dear Mr. Greenwood:

Thank you for sending the Museum a copy of the Historical Resources map depicting points of historic interest along the San Pedro waterfront.

In reviewing the map, I noted the omission of the American Merchant Marine Veterans Memorial, located at the intersection of 6<sup>th</sup> Street and Harbor Boulevard. Dedicated in 1989, the Memorial is the first National Merchant Marine Memorial in the United States, and bears the names of over 6,800 mariners who died in service to their country. Through its association with events that have made a significant contribution to the broad patterns of city, state and national history, the Memorial meets the criteria for listing as an historic resource.

If you require additional information concerning the Memorial, please contact Mr. John Pitts, President, Merchant Marine Veterans Memorial Committee, Inc., at 310-830-7899 or e-mail [ameucman@aol.com](mailto:ameucman@aol.com).

Thank you for the opportunity to contribute to the survey, and we look forward to working with you.

Sincerely,

Marifrances Trivelli  
Director, Los Angeles Maritime Museum

Cc: American Merchant Marine Veterans Memorial Committee, Inc.

---

**From:** Bent L Christiansen [mailto:b.christiansen@cox.net]  
**Sent:** Monday, January 21, 2008 4:16 PM  
**To:** Richard Starzak  
**Cc:** ameucman@aol.com  
**Subject:** American Merchant Marine Veterans Memorial

Richard Starzak  
Principal and Senior Architectural Historian  
Jones and Stokes  
811 West 7<sup>th</sup> Street, Suite 800  
Los Angeles, CA 90017

Richard

I want to bring to your attention the American Merchant Marine Veterans Memorial located in John S. Gibson Park at the corner of Sixth and Harbor in San Pedro. The American Merchant Marine Veterans Memorial was dedicated in 1989 and is the first National Merchant Marine Memorial in the United States. The beautiful Statue, Fountain and Walls of Honor were constructed with private and corporate donations as well as generous assistance from the State of California, City of Los Angeles and the Port of Los Angeles.

The Memorial is open and available to the public at all times, all year long. More than 6800 names of mariners lost during wars and conflicts, are engraved on the Walls of Honor and is the only headstone most of these mariners will ever have.

National Maritime Day is celebrated annually on May 22 at the Memorial and is attended by elected officials and dignitaries.

For more information please contact any member of the American Merchant Marine Veterans Memorial Committee.

Best regards,

Bent Christiansen  
Treasures, AMMVMC, Inc  
310-993-6058 Cell  
310-833-4225 Home  
310-732-3808 Work  
[b.christiansen@cox.net](mailto:b.christiansen@cox.net)  
[bchristiansen@portla.org](mailto:bchristiansen@portla.org)

## David Greenwood

---

**From:** Richard Starzak  
**Sent:** Tuesday, January 22, 2008 6:32 AM  
**To:** 'Bent L Christiansen'  
**Cc:** ameucman@aol.com; Portia Lee; 'john.heller@sbcglobal.net'; David Greenwood  
**Subject:** RE: American Merchant Marine Veterans Memorial

Bent,  
Thank you for clarifying. We would be happy to add the American Merchant Marine Veterans Memorial to the historic resources map. The National Register of Historic Places typically does not allow for memorials to be eligible for listing. However, the California Register of Historical Places has no such limitation, so we would be happy to review the potential effects of the project on the Memorial in accordance with the California Environmental Quality Act. Calship's role in the production of Liberty Ships and Victory Ships is very important in terms of Los Angeles' contribution to World War II, and the Merchant Marines certainly risked everything to supply the war effort.

We will add the memorial to the map, and analyze it in the EIR.

Rick

---

**From:** Bent L Christiansen [mailto:b.christiansen@cox.net]  
**Sent:** Monday, January 21, 2008 6:31 PM  
**To:** Richard Starzak  
**Cc:** ameucman@aol.com  
**Subject:** Re: American Merchant Marine Veterans Memorial

Rick  
The purpose of the email is to make you aware of the Memorial and a response to a letter of December 13, 2007 you sent to stakeholders concerning the San Pedro Waterfront development. I am concerned that the American Merchant Marine Veterans Memorial is not on the map attached to that letter.  
Although the Memorial has not yet achieved Historical status it is an important part of the San Pedro waterfront.  
Thanks for your response. Let me know if you need any other information.  
Best regards  
Bent

----- Original Message -----

**From:** [Richard Starzak](#)  
**To:** [Bent L Christiansen](#)  
**Cc:** [ameucman@aol.com](mailto:ameucman@aol.com)  
**Sent:** Monday, January 21, 2008 4:36 PM  
**Subject:** RE: American Merchant Marine Veterans Memorial

Thank you Bent. May I ask your purpose in sending me the attached information? I currently am working on an environmental impact report in the general area, and also have brought Boy Scouts/Cub Scouts to the Maritime Museum and S.S. Lane Victory over the years. Let me know your purpose, so I may respond appropriately.

Thanks  
Rick

**Richard Starzak**  
**Jones & Stokes**  
Senior Architectural Historian/Principal  
811 West 7th Street, Suite 800 • Los Angeles, CA 90017  
W: 213.627.5376 • Fx: 213.627.6853 • M: 213.840.7480  
[rstarzak@jsanet.com](mailto:rstarzak@jsanet.com) [www.jonesandstokes.com](http://www.jonesandstokes.com)

*Your Project Means the World to Us*



## David Greenwood

---

**From:** Lewicki, Pauline [plewicki@cra.lacity.org]  
**Sent:** Thursday, January 03, 2008 11:21 AM  
**To:** Richard Starzak  
**Cc:** David Greenwood  
**Subject:** Cultural Resources in San Pedro

Rick and David,

I looked over your map and compared it to the CRA list. It looks like you have already included everything that we have listed.

Happy New Year,

*Pauline*

Pauline Lewicki  
Principal Environmental Planner  
CRA  
213-977-1952  
[plewicki@cra.lacity.org](mailto:plewicki@cra.lacity.org)

## David Greenwood

---

**From:** Mike Buhler [mbuhler@laconservancy.org]  
**Sent:** Tuesday, December 18, 2007 11:31 AM  
**To:** David Greenwood  
**Cc:** Richard Starzak  
**Subject:** San Pedro Waterfront Project

David -

Thank you for your 12/13/07 letter seeking comments from the Los Angeles Conservancy for the proposed San Pedro Waterfront Project EIR/EIS. In order to better respond to your request, we would appreciate a preliminary assessment of historic (or potentially historic) resources likely to be impacted by the proposed project -- with the caveat that current plans are subject to change in the future. In particular, we request:

- (1) A list of historic (or potentially historic) resources proposed for demolition under the proposed project, if any.
- (2) A list of historic (or potentially historic) resources with deferred maintenance needs or requiring code upgrades that have not been addressed in the proposed project.
- (3) Any other likely significant adverse impacts on cultural resources within the project area.

Thanks for whatever information you can provide.

Mike Buhler  
Director of Advocacy  
Los Angeles Conservancy  
213/430-4203

## David Greenwood

---

**From:** Valerie Thompson [vthompson@rmc.ca.gov]  
**Sent:** Monday, March 03, 2008 9:11 AM  
**To:** Richard Starzak; David Greenwood  
**Subject:** RE: San Pedro Waterfront Project EIR/EIS

*Please see message below. Thank you!*

---

**From:** Valerie Thompson  
**Sent:** Wednesday, February 27, 2008 9:03 AM  
**To:** 'rstarzak@jsanet.com'; 'dgreenwood@jsanet.com'  
**Subject:** San Pedro Waterfront Project EIR/EIS

*Good Morning -*

*This message is in response to your letter regarding the Port of Los Angeles: San Pedro Waterfront Project EIR/EIS.*

*The Rivers and Mountains Conservancy has no comment as this project is out of our jurisdiction. I apologize for the delayed response.*

*If you have any questions, please contact our office.*

*Thank you,*

**WE'VE MOVED!!!**  
**PLEASE NOTE NEW ADDRESS BELOW.**

*Valerie Thompson*  
**Executive Secretary**  
**Rivers and Mountains Conservancy**  
*"El Encanto"*  
**100 N. Old San Gabriel Canyon Road**  
**Azusa, CA 91702**  
**626.815.1019 ext. 102**



## **Appendix F. Photos—NRHP and CEQA Eligible Properties**



**E**

**■**

## **Vincent Thomas Bridge**



**Vincent Thomas Bridge, 2001, Los Angeles Public Library photo archive**

## S.S. Lane Victory



SS Lane Victory. Historic Naval Ships Association

■



Municipal Wholesale Fish Market, 1949. Los Angeles Public Library Photo Archive





US Immigration, facing southeast, no date. Los Angeles Public Library Photo Archive



Immigration Station, ICF Jones & Stokes, 2007



**Westway/Pan-Am Oil Pump House, ICF Jones & Stokes, 2007**





**Warehouse No. 1 detail, ICF Jones & Stokes, 2008**

### **Ralph J. Scott Fireboat**



**Ralph J. Scott Fireboat, ICF Jones & Stokes. October 7, 2005.**

**San Pedro Municipal Ferry Building/L.A. Maritime Museum**



**San Pedro Municipal Ferry Building/L.A. Maritime Museum. Wikimedia Commons, May 2008.**

**Bethlehem Shipyard**



**Bethlehem Shipyard. Jones & Stokes, 2000.**



**Cranes. Bethlehem Shipyard. ICF Jones & Stokes, 2008.**

**Transit Shed 57**



**Transit Shed 57, ICF Jones & Stokes, 2008**

■



**Transit Shed 58-60, ICF Jones & Stokes, 2008**



**Transit Shed 58-60. At left, Municipal Warehouse No. 1, Los Angeles Harbor Department Archives**



## **Appendix G. DPR Forms**

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# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Vincent Thomas Bridge

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City San Pedro Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app

Assessor's Parcel Number: N/A; Encompasses 2.2 miles of Los Angeles county route CA-47

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Vincent Thomas Bridge is located on route 47 (P.M. 0.86) in the city of San Pedro, Los Angeles County. The bridge extends 1.1 miles in length. A cable suspension bridge approximately 6,062 feet long, it carries a main suspended span of 1500 feet; suspended side spans are 500 feet each with ten spans for the San Pedro approach. A lightweight concrete deck is supported on rolled beam stringers spaced transversely at 7 feet, which are in turn supported by the transverse floor trusses. The suspended spans are supported by the main cables through suspenders at each floor truss location. Vincent Thomas Bridge was constructed to withstand winds of 90 miles per hour. The height of the two towers is 365 feet, each supported on steel pile foundations. Towers have two shafts braced together with 5 struts comprised of a lower and upper horizontal horizontal steel member holding diagonal crisscross bracing, a character-defining feature. Vertical clearance is 185 feet above the water. The bridge was named after Vincent Thomas, former California Assemblyman for San Pedro and principal advocate for realizing the bridge.

\* P3b. Resource Attributes: (List attributes and codes) HP19 Bridge

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

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



P5b. Description of Photo: (View, date, etc.)

Looking east, 11/26/07, Photo

#100\_2621.jpg

\* P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both

1961-1963

\* P7. Owner and Address:

Caltrans - District 7

100 S. Main Street

Los Angeles CA 90012

S--State

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

Portia Lee / David Greenwood

Jones & Stokes

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded: \_\_\_\_\_

\* P10. Survey Type: (Describe)

Intensive Level Survey

\* P11. Report Citation: (Cite survey report/other sources or "none") San Pedro Waterfront

\* 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

Page 2 of 2

\* NRHP Status Code 3S

\* Resource Name or #: Vincent Thomas Bridge

B1. Historic Name: Vincent Thomas Bridge

B2. Common Name: Vincent Thomas Bridge

B3. Original Use: Commercial B4. Present Use: Commercial

\* B5. Architectural Style: \_\_\_\_\_

\* B6. Construction History: (Construction date, alterations, and date of alterations.)  
Opened to traffic November 15, 1963

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

\* B8. Related Features:  
Height: 365 feet, Length: 6,060 feet, Width(Roadway): 52 feet, Deck: 6.5 inches concrete, Center Suspension Span: 1,500 feet, East/West Tower Spans: 506 feet, Anchor Weight: 23,000 tons each (two anchors)

B9a. Architect: Bridge Department of the California Division b. Builder: Bridge Dept of California Division of Highways

\* 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.)

The Vincent Thomas Bridge is the third-largest suspension span bridge in California, after the Golden Gate Bridge and San Francisco-Oakland Bay Bridge, respectively, and features simultaneous unimpeded passage of both land and water traffic. It was built to provide a vehicular connection among the port communities of San Pedro, Wilmington, Long Beach and Terminal Island, and serves the principal port on the West Coast. Before the bridge was constructed, the only crossing over the Main Channel of Los Angeles Harbor was by ferry service, which started in the 1870s. The development of shipping and shipbuilding petroleum production, power generation, fish processing and the opening of a naval base on Terminal Island -- very active during World War II and the Korean War -- made a vehicular crossing imperative. Linking San Pedro harbor and Terminal Island, the bridge, constructed by John A. Roebling's Sons Company (decendents of the builders of the Brooklyn Bridge, 1883), significantly increased Port of Los Angeles commerce on and to the Island. The Vincent Thomas Bridge is also significant for the National Register of Historic Places under Criterion C, Design/Construction and the California Register of Historical Resources under Criterion 3, architecture, as the first major suspension bridge erected in Southern California, the first suspension bridge of all welded (not riveted) construction and the only bridge of its kind to be built entirely on pilings.

B11. Additional Resource Attributes: (List attributes and codes): AH14

\* B12. References:  
Archives of the California State Library, Sacramento, California

B13. Remarks:

\* B14. Evaluator: Portia Lee  
Date of Evaluation: January, 2008

(This space reserved for official comments.)



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3

\* Resource Name or #: Municipal Wholesale Fish Market

P1. Other Identifier: Berth 72

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address \_\_\_\_\_ City San Pedro Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM, etc. as app  
Harbor Department lease. Assessor's Parcel Number: 7440-034-901.

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The Municipal Wholesale Fish Market is a two-story, rough textured stucco, wood and concrete frame Mission Revival style building located at Berth 72 in the Port of Los Angeles in San Pedro, California. The original building permit No. 18361 was issued on August 8, 1949. Rectangular in plan, the structure measures 80 x 500 feet in length, exhibiting a pitched parapet with Spanish terra cotta tiles, and elevated frames on the corners of the western elevation. On the northwestern corner of the structure, a Mission Revival tower roofed with similar Spanish rises to three stories and is finished with finials at the corners and a circular turquoise ball at the crown.  
The three-sectioned western and eastern elevations are almost symmetrical, highlighted by a series of original casement windows, French doors with small balconies, and double-doors, which are the main entrance into the stalls. The three sections are defined by a parapet with a series of balustrades set within the central section. A water table projects around the majority of the structure and the double-door entrances are set within a three-bay symmetrical molding. The steel casement windows are one, four, or eight pane or porthole with central projecting sash, allowing air to flow through the structure. The French doors are composed of eight pane windows with a wood panel, and the balcony railing is made of very thin pieces of metal. (See Continuation Sheet)

\* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building  
\* P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, etc.)  
Looking southeast, 8/7/07, Photo  
#fish\_market\_long.jpg  
\* P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1949, LA Permit #18361  
\* P7. Owner and Address:  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731  
P--Private  
\* P8. Recorded by: (Name, affiliation, address)  
Elizabeth Weaver  
Jones & Stokes  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017  
\* P9. Date Recorded: 8/8/2007  
\* P10. Survey Type: (Describe)  
Intensive Level Survey

\* P11. Report Citation: (Cite survey report/other sources or "none") San Pedro Waterfront

\* 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

Page 2 of 3

\* NRHP Status Code 3S/3CS

\* Resource Name or #: Municipal Wholesale Fish Market

B1. Historic Name: Municipal Wholesale Fish Market

B2. Common Name: Municipal Wholesale Fish Market

B3. Original Use: Commercial

B4. Present Use: Commercial

\* B5. Architectural Style: Mission Revival

\* B6. Construction History: (Construction date, alterations, and date of alterations.)

Building Permit #18361 was issued on August 8, 1949 to the Los Angeles Harbor Department, for the erection of a two-story commercial building, measuring 80' X 420' feet in size, estimated at \$400,000. The architect and contractor were from the Harbor Dept

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

\* B8. Related Features:

Loading docks

B9a. Architect: \_\_\_\_\_ b. Builder: \_\_\_\_\_

\* B10. Significance: Theme Commercial Architecture Area San Pedro

Period of Significance 1951 Property Type Commercial Building Applicable Criteria NR: A.C: CR1.3:

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

The Municipal Wholesale Fish Market building appears to satisfy the requirements for eligibility to the National Register of Historic Places and the California Register of Historical Resources. The structure played an important role in the expansion of the fish processing industry at the Port of Los Angeles and was vital to the development and marketing of the small boat fish catch and the Market contains machinery, original rooms, refrigeration doors, and artifacts associated with the fish industry. In addition the Municipal Wholesale Fish Market is eligible for consideration as a Los Angeles Historic-Cultural Monument. Although successive occupants have made some interior changes to the second floor compartments, the structure qualifies under the Cultural Heritage Ordinance as a building that exemplifies special elements of the city's architectural and marine history, particularly the distinctive characteristics of the Mission Revival style, a design that is rare at the Port of Los Angeles. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes): AH14

\* B12. References:

Los Angeles Department of Building and Safety - Building Permit No. 18361, on August 8, 1949.

Historical Los Angeles Time Archive

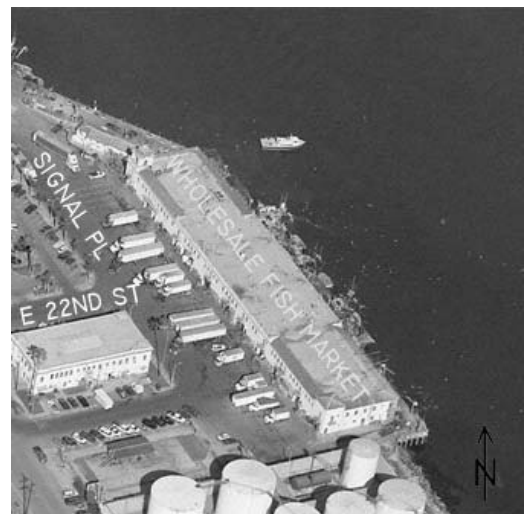
B13. Remarks:

\* B14. Evaluator: Elizabeth Weaver

Date of Evaluation: August, 2007

(This space reserved for official comments.)

(Sketch map with north arrow required)



Page 3 of 3 Resource Name or #: Municipal Wholesale Fish Market

\* Recorded by: David T. Greenwood / Portia Lee

 Continuation     Update**P3a. Cont'd.**

The eastern elevation is split into three sections, with a parapet that contains a small series of balustrades in the middle section. It contains similar fenestration with a series of original windows and doors, belt course, and projecting water table. This elevation is the industrial side of the building where ships dock on the Main Channel and unload the fresh fish. Adjacent machinery has one and two story wood awnings for protection, mainly located on the middle and northern section of the elevation. A wrap around balcony is located on the southeastern corner of the building. The historic integrity of this façade is visible despite the large fishing equipment, and the majority of the original windows and doors still remain. The northern and southern elevations are similar in design to the other elevations, exhibiting casement windows and metal doors. The southern elevation follows the same architectural detail as the western and eastern elevations and appears to contain the original windows and doors. On the northern elevation, an attached addition has similar rough textured stucco and a pitched gable roof with Spanish terra cotta tile. It contains the refrigeration for the building. Adjacent to the refrigeration unit is a fuel station which exhibits similar architectural style as that of the Market. It is officially located on Berth 73.

The northwestern section is composed of a series of metal doors and steel casement windows, which are replicated throughout the entire elevation; as well as the belt course and projecting water table. Occasionally French doors are placed instead of a window, which includes a small metal balcony. Located above a majority of the doors is the name of the company that occupies the stall, which is labeled in new lettering. The middle section is separated from the flanking sections by a flat parapet that contains a few small balustrade courses. Two-story pediments, which placed along the ends of the parapet walls separate each stall. Placed on top of the parapet, where the pilasters meet the roofline, are the concrete urns that are also found on the tower. The southeastern section of the building is similar, except for the corner elevation, where a tower was never constructed. However, the façade is elevated on the corner, leading to a low, cross-gabled roof composed of Spanish terra cotta tile. Unlike the northwestern corner, the two pilasters do not exist, but the capital block remains, as well as a small, centrally placed, circular vent.

**Interior:**

Concrete walls characterize the interior of the building and the floor of the first level; wood is used on the second floor. Concrete was used additionally for the staircases to the second floor. Balustrades are metal. The first floor contains a refrigerated room to store the fish and a large, open corridor that spans the width of the building for efficiency in packaging and moving the fish. The metal doors to the refrigeration room and the majority of the corridor doors are original. The second floor has been altered in each stall, where most contain a large room converted for use as storage; additional smaller rooms were constructed for bathrooms, kitchen, and more storage. Some companies remodeled the upstairs area in order to implement a working office with carpet, ceiling tile and cubicles with walls covered in wood or fabric panels. Each stall has an open drop shoot from the second to first floor that has metal doors cut out of the wood floors, an original building design that allowed fish and machinery to be hauled between floors.

**Significance****B10. Cont'd.**

The Wholesale Municipal Fish Market appears eligible for the National Register of Historic Places (NRHP) under Criterion A and C, and the California Register of Historical Resources (CRHR) under Criterion 1 and 3. Constructed in 1951, it remains a unique example of a fish market built in the Port of Los Angeles during the middle of the century. The two-story structure retains substantial integrity and conveys its significance as a purpose-built structure for receiving and marketing the fish catch. The structure has undergone some interior alterations, but few exterior alterations and retains integrity of design, location, workmanship, and feeling. Finally, the structure's location along the Main Channel, as well as its Mission Revival tower and plan, make it a neighborhood architectural landmark.

# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Pan American Oil Company Pump House

P1. Other Identifier: Westway Office Building

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City San Pedro Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app  
Pier No. 1, Berths 70 and 71 - south of Signal Point fronting on Main Channel

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
On September 17, 1923 Permit No. 43132 was issued to the Pan-American Oil Company for a 2 room, one story concrete pump house which held measuring gauges and pumping machinery for oil stored in tanks on the site. The building was constructed with a flat steel truss concrete slab roof covered in Mission tile which featured an elaborated Mission Revival espadana parapet. The size of the building was listed as 30' by 90'. Steel footings 32'x82'x1 foot thick were placed 4 feet below ground. The exterior consisted of concrete columns and hollow tile panels. Fenestration is varied around the building with double-hung sash exhibiting deep reveals, and single pane windows on two modern shed roof additions. Glass panes are generally wire-reinforced. On the front elevation, double hung sash is paired on the upper level above a glass paned entry door which is flanked by French doors. A wood stairway above each of the side additions leads to the upper level. The building has retained substantial design integrity with few exterior alterations except for the shed roof side additions. The decorative logo on the parapet was placed by the present owner.

\* 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. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Looking north, 11/26/07, Photo

#100\_2750.jpg

\* P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both

1923

\* P7. Owner and Address:

Westway Inc.

Berth 70-71

San Pedro, CA

P--Private

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

Portia Lee / David Greenwood

Jones & Stokes

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded: January 2008

\* P10. Survey Type: (Describe)

Jones & Stokes 2005

Jones & Stokes 2007

\* P11. Report Citation: (Cite survey report/other sources or "none") \_\_\_\_\_

San Pedro Historical Society Archives Historical Los Angeles Times

\* 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

Page 2 of 2

\* NRHP Status Code 3S

\* Resource Name or #: Pan American Oil Company Pump House

B1. Historic Name: Union Oil Terminal Office Building

B2. Common Name: Westway Office Building

B3. Original Use: Petroleum pump house B4. Present Use: Office building

\* B5. Architectural Style: Mission Revival

\* B6. Construction History: (Construction date, alterations, and date of alterations.)

Building Permit No. 43132 for Pump House; , 9-17-1923. Building Permit 46950 for Oil Loading Wharf, 10/5/1923

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

\* B8. Related Features:

Oil Tanks

B9a. Architect: \_\_\_\_\_ b. Builder: \_\_\_\_\_

\* B10. Significance: Theme Commercial petroleum shipping Area Los Angeles Harbor

Period of Significance 1915 Property Type Pump House Applicable Criteria NRHP: A; CRHR: 1

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

A small, two-story Mission Revival style structure built in 1923, the pump house is located on the historic Pan American Oil Company site at Pier 1 north of Municipal Warehouse No. 1. The structure appears to have been purpose-built by the company on the site to house pumping and/or gauging machinery used with an early pipeline to the Port. The Pump House was built by the Pan American Oil company which was owned by Edward J. Doheny, a Los Angeles oil wildcatter who brought in high-producing wells from fields in California and Mexico. On December 17, 1922, the Los Angeles Times reported plans for improvements that cost 15 million dollars were to be underwritten by a group of oil companies led by Pan American Oil Company for refineries and tank farms at the San Pedro Harbor. "With the completion of these plants," the newspaper reported, "San Pedro will become the world's leading oil-export point." The building is individually eligible for the National Register of Historic Places under Criterion A, events, and the California Register of Historical Resources under Criterion 1, events, for its contribution to the broad patterns of local history through its association with the early days of oil shipping from the Port of Los Angeles.

B11. Additional Resource Attributes: (List attributes and codes): AH14

\* B12. References:

Queenan, Charles. The Port of Los Angeles

City of Los Angeles Building Permit Division

Historic Los Angeles Times

B13. Remarks:

\* B14. Evaluator: Portia Lee

Date of Evaluation: January, 2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 4

\* Resource Name or #: San Pedro Boat Works

P1. Other Identifier: San Pedro Boat Works

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City San Pedro Zip 90731

d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM, etc. as app  
Berth 44, West Channel, in Watchorn Basin

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The San Pedro Boat Works complex comprises a group of buildings scattered on a large triangular site in Watchorn Basin. The first buildings were built in 1932 to construct small, swift launches and water taxis to ferry passengers to gambling boats outside the three-mile limit. After Prohibition the boatyard expanded for a two-story office building and sheds for specialized activities including painting, hull repair, carpentry, wooden boatbuilding, metal work, and engine repair. Rooflines are varied, but generally smaller building are gabled with composition or corrugated roofs. The large office /shop building carries a side gable roof with a flat-roofed extension with a narrow parapet band; the interior is spanned by a wood kingpost truss. Cladding on these building is generally clapboard or beadboard siding. Fenestration also varies with sliders, contemporary multi-pane lights and some small original double hung sash.

\* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking north, 1/30/2008, Photo

#IMG\_0402.jpg

\* P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both

1932

\* P7. Owner and Address:  
Los Angeles Harbor Department  
101 S. Harbor Boulevard  
San Pedro, CA 90731

\* P8. Recorded by: (Name, affiliation, address)  
David Greenwood / Portia Lee  
Jones & Stokes  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

\* P9. Date Recorded: January 12, 2008

\* P10. Survey Type: (Describe)  
Jones & Stokes 2005  
Jones \* Stokes 2007

\* P11. Report Citation: (Cite survey report/other sources or "none") San Pedro Waterfront Bridge to Breakwater EIS-EIR  
"Shipping Out." Daily Breeze." November 7, 2002

\* 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

Page 2 of 4

\* NRHP Status Code 3CD

\* Resource Name or #: San Pedro Boat Works

B1. Historic Name: San Pedro Boat Works

B2. Common Name \_\_\_\_\_

B3. Original Use: Boat repair, maintenance, and construction B4. Present Use: Vacant

\* B5. Architectural Style: Utilitarian Commercial

\* B6. Construction History: (Construction date, alterations, and date of alterations.)

Constructed in 1932 by unknown builders to build small, maneuverable launches.

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

\* B8. Related Features:

Waterfront.

B9a. Architect: Unknown

b. Builder: Unknown

\* B10. Significance: Theme Commercial small boat construction Area San Pedro Waterfront

Period of Significance 1932 to 1982 Property Type Boatyard Applicable Criteria CR: 1

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

The San Pedro Boat Works meets the qualification for listing in the California Register of Historical Resources under California Register Criterion 1 as a resource associated with events that have made a significant contribution to the broad patterns of local or regional history. Founded in 1932 as the H-10 Water Taxi Company by unknown builders who constructed small maneuverable launches designed to avoid police boats during prohibition, the Boat Works expanded after the repeal of the 18th Amendment to specialize in building military boats, purse seiners, yachts, fireboats and lifeboats. The San Pedro Boat Works became renowned in the 1960s and 1970s for its ability to service racing boats, particularly those competing in the Trans-Pacific Yacht race. Programs such as "Mannix", "Cannon" and "The FBI" made the site familiar to television viewers and the boatyard was favored by motion picture stars who brought their luxury yachts for repair and maintenance. Several boatyard buildings were damaged by an explosion on the oil tanker Sansinena in December of 1976, which sent large steel shards into several of the buildings, blew out windows and damaged the turntable. The damage was repaired and the original configuration of buildings was maintained. Much of the machinery remains in place, including tools, lathes, the original marine railway and turntable. While structures on the site have become deteriorated from disuse, the boatyard retains integrity of location, design, setting and workmanship, defined as the physical evidence of the craft of boatbuilding during a given period of history.

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

\* B12. References:

"Boatyard business booming; 50 year bash set." San Pedro News Pilot, March 26, 1982

"Next to the blast: S.P. boat yard heavily damaged." S.P. boat yard heavily damaged." San Pedro News Pilot, December 23, 1976.

"Shipbuilding Slides Much Since WWII." Los Angeles Times. July 25, 1965.

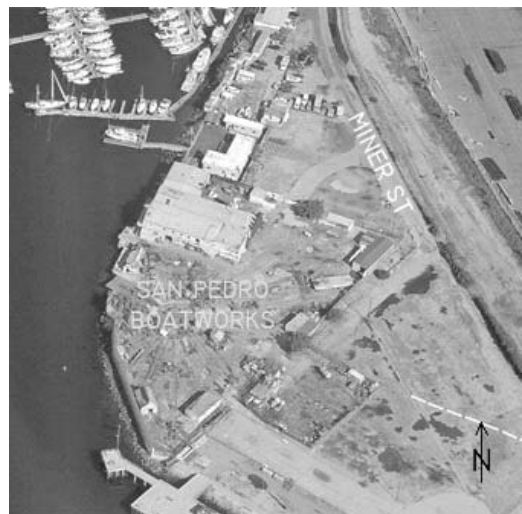
B13. Remarks:

\* B14. Evaluator: David T. Greenwood / Portia Lee

Date of Evaluation: 3/19/2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: U.S. Immigration Station

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address \_\_\_\_\_ City San Pedro Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM, etc. as app)

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
The former United States Immigration Building is a two-story plaster over-wood frame building with projecting corners and a banded parapet. A flat sheet metal cornice is situated above a narrow plain plaster architrave. Rectangular in plan, the building measures 55 feet by 120 feet. Fenestration on the northern elevation exhibits a grouping of five inset wood frame one-over-one medium width sash windows with flat lintels and medium reveals. Similar lights appear on the projecting corners. The ground story features an entrance with a flat roof supported by corbels and square entry pillars. A small fire escape is situated at the western end of the second story with a ladder extension to the street. The ground floor of the western elevation has two pairs of wood panel doors with single wire-glass lights above and six sash windows situated on the second floor. The eastern elevation is similar in arrangement. The southern elevation has similar sash window bands on both the first and second floors. A wood frame stair with a simple wood balustrade leads to a landing centered at the mid-floor level. A double entry wood door with a single light is located at the western end of the elevation. A flat canopy supported by heavy corbels projects over entrances on the southern and eastern elevations.

\* P3b. Resource Attributes: (List attributes and codes) HP14 Government building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking southeast, 11/26/07, Photo #100\_2641.jpg

\* P6. Date Constructed/Age and Sources:  
 Prehistoric  Historic  Both  
1923

\* P7. Owner and Address:  
Los Angeles Harbor Department  
425 S. Palos Verdes Street  
San Pedro, CA 90731

\* P8. Recorded by: (Name, affiliation, address)  
Portia Lee / David Greenwood  
Jones & Stokes  
811 W. 7th Street, Suite 800  
Los Angeles, CA 90017

\* P9. Date Recorded: \_\_\_\_\_

\* P10. Survey Type: (Describe)  
Jones & Stokes 2005  
Jones & Stokes 2007

\* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Harbor Department Bridge to Breakwater EIS- Los Angeles Department of Building and Safety

\* 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

Page 2 of 2

\* NRHP Status Code 3S/3CS

\* Resource Name or #: U.S. Immigration Station

B1. Historic Name: United States Immigration Station

B2. Common Name: \_\_\_\_\_

B3. Original Use: Immigration Station B4. Present Use: Restaurant and Offices

\* B5. Architectural Style: Utilitarian Commercial

\* B6. Construction History: (Construction date, alterations, and date of alterations.) \_\_\_\_\_

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

\* B8. Related Features:  
Waterfront buildings and Warehouses

B9a. Architect: \_\_\_\_\_ b. Builder: \_\_\_\_\_

\* B10. Significance: Theme Immigration Area Harbor of Los Angeles

Period of Significance 1923 Property Type Two-story commercial Applicable Criteria NR A; CR 1

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

The United States Immigration Building at the Los Angeles Harbor was purpose built to register and house immigrants entering at the Port. Located on site were dormitories, kitchens, interview rooms and detention facilities. The United States Immigration Station, designed by the Harbor Engineer's Office in 1922, was included in the 1997 Cultural Resource Reconnaissance Survey by Fugro West. The building was designated as potentially eligible for the National Register under Criterion A, events, for its association with the Federal Government activities at the Port and as the only extant building designed and used for civilian federal purposes. Cannetti's Restaurant, located in the ground story of the building, was determined historic for its long tenure at the location and as a social center for commercial fishermen. The structure was also determined potentially eligible for the National Register under Criterion C, Design/Construction for its use of the Neoclassical/Utilitarian Style adopted for the Outer Harbor District and as a contributor to a potential National Register District containing Sheds 57-60 and Municipal Warehouse No. 1. Since the Immigration Station is now over 50 years old, the alterations and use of the structure have remained unchanged, and it has not lost substantial integrity, the building has overcome the fifty-year Criteria Consideration of the National Register of Historic Places and is now eligible for listing under Criteria A, events, and C, Design/Construction. It is also eligible for the California Register of Historical Resources under Criterion 1, events and 3, architecture.

B11. Additional Resource Attributes: (List attributes and codes): AH11

\* B12. References:  
Final Phase II Cultural Resources Reconnaissance Survey, Port of Los Angeles, by Fugro West Inc., January 1997

B13. Remarks:

\* B14. Evaluator: Portia Lee

Date of Evaluation: January, 2008

(This space reserved for official comments.)



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Transit Shed Berth 57

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address \_\_\_\_\_ City San Pedro Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM, etc. as app  
Berth 57, East Channel.

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
This one-story transit shed is rectangular in plan, measuring 480 feet in length and 95 feet in width. A half-story monitor roof runs the length of the building providing a clerestory. The building is sheathed with corrugated metal panels over a steel frame and steel roof truss system. The southern elevation features paired end pillars and a pedimented entrance flanked by double pillars. An address designation appears on the monitor pediment, reading "Port of Los Angeles" above "Berth 57." The east and west elevations exhibit a series of raised cargo loading bays above a concrete loading dock. The north elevation has been altered by a large two-story flat-roofed wood frame addition clad with horizontal wood ship-lap siding. Windows are two-panel wood frame horizontal sliders on the ground floor and three-panel on the second story. An entrance on the western side of the north elevation features a small projecting gable roof porch supported by two box columns. Fenestration above this entrance is four-paned. This addition dates to the United States Navy use of the building in the decade of the 1930s. The address legend on the monitor is similar to that on the south elevation.

\* P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking south, 11/26/07, Photo

#100\_2646.jpg

\* P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both

1923 Building Permit No. 48593

\* P7. Owner and Address:

Los Angeles Harbor Department

425 Palos Verdes Street

San Pedro, California 90731

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

Portia Lee / David Greenwood

Jones & Stokes

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded: \_\_\_\_\_

\* P10. Survey Type: (Describe)

Jones & Stokes 2005

Jones & Stokes 2007

\* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Harbor Department- Bridge to Breakwater EIR  
Los Angeles Department of Building and Safety Final Phase II Cultural Resources Reconnaissance Survey

\* 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

Page 2 of 2

\* NRHP Status Code 3S/3CS

\* Resource Name or #: Transit Shed Berth 57

B1. Historic Name: Transit Shed 57

B2. Common Name \_\_\_\_\_

B3. Original Use: Warehouse

B4. Present Use: Offices and Warehouse

\* B5. Architectural Style: Utilitarian Industrial

\* B6. Construction History: (Construction date, alterations, and date of alterations.)

Building Permit No. LA48593 10/15/1923 Original ; Building Permit LA00395 1/10/1933 for Navy Landing.

Alterations: New northern elevation front addition

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

\* B8. Related Features:

Loading docks; railroad spurs

B9a. Architect: Unknown

b. Builder: The Austin Company, Los Angeles

\* B10. Significance: Theme Shipping and commerce

Area Port of Los Angeles

Period of Significance 1923

Property Type Warehouse

Applicable Criteria NR District A

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

Constructed in 1923, Transit Shed 57 was found eligible in the 1997 Fugro West Cultural Reconnaissance Survey under Criterion A of the National Register of Historic Places as one of the earliest extant transit sheds built during the modern era of the Port. Like Transit Shed 58-60, the facility's size indicates the importance of the Outer Harbor in commerce of the era. It gains additional eligibility under Criterion A for its use as a Navy Landing. The survey also found the building eligible for listing as a Los Angeles Historic-Cultural Monument and a contributor to a potential National Register district that includes Transit Shed 58-60, the United States Immigration Station and Municipal Warehouse No. 1.

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

\* B12. References:

Final Phase II Cultural Resources Reconnaissance Survey, Port of Los Angeles, by Fugro West Inc., January 1997

Queenan, Port of Los Angeles: From Wilderness to world Port

B13. Remarks:

\* B14. Evaluator: Portia Lee

Date of Evaluation: January, 2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



# PRIMARY RECORD

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2

\* Resource Name or #: Transit Shed Berths 58- 60

P1. Other Identifier: \_\_\_\_\_

\* P2. Location:  Not for Publication  Unrestricted a. County Los Angeles  
b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
c. Address \_\_\_\_\_ City San Pedro Zip 90731  
d. UTM: (Give more than one for large and/or linear feature) Zone \_\_\_\_\_, \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app  
Adjacent to Municipal Warehouse #1. Parcels 313, 317,321,325,327,328,362.

\* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
A one-story, medium pitch, gable-roofed rectangular structure, Transit Shed 58-80 measures 1800 feet in length and 100 feet in width, currently sheathed with corrugated metal vertical panels over a steel frame with a steel truss roof system. The northern and southern elevations feature closed pedimented cast concrete gable ends with boxed eaves supported by six, symmetrically placed engaged concrete pilasters. The eastern elevation exhibits a series of raised cargo loading bays above a concrete loading dock. Two pairs of at-grade vehicle entrances are spaced evenly along the elevation. On these entrances, engaged fluted pilasters extend to the cornice line.

\* P3b. Resource Attributes: (List attributes and codes) HP14 Government building

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

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



P5b. Description of Photo: (View, date, etc.)

Looking south, 11/26/07, Photo

#100\_2647.jpg

\* P6. Date Constructed/Age and Sources:

Prehistoric  Historic  Both

1915

\* P7. Owner and Address:

Los Angeles Harbor Department

425 S. Palos Verdes Street

San Pedro, CA 90731

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

Portia Lee / David Greenwood

Jones & Stokes

811 W. 7th Street, Suite 800

Los Angeles, CA 90017

\* P9. Date Recorded:

\* P10. Survey Type: (Describe)

Jones & Stokes 2005

Jones & Stokes 2007

\* P11. Report Citation: (Cite survey report/other sources or "none") Los Angeles Harbor Department. Bridge to Breakwater EIR Final Phase II Cultural Resources Reconnaissance Survey, 1997; Fugro West, Ventura, CA

\* 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

Page 2 of 2

\* NRHP Status Code 3S/3CS

\* Resource Name or #: Transit Shed Berths 58- 60

B1. Historic Name: Great Northern Pacific Steamship Co

B2. Common Name: Transit Shed 58-60

B3. Original Use: Transit Shed B4. Present Use: Transit Shed

\* B5. Architectural Style: Utilitarian Commercial

\* B6. Construction History: (Construction date, alterations, and date of alterations.)

Built 1913-1915 by Los Angeles Harbor Department

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

\* B8. Related Features:  
Loading Docks, Wharves

B9a. Architect: Peter Fricker b. Builder: Los Angeles Harbor Department

\* B10. Significance: Theme Shipping and commerce Area Port of Los Angeles

Period of Significance 1913-1915 Property Type Transit Shed Applicable Criteria CR 1.3; NR A, C

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

One of the earliest sheds built by the Harbor Engineer's Office, predating Municipal Warehouse No. 1 by about a year, the plans for Shed 58-60, originally called Los Angeles Municipal Shed No. 1, were prepared between 1913 and 1915 by architect Peter Fricker, an employee of the Harbor Engineer's Office. A photograph of the building appears in the 1913-1915 issue of the Annual Reports of the Board of Harbor Engineers, which also reports the construction of the adjacent concrete wharf c. 1912-1913. Anecdotal evidence indicates that Transit Shed 58-60 was first used as a cotton warehouse and/or passenger liner terminal. It was taken over by the U.S. Navy in 1921 for use as a temporary barracks, mess hall, offices and torpedo repair center for the Pier One submarine base. In 1932 it returned to general service as a transit shed. Essentially a utilitarian industrial building, it is significant under Criterion 3 of the California Register of Historic Resources and Criterion C Design/Construction of the National Register of Historic Places for its use of neo-classical ornamentation, indicating the importance assigned to architectural design for utilitarian buildings used for Port commerce in the Outer Harbor before the dredging of the Main Channel and destruction of Dead man's Island removed obstacles to the development of the Inner Harbor.

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

\* B12. References:  
Fugro West, Phase II Cultural Resources Reconnaissance Survey, 1997

B13. Remarks:

\* B14. Evaluator: Portia Lee

Date of Evaluation: January, 2008

(This space reserved for official comments.)

(Sketch map with north arrow required)



